



# MARRIOTT-SLATERVILLE CITY

WFRC PRESENTATION

February 26, 2025



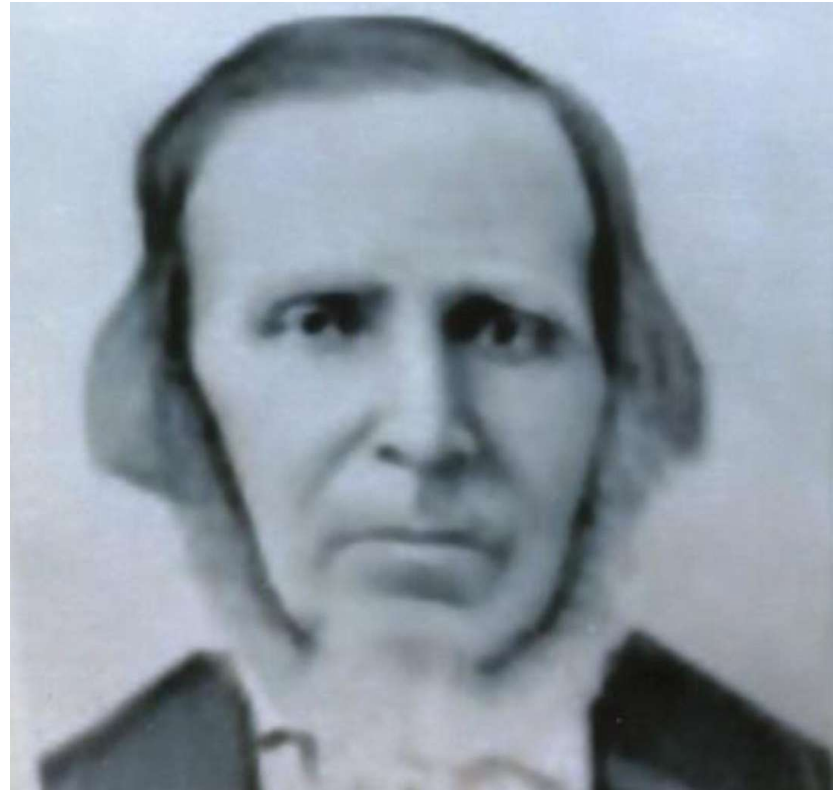
# John Marriott

- In a 2019 Deseret New Article by Lee Benson, he described the following:  
In the Summer of 1855, a mountain of a man name John Marriott dropped his wagon hitch into some dusty dirt a mile east of the Great Salt Lake, dug a 3-mile ditch from the Ogden River to the land he intended to farm, built a one-room house with a sod roof for himself and his family, and settled down to make a go of it.
- John Marriott is the grandfather of J. Willard Marriott, founder of the Marriott International brand.



# Richard Slater

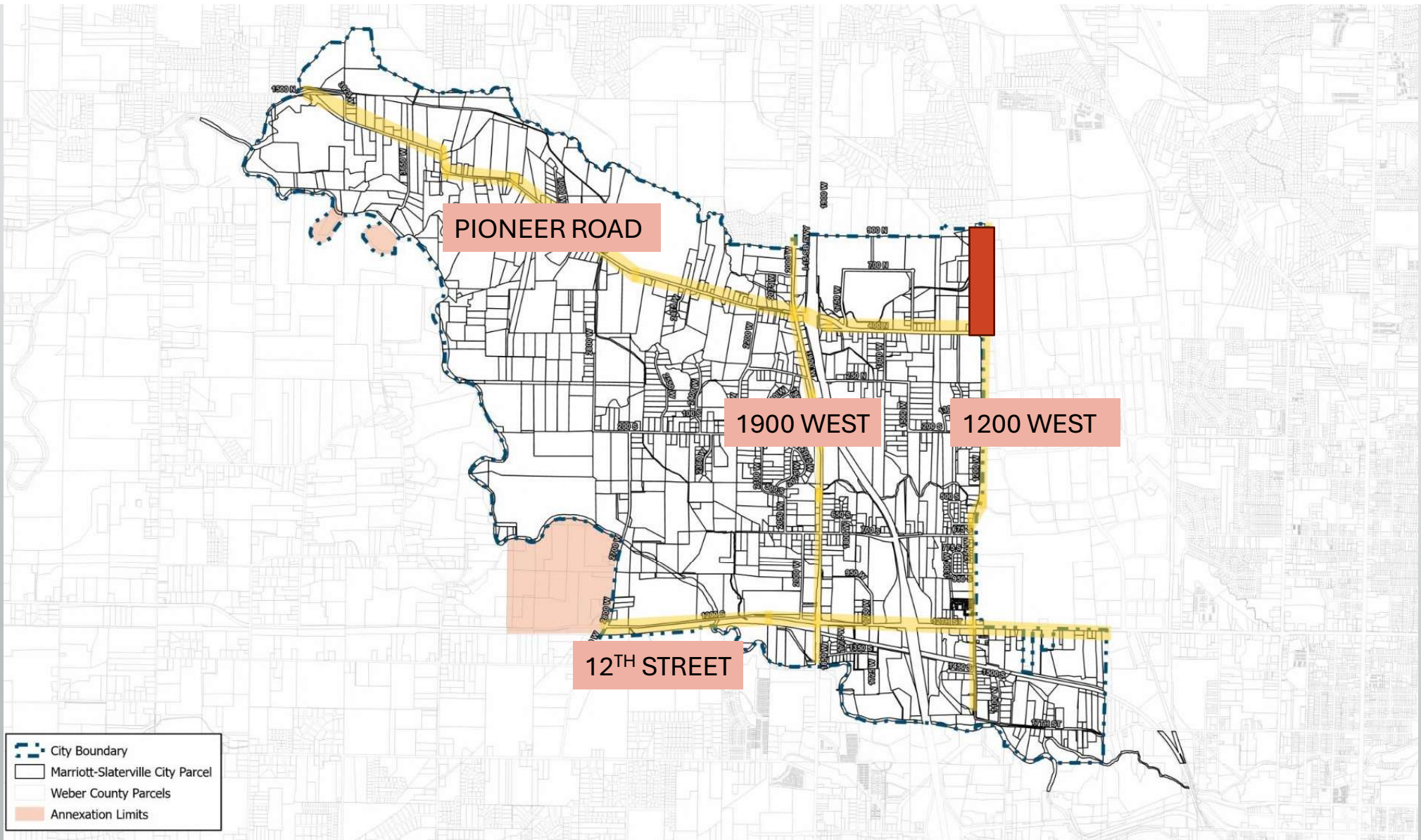
- Richard Slater and Ann Corbridge were immigrants from England. In 1852, he acquired land in Slaterville and constructed an adobe home for his family. In approximately 1898, he constructed this brick home on Pioneer Road.





