

## Board Modification

**PIN 17795 - Washington Terrace – 300 West 5000**  
South to Washington Terrace/ Riverdale Boundary  
Line – (0.7 miles)  
Reconstruction

# Washington Terrace – 300 West - Reconstruction

## Project Type - Reconstruction

5000 South to Washington Terrace/ Riverdale Boundary Line – (0.7 miles)



**Recommended Funding \$ 2,702,831**

**Requested Funding \$ 215,000**

**Project Cost –  
\$ 3,024,100**

**Funds Request –  
\$ 2,702,831**

300 W is used as a major alt route between Riverdale Rd and Washington Blvd-in addition to carrying local traffic; bus traffic; medical vehicles, and high school, middle school, and grade school vehicles. Current traffic volume is significantly heavier than the road was designed for, requiring excessive maintenance.



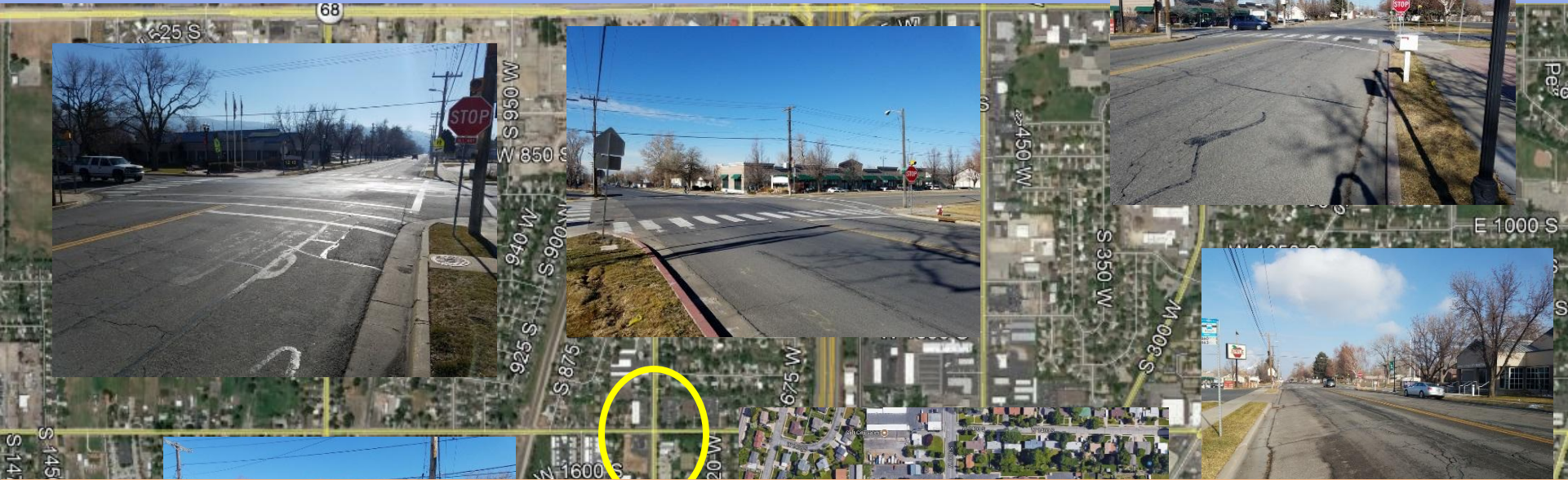
# Board Modification

**PIN 17796 - Woods Cross – 800 W 1500 So**  
800 West and 1500 South – *(0.25 miles)*  
Signal Project

# Woods Cross – 800 West 1500 South – Signal Project

## Project Type – Operations

800 West and 1500 South – (0.25 miles)



**Requested Funding \$ 250,000**

**Recommended Funding \$ 984,975**

**Project Cost –  
\$ 1,056,500**

**Funds Request –  
\$ 984,975**

800 W and 1500 S provide access for pedestrians, bicyclists, and vehicles to schools, Hogan Park, local businesses, City Hall, and other community buildings. Woods Cross plans to reduce traffic congestion and increase safety and mobility for all users by installing a traffic signal at the intersection of 800 W and 1500 S.

