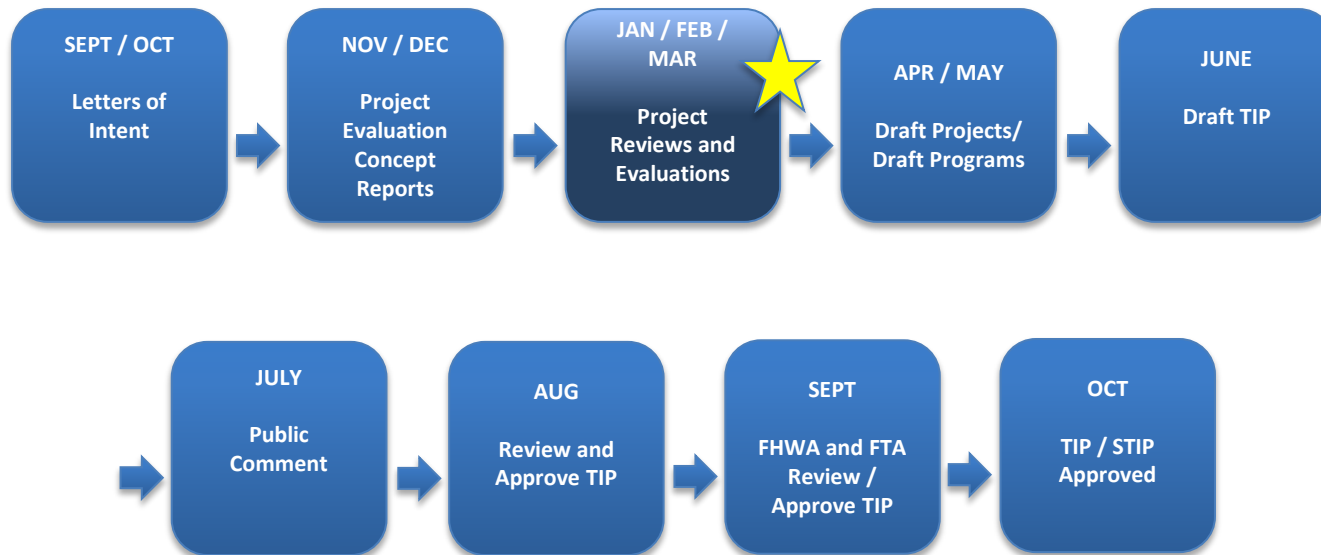


Process for New Projects & The Draft TIP



Brigham City to Ogden



Ogden to North Salt Lake



Ogden

- 1: Ogden City Greenbike Share Expansion
- 2: 2nd Street Reconstruction Phase 2
- 18: New Mt. Ogden Ops and Admin Facility

North Ogden

- 3: 2100 North Inte
- 4: 1700 North - Dra
- 5: North Ogden Ca

Harrisville

- 6: 750 West Widen
- 7: 750 West Widen

Farr West

- 8: 1200 West Harri
- 9: 2575 West Side
- 10: 3300 North Wl

Brigham

- 11: 1200 West Roa
- 12: 1200 West Roa
- 13: 1200 West Roa

Perry

- 14: 1200 West Wic

Marriott-Slaterville

- 15: SR-126; Left Tl

Taylor

- 16: Widen 2550 Sc

South Ogden

- 17: 40th St. and Cl

UTA

- 19: UTA New Radi
- 20: UTA New Radi

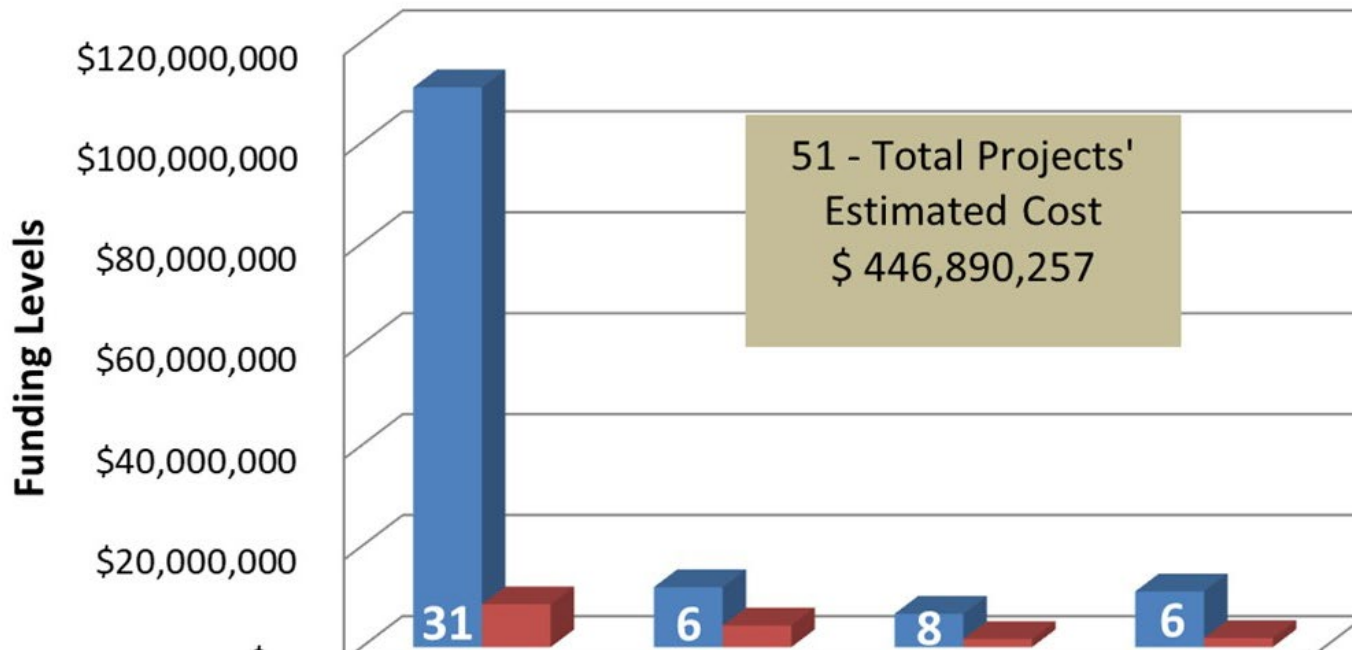
Funding Categories

- CMAQ
- CMAQ/CRP
- CMAQ/CRP/STP
- CMAQ/CRP/TAP
- CMAQ/STP
- CRP/STP
- TAP
- CRP
- STP

Layton

- 1: Kay's Creek Trail: Main Street to Hawthorne Drive
- 2: Layton Parkway Signal Project
- 3: West Hill Field Road Widening
- 4: Gentle Street SRTS Project

Ogden/ Layton Urban Area



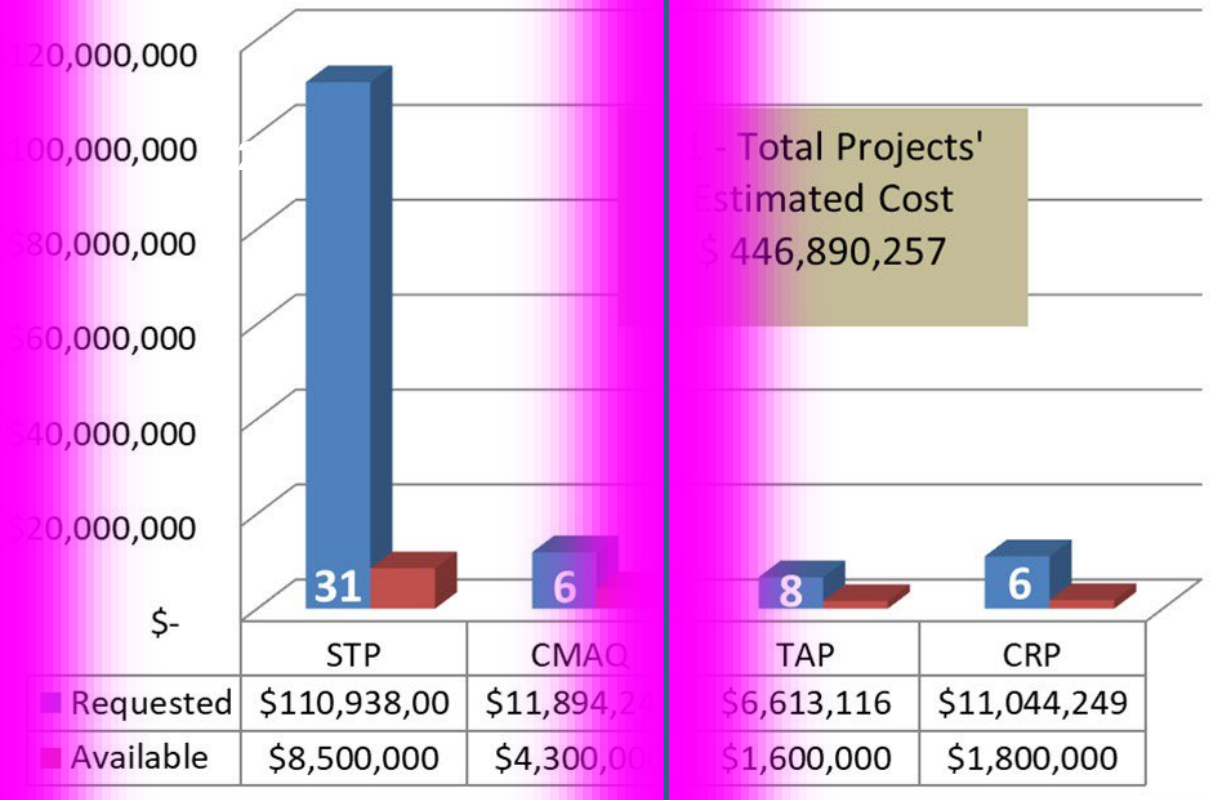
	STP	CMAQ	TAP	CRP
Requested	\$110,938,00	\$11,894,249	\$6,613,116	\$11,044,249
Available	\$8,500,000	\$4,300,000	\$1,600,000	\$1,800,000

0 2 4 8 Miles

0 2 4 8 Miles

Ogden/ Layton Urban Area

Funding Levels

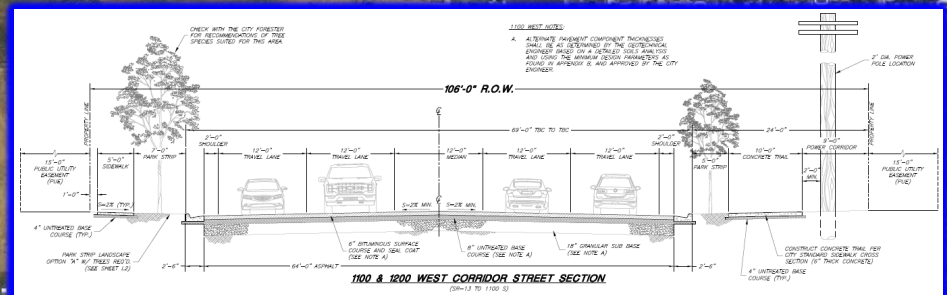


Total Projects'
Estimated Cost
\$ 446,890,257

Brigham City – 1200 West Roadway Widening – New Construction

Project Type – Capacity

Forest Street to 535 South – (0.729 miles)



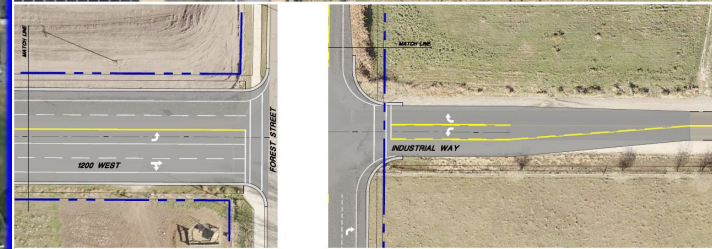
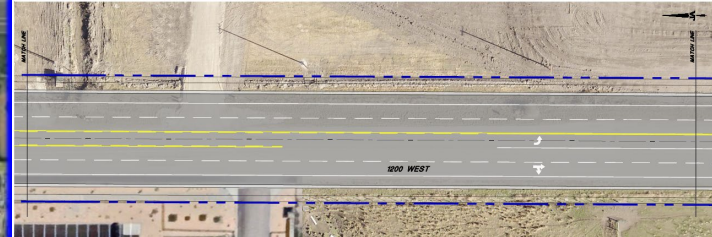
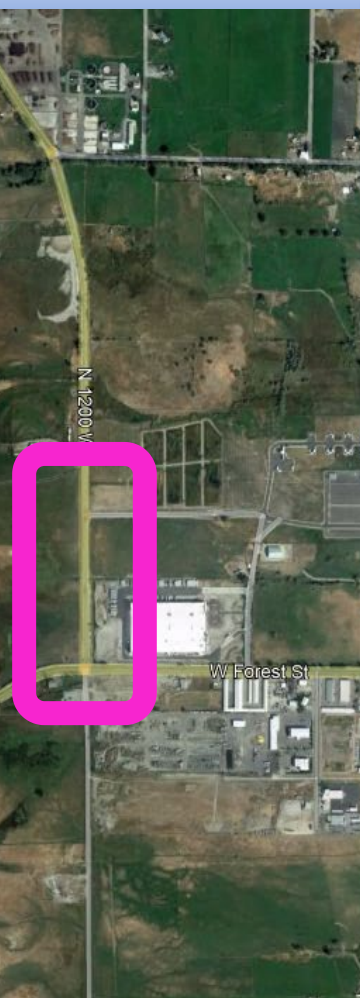
**Project Cost –
\$ 6,293,000**

**Funds Request –
\$ 5,866,900**

The project proposes to widen the road from a two lane 24' asphalt road to a full roadway with curb and gutter. This corridor is a critical connective element of the regional plan for an improving north/south movement that can alleviate congestion on US-89 and connects SR-315 in Willard to SR-13 in Brigham City.

Brigham City – 1200 West Roadway Extension – Widening Project Type – Capacity

Forest Street to Industrial Way – (0.335 miles)



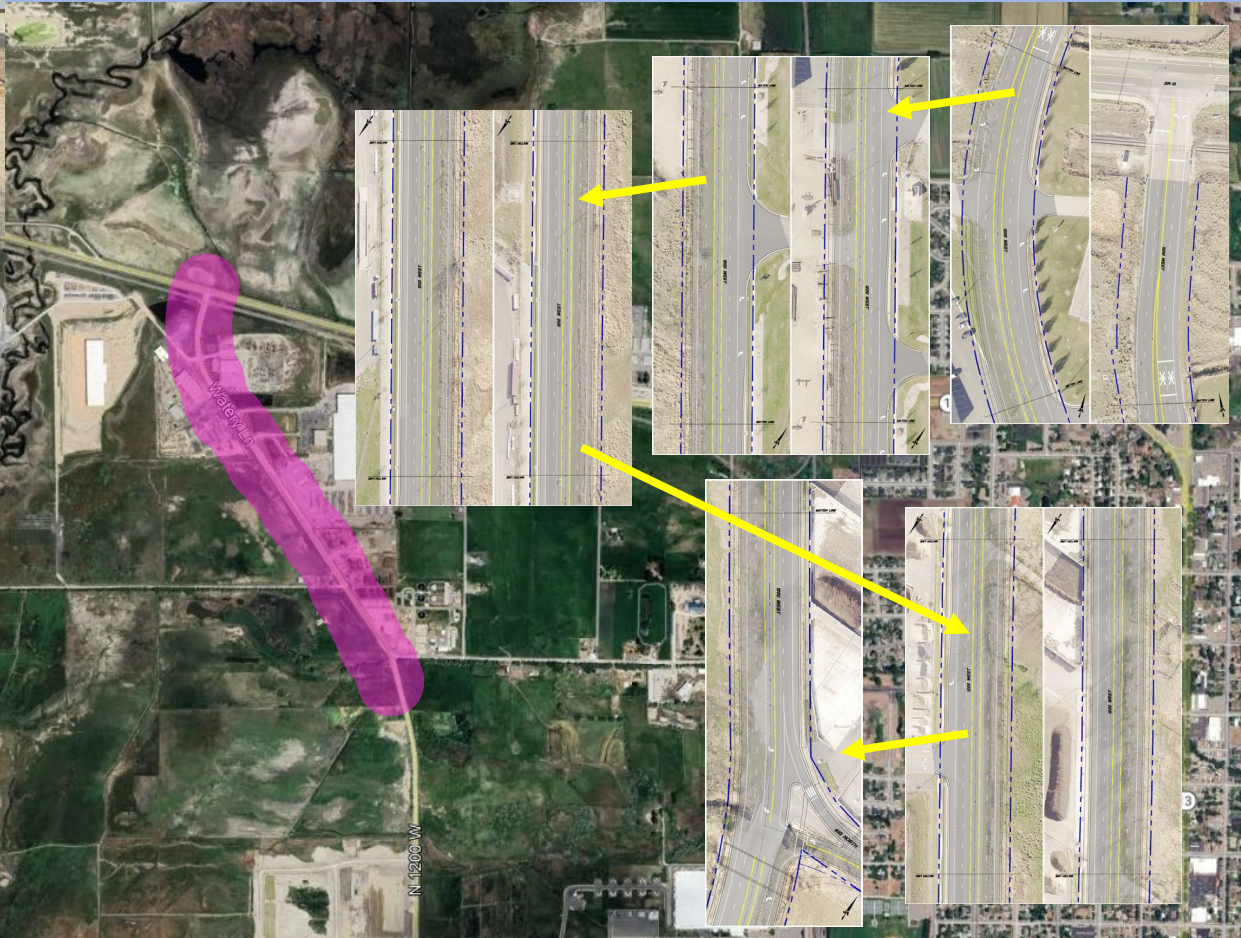
**Project Cost –
\$ 3,042,000**

**Funds Request –
\$ 2,836,000**

The project proposes to widen the road from a 2-lane 32' asphalt road to a 5-lane roadway with curb and gutter. This corridor is a critical connective element of the regional plan for an improving north/south movement that can alleviate congestion on US-89 and connects SR-315 in Willard to SR-13 in Brigham City.

Brigham City – 1200 West Roadway – Widening Project Type – Capacity

SR-13 to 600 North – (0.792 miles)



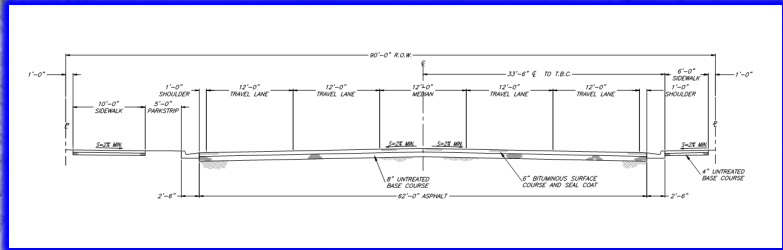
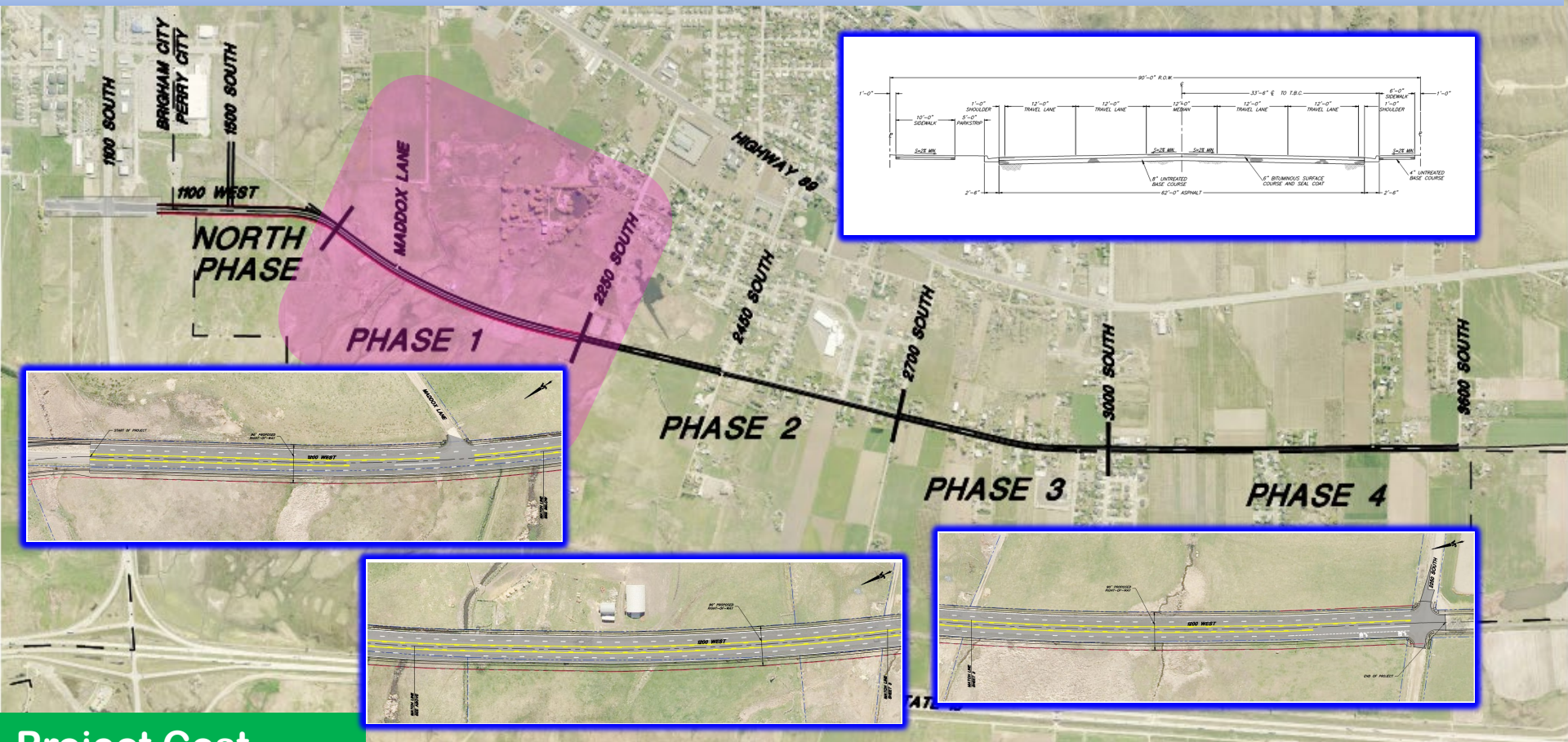
**Project Cost –
\$ 4,319,000**

**Funds Request –
\$ 4,026,600**

The project proposes to widen the road from a 2-lane road with occasional turn lanes, to a 5-lane roadway with curb and gutter. This corridor is a critical connective element of the regional plan for an improving north/south movement that can alleviate congestion on US-89 and connects SR-315 in Willard to SR-13 in Brigham City.

Perry City – 1200 West Roadway Widening Phase I – Widening Project Type – New Capacity

Approx. 1650 South to 2250 South – (0.521 miles)



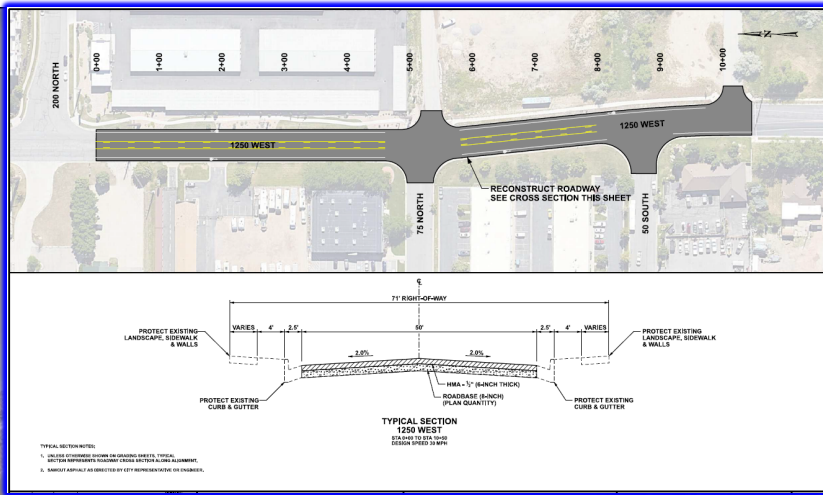
**Project Cost –
\$ 4,061,000**

**Funds Request –
\$ 3,786,000**

The project proposes to widen the road from a narrow two lane 22' asphalt road to a 5-lane roadway with center lane, curb, sidewalk, and trail. This corridor is a critical connective element, improving north/south movement that can alleviate congestion on US-89 and connects SR-315 in Willard to SR-13 in north Brigham City.