# CITY OVERVIEW

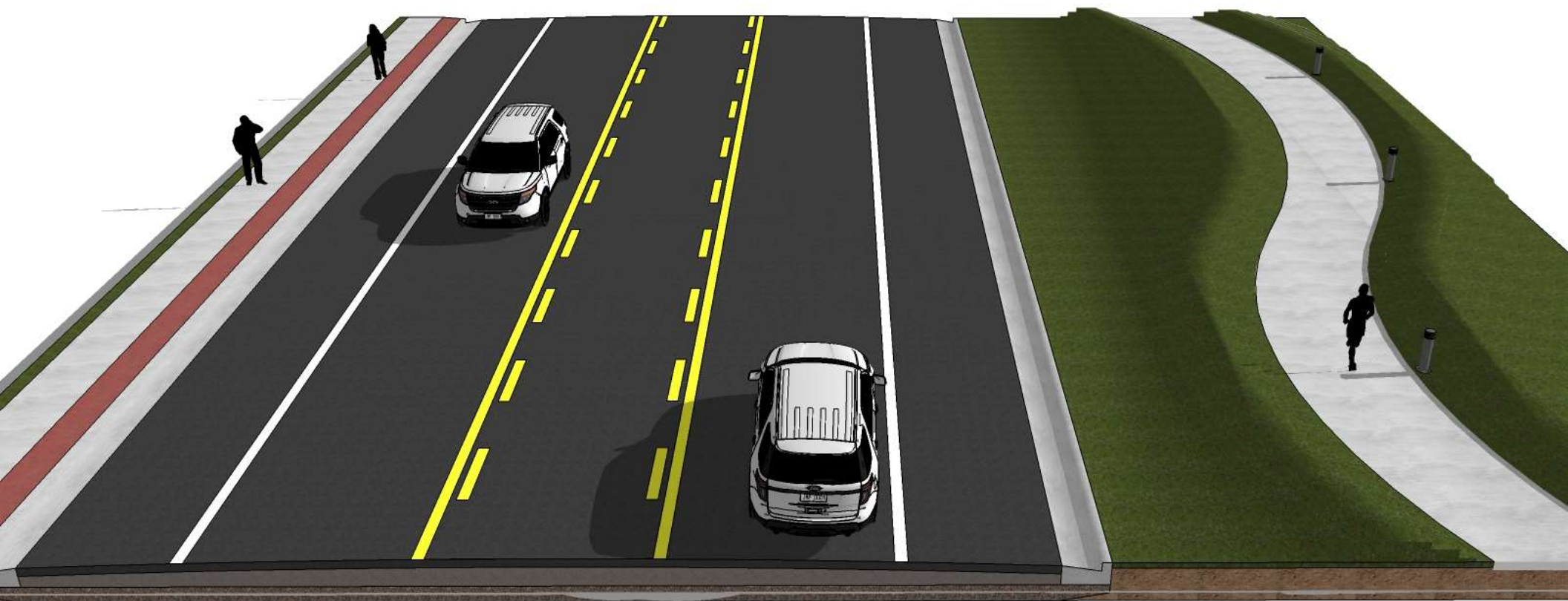
- Incorporated, becoming Marriott-Slaterville, in July 1999
- Total area = 7.38 square miles
- Current approx. population = 2,141 (50% increase since 2000)
- Four-Mile Creek on the north, Weber River to the South and 1200 West on the east
- I-15 and the Willard Canal run through the city













# PROJECT FUNDING

- Original STP Awarded: \$3,385,899
- Received: \$2,878,014
- Final Project Cost: \$3,184,219.42

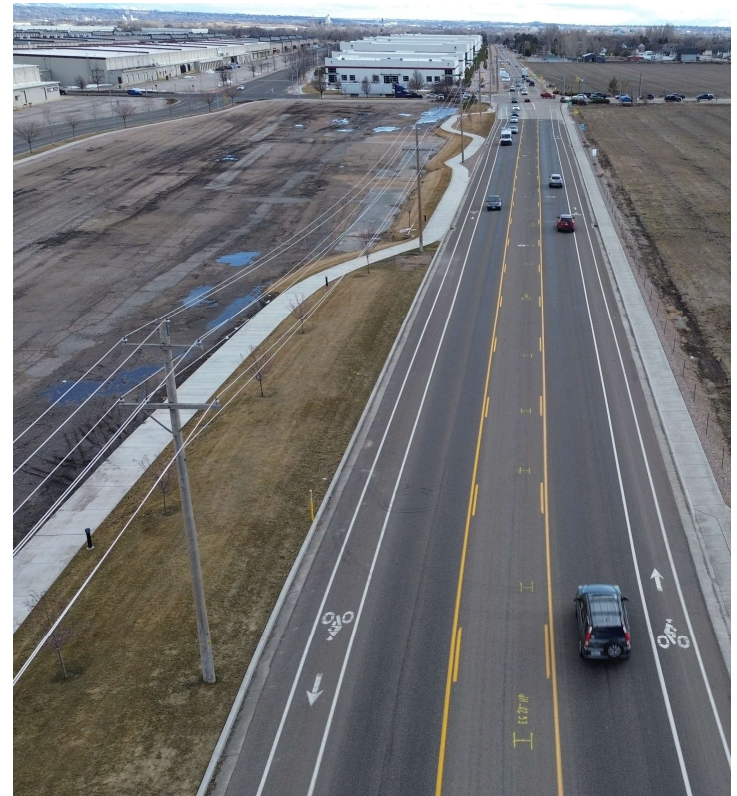


- Work Completed: May 2021
- Installed:
  - 3,500 lf of storm drain
  - A new 3x6 culvert
  - 2,800 lf of sewer
  - 3,000 lf of secondary water
  - 6,300 tons of asphalt
  - 43,00 sf of concrete
  - 6,000 lf curb and gutter