## Board Modification

**PIN 16936 - South Ogden – 40<sup>th</sup> Str & Chimes  
View**

Riverdale Road to Washington Blvd  
Reconstruction



# South Ogden – 40<sup>th</sup> Street & Chimes View – Reconstruct w/ Minor Widening

## Project Type – Reconstruction

Riverdale Road to Washington Blvd



## Reduce Project Scope by Splitting the Project



**Requested Funding \$ 200,000**

**Recommended Funding \$ 4,000,000**

**Project Cost –  
\$ 4,745,200**

**Funds Request –  
\$ 4,423,950**

40th Street is a regional east-west corridor in Weber County that carries traffic to and from Weber State University, McKay Dee Hospital and shopping opportunities in Riverdale, South Ogden and Ogden City. The lower sections that will be improved as a part of this project are necessary in order for this corridor to be able to accommodate the increasing traffic.





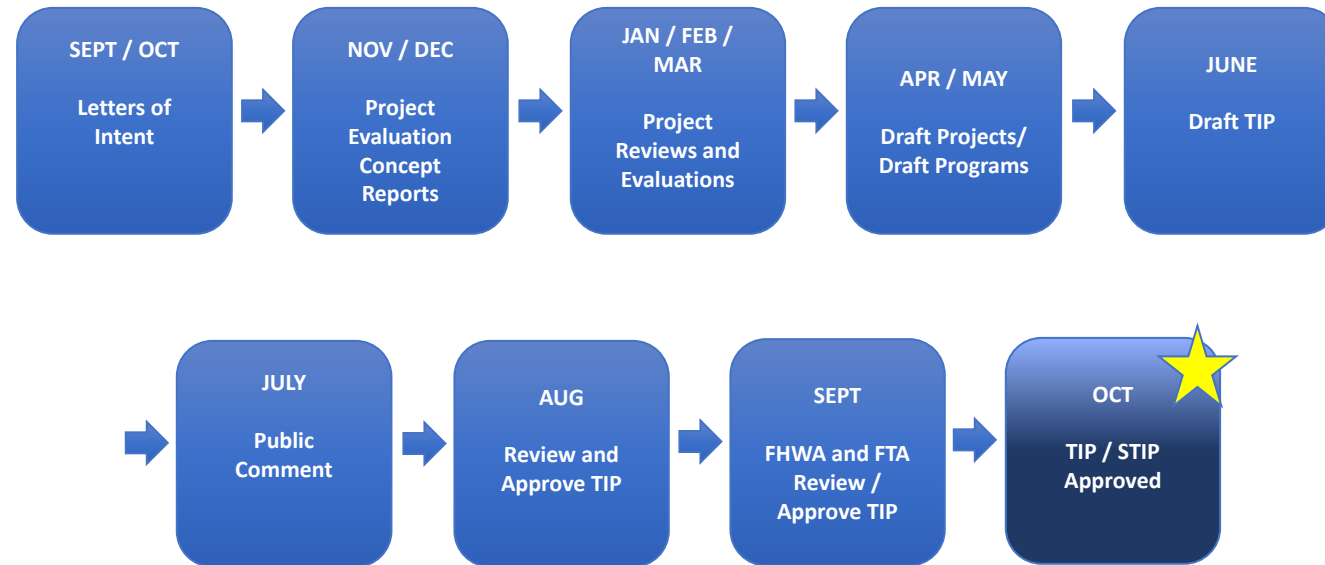
## Letters of Intent Received for Consideration October 2023