Centerville City – 1250 West – Reconstruct Project Type – Reconstruction

200 North to 100 South – (0.2 miles)



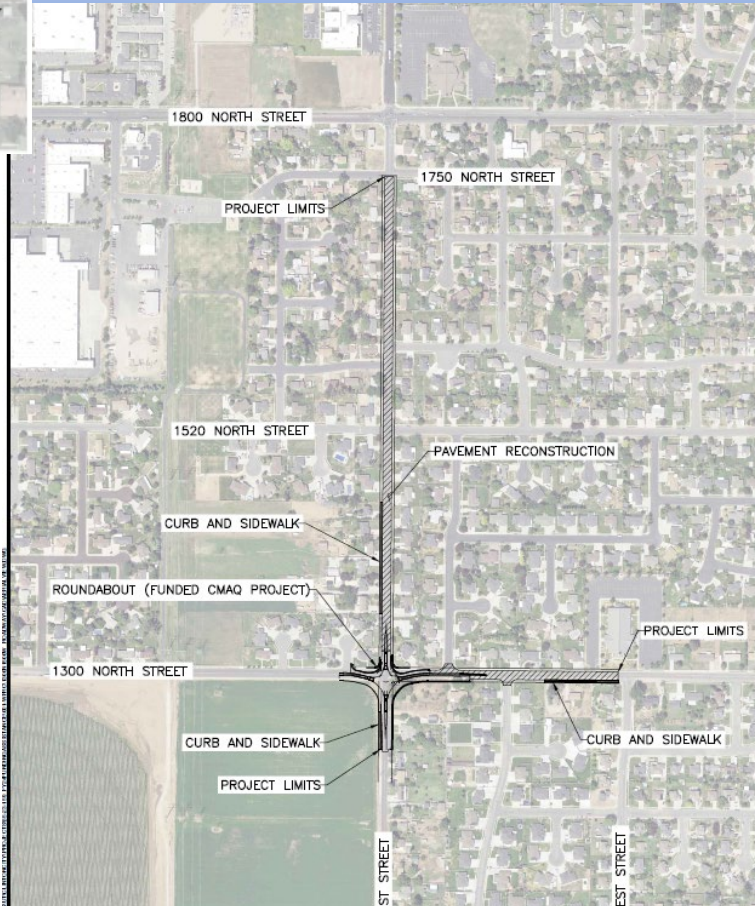
1250 West street is a inter-regional connection from West Bountiful through Centerville to I-15, Legacy Parkway as well as to Farmington City. 1250 West street acts as a west frontage road through the City. The purpose of this project is to reconstruct the road and to include bike lanes on each side of the road. There are currently bike lanes on this stretch of road through West Bountiful. 1250 West is a also a direct connection for pedestrians and cyclist to the Legacy Trail system.

**Project Cost –
\$ 1,286,900**

**Funds Request –
\$ 862,223**

Clinton – 1300 North and 1500 West – Reconstruction w/ Minor Widening - Project Type – Reconstruction

1285 West to 1750 North – (0.66 miles)



The 1300 N 1500 W intersection is a four-way stop controlled intersection. The intersection sight distances are inadequate, and shoulders are undeveloped. The project would remove the obstructions and construct a roundabout at the intersection to improve traffic flow and enhance pedestrian safety and mobility.

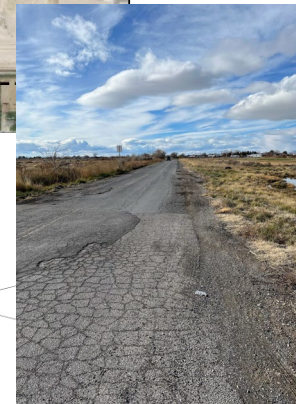
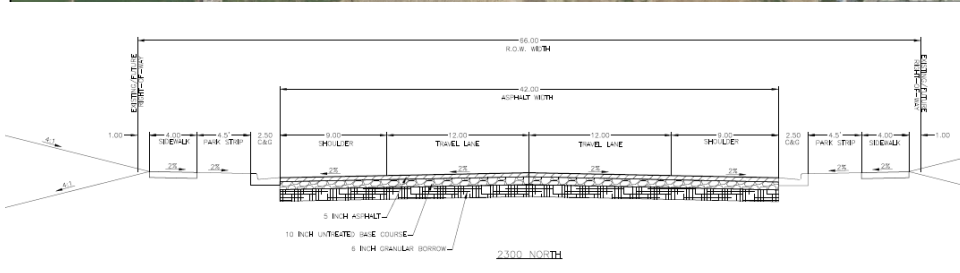
**Project Cost –
\$ 4,500,000**

**Funds Request –
\$ 1,000,000**

Clinton – 2300 North – Reconstruction w/ Minor Widening

Project Type – Reconstruction

Cranefield Road to 4500 West – (0.89 miles)



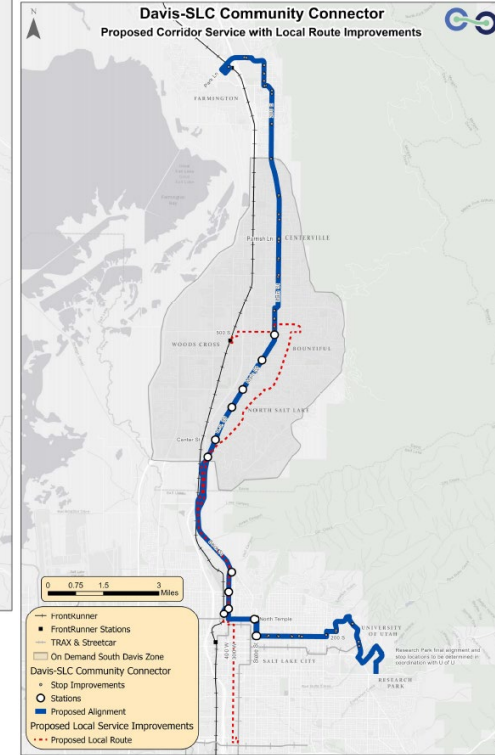
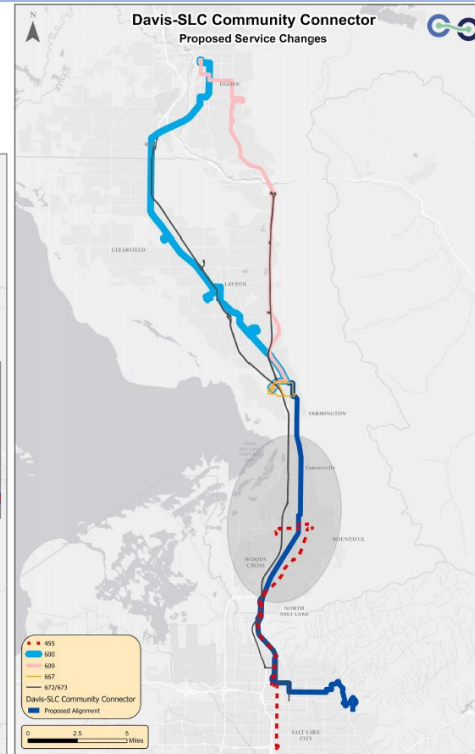
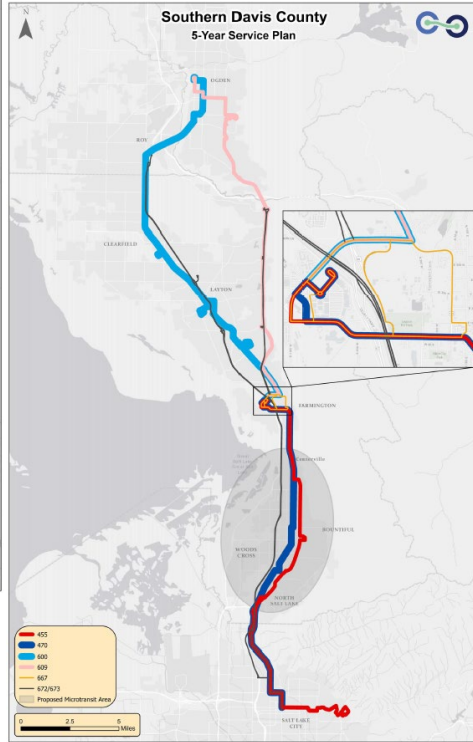
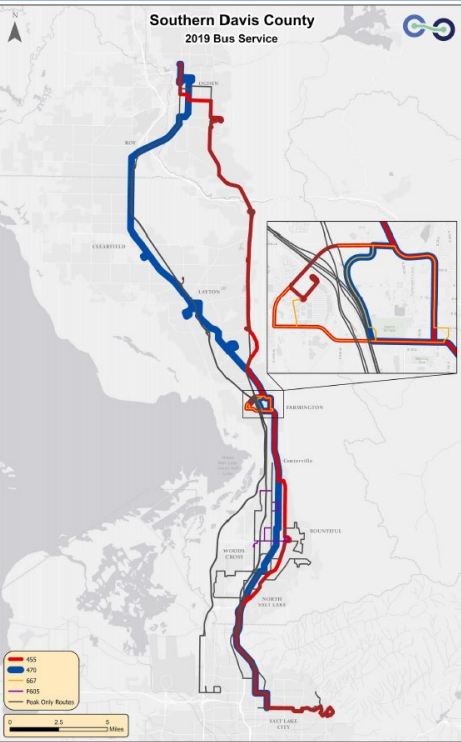
The purpose of the 2300 North roadway project phase 1 is to widen the roadway from Cranefield Road to 4500 West. The project includes the installation of a new pavement section, sidewalks, curb/gutter, and curb ramps. The failing asphalt pavement in the Cranefield roundabout will be replaced with concrete pavement.

Project Cost –
\$ 4,300,000

Funds Request –
\$ 3,000,000

UTA – Davis – Salt Lake Connector Construction Intersections Improvement - Project Type – Operations

Davis County to Salt Lake City – (26 Miles)



The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park.

**Project Cost –
\$ 75,000,000**

**Funds Request –
\$ 5,000,000**

Farmington City – SR-106 (Main Str) – Reconstruct & Minor Widening

Project Type – Reconstruction

Park Lane to Shepard Lane– (0.61 miles)



Project Cost –
\$ 1,900,000

Funds Request –
\$ 1,550,000

Proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (Farmington Main Street) between Park Lane and Shepard Lane on the west side of the road. The project will include storm drain, curb and gutter, sidewalk and pavement widening to allow for standard shoulder width.

Farmington City – SR-106 (200 East) – Reconstruct & Minor Widening

Project Type – Reconstruction

Glovers Lane to Lund Lane – (0.88 miles)

Figure 3: SR – 106 (200 East) Existing Conditions

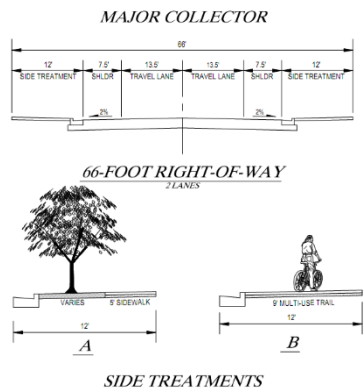


Figure 1: SR – 106 (200 East) Existing Conditions



Figure 5: SR – 106 (200 East) Existing Conditions



Figure 4: SR – 106 (200 East) Existing Conditions



Figure 2: SR – 106 (200 East) Existing Conditions



Project Cost –
\$ 3,994,000

Funds Request –
\$ 3,714,000

The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (200 East Street) between Glovers Lane and Lund Lane on the east side of the road. The project includes acquiring right of way, storm drain, curb and gutter, sidewalk, retaining walls, and pavement widening.

Layton – Layton Parkway Signal Project - Traffic Signal Project Type – Operations

1700 West to 2700 West – (1 mile)



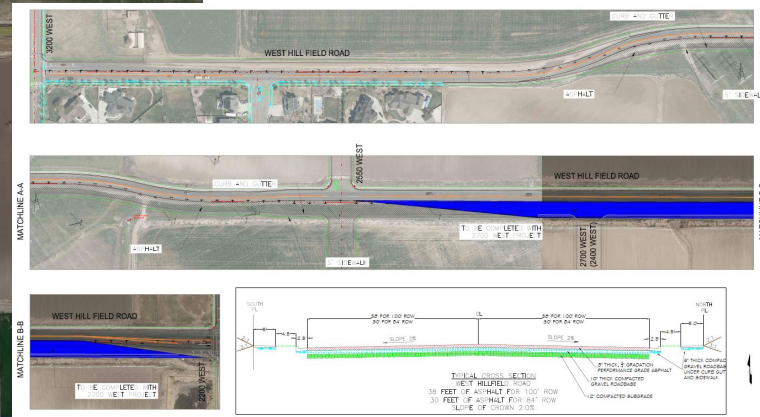
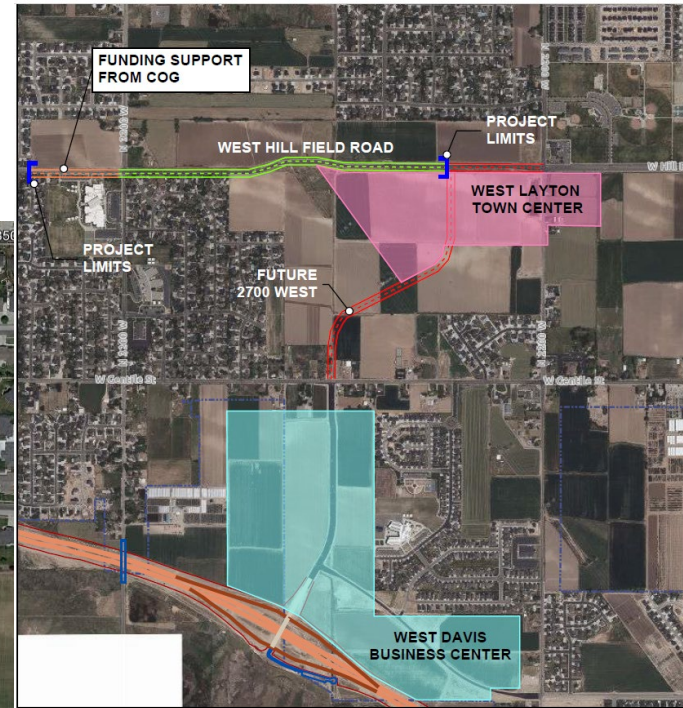
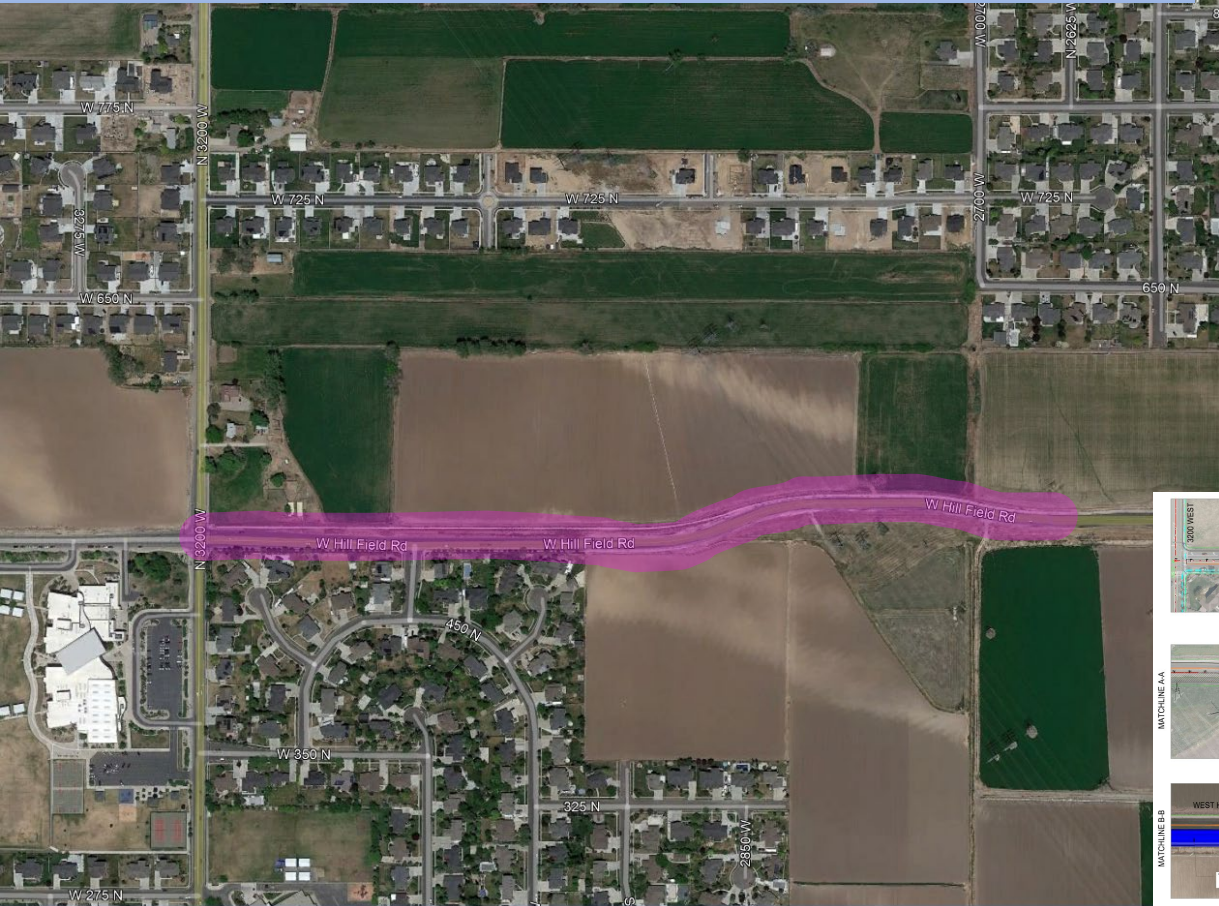
**Project Cost –
\$ 1,600,000**

**Funds Request –
\$ 1,430,000**

Layton is proposing the construction of three traffic signals along Layton Parkway at the following intersections: 1700 West, 2200 West and 2700 West. This project would support the City's population growth and UDOT's West Davis Corridor. The signalized intersections would reduce delay and improve the operational capacity.

Layton – West Hill Field Road Widening Intersections Improvement - Capacity

2700 West to 3200 West – (1 Mile)



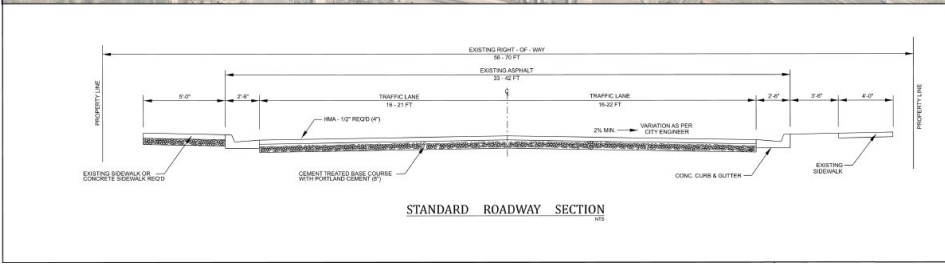
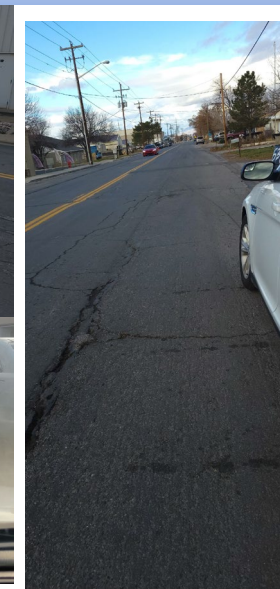
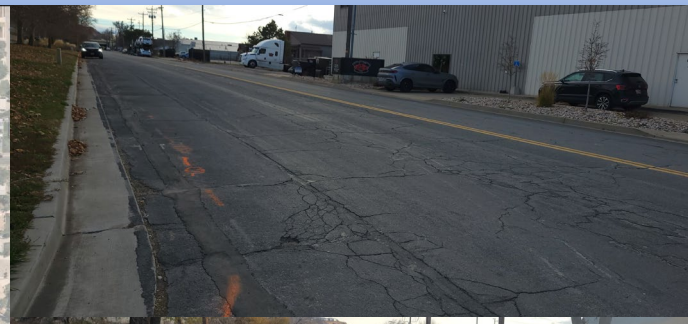
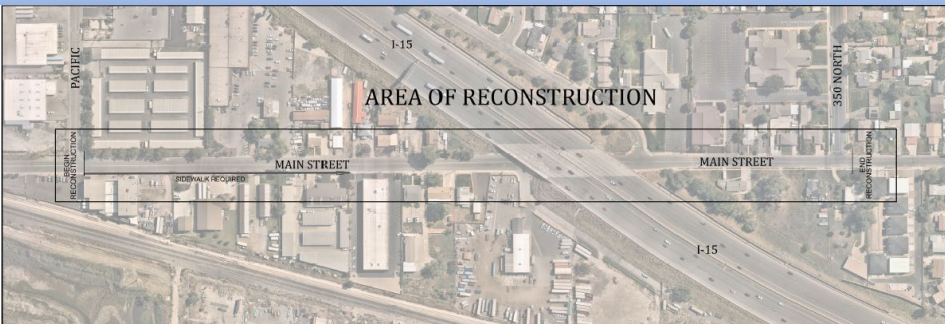
This project will widen the existing narrow two-lane facility on West Hill Field Road to a uniform 5-lane facility between 2400 West and 3400 West. It will increase the capacity of this corridor and enable Layton City to expand its transportation services to West Layton and support the economic development in this area.

**Project Cost –
\$ 5,020,000**

**Funds Request –
\$ 1,770,000**

North Salt Lake – Main Street – Reconstruct with Minor Widening Project Type – Reconstruction

350 North to Pacific Avenue



The City has reconstructed the sections of Main Street at each end of the project. This project will complete the reconstruction of the entire length of Main Street that is in need of repair due to its high use, being an essential route for emergency response and in the event of closures at 1100 N or Center St.

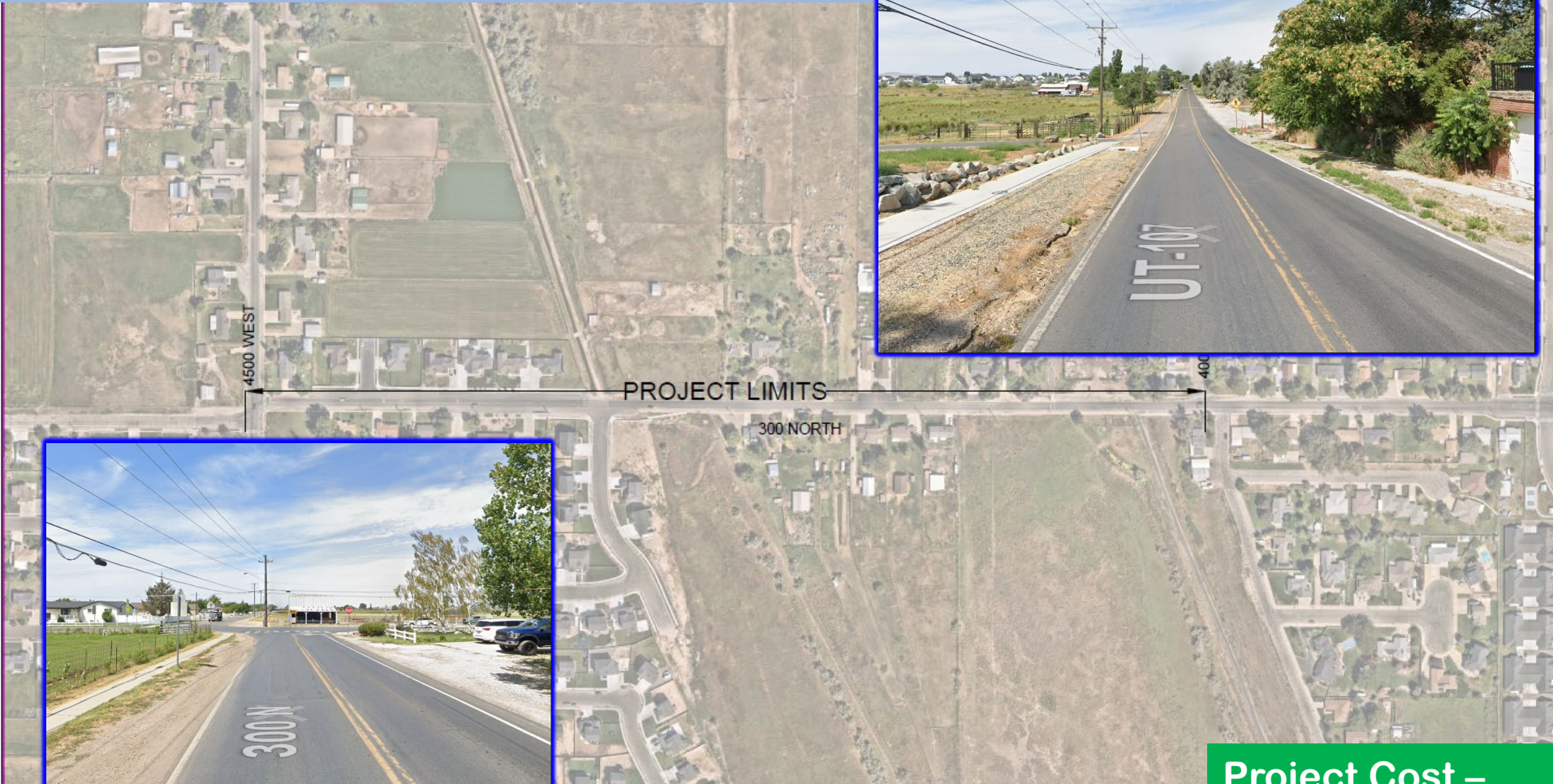
**Project Cost –
\$ 1,666,000**

**Funds Request –
\$ 1,332,800**

West Point – 300 North – Reconstruct with Minor Widening

Project Type – Reconstruction

4000 West to 4500 West – (0.5 miles)



This road is currently a state highway, but will soon be turned over to the City. It is a narrow two lane section and needs to be increased to a 3-lane section to handle the existing and future traffic. We also plan to complete the curb, gutter, and sidewalk on both sides.