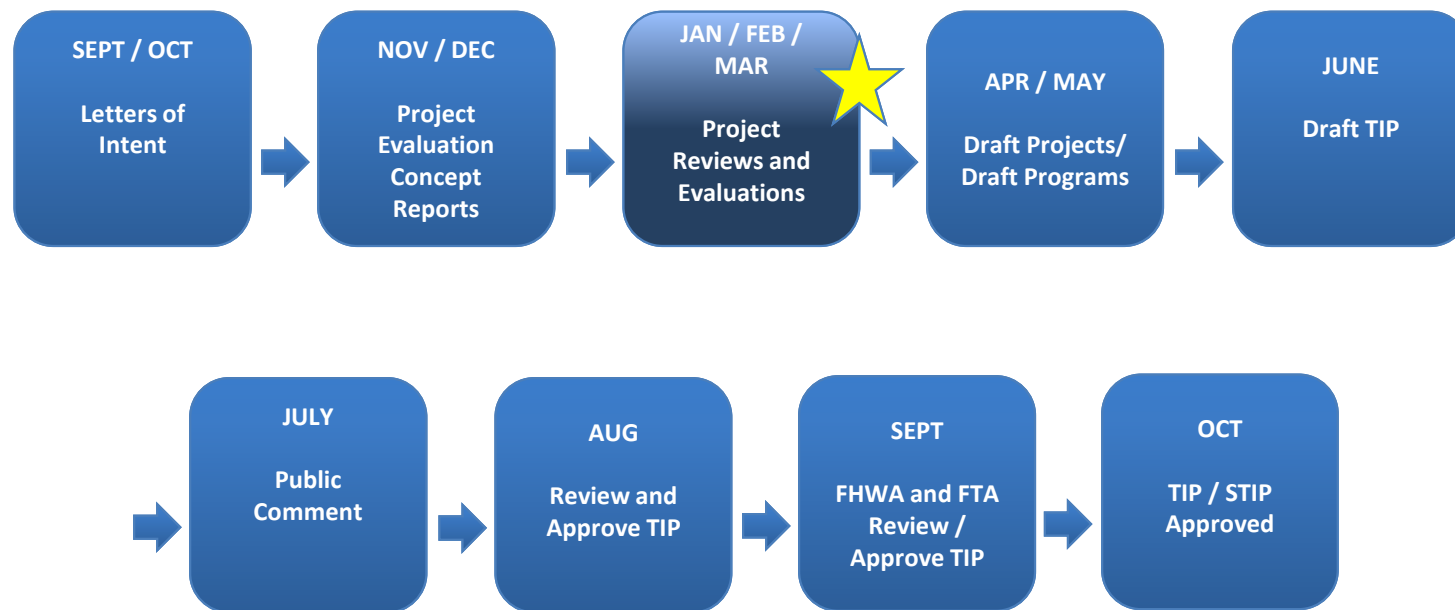




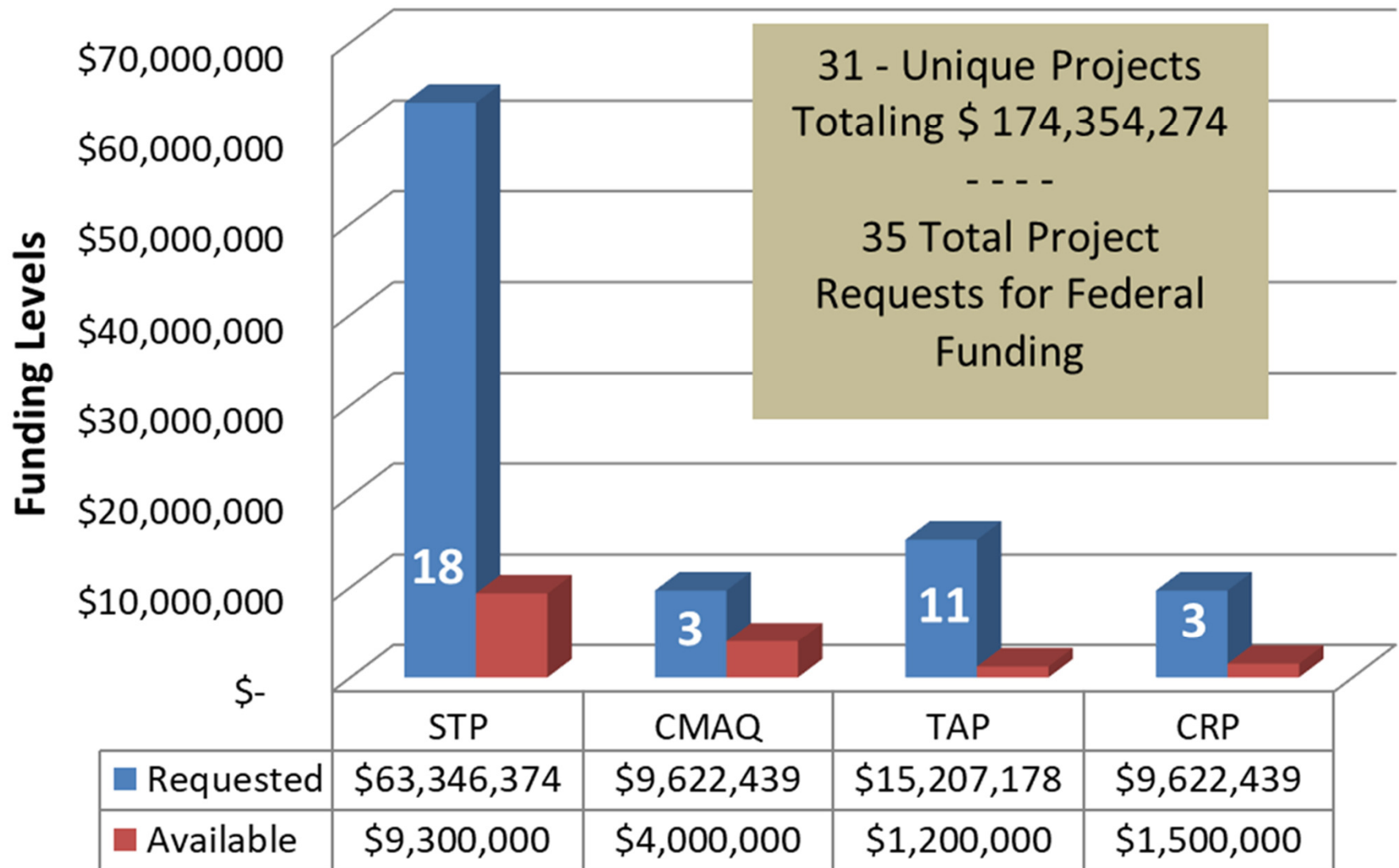




# Process for New Projects & The Draft TIP



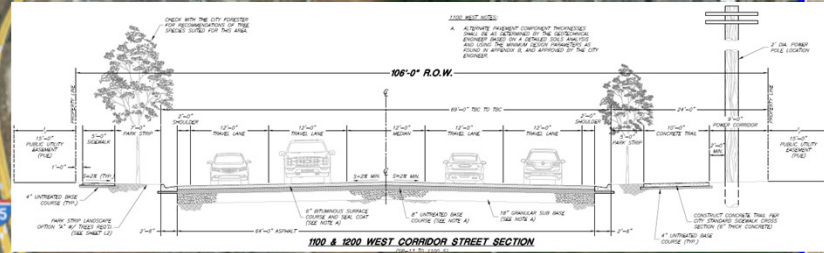
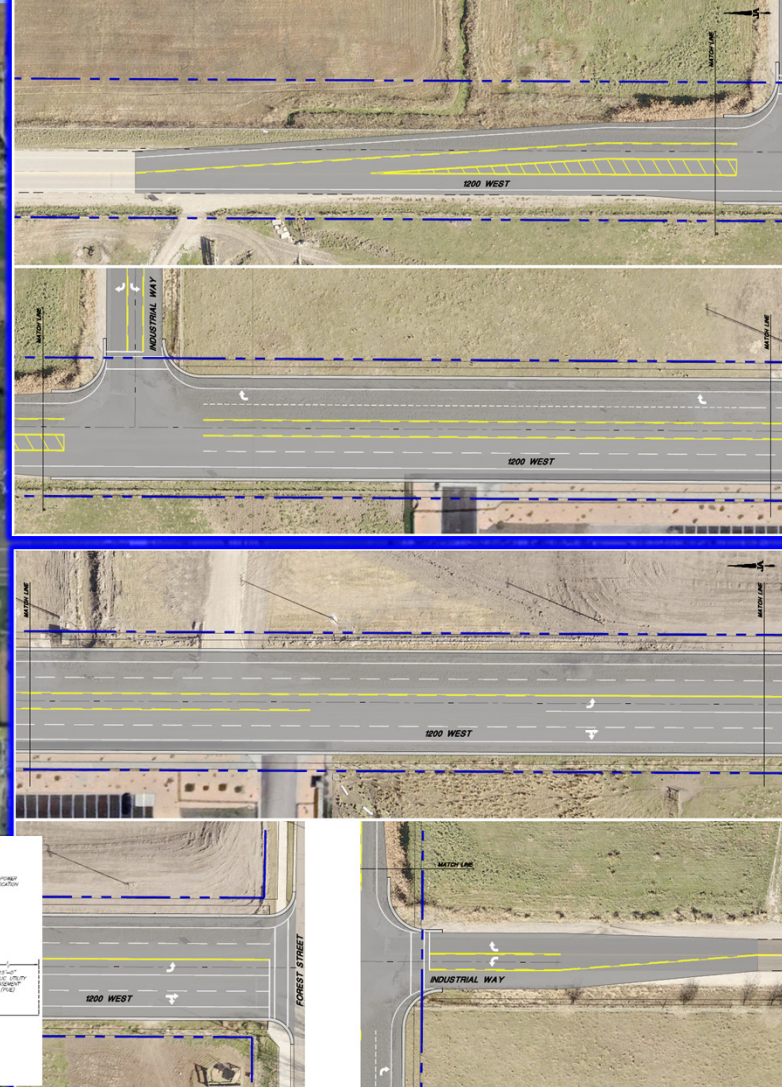
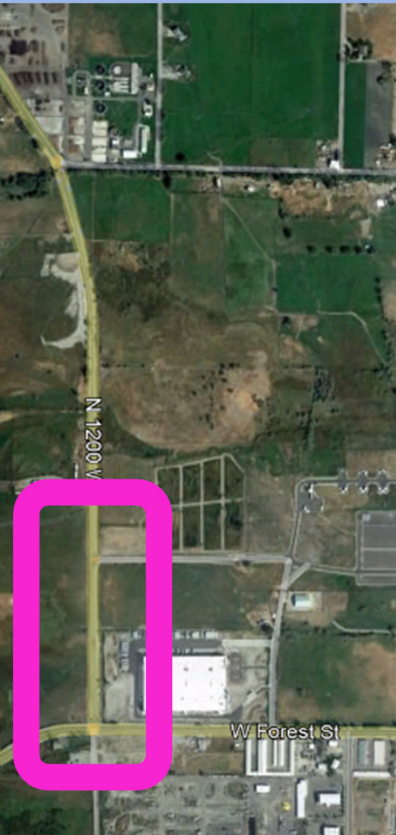
## Ogden/ Layton Urban Area





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

Forest Street to Industrial Way – (0.335 miles)