County	Sponsor	Project Name	Project Location	Brief Project Description	Estimated Project Cost	Funds Requested	Local Match	Select Program(s)
Box Elder	Brigham City	1200 West Roadway Widening (Forest Street to Industrial Way)	1200 West from Forest Street to Industrial Way	Widening of about a section of 1200 West between Forest Street and Industrial Way.	\$ 249,300	\$ 579,267	\$ 42,064	WFRC: Surface Transportation Program (FY2030)
Box Elder	Brigham City	1200 West Roadway Widening (Forest Street to 400 South)	1200 West from Forest Street to 400 South	Construction of about a one mile section of 1200 West between Forest Street and SR-91. The purpose of the project is to further the corridor between the 1100 West / SR-91 Intersection and Forest Street	\$ 5,944,300	\$ 5,158,035	\$ 374,556	WFRC: Surface Transportation Program (FY2030)
Box Elder	Brigham City	1200 West Roadway Widening (SR-13 to 600 North)	1200 West from 600 North to SR-13	Widening of about a section of 1200 West between 600 North and SR-13	\$ 5,800,000	\$ 5,200,000	\$ 600,000	WFRC: Surface Transportation Program (FY2030)
Box Elder	Perry	1200 West Roadway Widening Phase 1	1200 West from about 1600 South to 2250 South	This project proposes to extend 1100 West from 1100 South Intersection to Perry's 1200 West Corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems	\$ 5,564,500	\$ 3,459,660	\$ 251,227	WFRC: Surface Transportation Program (FY2030)
Box Elder, Davis, Weber	All cities UTA serves	UTA New Radio System	UTA's entire system	UTA's radio system is beyond obsolete, and while we have enough spare equipment to keep it running for maybe 5 years, it is time to work towards a modern update. This will make our whole transit system more reliable, and help with safety and security concerns in general and ahead of a future Olympic Games.	\$15,000,000 system wide	\$2,000,000 in each UZA	\$145,232 minimum match in each UZA	WFRC: Surface Transportation Program (FY2030)
Davis	Bountiful	Parkin Overpass Bridge Replacement	Approximate address is 2000 S 300 W (where SR-68 crosses over US-89)	This project would replace the 88 yr old overpass and improve US-89 by constructing much needed roadway improvements.	\$ 12,071,496	\$ 5,071,496	\$ 7,000,000	WFRC: Surface Transportation Program (FY2030)
Davis	Centerville	1250 West 200 North to West Bountiful City Limit	1250 West 200 North to 100 South	Street reconstruction with 8" of base course and 4" new asphalt	\$ 1,278,700	\$ 969,025	\$ 319,675	WFRC: Surface Transportation Program (FY2030)
Davis	Centerville	Porter Lane Multi-Use Trail; 400 West to Main Street	400 South 400 West to Main St	Install shared use path along south side of Porter Lane (400 S), from 400 West to Main Street	\$ 357,700	\$ 178,850	\$ 178,850	WFRC: Transportation Alternatives Program (FY2026)
Davis	City of North Salt Lake	Center Street sidewalk	Center Street (south side) from Orchard Drive to 340 East in North Salt Lake, UT	This project entails the construction of a missing sidewalk segment on the south side of Center Street between Orchard Drive and 340 East. This sidewalk section is on a school walking route to the nearby Orchard Elementary, and is also a direct connection from a residential neighborhood to the North Salt Lake Town Center. The sidewalk will be a standard 5-foot width with a 4-foot wide park strip.	\$ 550,000	\$ 440,000	\$ 110,000	WFRC: Transportation Alternatives Program (FY2026)
Davis	City of North Salt Lake	Main Street Reconstruction (350 N to Pacific Ave)	Main Street between 350 North and Pacific Avenue in North Salt Lake, Utah	This project entails the reconstruction of Main Street between 350 North and Pacific Avenue in North Salt Lake. The reconstruction of this section of Main Street will complete an overhaul of the entire length of the roadway, and a major pedestrian and vehicular connection from I-15 to the city's Town Center. This section will include the reconstruction of approximately 1/2 mile of roadway and the installation of 575 linear feet of missing sidewalk.	\$ 1,600,000	\$ 1,280,000	\$ 320,000	WFRC: Surface Transportation Program (FY2030)