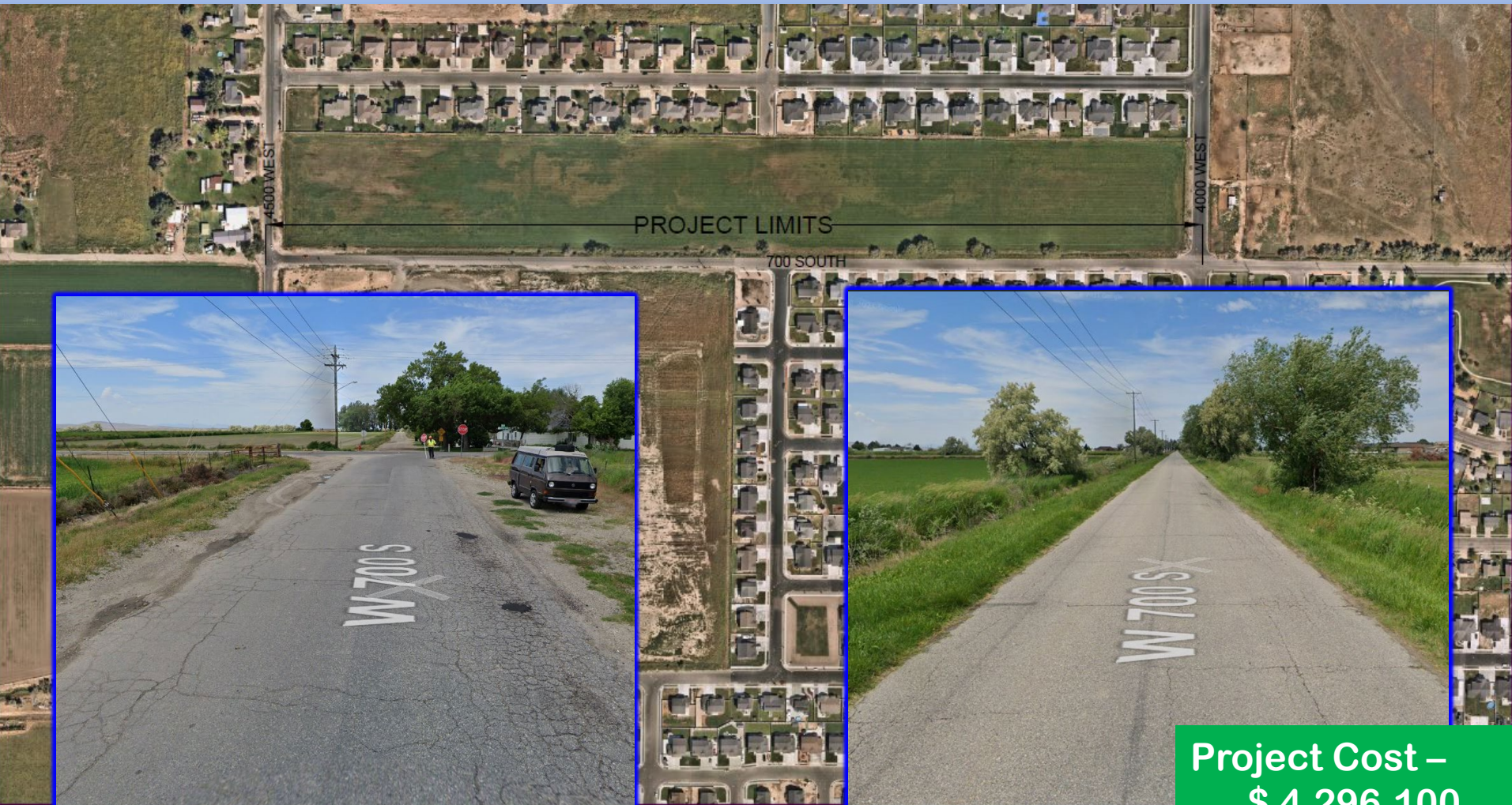
**Project Cost –
\$ 4,296,100**

**Funds Request –
\$ 3,072,954**

West Point – 700 South – Reconstruct with Minor Widening

Project Type – Reconstruction

4000 West to 4500 West – (0.5 miles)



This road is a narrow two lane section and needs to be increased to a 3-lane section to handle the existing and future traffic. We also plan to complete the curb, gutter, and sidewalk on both sides.

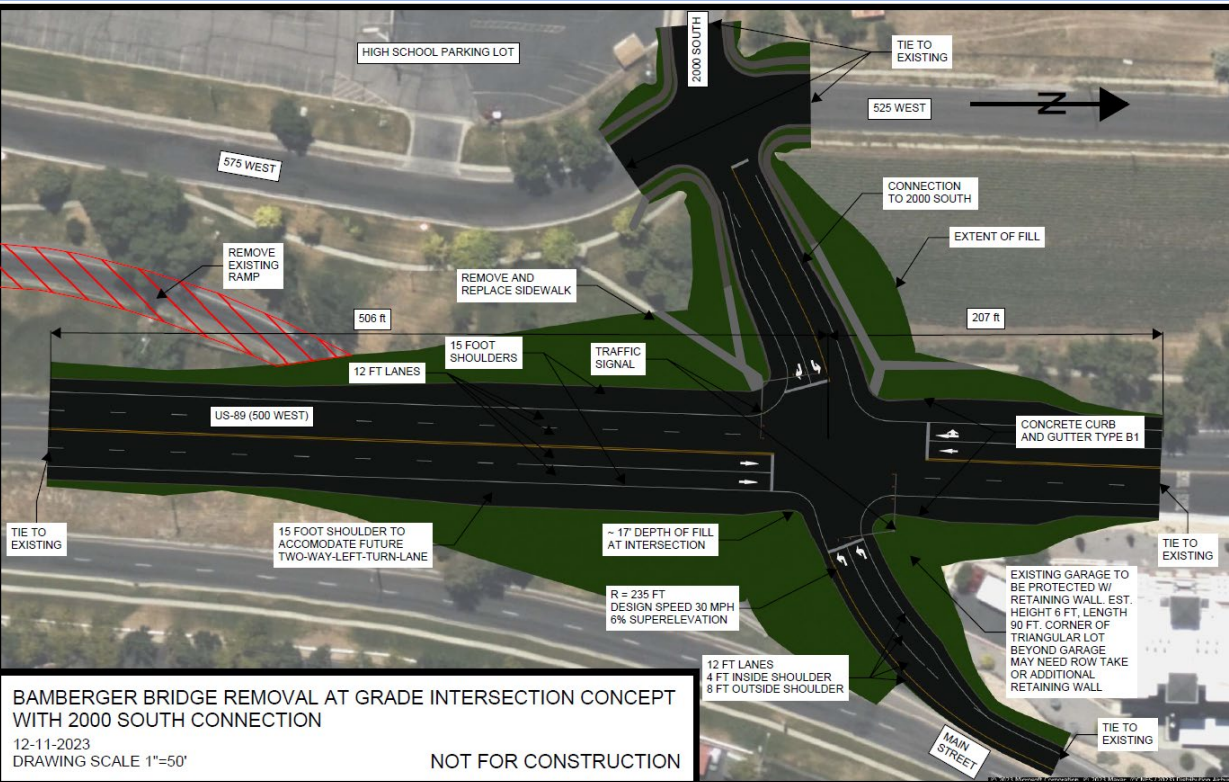
**Project Cost –
\$ 4,296,100**

**Funds Request –
\$ 3,072,954**

Bountiful – Parkin Overpass Replacement – Reconstruct & Alignment Change

Project Type – Reconstruction

200 West and 500 West (US-89)



This project will replace UDOT's 1930's vintage railway structure which was converted to accommodate vehicle use. The existing structure has reached the end of its service life. A new at-grade, signalized intersection is proposed which could provide additional access to Woods Cross High School while maintaining a critical link to access I-15 and the commercial centers in Bountiful, Woods Cross and North Salt Lake. This project is supported by Bountiful, Woods Cross and North Salt Lake Cities.

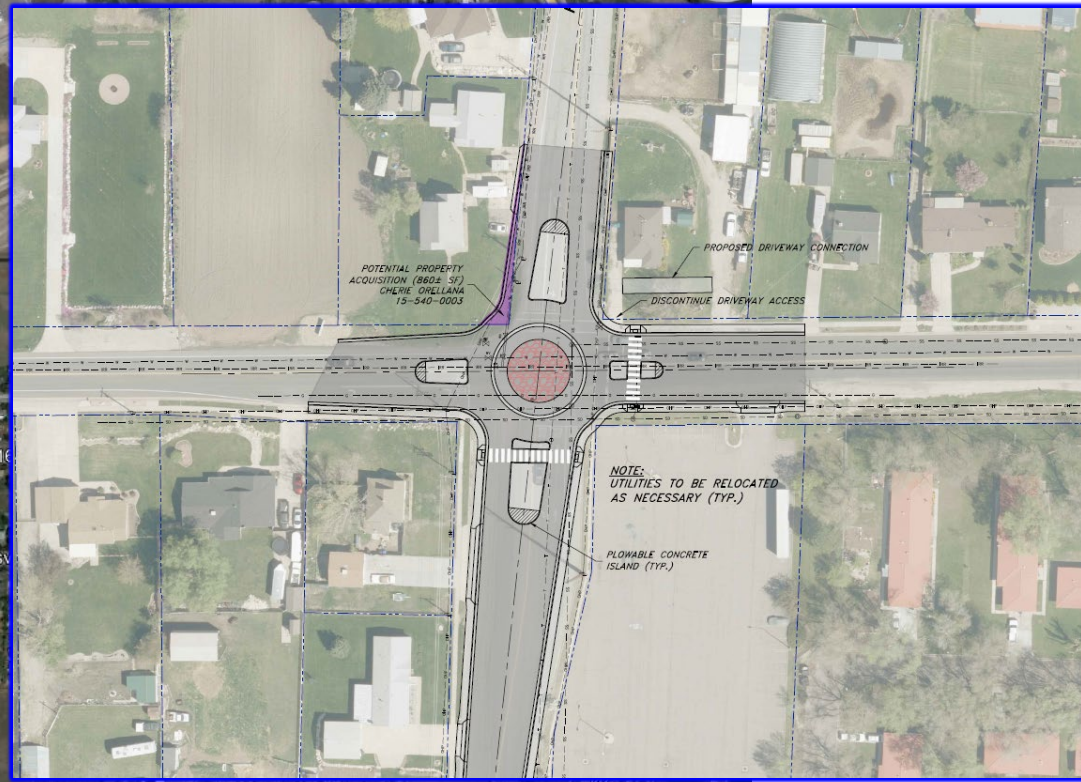
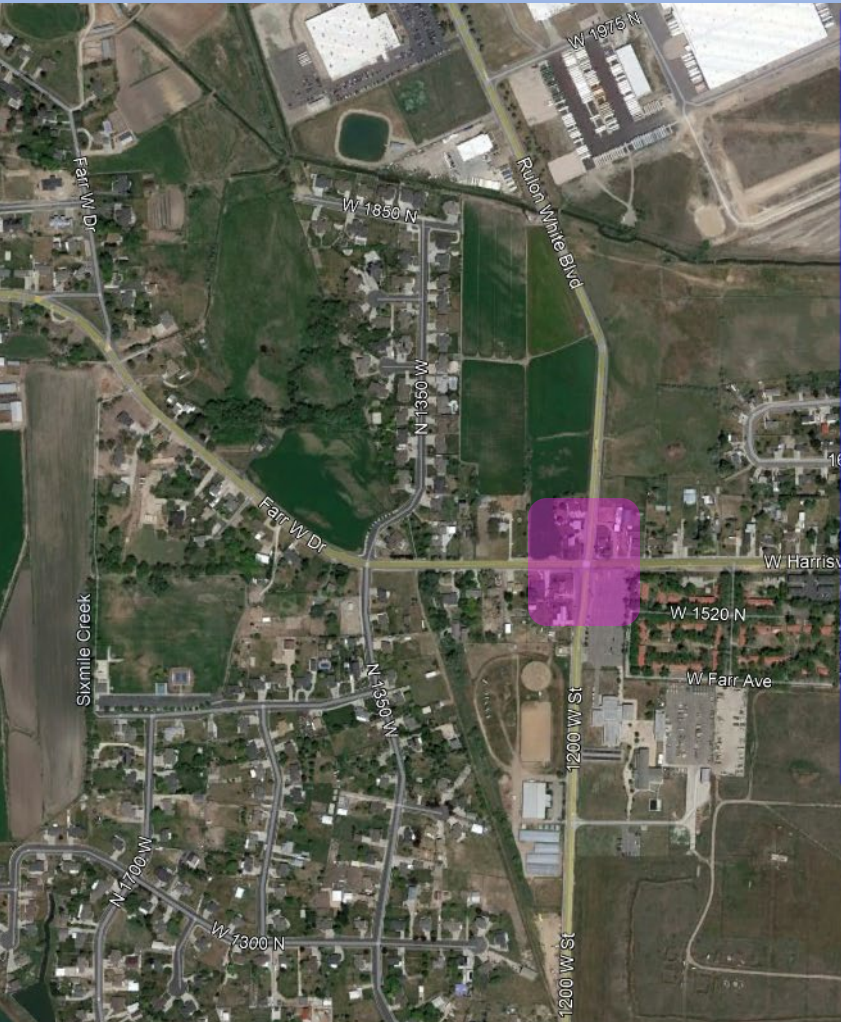
Project Cost –
\$ 8,081,000

Funds Request –
\$ 3,581,000

Farr West – 1200 West/ Harrisville Road – Round-about

Project Type – Intersections & Signals

1200 West & Harrisville Road



**Project Cost –
\$ 1,698,000**

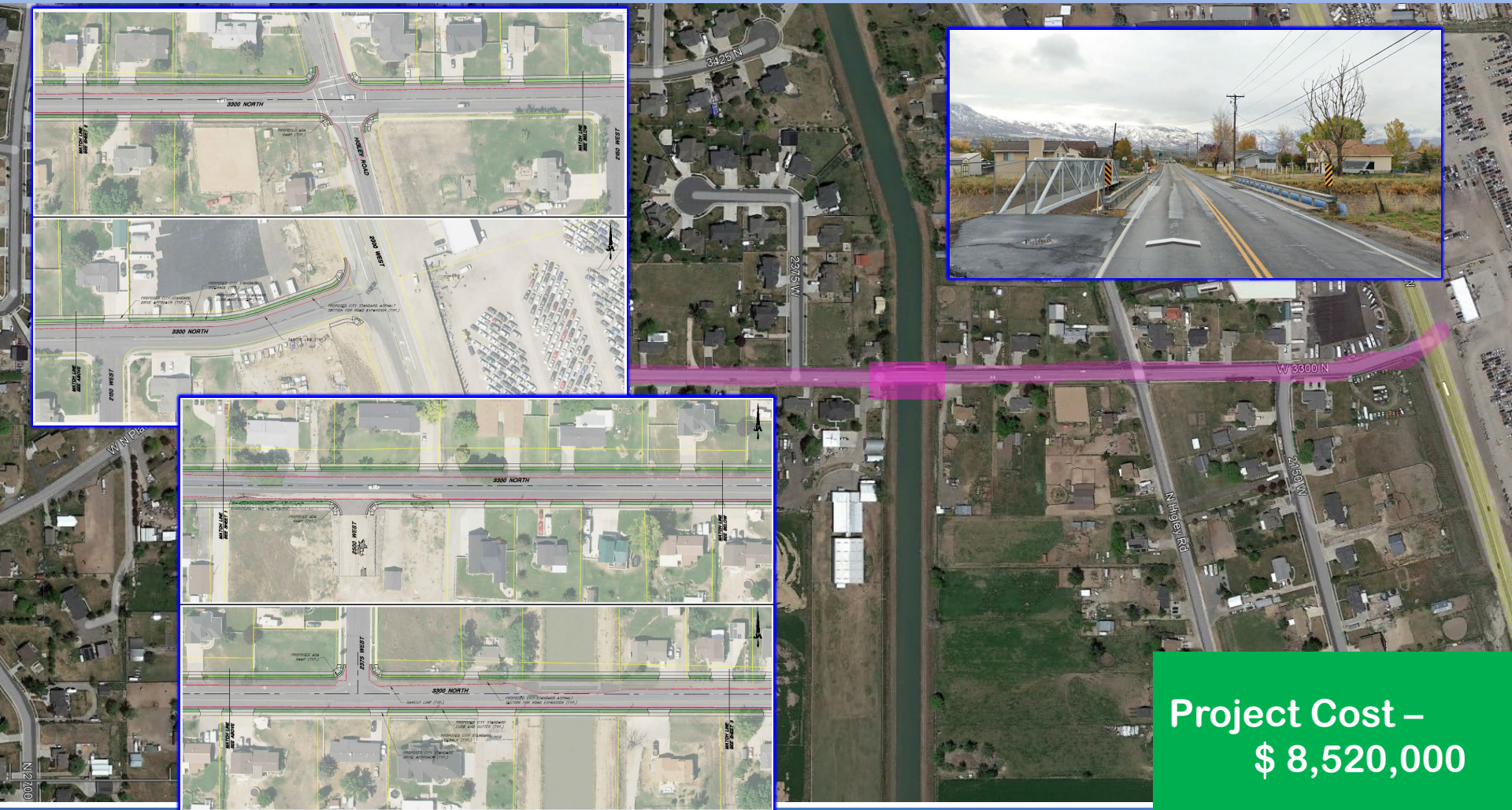
**Funds Request –
\$ 1,583,000**

The proposed project would construct a roundabout to replace the 4-way stop at this location and would include any required utility relocations, property acquisition, and driveway access connections.

Farr West City – 3300 North – Road Widening – Phase II

Project Type – Reconstruct w/ Minor Widening

3300 North between 2575 West to 2000 West (SR-126) – (0.625 miles)



**Project Cost –
\$ 8,520,000**

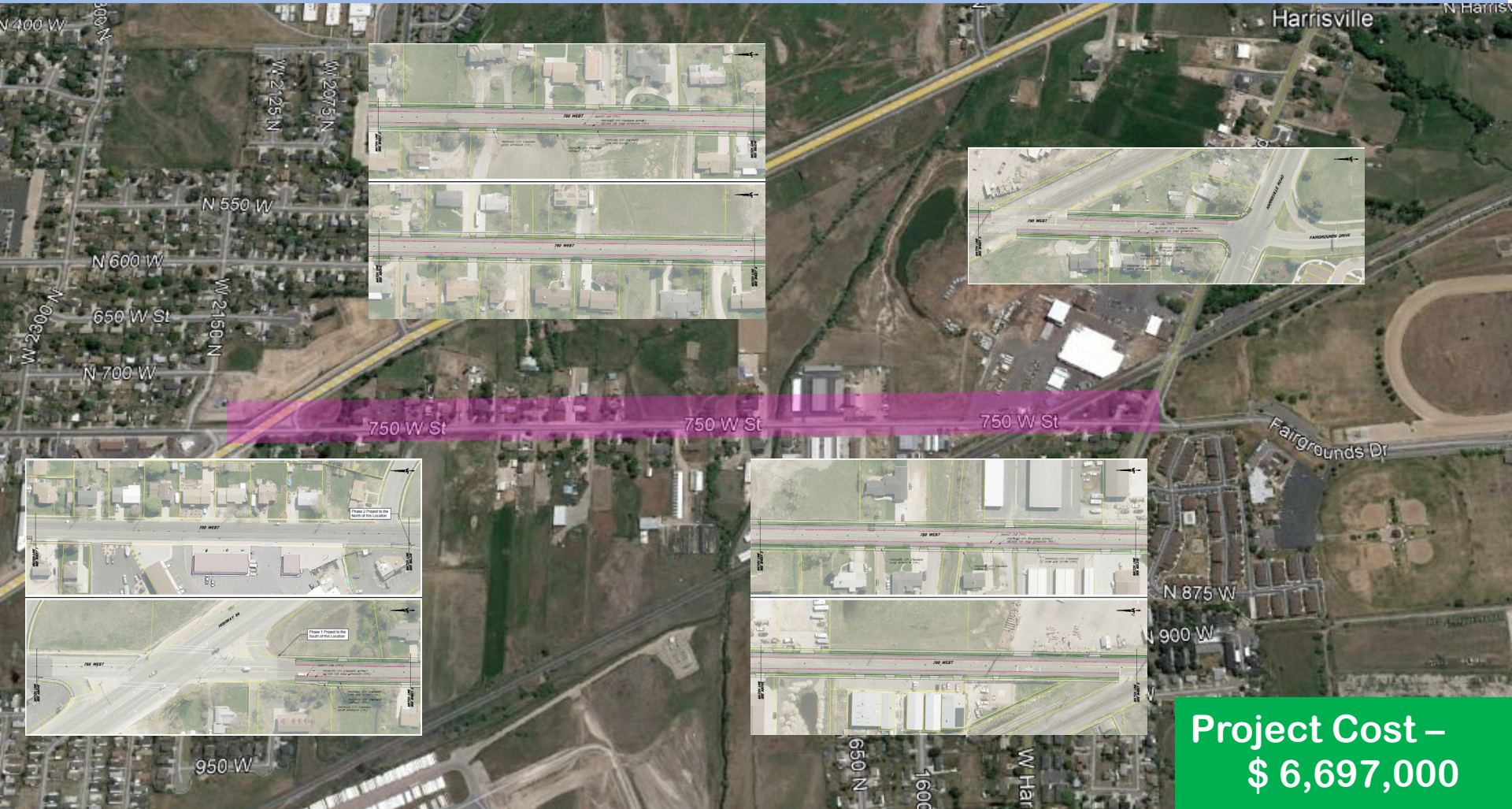
**Funds Request –
\$ 3,940,443**

The project will improve and widen the 3300 North corridor from 2575 West to 2000 West (S.R. 126). This includes a widening a bridge structure across the Willard Canal.

Harrisville – 750 West Widening – Reconstruct with Minor Widening – Phase I

Project Type – Reconstruction

West Harrisville Road to US-89 – (0.521 miles)



The project will improve the 750 West corridor from West Harrisville Road to US-89 from the narrow 2 lane road to the full city standard collector road.

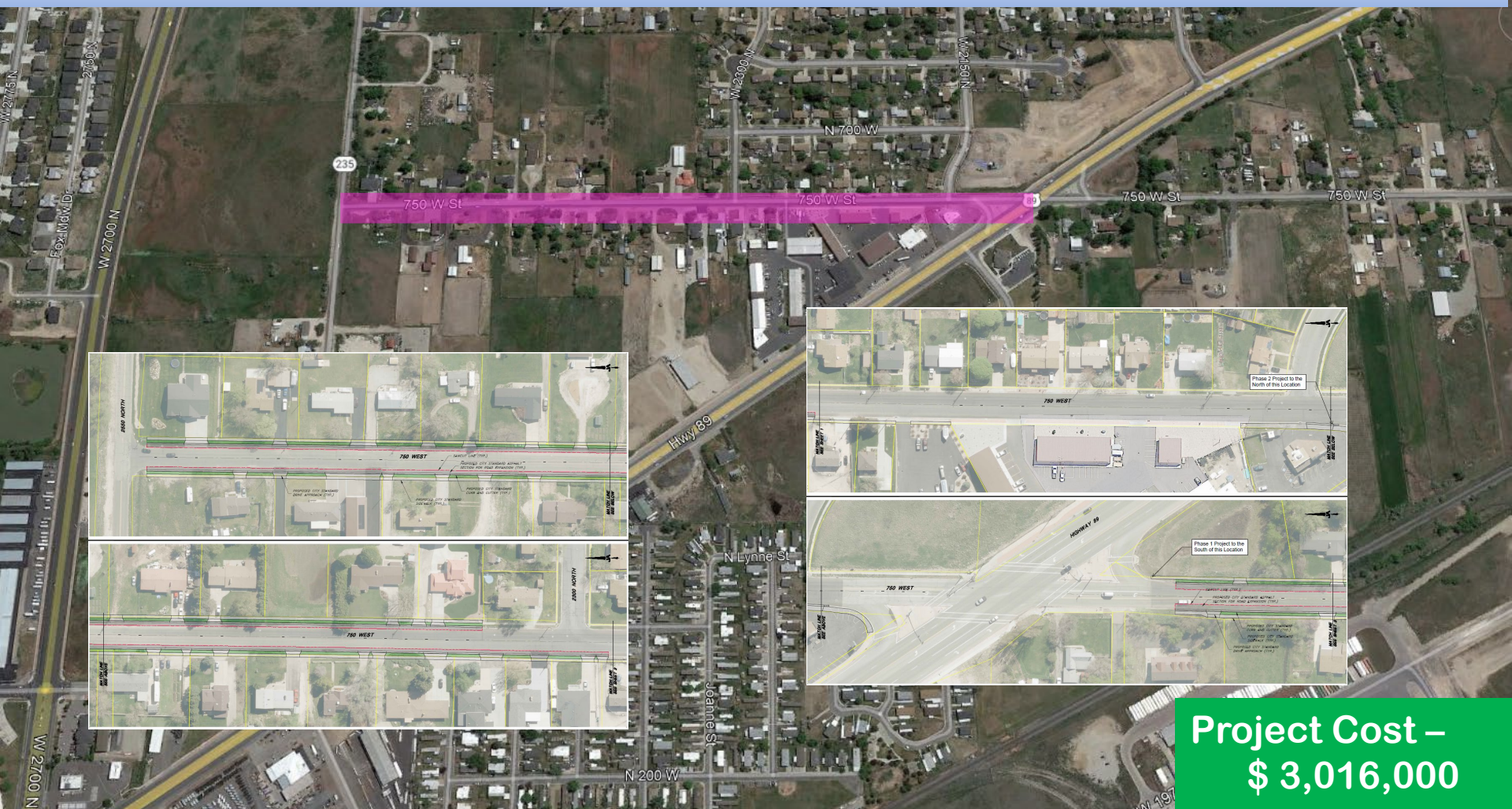
**Project Cost –
\$ 6,697,000**

**Funds Request –
\$ 6,243,600**

Harrisville – 750 West Widening – Reconstruct with Minor Widening – Phase II

Project Type – Reconstruction

2550 North to US-89 – (0.521 miles)



**Project Cost –
\$ 3,016,000**

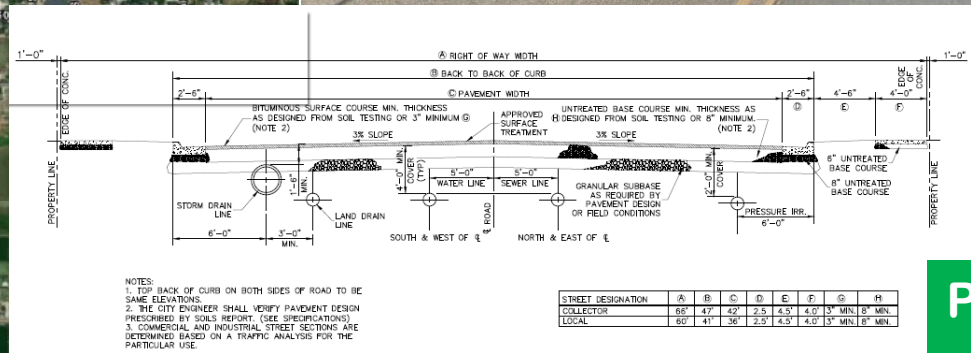
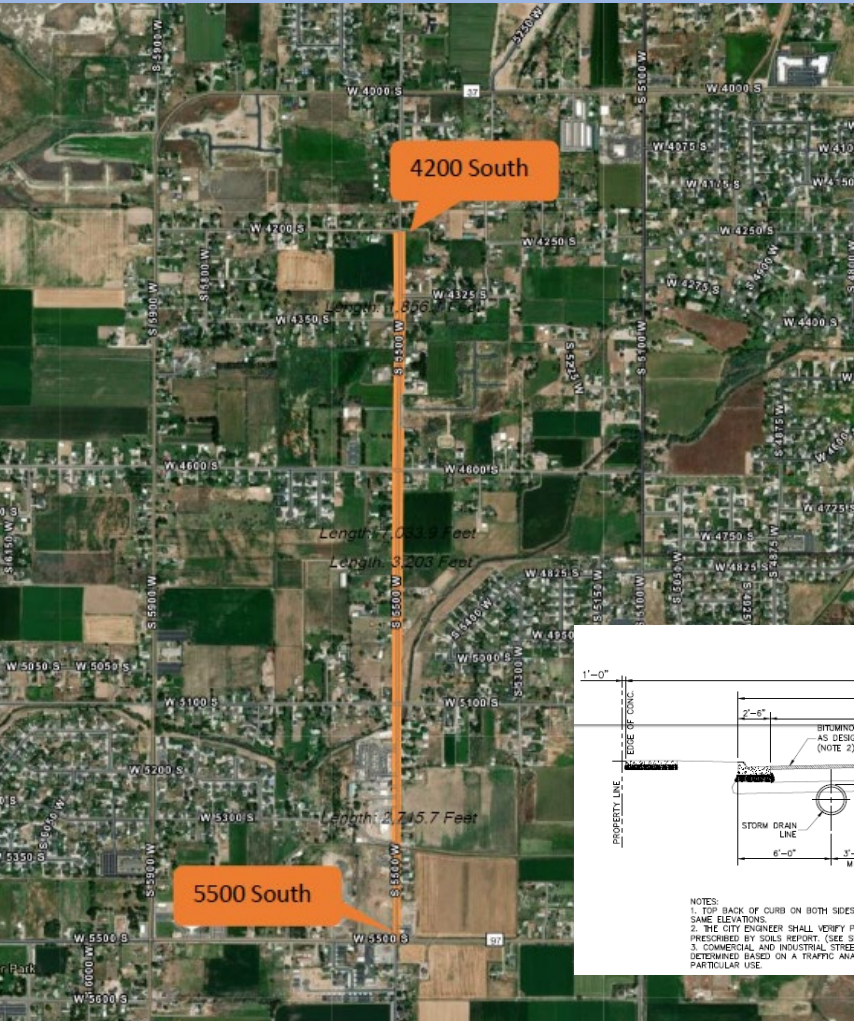
**Funds Request –
\$ 2,811,800**

The project will improve the 750 West corridor from 2550 North to US-89 from the narrow 2 lane road to the full city standard collector road.