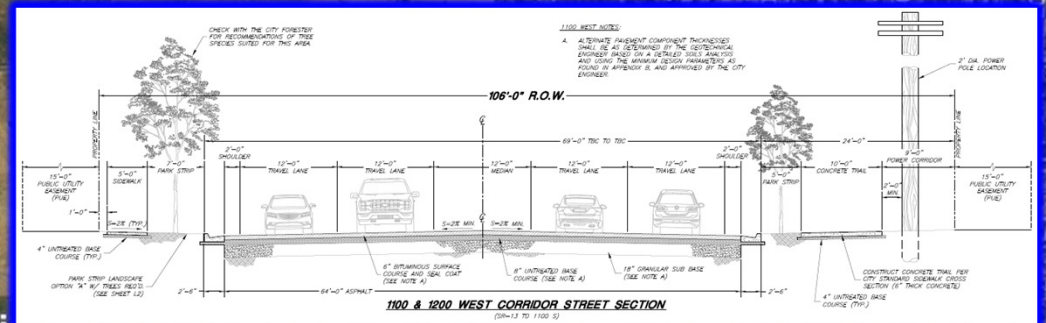
**Project Cost –  
\$ 2,876,000**

**Funds Request –  
\$ 2,681,200**

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.



Forest Street to 400 South – (0.549 miles)



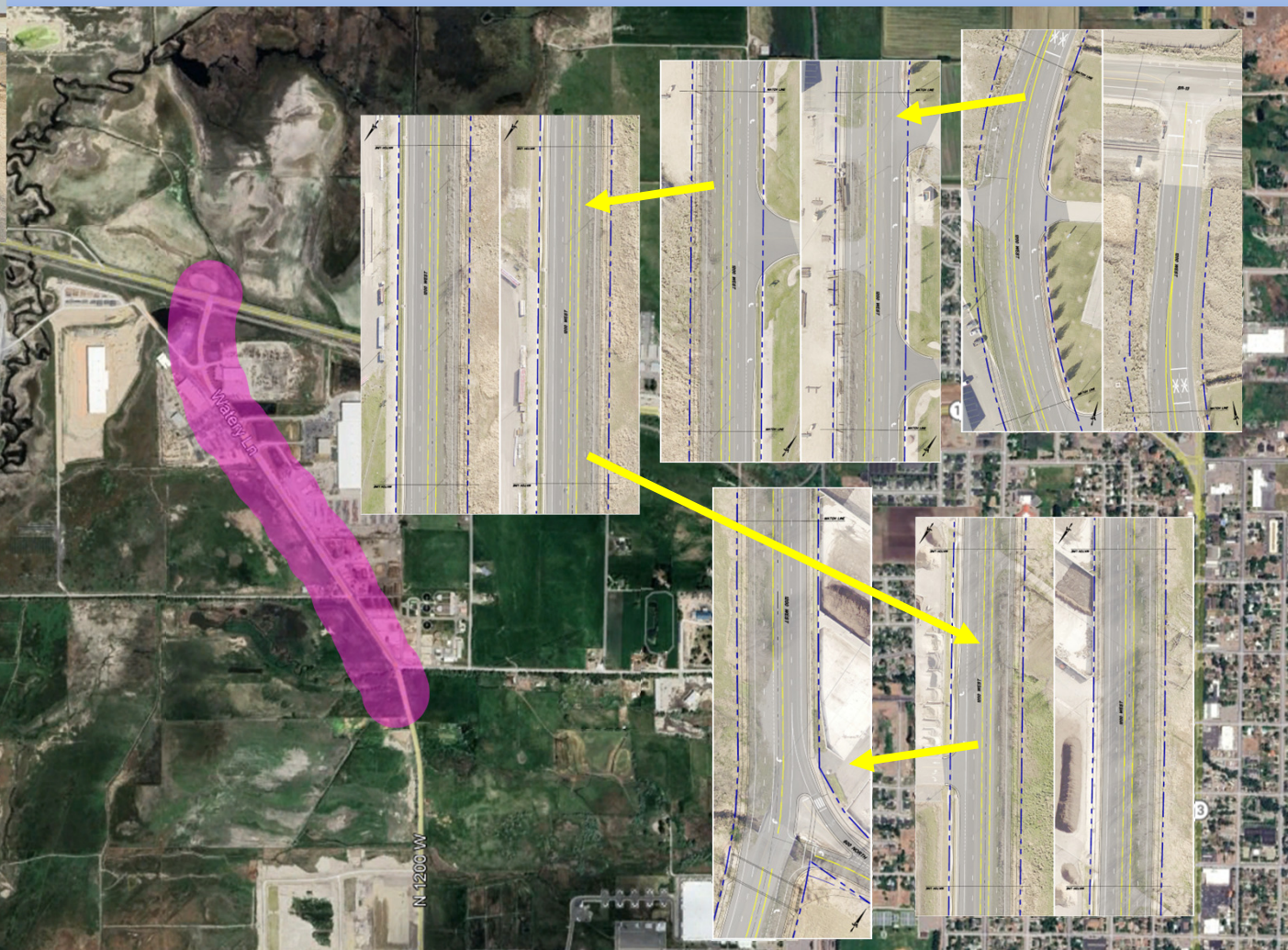
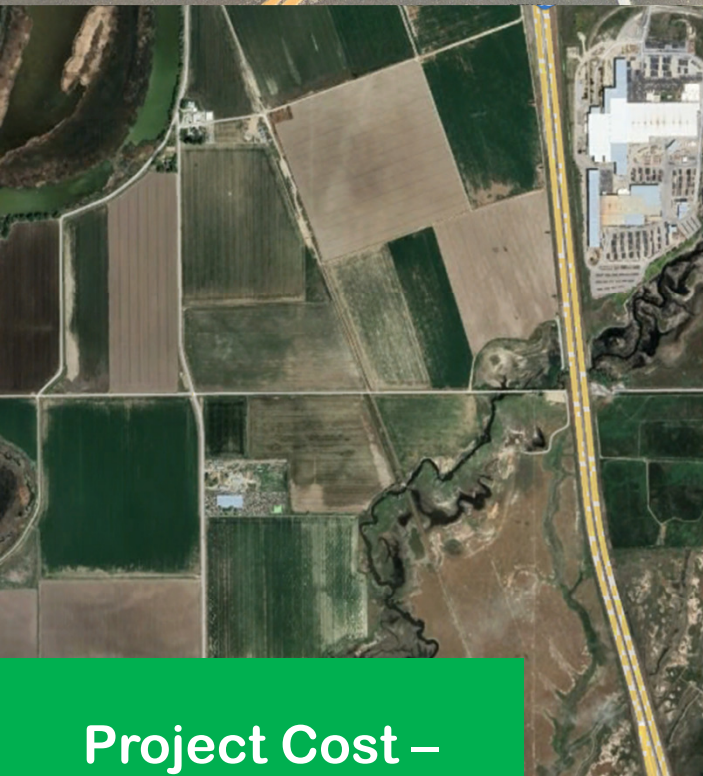
## Funds Request – \$ 4,403,200