Davis	City of North Salt Lake	Town Center Urban Design Standards	City of North Salt Lake Town Center	Since the adoption of the Town Center Master Plan in 2016, the City has had immense development pressure in the Town Center. So far, the developments have been mostly for individual parcels and the City has attempted to regulate building design standards through development agreements and a flexible Planned zoning district. However, the City would like to formally adopt urban and building design standards for a new Town Center zoning district, including the location for shared district parking. This application is to hire an urban design consultant to lay out the redevelopment of specific blocks in the Town Center in addition to creating building and streetscape design standards that are ready for codification so the City can more successfully implement the vision of the Town Center Master Plan in a uniform manner.	\$ 100,000	\$ 75,000	\$ 25,000	WFRC: Transportation and Land Use Connection (FY2025)
Davis	Clearfield City	Clearfield City Transportation Master Plan	55 South State Street, Clearfield, UT 84015	Clearfield City is seeking assistance in the creation of the Clearfield City Transportation Master Plan. A transportation plan of this sort has never been undertaken in Clearfield City as most plans of the past have considered streets and single-occupancy vehicles as the basis of the plan. The proposed Clearfield City Transportation Master Plan aims to address streets and their classifications, active transportation with an emphasis on implementing the recommendations of the North Davis Active Transportation Implementation Plan, new transportation routes and connections, necessary bridge improvements, signal improvements and public transportation. This plan is to be the combination of many efforts to address the diverse modes of transportation needed in Clearfield to support an increasingly diverse and urban population. By addressing these many transportation elements and how they are connected (i.e. street classifications and active transportation) Clearfield will plan for necessary elements of the transportation network that ties together all of the land uses in the City. As another effort to addressing the needs of urban and suburban growth in the City this plan amongst others is about making Clearfield as a place where people want to be.	\$ 130,000	\$ 106,000	\$ 24,000	WFRC: Transportation and Land Use Connection (FY2025)
Davis	Clinton	1300 North and 1500 West Improvements	1300 North from 1285 W to 1500 W, and 1500 West from 1230 N to 1750 N	The project will include reconstructing and widening of 1300 North from 1000 West to 1500 West in Clinton City. This project will include the installation of curb, gutter, and sidewalk along sections of the roadway. This project will connect onto a funded CMAQ project to construct a roundabout at 1500 West. The project has been previously funding for \$2,000,000. We are requesting another \$1,000,000 to complete the project. 1300 North is on the functional classification map as a minor collector.	\$ 4,000,000	\$ 1,000,000	\$ 1,000,000	WFRC: Surface Transportation Program (FY2030)
Davis	Clinton	2050 North Pedestrian Underpass	2050 North Trail across 2000 West	The project includes the installation of a grade separated crossing to connect the 2050 North trail on either side of 2000 West. The 2050 North trail is a regionally significant trail which is currently divided by the 2000 West roadway. The city would like to include the installation of the underpass as part of the UDOT 2000 West widening project.	\$ 5,500,000	\$ 1,300,000	\$ 1,500,000	WFRC: Congestion Mitigation and Air Quality (FY2030)