Hooper – 5500 West – Reconstruct with Minor Widening

Project Type – Reconstruction

4200 South to 5500 South – (1.5 miles)



Project Cost –
\$ 9,712,700

Funds Request –
\$ 4,712,700

5500 West is a fairly busy collector road in Hooper. The City is in the improving the north section of 5500 West starting at 4200 South. Between 4200 South and 5500 South needs improvement.

UDOT – SR-126 & 250 North – Left Turn Lanes

Project Type – Operations

1900 West (SR-126) & 250 North – (0.3 miles)



Image © 2024 Airbus

This project will add left turn lanes on SR-126 at 250 North. Currently this intersection does not have left turn lanes requiring car to stop in traffic to wait for a gap before being able to make their turn. This project will get the left turn vehicles out of traffic increasing safety and flow at this location

**Project Cost –
\$ 4,000,000**

**Funds Request –
\$ 3,500,000**

North Ogden – 2100 North Intersection Project Type – Operations

Fruitland Drive and 2100 North – (0.114 miles)



The intersection of 2100 North and Fruitland Drive is an offset intersection in 2 of the 4 directions. 2100 North is a minor collector which connects the east side of North Ogden City to Washington Blvd. This intersection has been a dangerous intersection due to the chicane that exists on Fruitland Drive at this intersection and is dangerous in inclement weather.

**Project Cost –
\$ 3,810,200**

**Funds Request –
\$ 3,552,249**

North Ogden – 1700 North Roadway – Reconstruct w/ Minor Widening

Project Type – Reconstruction

Fruitland Drive to Washington Blvd – (1.071 miles)



1700 North is a minor collector but is the main thoroughfare to many homes along the southern edge of North Ogden City. It connects the south east side of North Ogden to Washington Blvd. It also is a major drainage path from the mountains to the east. In the spring of 2023, major flooding occurred along the south side of 1700 North which threatened many homes due to the lack of curb and gutter, sidewalk, and an open ditch which runs along the south side of 1700 North.

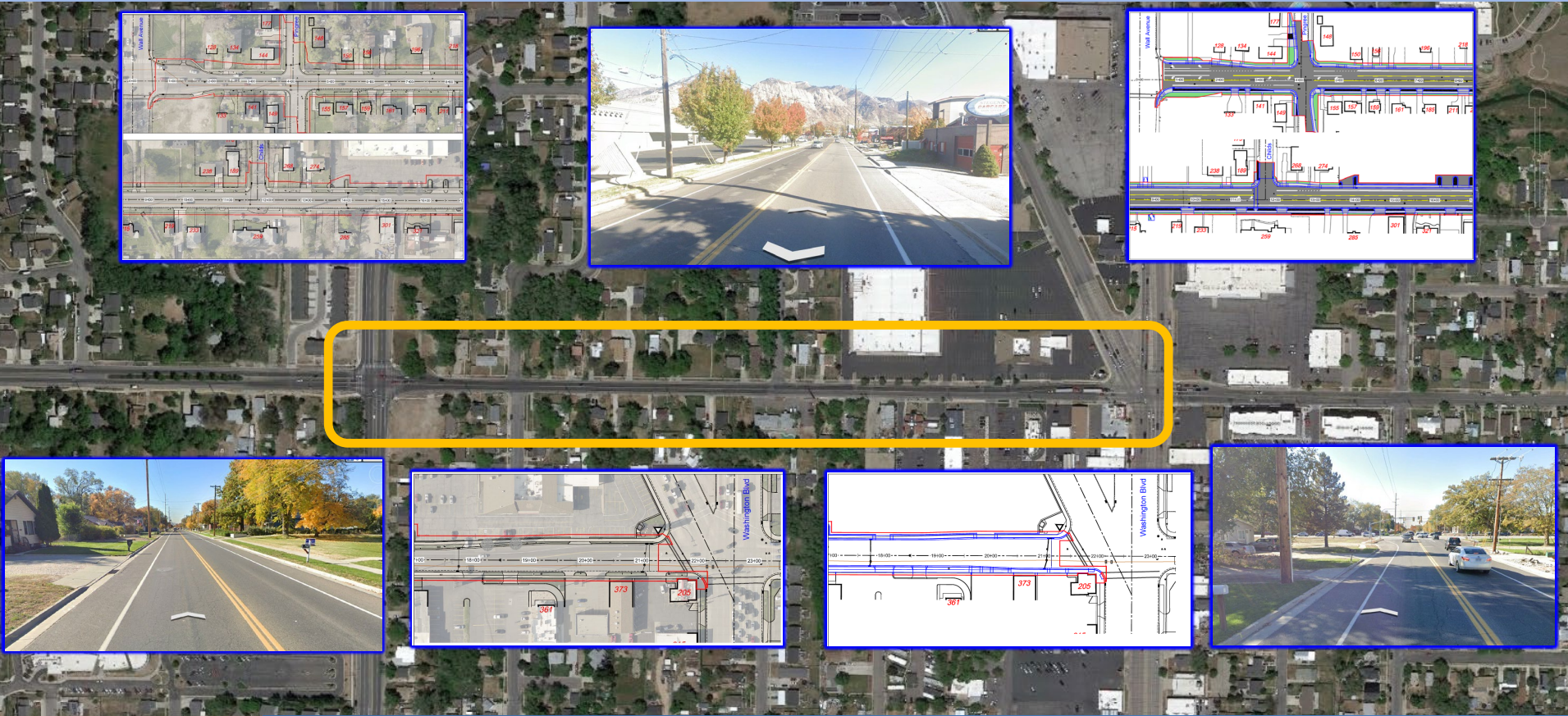
**Project Cost –
\$ 11,186,200**

**Funds Request –
\$ 10,428,894**

Ogden City – 2nd Street – Reconstruction Phase II w/ Minor Widening

Project Type - Reconstruction

Wall Avenue to Washington Blvd – (0.426 miles)



Average Daily Traffic (ADT) has increased on 2nd Street since the intersection of 2nd Street/Harrison Blvd in 2017. Intersection lane lengths and spacing are substandard; there is insufficient space for bike lanes, clear zone is problematic, and the project proposes a number of other roadway safety elements.

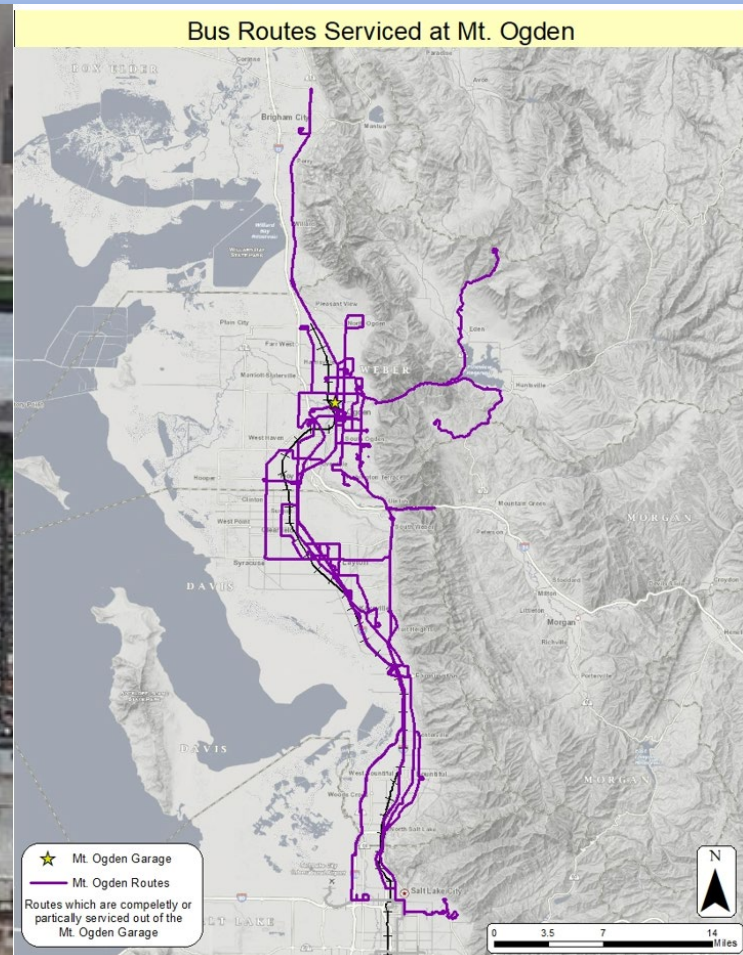
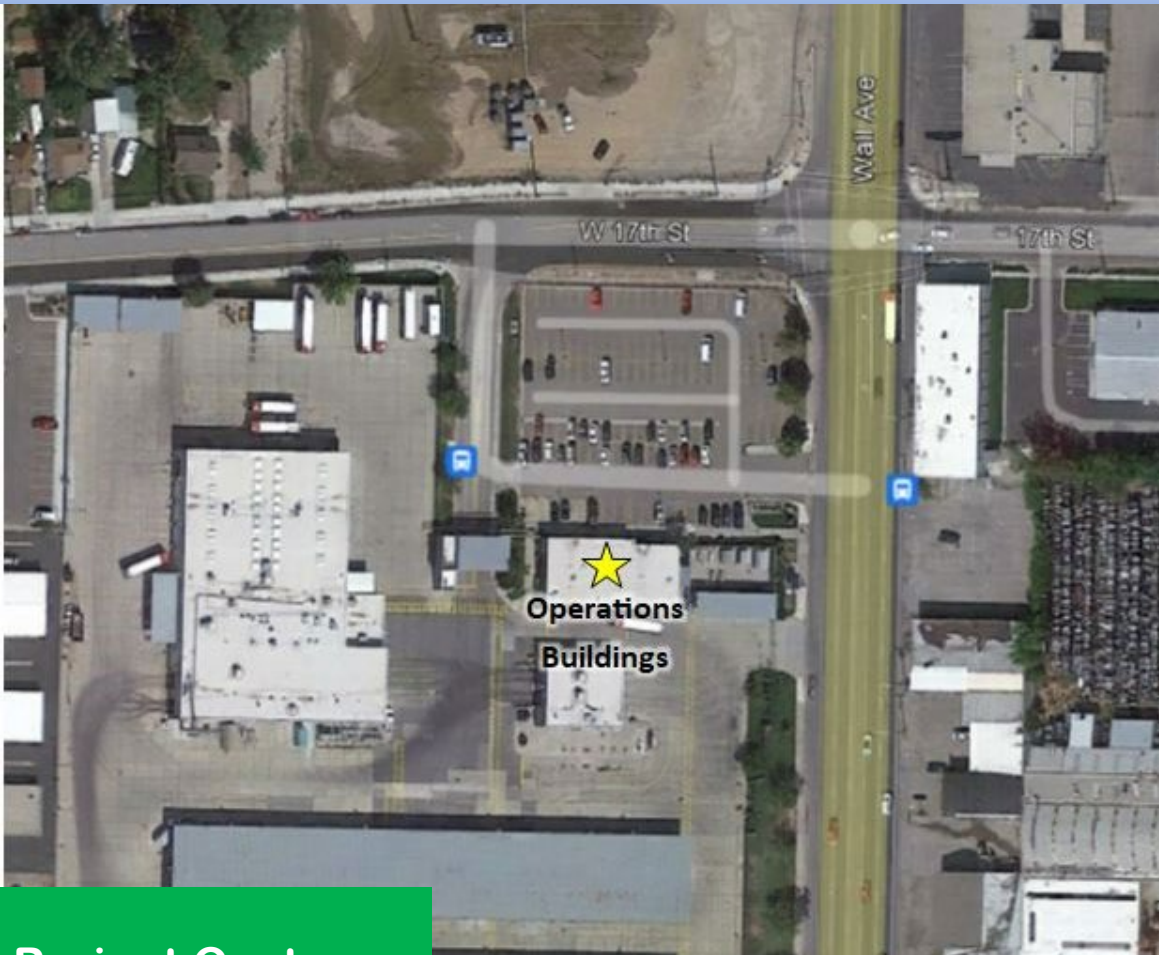
Project Cost –
\$ 6,552,000

Funds Request –
\$ 6,107,925

UTA – Ogden – Mt. Ogden Facility Expansion

Project Type – Transit

135 West & 17th Street – (0.01 miles)



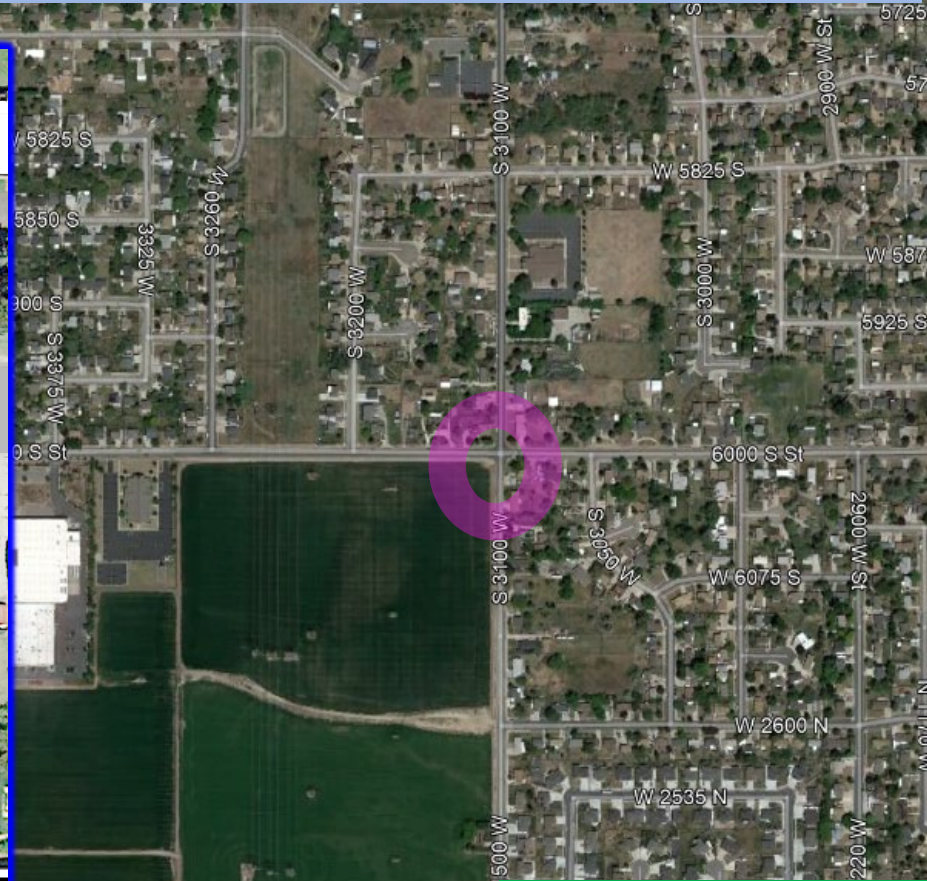
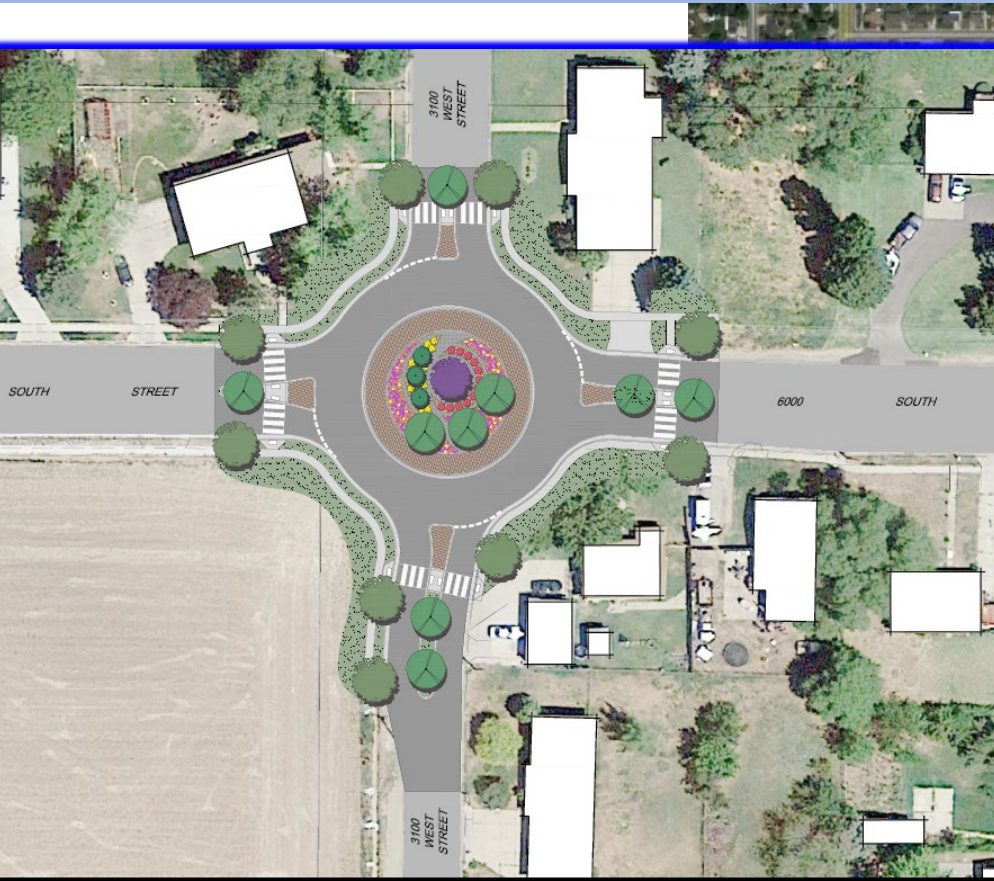
Project Cost –
\$ 30,242,300

Funds Request –
\$ 4,230,125

This project replaces the 35 + yr. old Mt. Ogden Ops/Admin building, laying the foundation for future service expansion in Box Elder, Weber, and Davis Counties. A recent study shows the existing building to be outdated, undersized, and that it is not feasible to expand it due to lack

Roy – 3100 West/ 6000 South – Round-about Project Type – Operations

3100 West & 6000 South



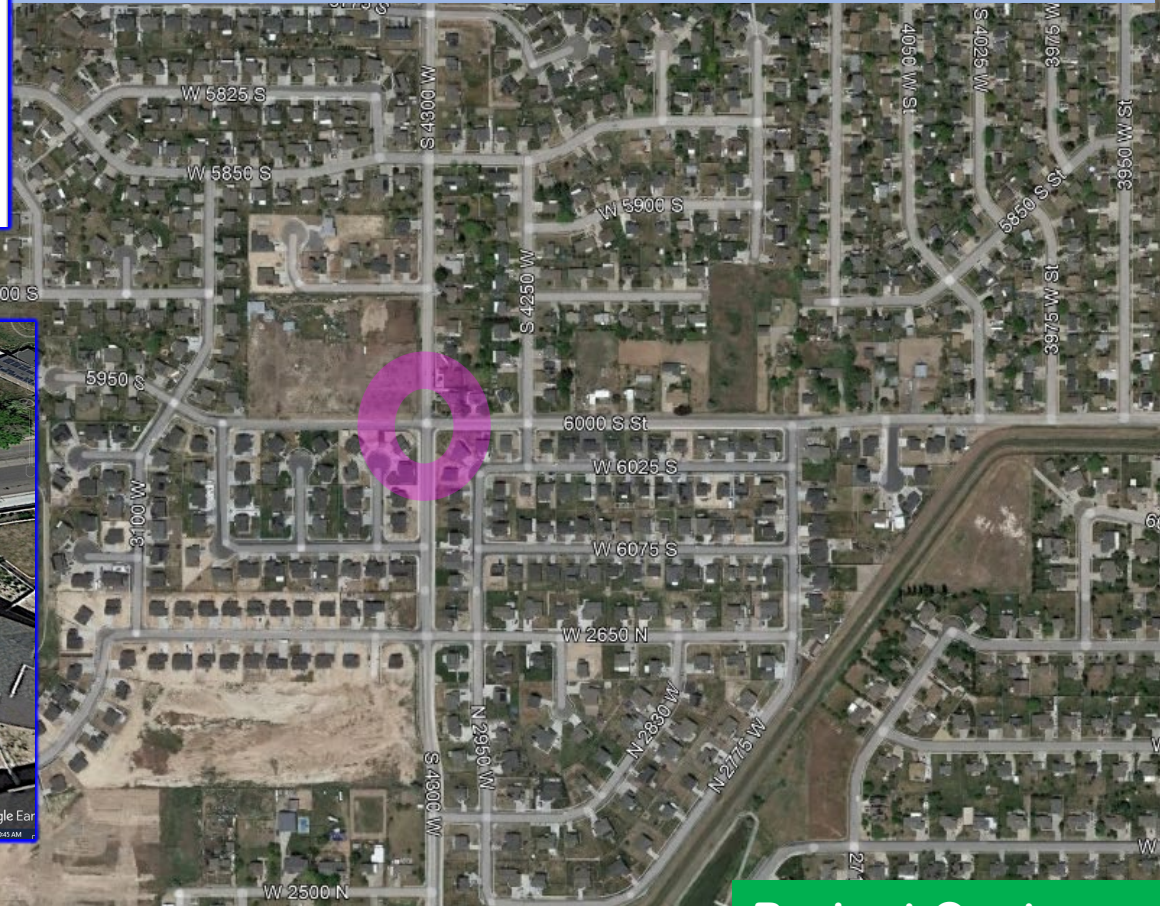
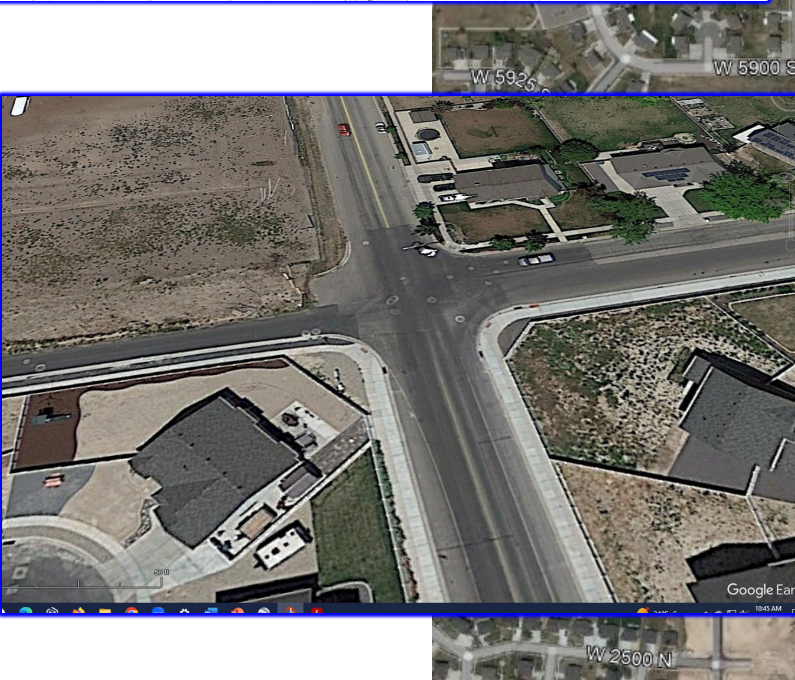
The project consists of constructing a roundabout at the intersection of 6000 South and 3100 West. The intersection at 6000 South and 3100 West is a dangerous intersection that will be greatly improved with the construction of a roundabout that will effectively control traffic movements.