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 – Widening Project Type – Capacity

SR-13 to 600 North – (0.792 miles)



**Project Cost –  
\$ 4,437,000**

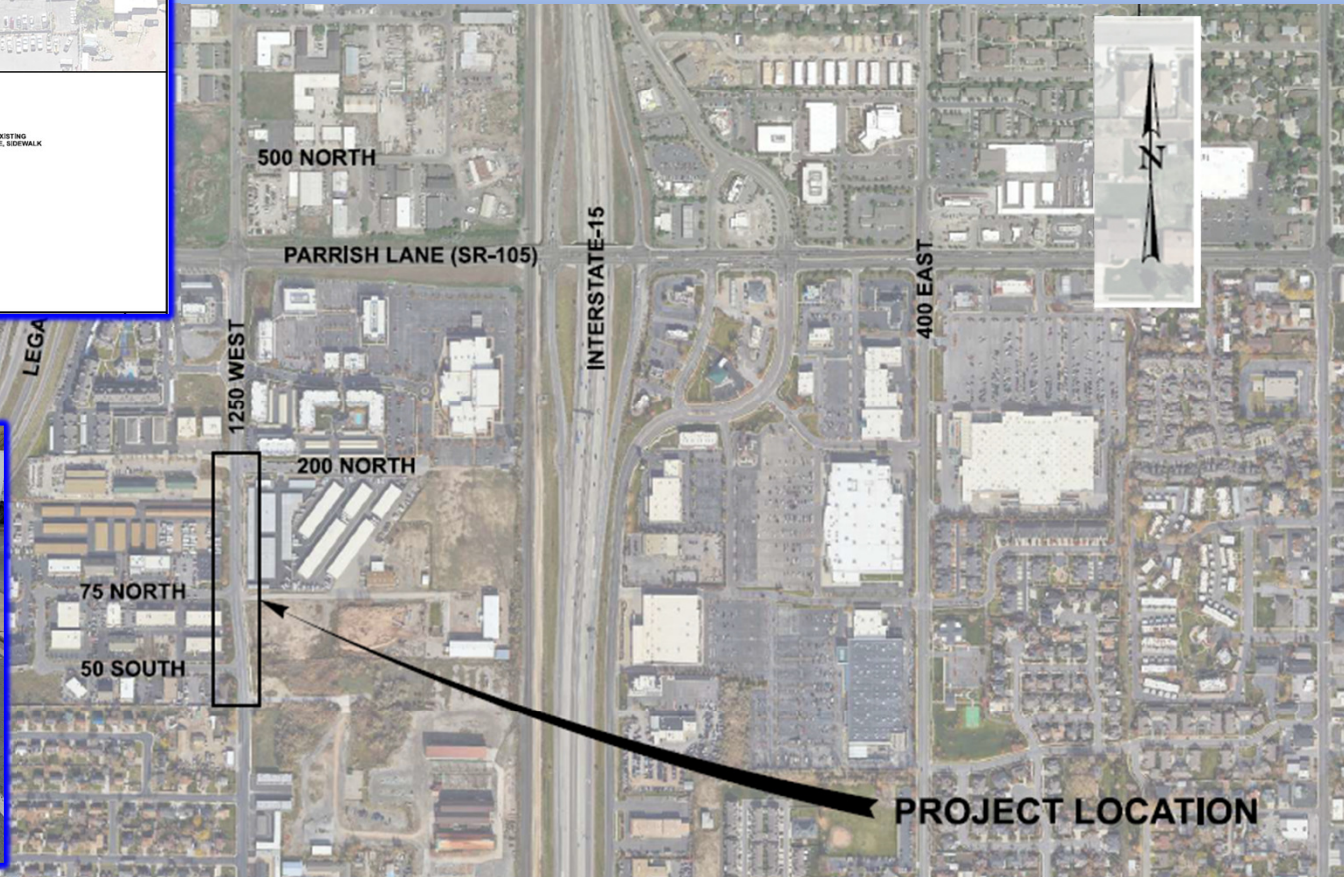
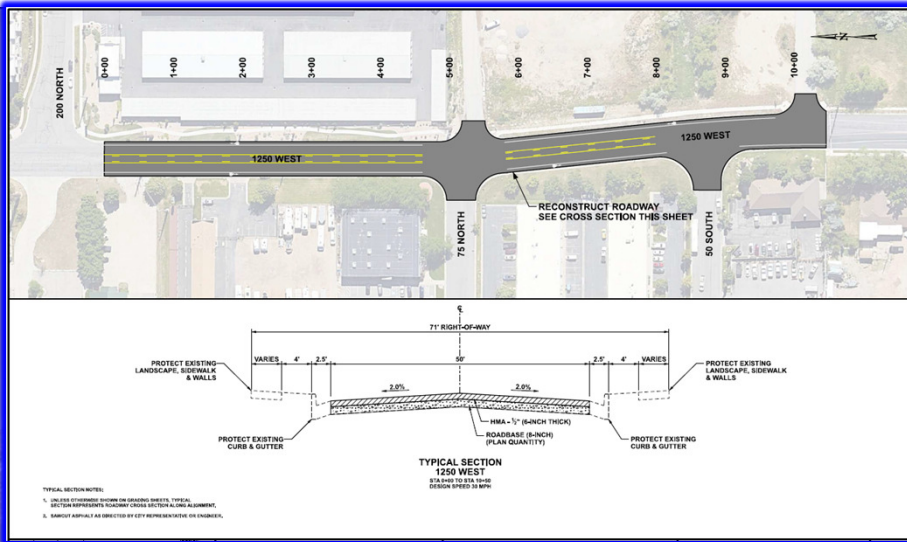
**Funds Request –  
\$ 4,136,600**

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.