# Process for New Projects & The Draft TIP







# UDOT Traffic Management Division

## Annual ITS Report - October 2023

Tyler Laing, P.E., PTOE  
UDOT ITS Program Manager



# Signals & ITS Device Growth

# Signals & ITS Device Growth - Statewide

Signals & Major ITS Device Growth - Statewide		
Fiscal Year End	Total Signals & Major ITS	% Growth
2019	4544	
2020	4732	4.1%
2021	5003	5.7%
2022	5171	3.4%
2023	5462	5.6%
	Average:	4.7%



# Signals & ITS Device Growth - Northern Utah

Signals & Major ITS Device Growth - UDOT Region One		
Fiscal Year End	Total Signals & Major ITS	% Growth
2019	867	
2020	870	0.3%
2021	942	8.3%
2022	946	0.4%
2023	1006	6.3%
	Average:	3.8%

# UDOT ITS Projects

# Ongoing UDOT ITS Projects

## CCTV Camera Upgrades: Analog to Digital



Analog  
(Old)

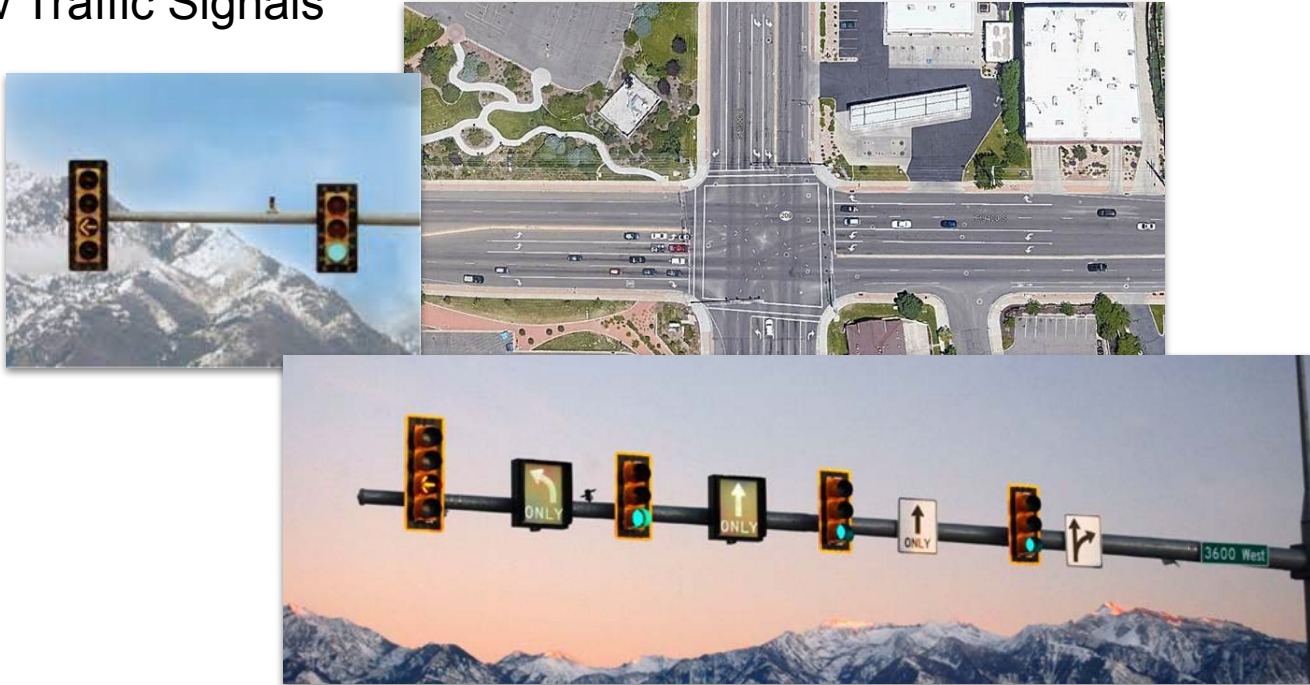


Digital  
(New)