**Project Cost –
\$ 1,715,000**

**Funds Request –
\$ 901,254**

Roy – 4300 West/ 6000 South – Round-about Project Type – Intersection & Signals

4300 West & 6000 South



The proposed project includes the construction of a roundabout at the intersection of 6000 South and 4300 West. This busy intersection connects multiple cities in Weber and Davis Counties. The project will include property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements.

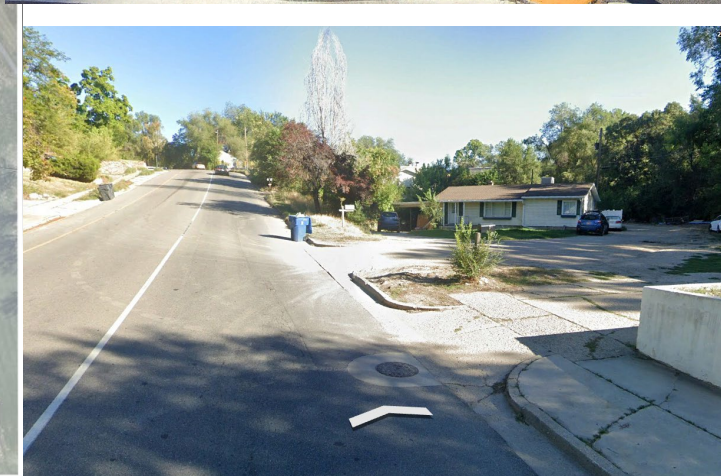
**Project Cost –
\$ 1,953,000**

**Funds Request –
\$ 1,820,781**

South Ogden – 40th St & Chimes View – Reconstruction

Project Type – Reconstruction

Riverdale Road to Washington Blvd – (0.6 miles)



South Ogden is in the design phase for a two-phase project on 40th Street and Chimes View Drive. Phase 1, funded for 2024, spans Riverdale Road to Country Club Drive. We are requesting additional funding for Phase 2 between Riverdale Road and Washington Blvd. The reconstruction project includes sidewalks, curb/gutter, driveway approaches and modifications to business accesses for improved safety.

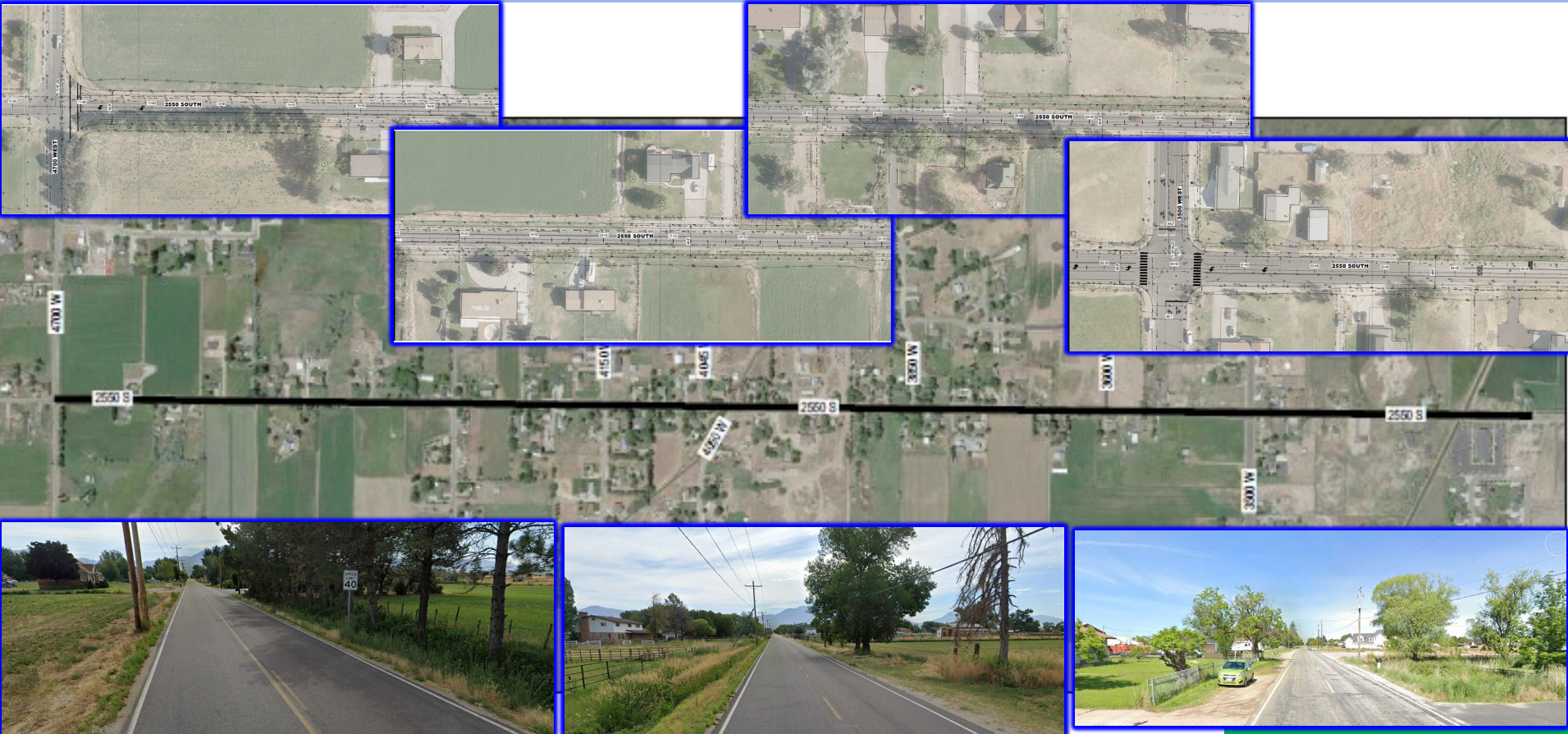
Project Cost –
\$ 5,483,000

Funds Request –
\$ 5,111,801

Weber County – 2550 South – Phase II – Reconstruct w/ Minor Widening

Project Type – Reconstruction

4700 West to 4300 West – (0.51 miles)



Currently there is no continuous turning lane or shoulder. With the recent growth in residential development and planned reconfiguration of the 25th Street interchange, this corridor will become a main west to east collector of Western Weber County. By improving the shoulder and drainage, pedestrian use will be safer.

**Project Cost –
\$ 8,492,000**

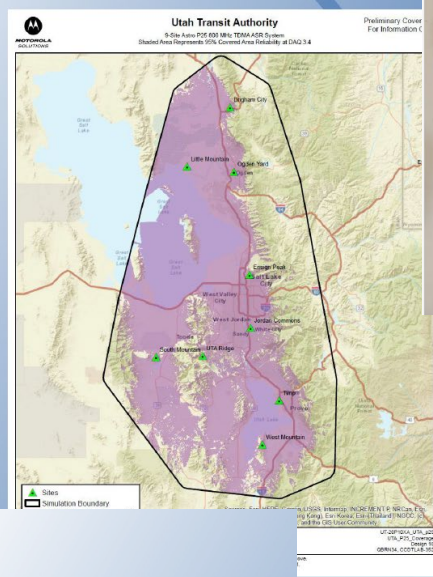
**Funds Request –
\$ 6,092,000**

Ogden/ Layton Area – UTA New Radio System – Operations

Project Type – Transit

UTA Service Area

Coverage area showing 95% reliability



The numbers

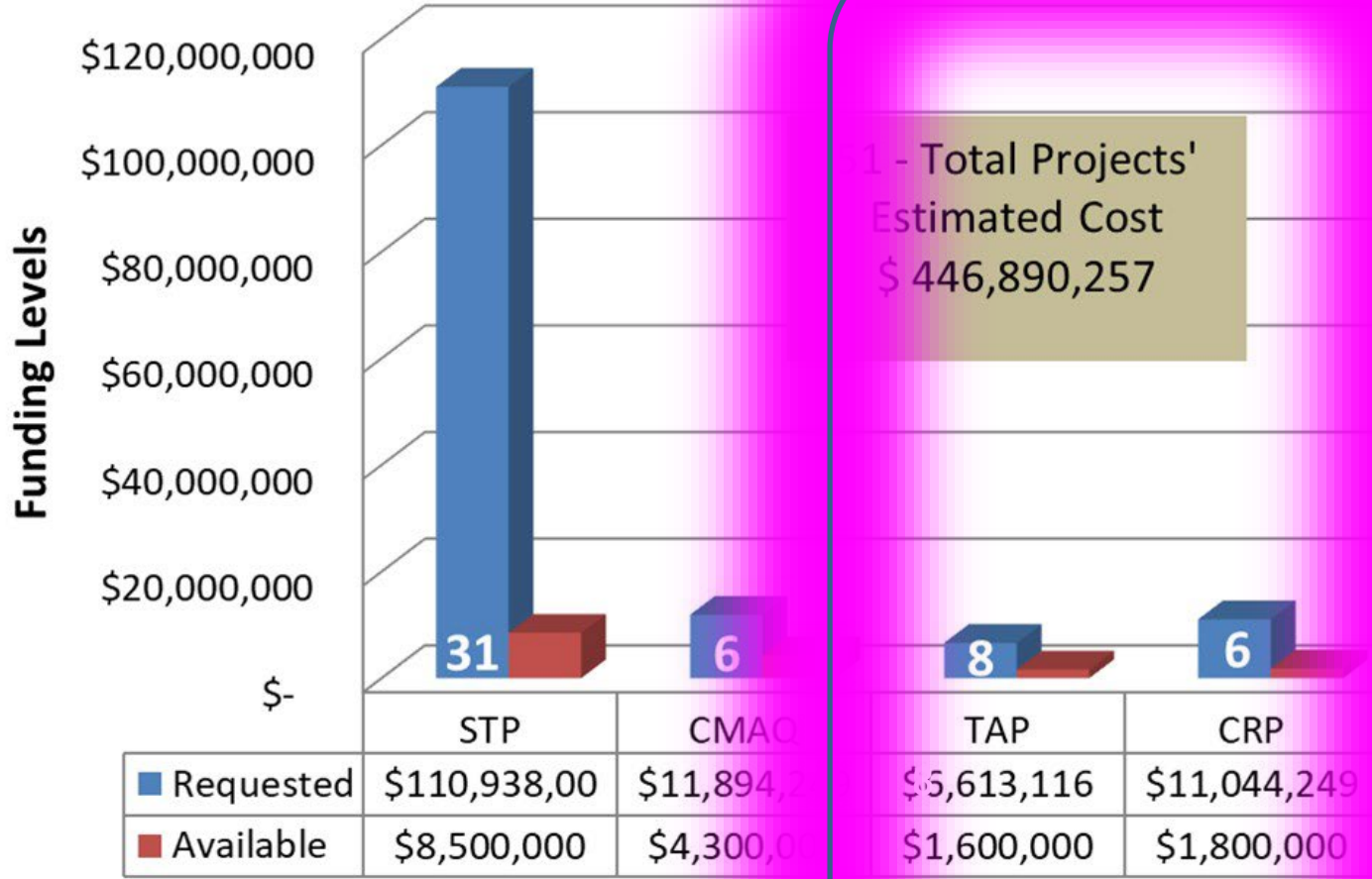
- Equipment \$7,324,043
- Implementation services \$5,036,790
- Total **\$12,360,833**



UTA's radio system is obsolete. We have enough spare equipment to keep it running for up to 3 years, so it is time to work towards a modern update. This project will fully replace the obsolete iDEN radio system with a modern P25 system that will have cross platform interoperability to Utah Communications Authority (UCA).

Project Cost – \$ 29,928,457
Funds Request – \$ 4,000,000

Ogden/ Layton Urban Area

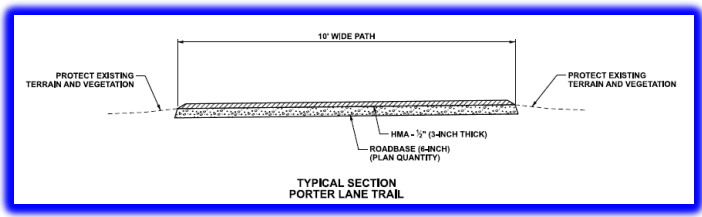
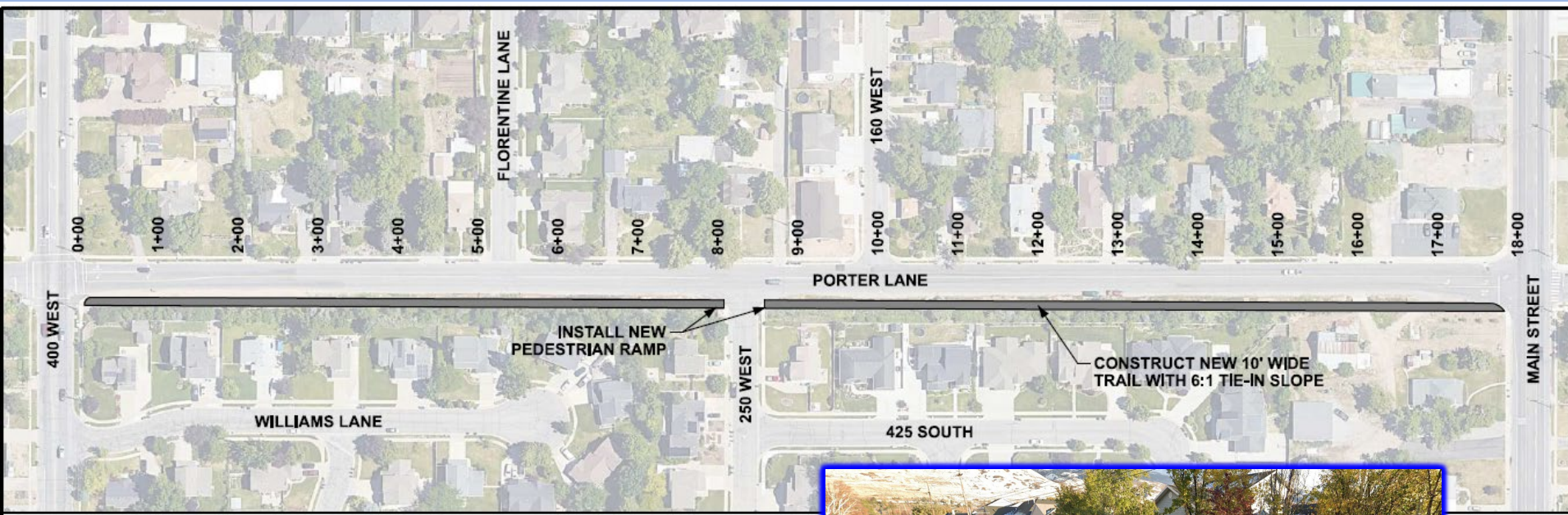


1 - Total Projects'
Estimated Cost
\$ 446,890,257

Centerville City – Porter Lane (400 So) Multi-Use Trail – New Trail

Project Type – Capital Improvement

400 West to Main Street – (0.33 miles)



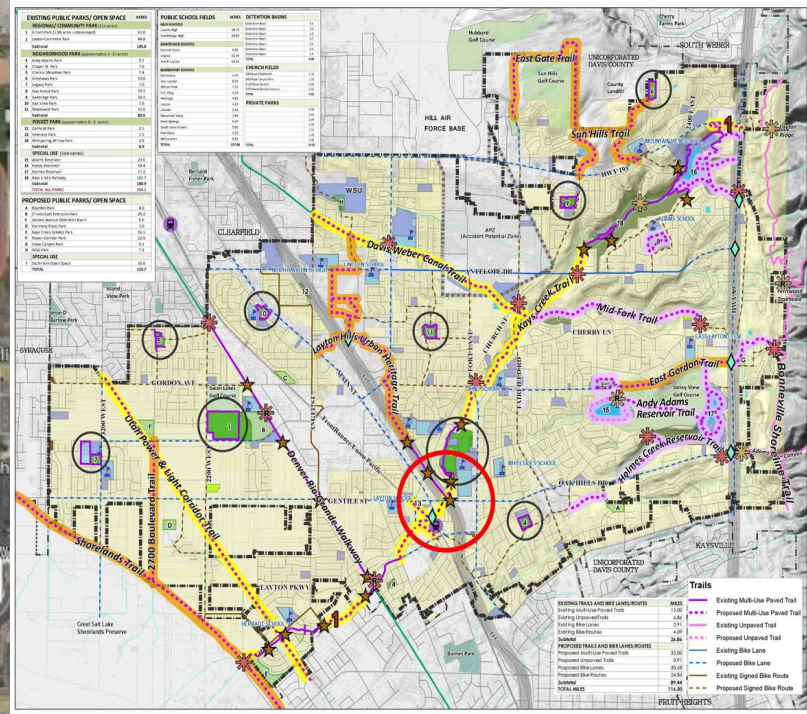
Project Cost –
\$ 357,700

Funds Request –
\$ 178,858

The purpose of this project is to construct a Multi-Use Trail that will connect the "last mile" from Centerville City's Main Street District to the West Side of I-15. This will allow commuters, residents and those seeking to access local trails and hillside for recreation as well as for school students walking to and from Centerville Jr High and JA Taylor Elementary School.

Layton City – Lay's Creek Trail – New Trail Project Type – Capital Improvement

Main Street to Hawthorne Drive – (0.59 miles)



MAP 4: TRAIL IMPROVEMENT GOALS

Priority Trails

- Regional Transportation Trails
 - Kay's Creek Trail, Davis Weber Canal Trail, Utah Power & Light Corridor Trail
- Recreational Trails
 - Andy Adams Reservoir Trail, Andy Adams Park Walking Trail, Oak Forest Park Walking Trail, Holmes Creek Reservoir Trail, Mid-Fork Trail
- Inner-City Connecting Trails
 - Sun Hills Trail, East Gordon Blvd, Heritage Urban Trail, 2700 Blvd, Trail, Layton Hills Overpass Trail, Shorelands Trail, East Gate Trail

Legend:

- Layton City Boundary
- Hill AFB Easement Area
- Public Park
- Public School Field
- Private Park/ Golf Course
- Church Field
- Open Space
- Detention Basin
- Proposed Public Park
- Pond/ Reservoir
- Residential
- Public/Quasi Public/Utility
- Existing Park Perimeter Trails
- Existing Trailhead (R = with Restroom)
- Future Trailhead (R = with Restroom)
- Proposed Pedestrian Bridge
- Trail Access Point
- FrontRunner Station

Layton City Parks, Recreation, Trails, Open Space & Cultural Facilities Master Plan

Trails

- Existing Multi-Use Paved Trail
- Proposed Multi-Use Paved Trail
- Existing Unpaved Trail
- Proposed Unpaved Trail
- Existing Blue Lane
- Proposed Blue Lane
- Existing Signed Bike Route
- Proposed Signed Bike Route

Project Cost – \$ 1,470,000

Funds Request – \$ 1,000,000

The Kay's Creek Trail has a unique regional cross-section of live, work, and play destinations. Its purpose is to connect safe-routes-to-school; and serve as a commuter route, recreational outlet, and access to downtown shopping from residence to transaction. The purpose of this project is to continue its alignment.

Layton City – Gentile Street – Safe Routes to School

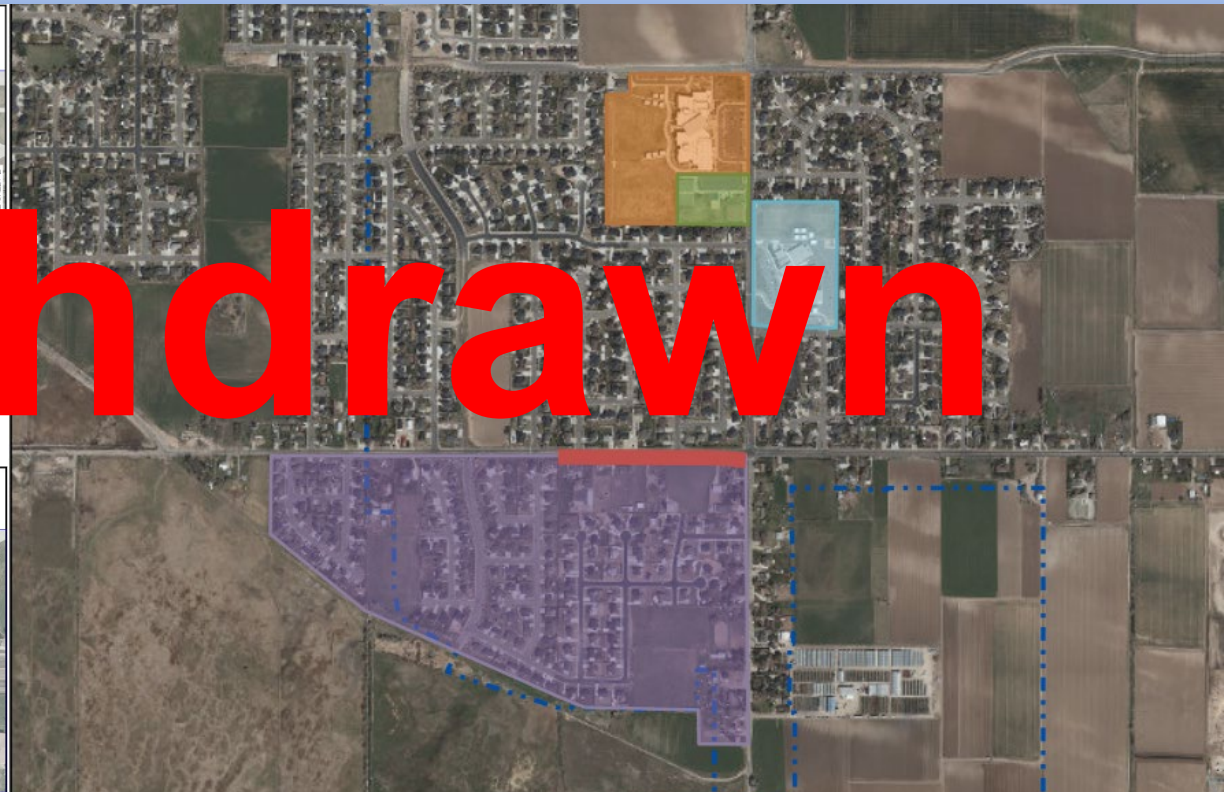
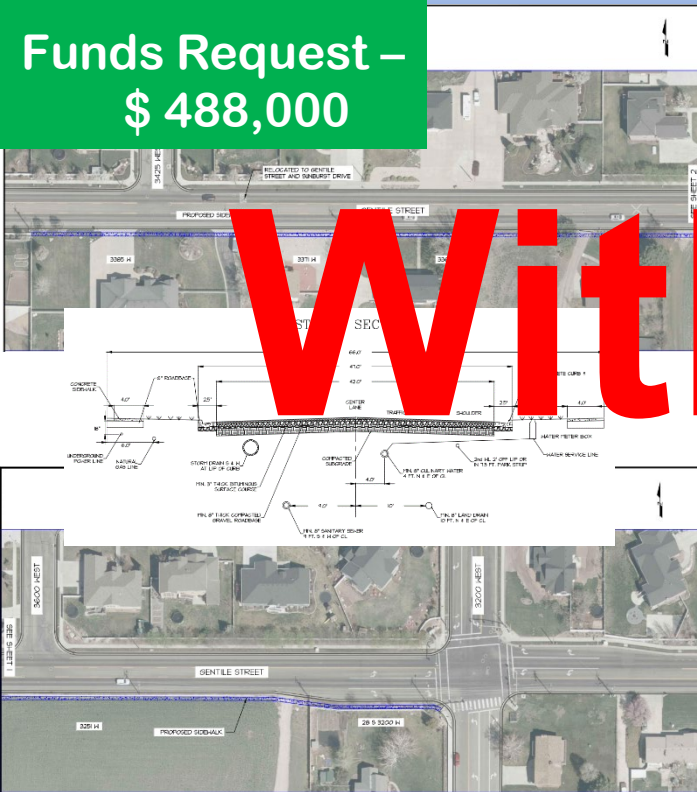
Project Type – Capital Improvement

Project Cost –
\$ 528,000

3475 West to 3200 West – (0.25 miles)

Funds Request –
\$ 488,000

Withdrawn

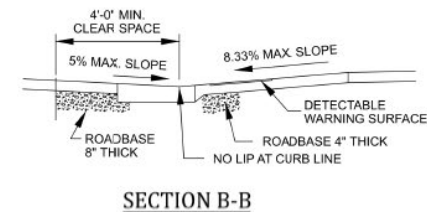
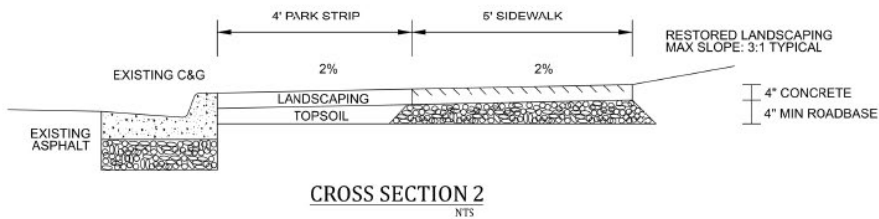
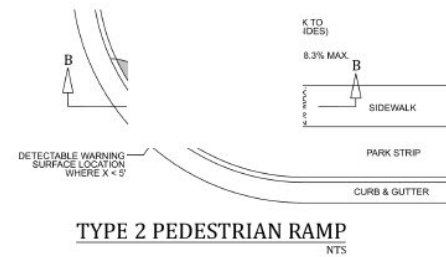
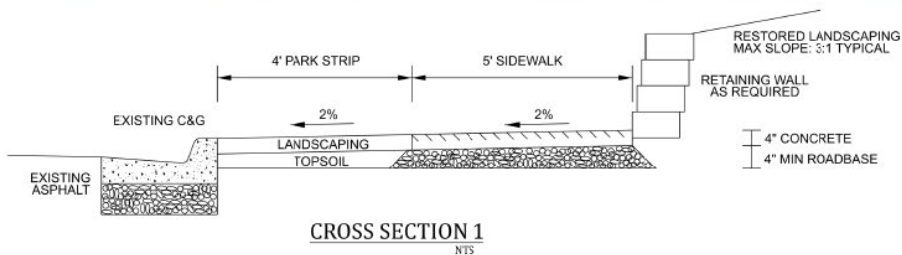


There was a recent change to the school boundary lines and the mid-block crosswalk, crossing guard, and reduced speed zone signs that were located at 3475 W and Gentile were relocated to serve the new elementary school. This path is indicated as a SRTS for Legacy Jr. High and the removal of the crosswalk eliminates a path for the elementary and Jr. high students. Students continue to cross Gentile to access the sidewalk on the north side; currently the path on the south side of Gentile is uneven and there are obstructions on the path that force the students to walk on the street.