**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 –  
\$ 1,500,000**

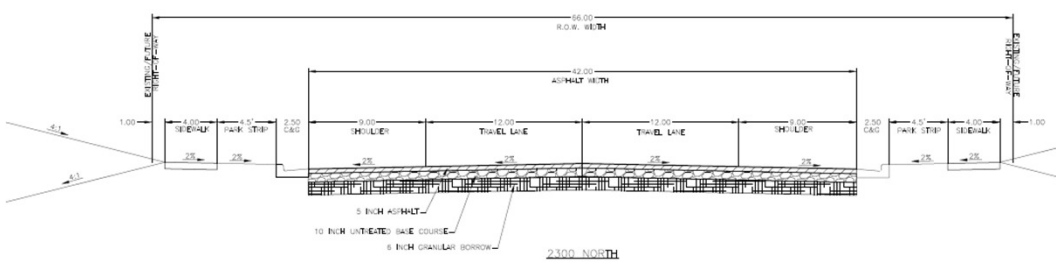
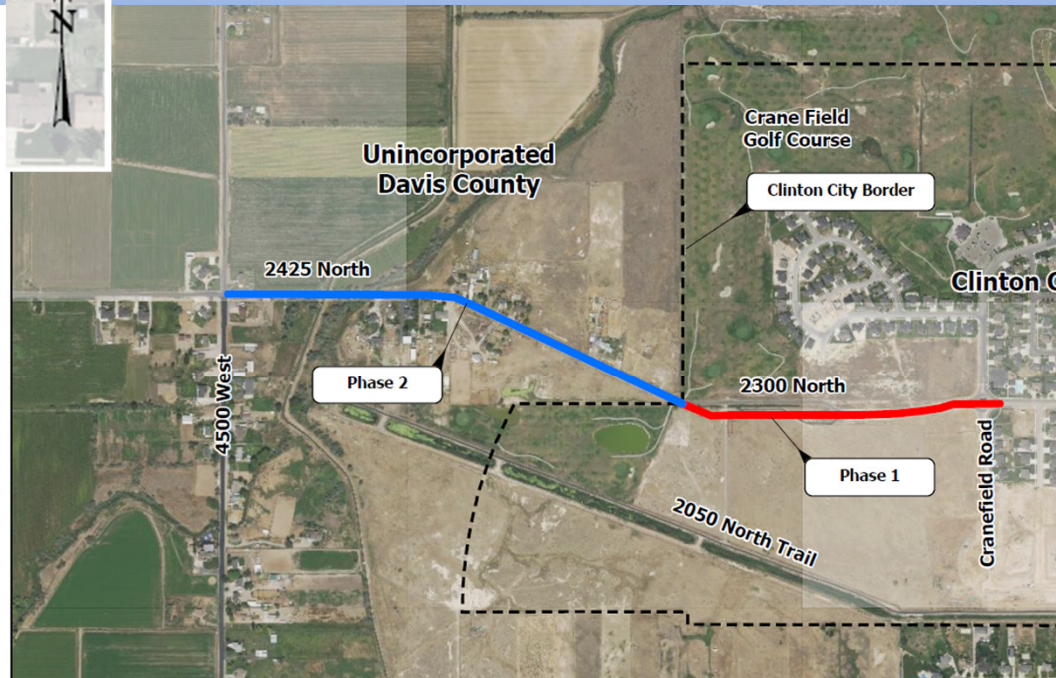
## Funds Request – \$ 1,000,000