# Ongoing UDOT ITS Projects

## Many New Traffic Signals



# Ongoing UDOT ITS Projects

## New TOC Central Software (ATMS)



ADVANCED TRAFFIC MANAGEMENT SYSTEM

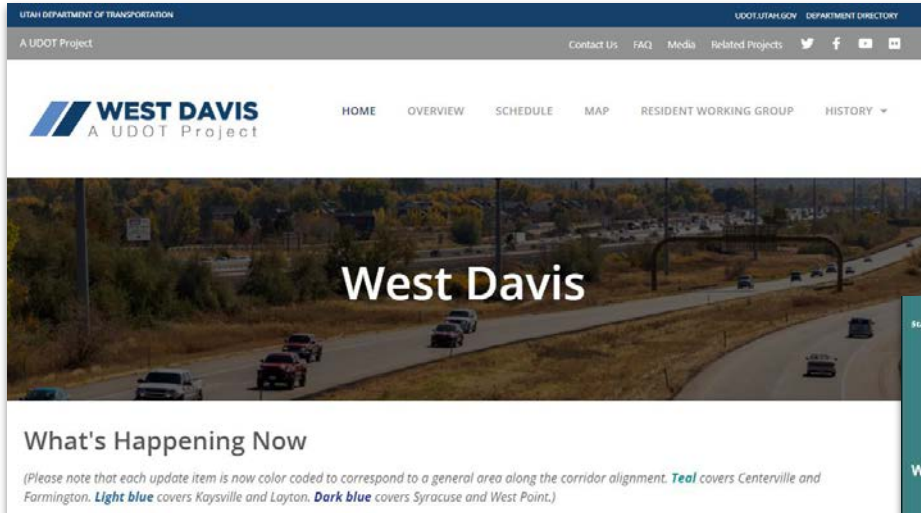




# Ongoing UDOT Projects w/ ITS

## West Davis Corridor:

<https://westdavis.udot.utah.gov/>



### WEST DAVIS A UDOT Project



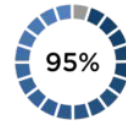
Utilities



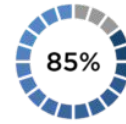
Retaining Walls



Drainage



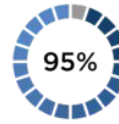
Earthwork



Pavement



Bridges &  
Box Culverts



Sound Walls



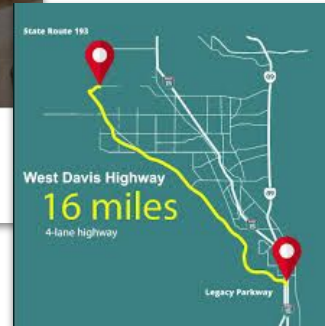
Signs, Sidewalks, Driveways,  
Landscaping, Fences etc.

Spring 2021

88% Complete

Summer 2024

Project Overall



# Completed UDOT Projects w/ ITS

## US-89 Freeway Conversion Project: Farmington to I-84





# Upcoming UDOT Projects w/ ITS

## I-15/Shepard Ln Interchange

*Includes Ramp Metering*



I-15; Shepard Lane Interchange  
Davis County



### PROJECT OVERVIEW

The Utah Department of Transportation (UDOT) is designing a new interchange along I-15 with Shepard Lane. This new interchange will create another connection to local roads and create options for the users of Shepard Lane. This interchange will cross over I-15 and UPRR and UTA Tracks. UDOT will also improve pedestrian and bike connectivity along Park Lane, connecting the west side of I-15 to the east side of US-89. This connectivity will also cross over I-15, UPRR, UTA, and across the ramps associated with I-15, US-89, and SR-67(Legacy Parkway).

### BENEFITS

This project will reduce congestion and improve safety on mainline I-15 and US-89 by decreasing 2050 travel demand on Park Lane. Currently no sidewalks or shoulders exist along Park Lane. A trail will connect pedestrian from Farmington Station on the west side of I-15 to Lagoon Drive on the east side of US-89.

### FUNDING

I-15; Shepard Lane Interchange	\$109,000,000.00
<b>Total Cost</b>	<b>\$109,000,000.00</b>

### SCHEDULE *(subject to change)*

- Environmental/Design Starts: **2022**
- Construction Starts: **2024**



# UTA Rideshare





**Mission:** To educate the community concerning alternative transportation options, and to promote those options that reduce single occupancy vehicle usage, improve mobility, enhance air quality, and conserve energy.