North Salt City – Center Street Sidewalk – Ped/ Bicycle Facility

Project Type – Capital Improvement

Orchard Drive to 340 East – (0.18 miles)



**Project Cost –
\$ 676,000**

**Funds Request –
\$ 566,000**

There are no sidewalks in the neighborhood less than a 10th of a mile from Orchard Elementary. The proposed sidewalk will be a safe walking route for school children to get to the crosswalk at Center St and Orchard Dr. The sidewalk will also provide a direct connection to the City's developing Town Center and Hatch Park.

Farr West City – 2575 West Sidewalk & Bike Lane – Ped/ Bicycle Facility

Project Type – Capital Improvement

3300 North to 2975 North – (0.521 miles)



Project Cost –
\$ 1,528,000

Funds Request –
\$ 1,424,500

The project will widen one side of the roadway to place a 6' wide bike lane. It also consists of constructing an asphalt path on the other side of the roadway for pedestrian use.

Hooper – Hooper Slough Trail – Trail Connection Project Type – Capital Improvement

Segment A (5156 S 5725 W to 5100 S 5500 W)

Segment B (5230 W 4825 S to 5200 W 4600 S) – (1.193 miles)



**Project Cost –
\$ 1,103,600**

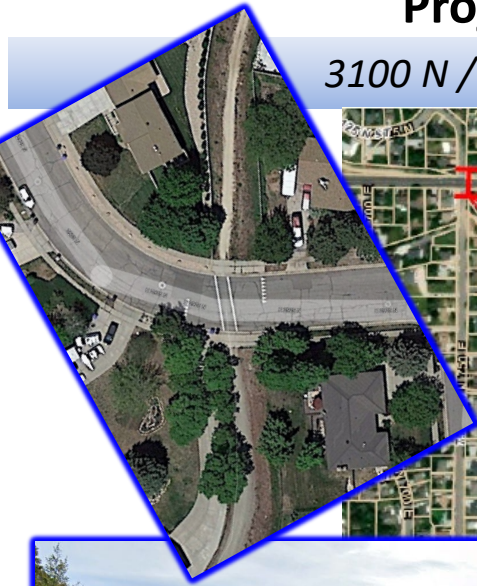
**Funds Request –
\$ 960,100**

This project will be to connect two disjointed portions of the Hooper Slough Trail and to improve the street crossings for better trail network.

North Ogden – North Ogden Canal Trail Crossing – Bike/ Ped Facility

Project Type – Capital Improvement

3100 N / 1050 E / 2750 N / Mountain Road – (1.5 miles)



**Project Cost –
\$ 800,000**

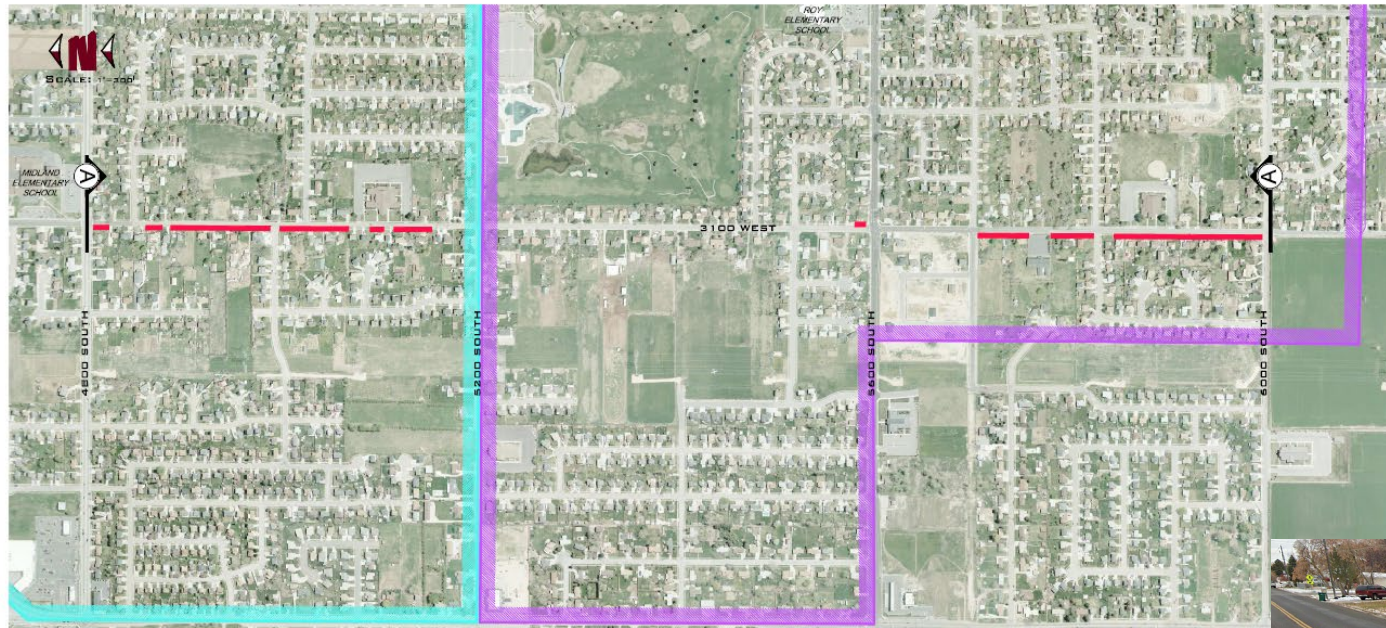
**Funds Request –
\$ 720,000**

North Ogden Canal is a multi-city trail connecting Pleasant View, North Ogden, and Ogden City. It is heavily used, and crosses several major roads. This project is four crossing enhancements for the safety and comfort for trail users when crossing the roadways of 3100 N., 1050 E., 2750 N., and Mountain Road.

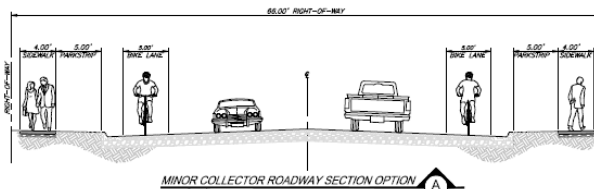
Roy City – 3100 West Sidewalk – Safe Routes to School

Project Type – Capital Improvement

4800 South to 6000 South – (2.12 miles)



- LEGEND**
- PROPOSED SIDEWALK
 - MIDLAND ELEMENTARY SCHOOL BOUNDARY
 - ROY ELEMENTARY SCHOOL BOUNDARY

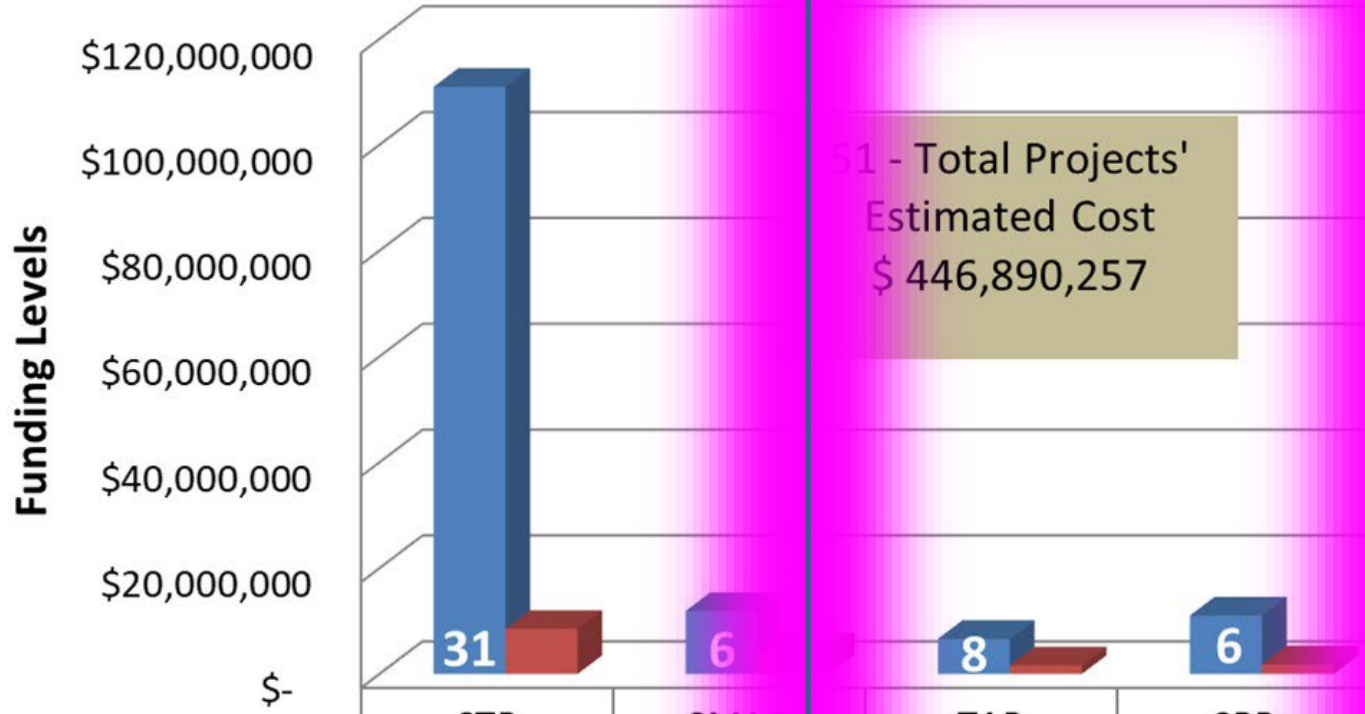


Wasatch Front Regional Council (WFRC) has allocated \$301,700 to support this project. The environmental study for the project is completed. The City is currently purchasing the required right-of-way and anticipates that the right-of-way acquisition will be completed by Spring of 2024. Additionally, the design for the project is underway and is expected to be completed by Spring of 2024.

**Project Cost –
\$ 1,670,000**

**Funds Request –
\$ 1,275,666**

Ogden/ Layton Urban Area



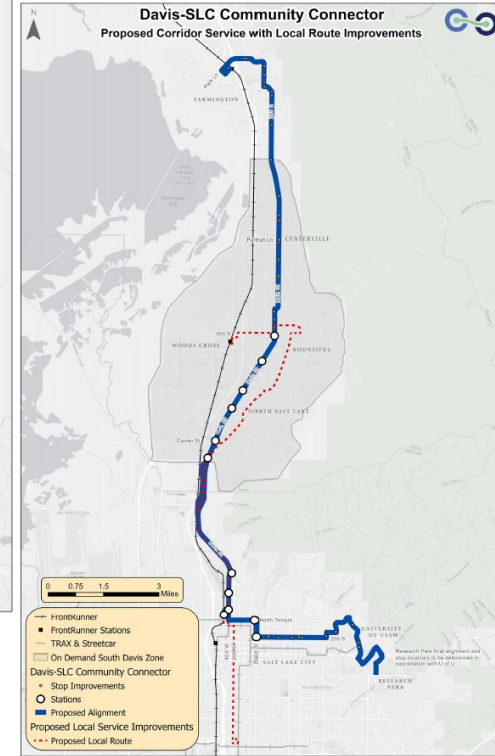
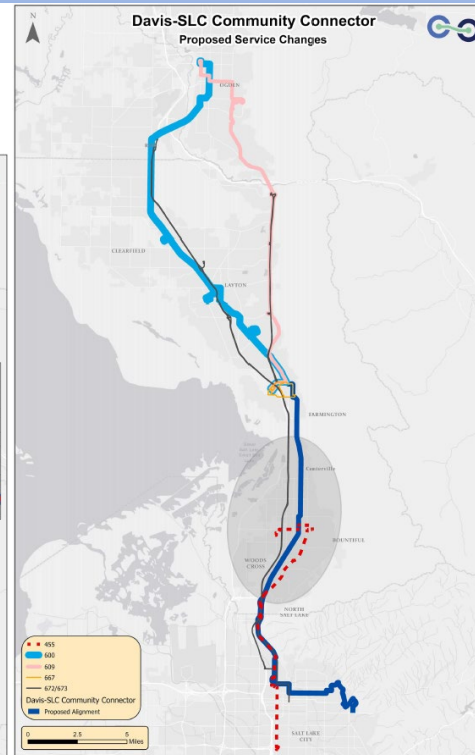
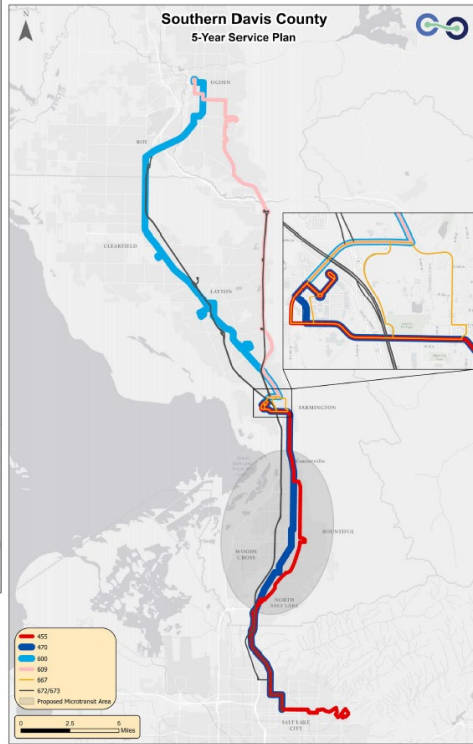
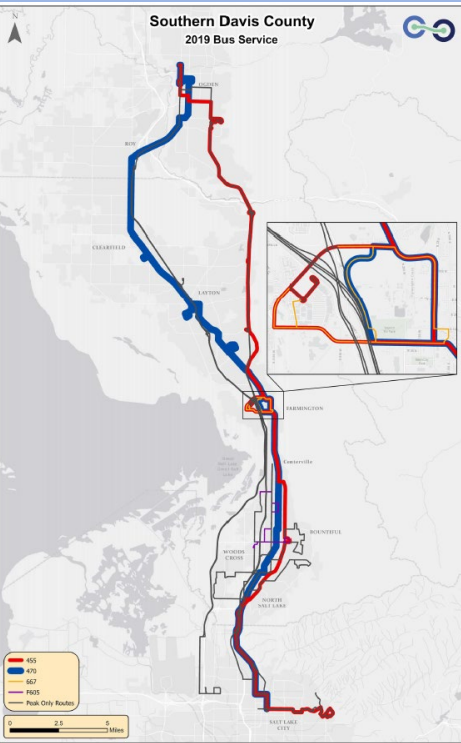
51 - Total Projects'
Estimated Cost
\$ 446,890,257

	STP	CMAQ	TAP	CRP
Requested	\$110,938,00	\$11,894,000	\$6,613,116	\$11,044,249
Available	\$8,500,000	\$4,300,000	\$1,600,000	\$1,800,000

UTA – Davis – Salt Lake Connector Construction

Intersections Improvement - Project Type – Operations

Davis County to Salt Lake City – (26 Miles)



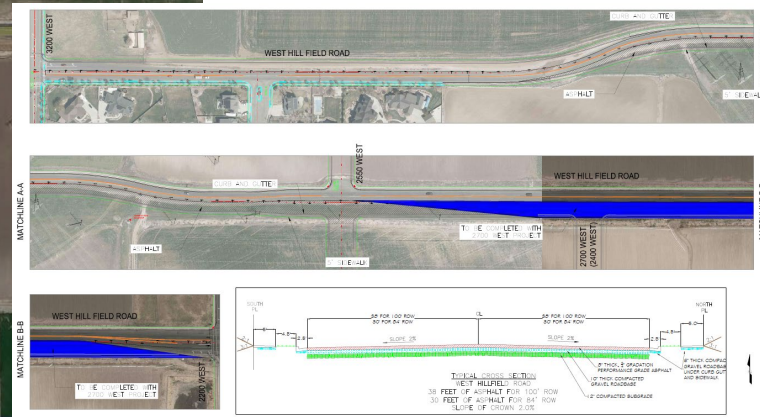
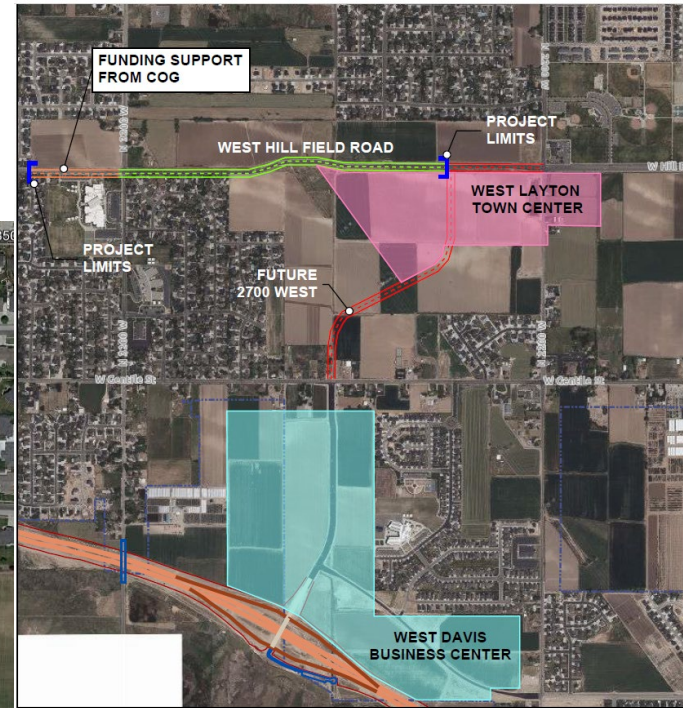
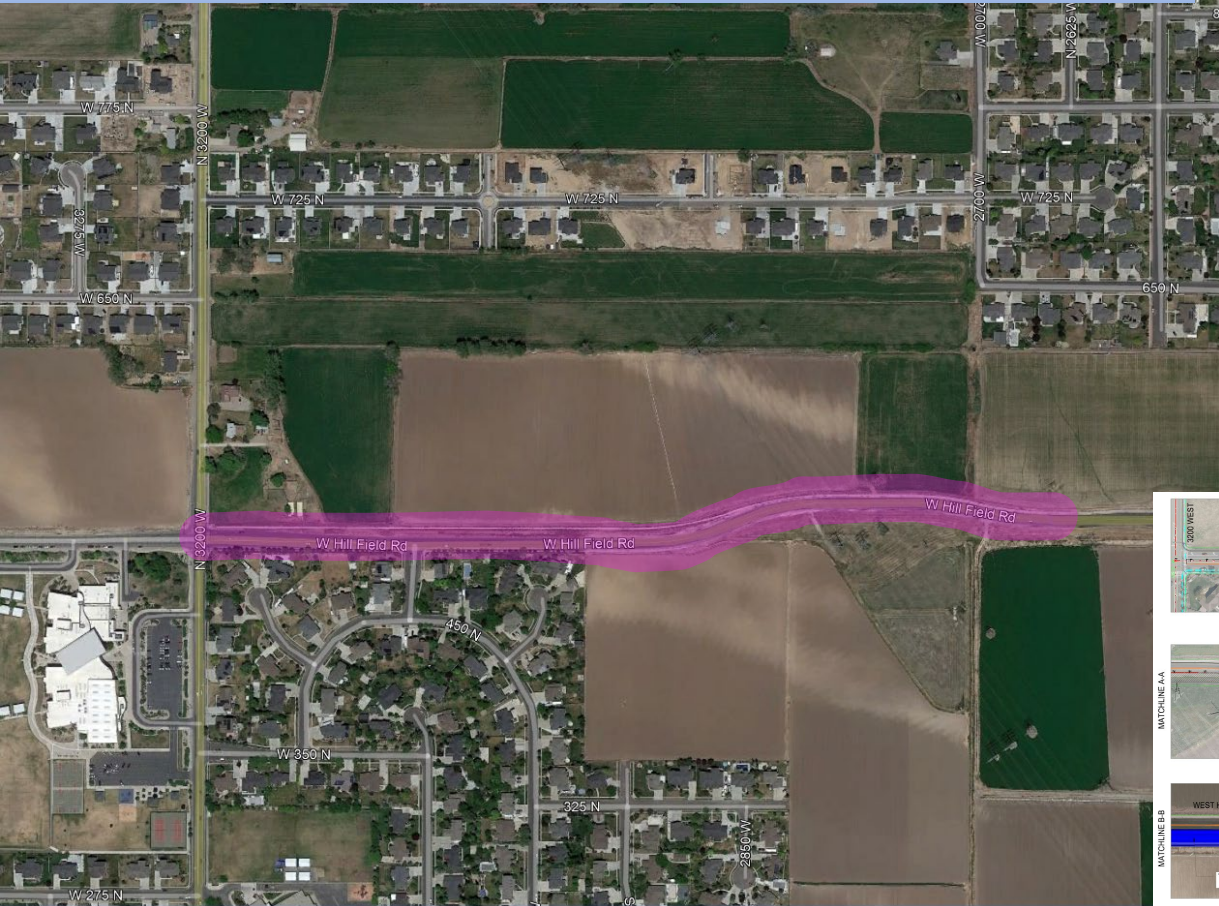
The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park.

**Project Cost –
\$ 75,000,000**

**Funds Request –
\$ 5,000,000**

Layton – West Hill Field Road Widening Intersections Improvement - Capacity

2700 West to 3200 West – (1 Mile)



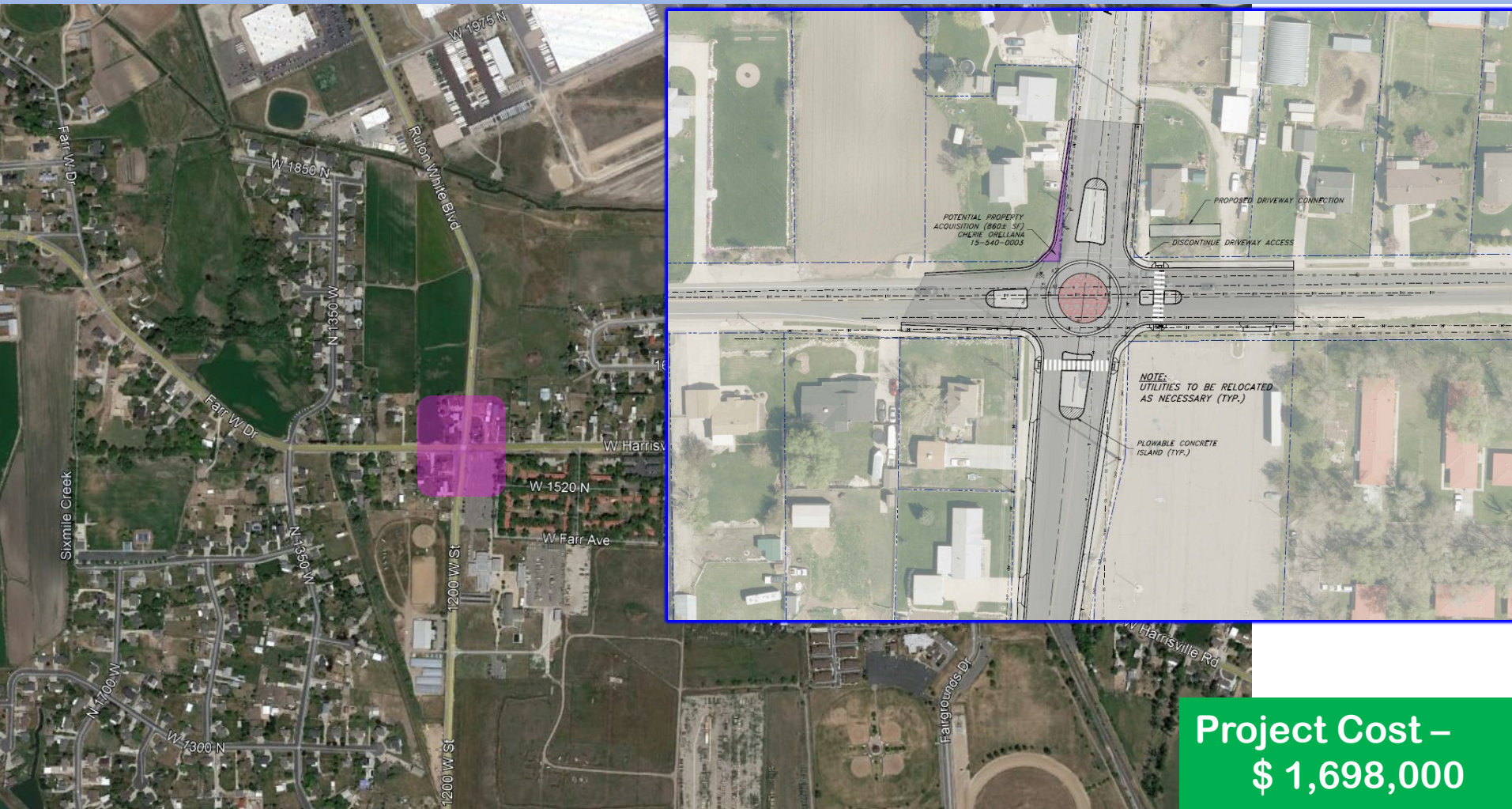
This project will widen the existing narrow two-lane facility on West Hill Field Road to a uniform 5-lane facility between 2400 West and 3400 West. It will increase the capacity of this corridor and enable Layton City to expand its transportation services to West Layton and support the economic development in this area.

Project Cost – \$ 5,020,000
Funds Request – \$ 1,770,000

Farr West – 1200 West/ Harrisville Road – Round-about

Project Type – Intersections & Signals

1200 West & Harrisville Road



**Project Cost –
\$ 1,698,000**

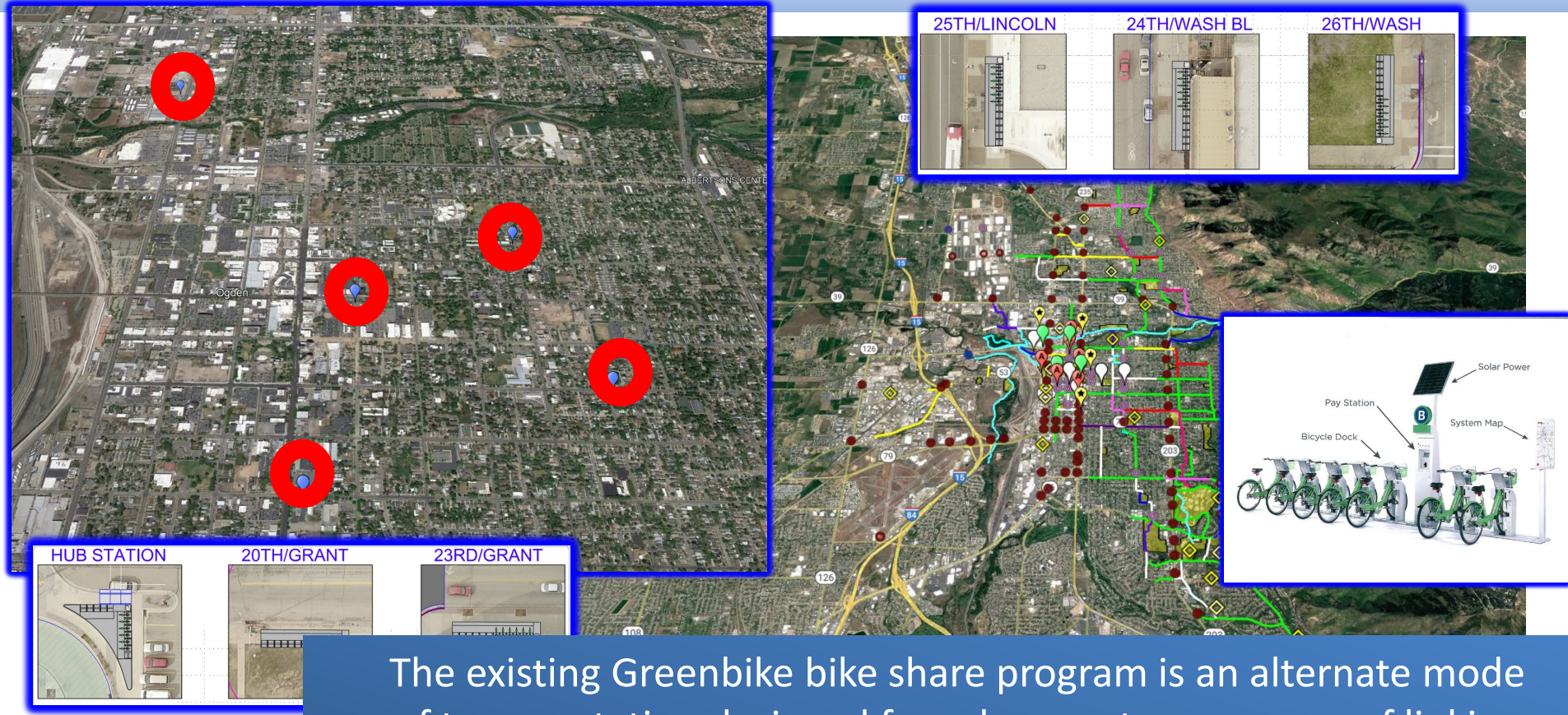
**Funds Request –
\$ 1,583,000**

The proposed project would construct a roundabout to replace the 4-way stop at this location and would include any required utility relocations, property acquisition, and driveway access connections.

Ogden City – Bike Share Program

Project Type - Transit

Various Areas in the Ogden Central Business District (CBD) *plus* 5 miles



The existing Greenbike bike share program is an alternate mode of transportation designed for urban centers as a way of linking existing infrastructure and transit systems together. Increasing the number of e-bikes and adding more stations near popular destinations with high density residency expands the reach, influence, and opportunity for the public or visitors to utilize this alternate mode of transportation.

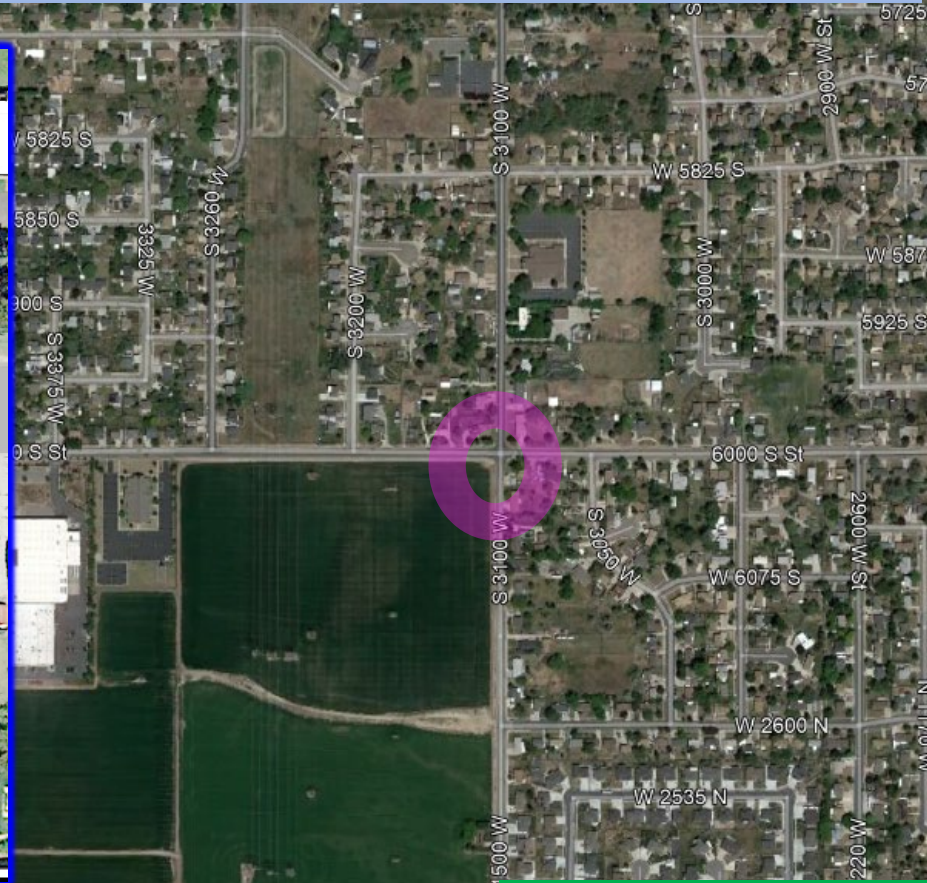
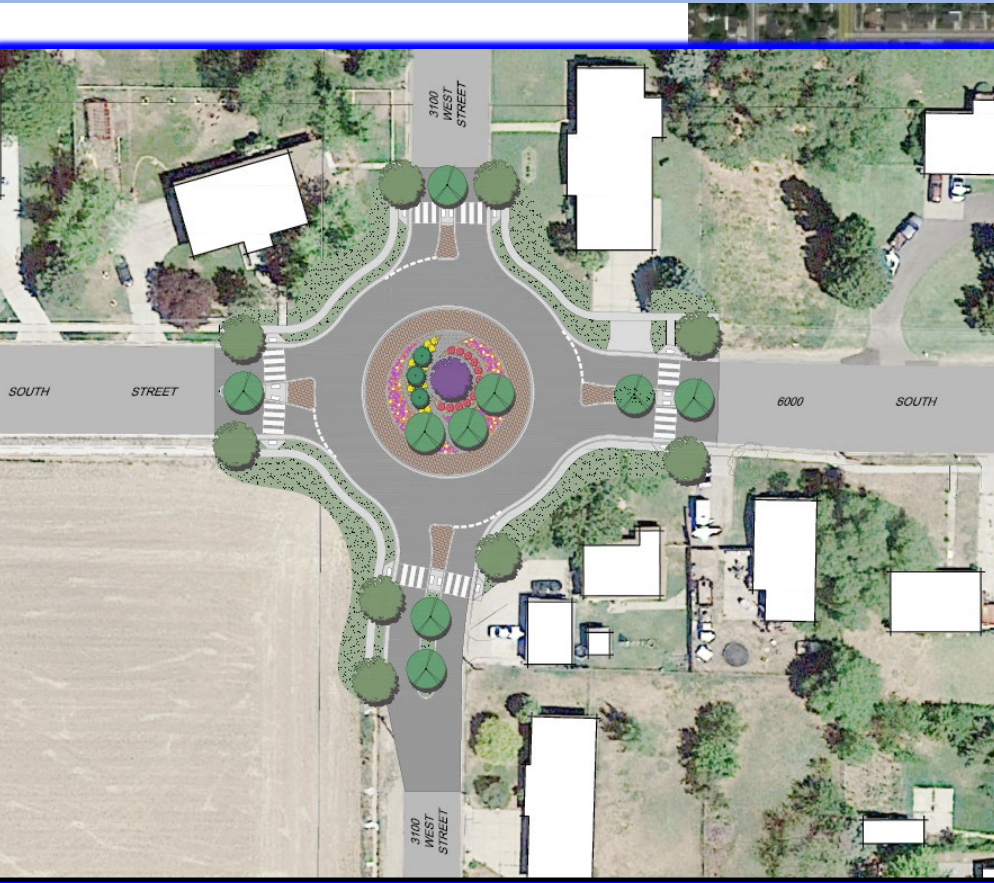
Project Cost –
\$ 632,000

Funds Request –
\$ 589,214

Roy – 3100 West/ 6000 South – Round-about

Project Type – Operations

3100 West & 6000 South



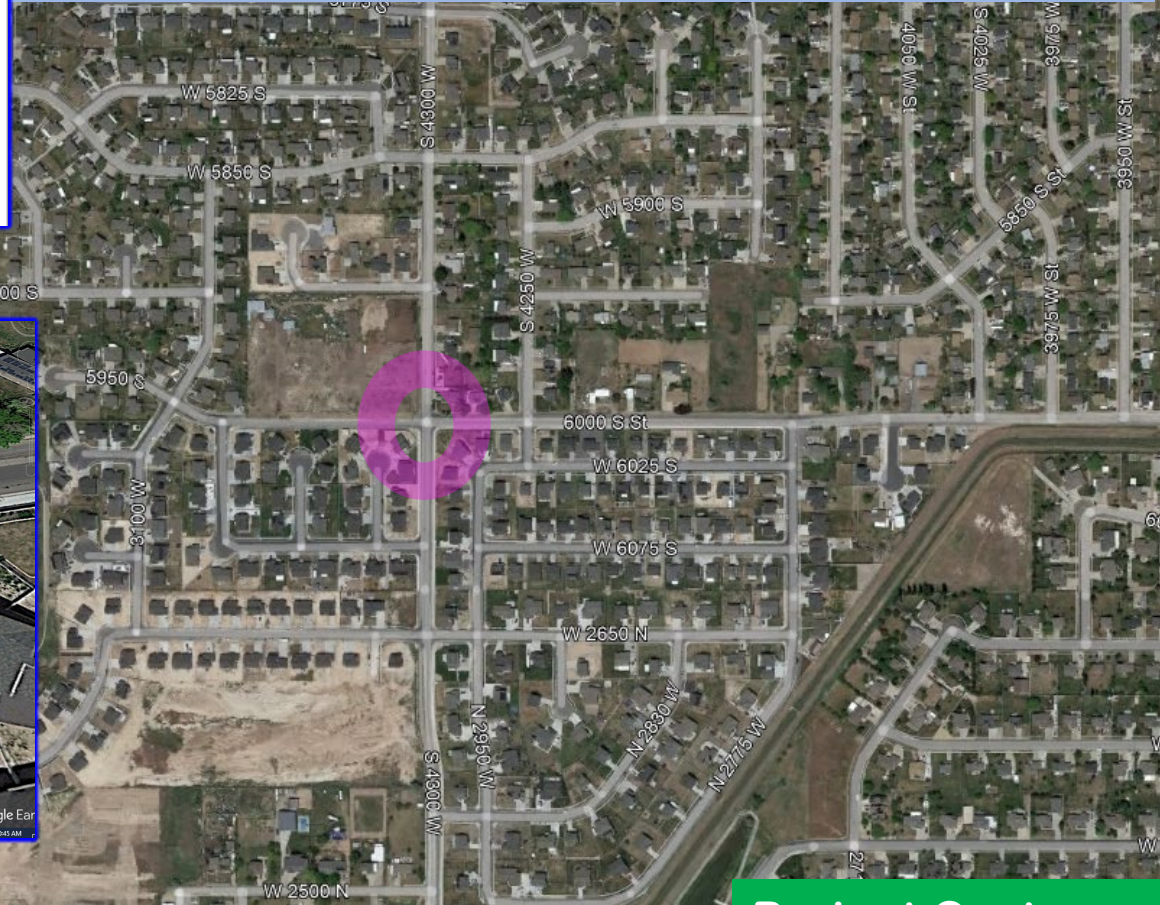
The project consists of constructing a roundabout at the intersection of 6000 South and 3100 West. The intersection at 6000 South and 3100 West is a dangerous intersection that will be greatly improved with the construction of a roundabout that will effectively control traffic movements.

**Project Cost –
\$ 1,715,000**

**Funds Request –
\$ 901,254**

Roy – 4300 West/ 6000 South – Round-about Project Type – Intersection & Signals

4300 West & 6000 South



The proposed project includes the construction of a roundabout at the intersection of 6000 South and 4300 West. This busy intersection connects multiple cities in Weber and Davis Counties. The project will include property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements.

**Project Cost –
\$ 1,953,000**

**Funds Request –
\$ 1,820,781**

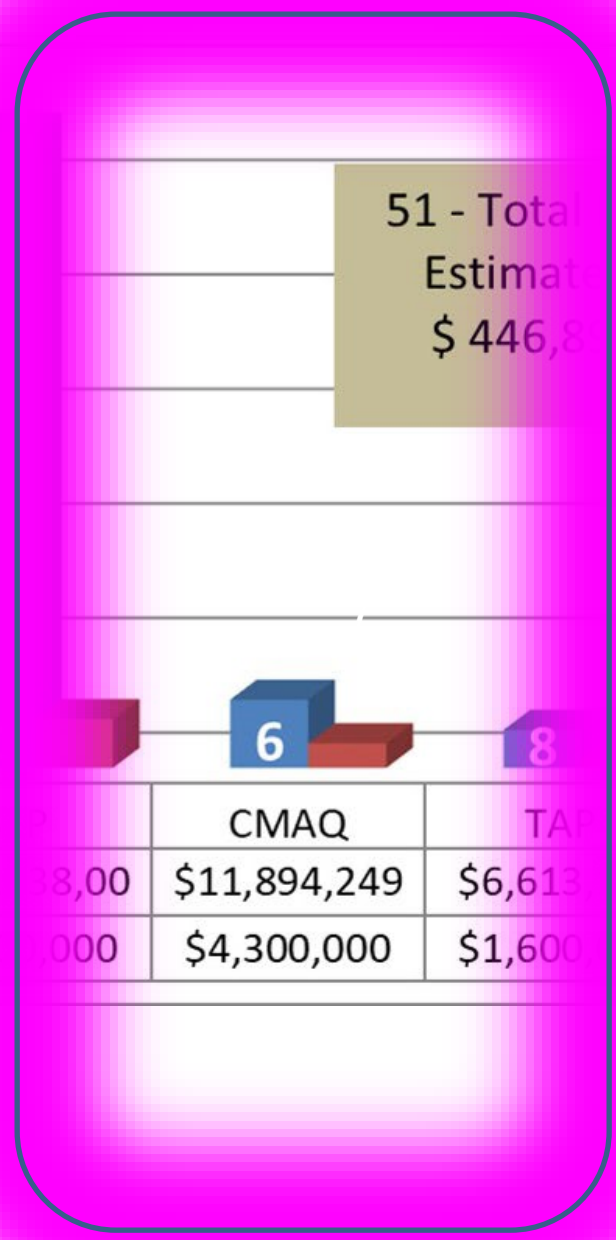
Ogden/ Layton Urban Area

Funding Levels

\$120,000,000
 \$100,000,000
 \$80,000,000
 \$60,000,000
 \$40,000,000
 \$20,000,000
 \$-

51 - Total Projects'
 Estimated Cost
 \$ 446,800,257

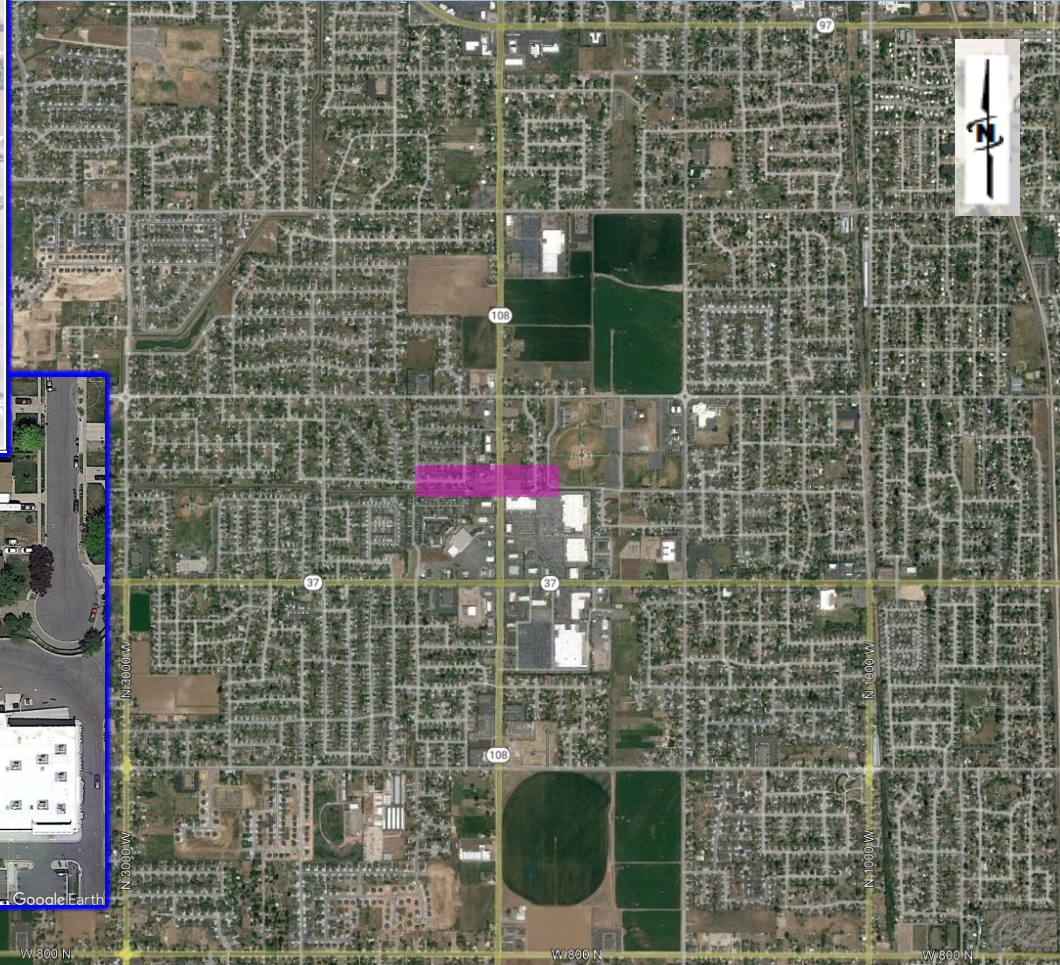
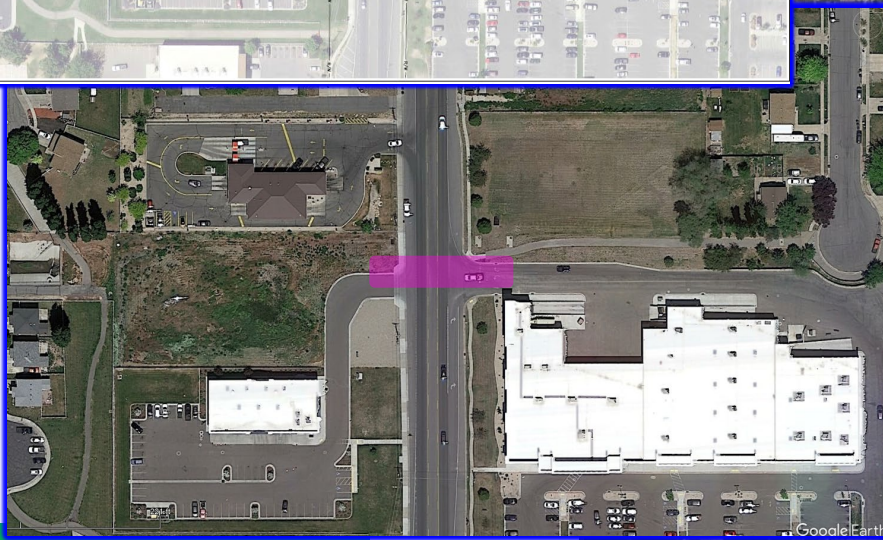
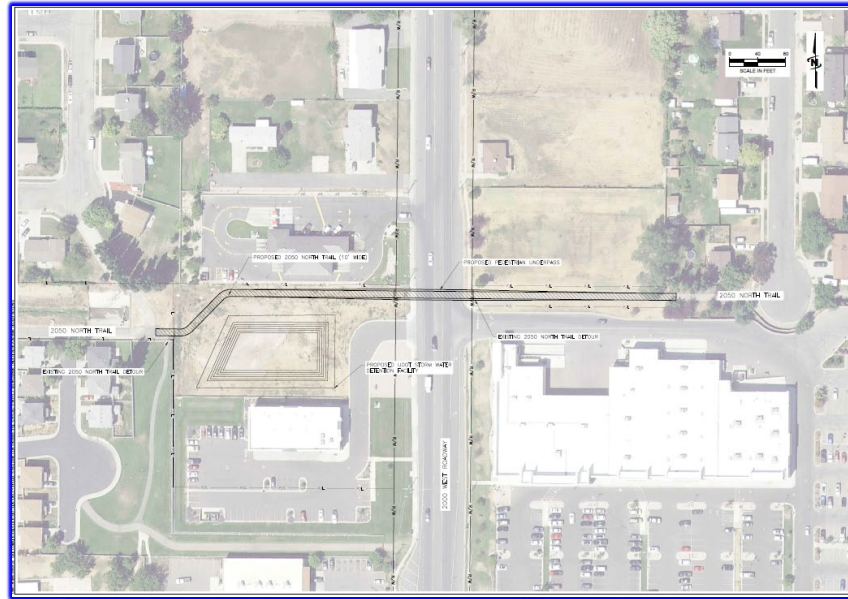
	CRP	CMAQ	TAP	CRP
Requested	\$11,044,249	\$11,894,249	\$6,613,000	\$11,044,249
Available	\$8,500,000	\$4,300,000	\$1,600,000	\$1,800,000