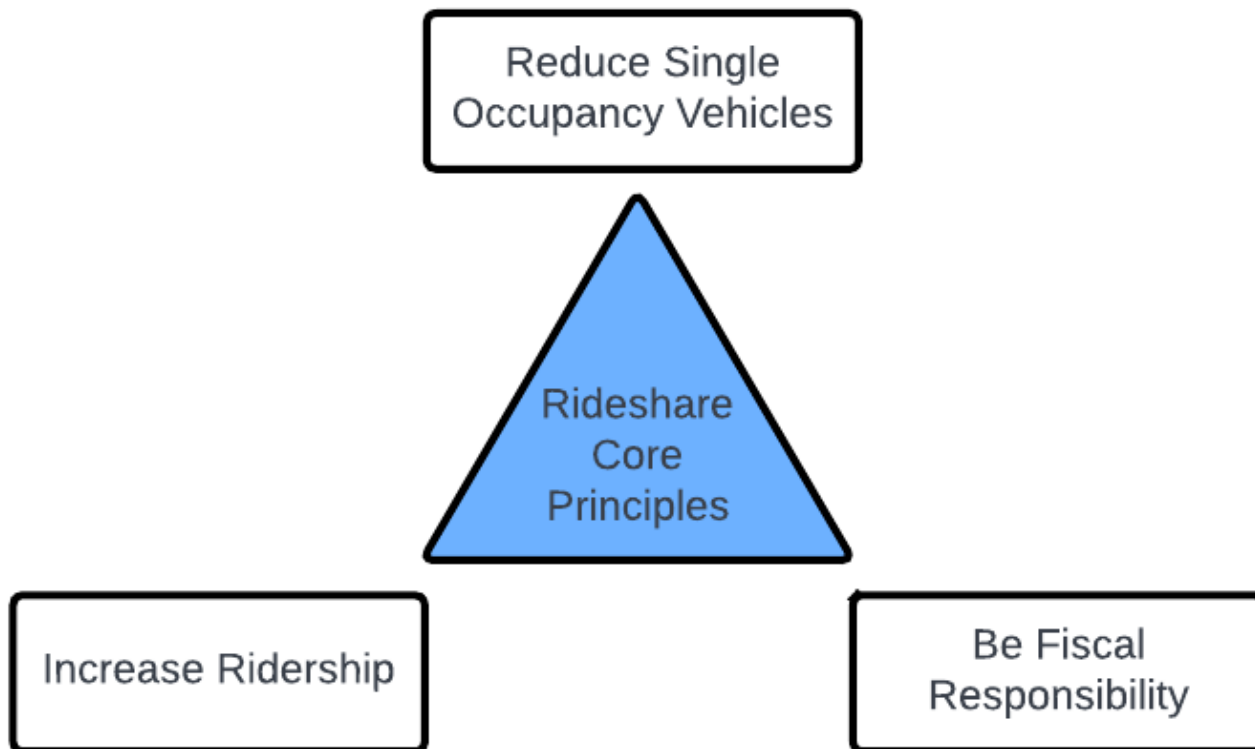
## **Services**

- **Vanpool:** Traditional vanpool, shuttles, Ridevan Plus
- **Commuter Matching:** **Vanpool**, carpool, bicycles
- **Education:** Telework, alternative work hours

**UTA Team:** 11 people

**Customers:** Private and federal sector with over 50 major employment centers

# UTA Rideshare





# Admin Expenses

## SALT LAKE

Qualifying Expenses	\$422,085
Funds Received	\$263,733
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Difference	(\$158,352)

## Weber/ Davis

Qualifying Expenses	\$236,756
Funds Received	\$127,130
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Difference	(\$109,626)