Clinton City – 2050 North Pedestrian Underpass

Project Type – Capital Improvement

2050 North 2000 West – (0.2 miles)



Project Cost –
\$ 5,750,000

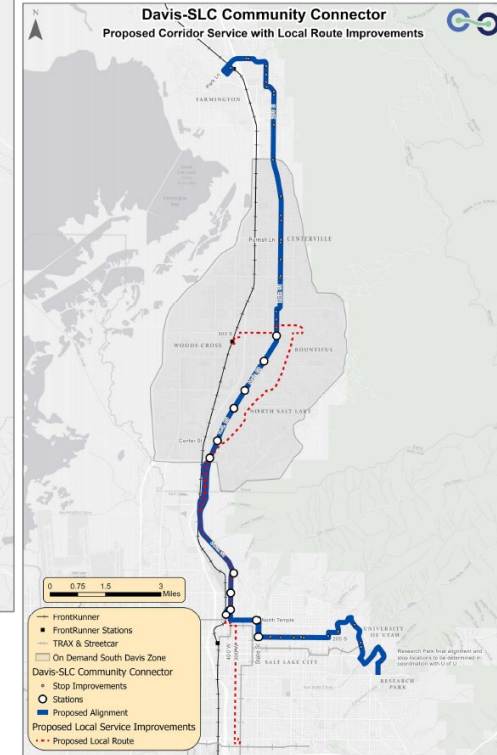
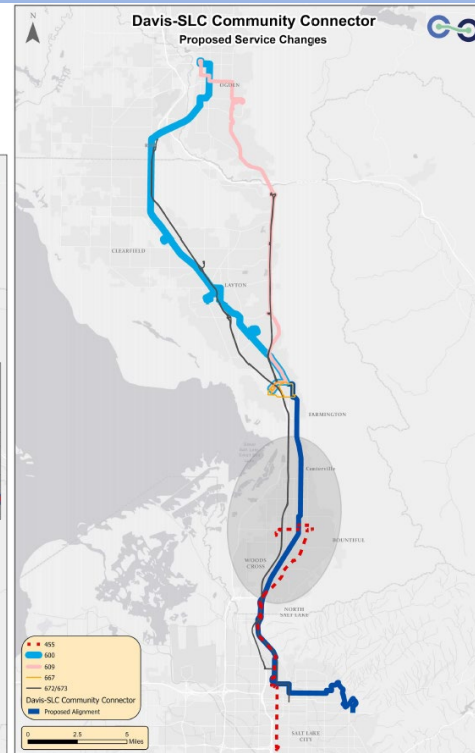
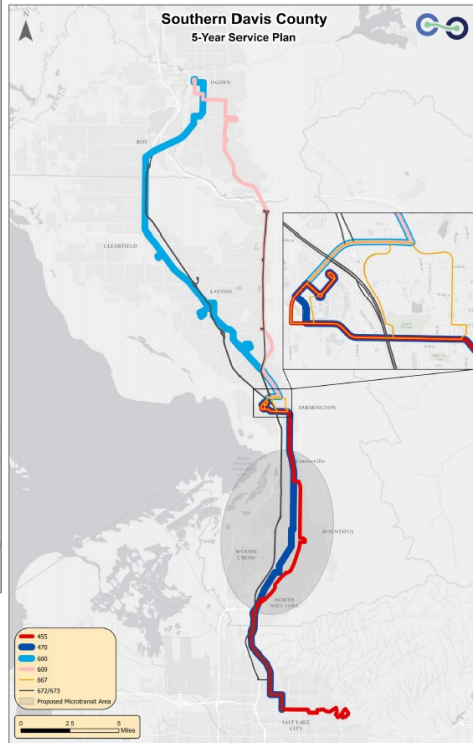
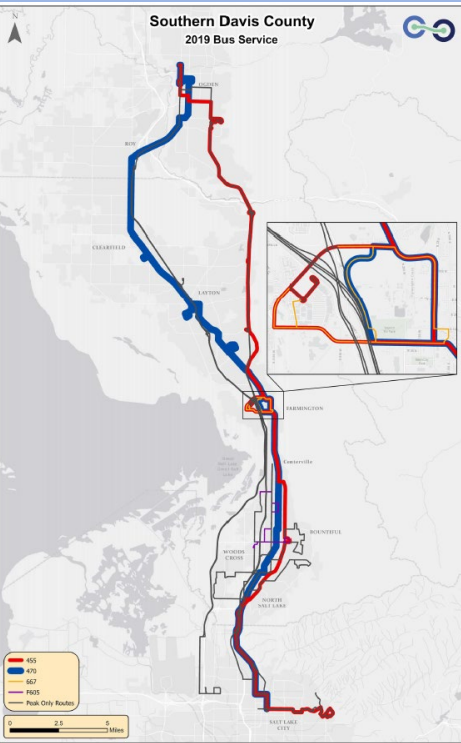
Funds Request –
\$ 2,000,000

The purpose of the 2050 North pedestrian underpass project is to construct a pedestrian trail that crosses under 2000 West (SR-108) roadway. The underpass would complete the city-wide 2050 North trail, currently has a gap at 2000 West. Project was partially funded last year.

UTA – Davis – Salt Lake Connector Construction

Intersections Improvement - Project Type – Operations

Davis County to Salt Lake City – (26 Miles)



The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park.

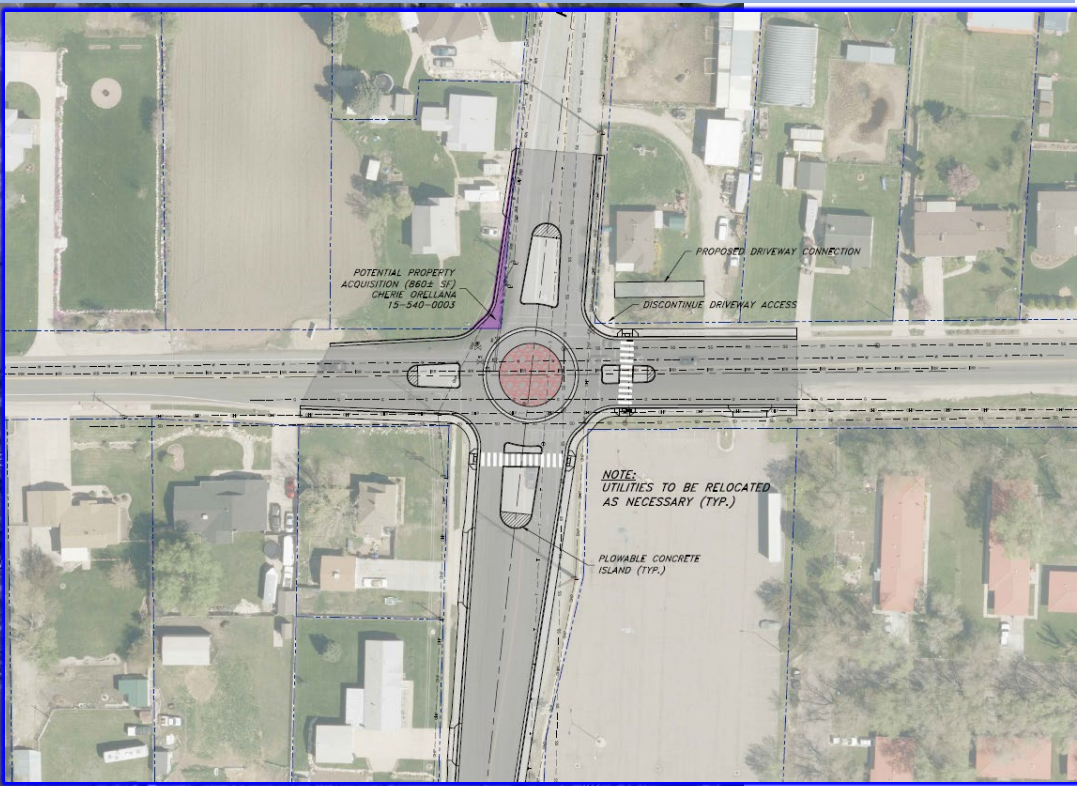
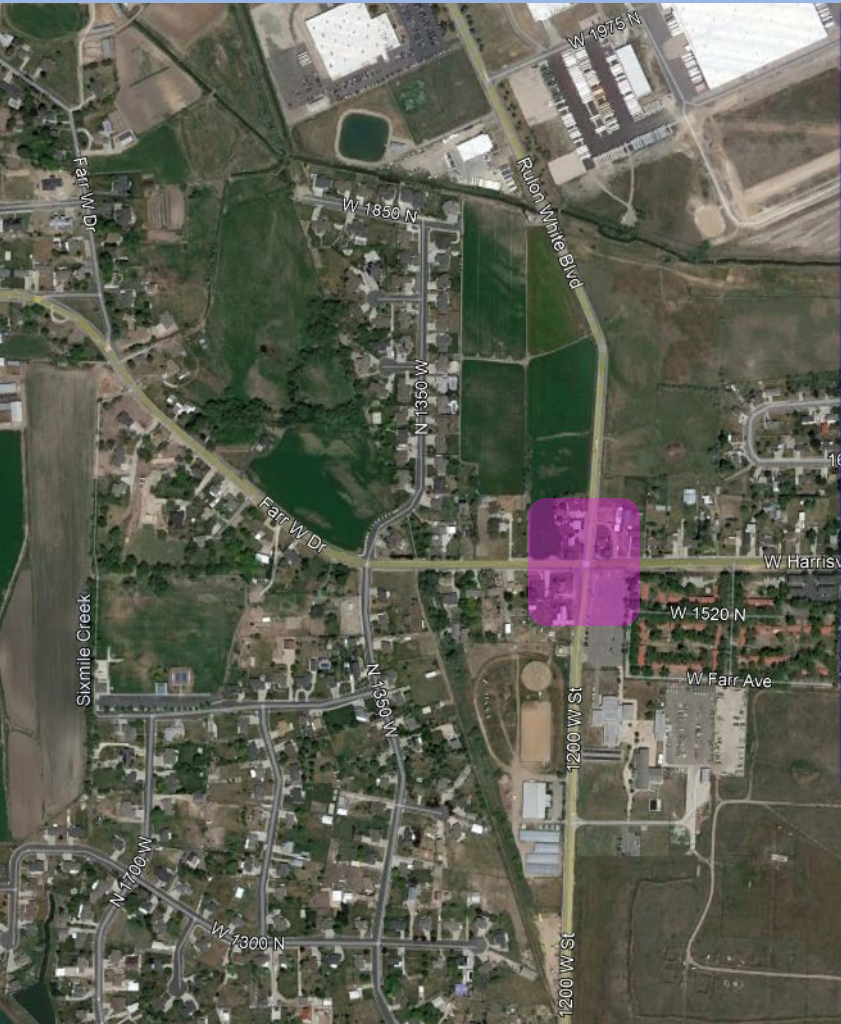
**Project Cost –
\$ 75,000,000**

**Funds Request –
\$ 5,000,000**

Farr West – 1200 West/ Harrisville Road – Round-about

Project Type – Intersections & Signals

1200 West & Harrisville Road



**Project Cost –
\$ 1,698,000**

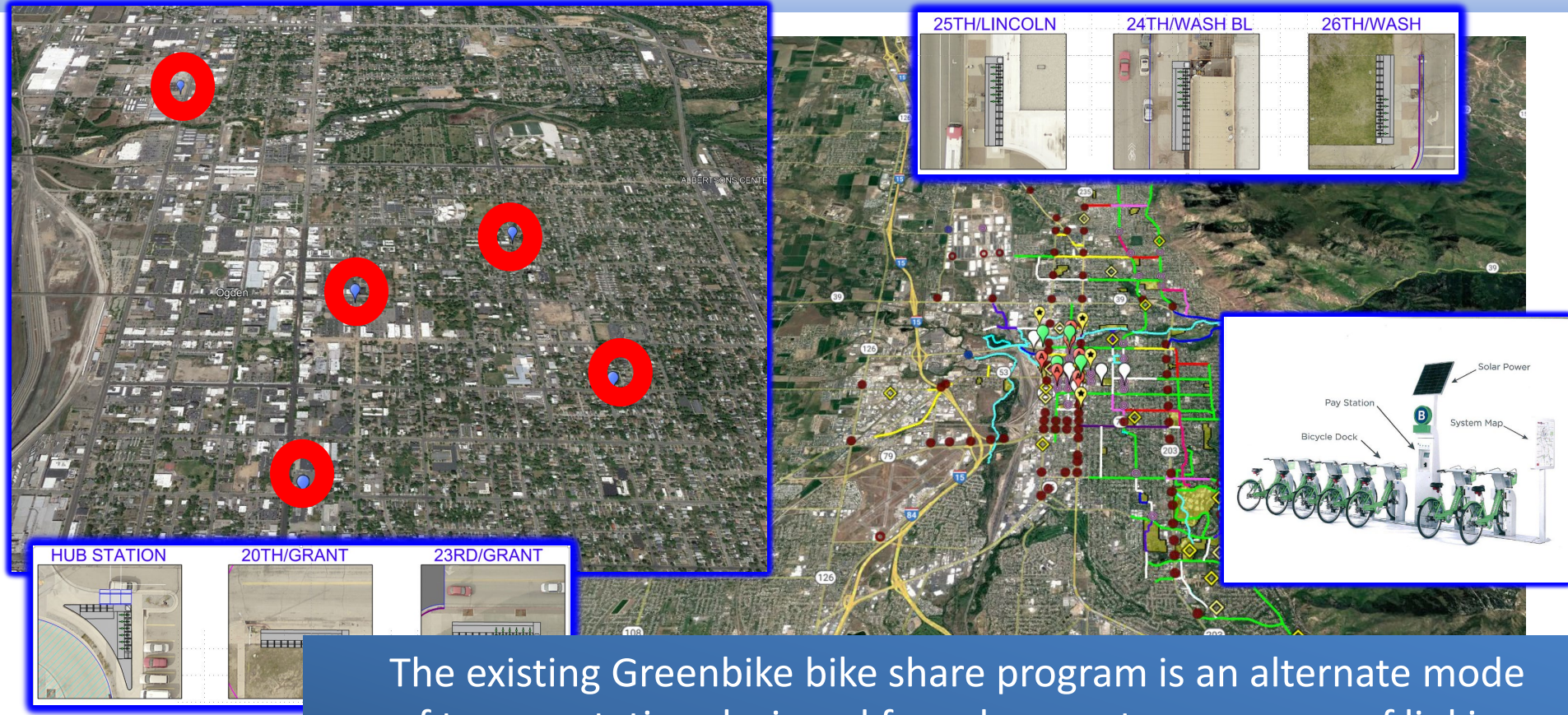
**Funds Request –
\$ 1,583,000**

The proposed project would construct a roundabout to replace the 4-way stop at this location and would include any required utility relocations, property acquisition, and driveway access connections.

Ogden City – Bike Share Program

Project Type - Transit

Various Areas in the Ogden Central Business District (CBD) *plus* 5 miles



The existing Greenbike bike share program is an alternate mode of transportation designed for urban centers as a way of linking existing infrastructure and transit systems together. Increasing the number of e-bikes and adding more stations near popular destinations with high density residency expands the reach, influence, and opportunity for the public or visitors to utilize this alternate mode of transportation.

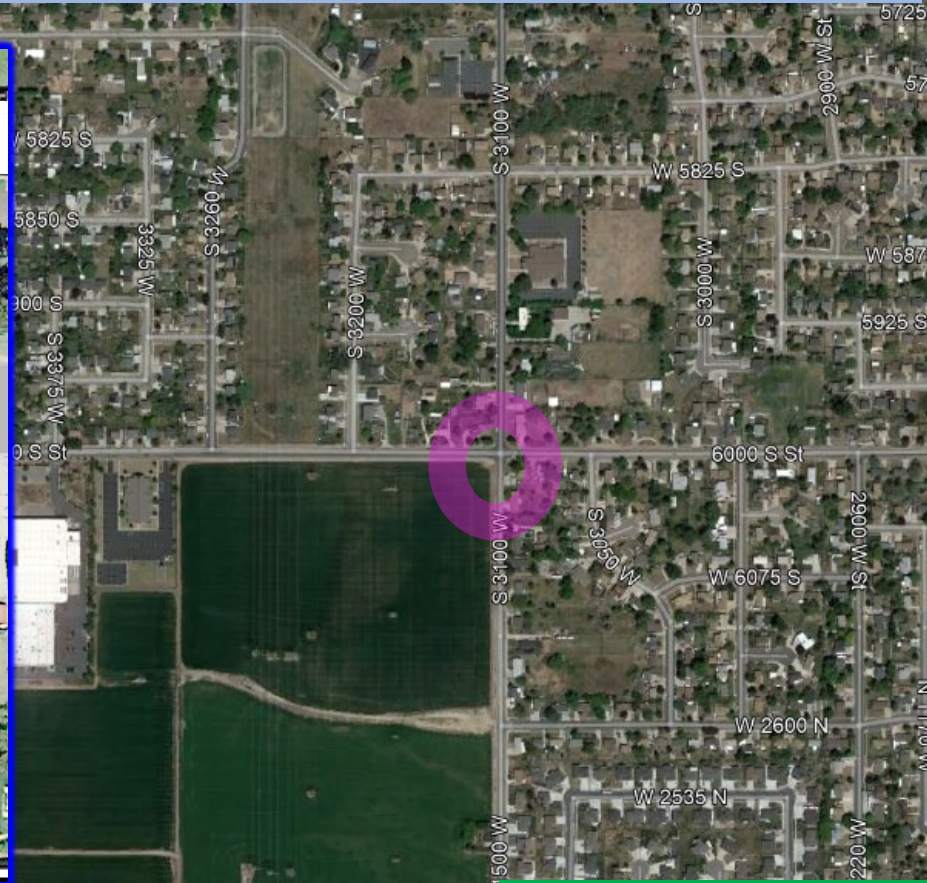
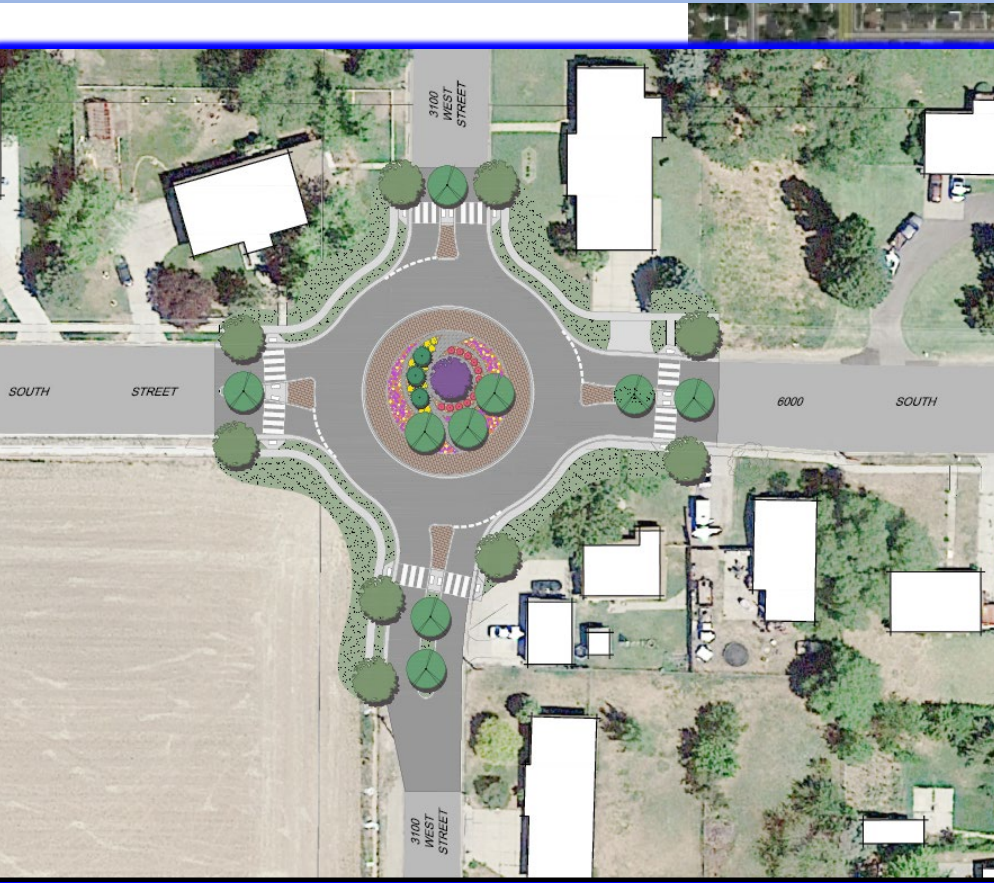
Project Cost –
\$ 632,000

Funds Request –
\$ 589,214

Roy – 3100 West/ 6000 South – Round-about

Project Type – Operations

3100 West & 6000 South



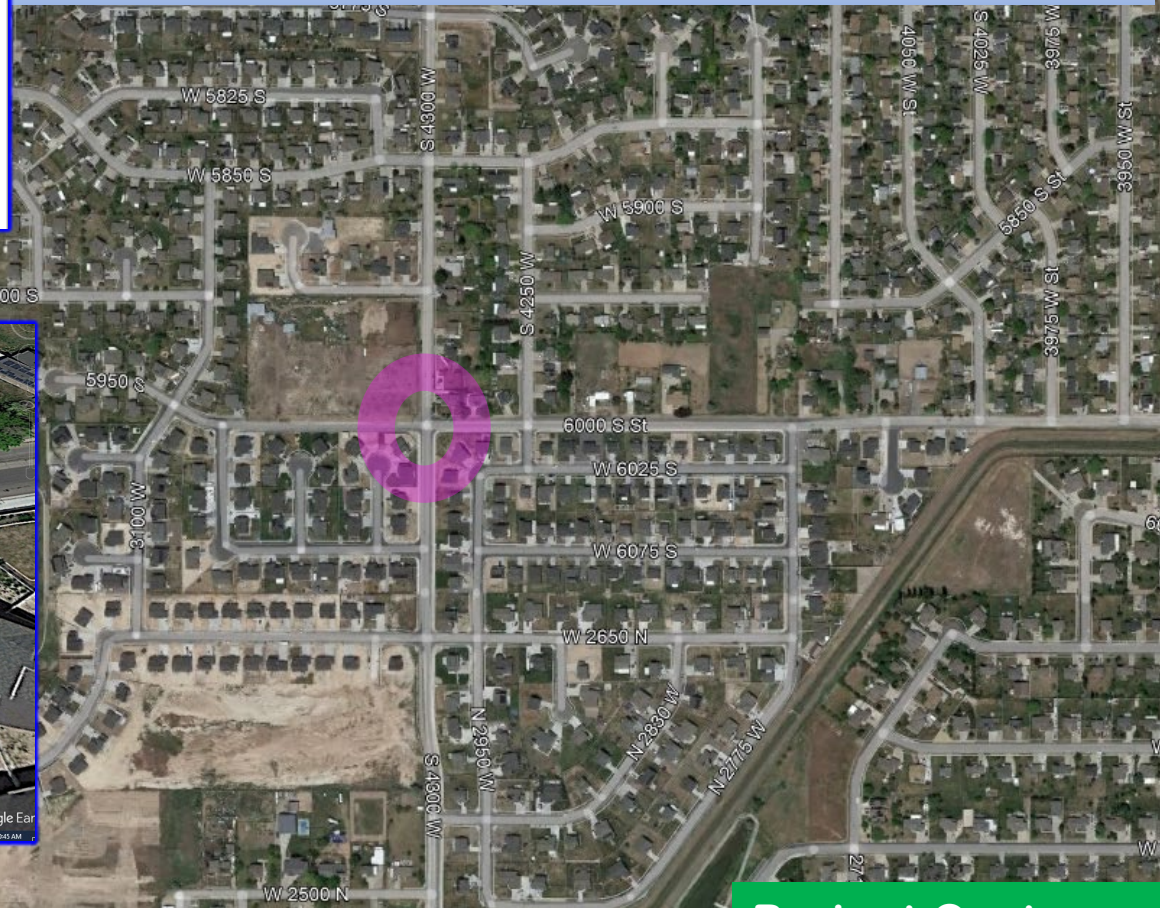
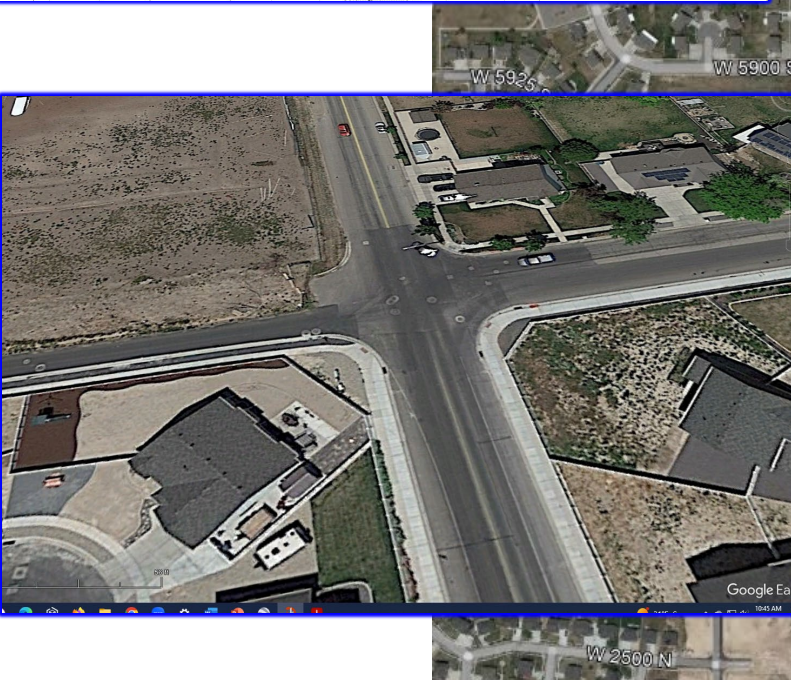
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**Project Cost –
\$ 1,715,000**

**Funds Request –
\$ 901,254**

Roy – 4300 West/ 6000 South – Round-about Project Type – Intersection & Signals

4300 West & 6000 South



The proposed project includes the construction of a roundabout at the intersection of 6000 South and 4300 West. This busy intersection connects multiple cities in Weber and Davis Counties. The project will include property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements.

**Project Cost –
\$ 1,953,000**

**Funds Request –
\$ 1,820,781**