- Salt Lake

6,161,314

VMT Reduced

10,105 Tons\*

Reduced Emissions

- Weber/ Davis

4,323,956

VMT Reduced

5,668 Tons\*

Reduced Emissions

\*Estimated Figure as percent of Program total



# Bonneville Shoreline Trail

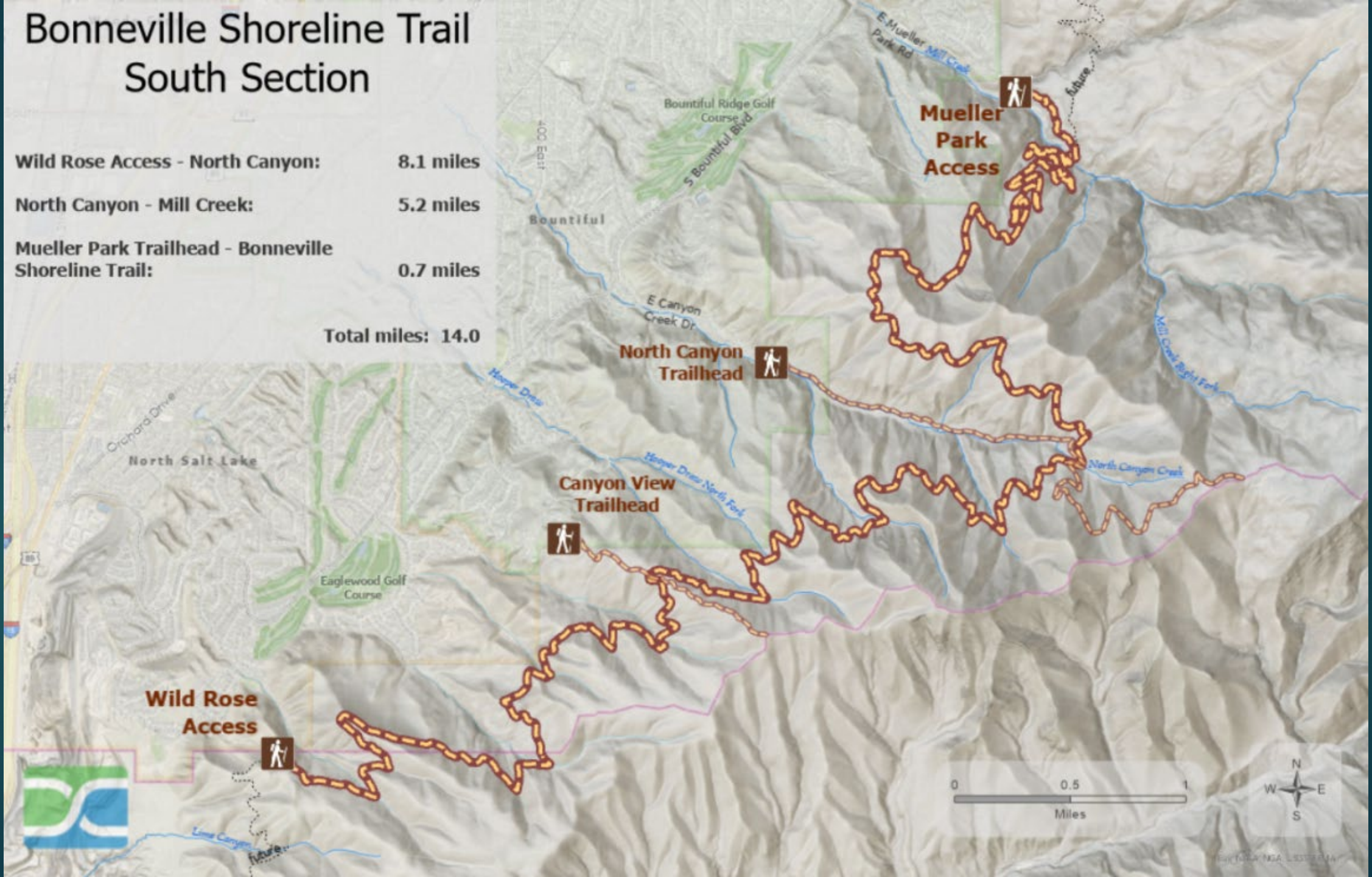
SOUTH DAVIS SEGMENT



# Bonneville Shoreline Trail South Section

Wild Rose Access - North Canyon: 8.1 miles  
North Canyon - Mill Creek: 5.2 miles  
Mueller Park Trailhead - Bonneville  
Shoreline Trail: 0.7 miles

Total miles: 14.0







Mueller Park

North Canyon  
Trailhead

Hidden Lake  
Trailhead

Wild Rose  
Trailhead

Bountiful

North Salt Lake

Salt Lake City





























“Completion of this segment of trail celebrates a major milestone achievement in Davis County as we work to implement the Bonneville Shoreline Trail vision and connect our communities with active transportation facilities. Working together, we are committed to the State of Utah goal of ‘ensuring that every Utahn can live a healthy and active lifestyle through outdoor recreation and access to natural space.’”

COMMISSIONER BOB STEVENSON

































DAVIS COUNTY  
Bonneville Shoreline Trail

*Ribbon  
Cutting.*  
CELBRATION

**TUESDAY, OCTOBER 24**

**3:30 PM**

**MUELLER PARK, BOUNTIFUL, UT**