# Clinton – 2300 North Phase 1 – 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 –  
\$ 5,000,000**

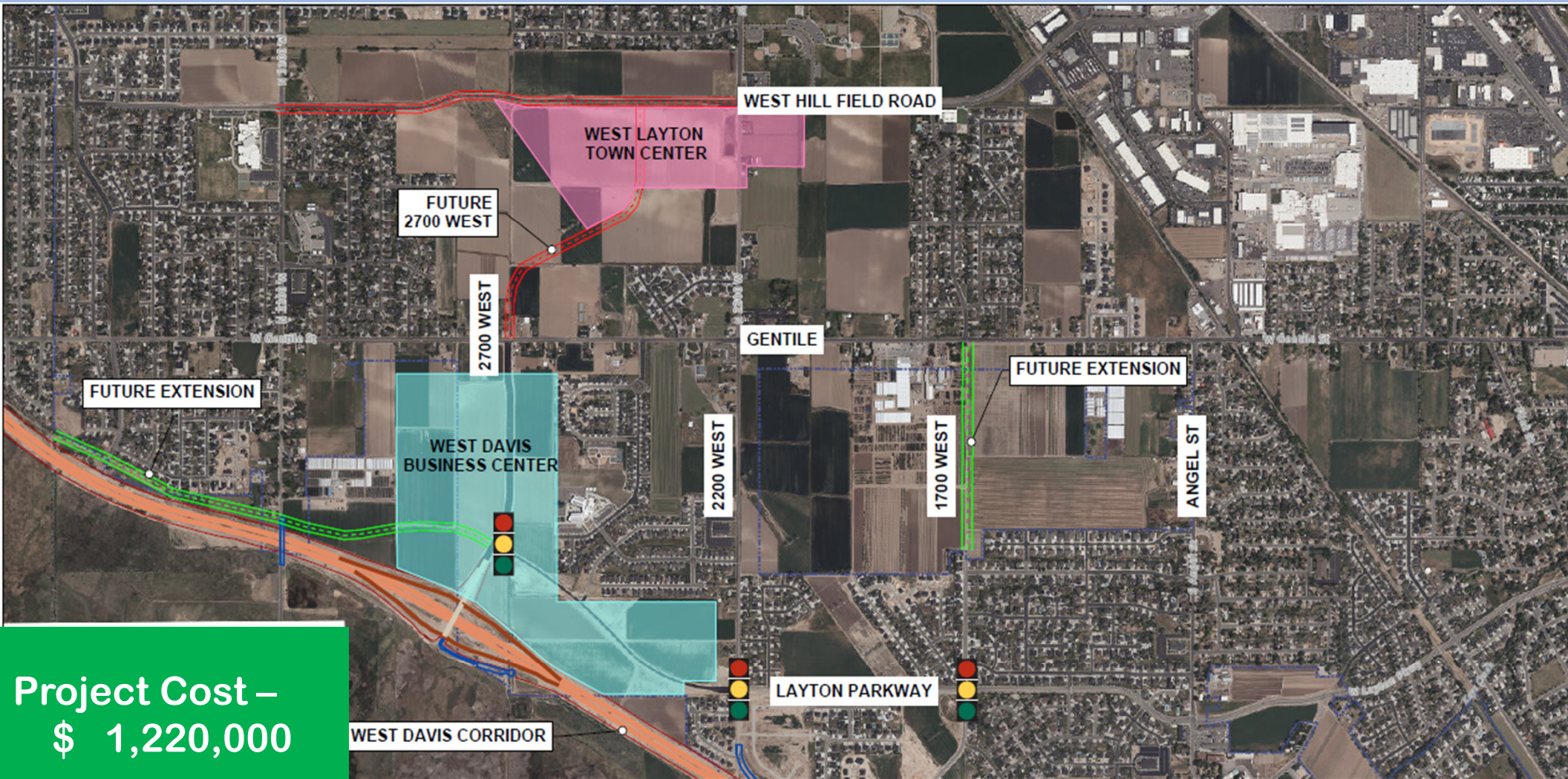
**Funds Request –  
\$ 2,500,000**



# Layton – Layton Parkway Signal Project - Traffic Signal

## Project Type – Operations

1700 West to 2200 West – (1 mile)



**Project Cost –**  
**\$ 1,220,000**

**Funds Request –**  
**\$ 976,000**

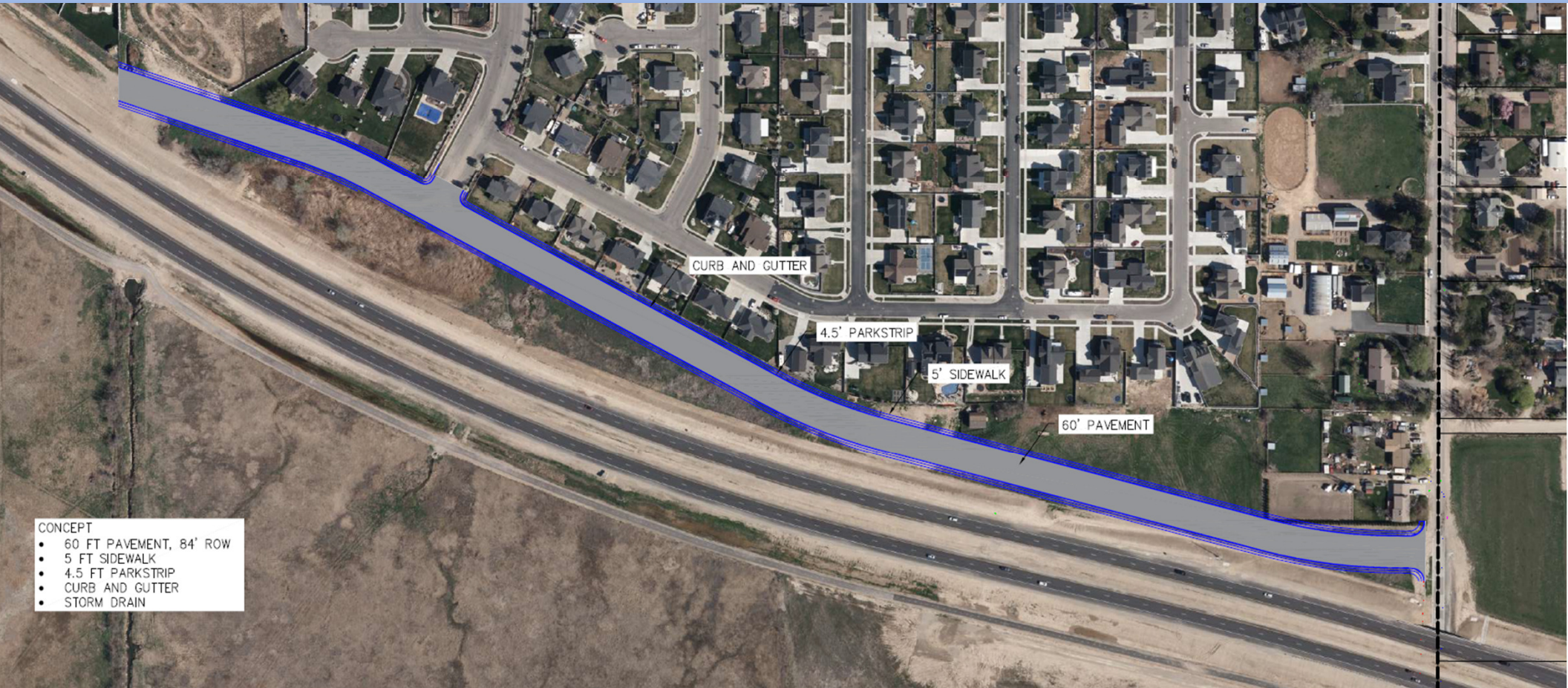
Layton is proposing the construction of two traffic signals along Layton Parkway at 1700 West and 2200 West. This project would support the City's population growth and UDOT's West Davis Corridor. The signalized intersections would reduce delay and improve the operational capacity. These signals are part of Layton City's Transportation Master Plan..



# Layton – Layton Parkway Extension – New Construction

## Project Type – Capacity

3200 West to 3700 West – (0.5 mile)



### CONCEPT

- 60 FT PAVEMENT, 84' ROW
- 5 FT SIDEWALK
- 4.5 FT PARKSTRIP
- CURB AND GUTTER
- STORM DRAIN

**Project Cost –  
\$ 4,400,000**

**Funds Request –  
\$ 3,520,000**

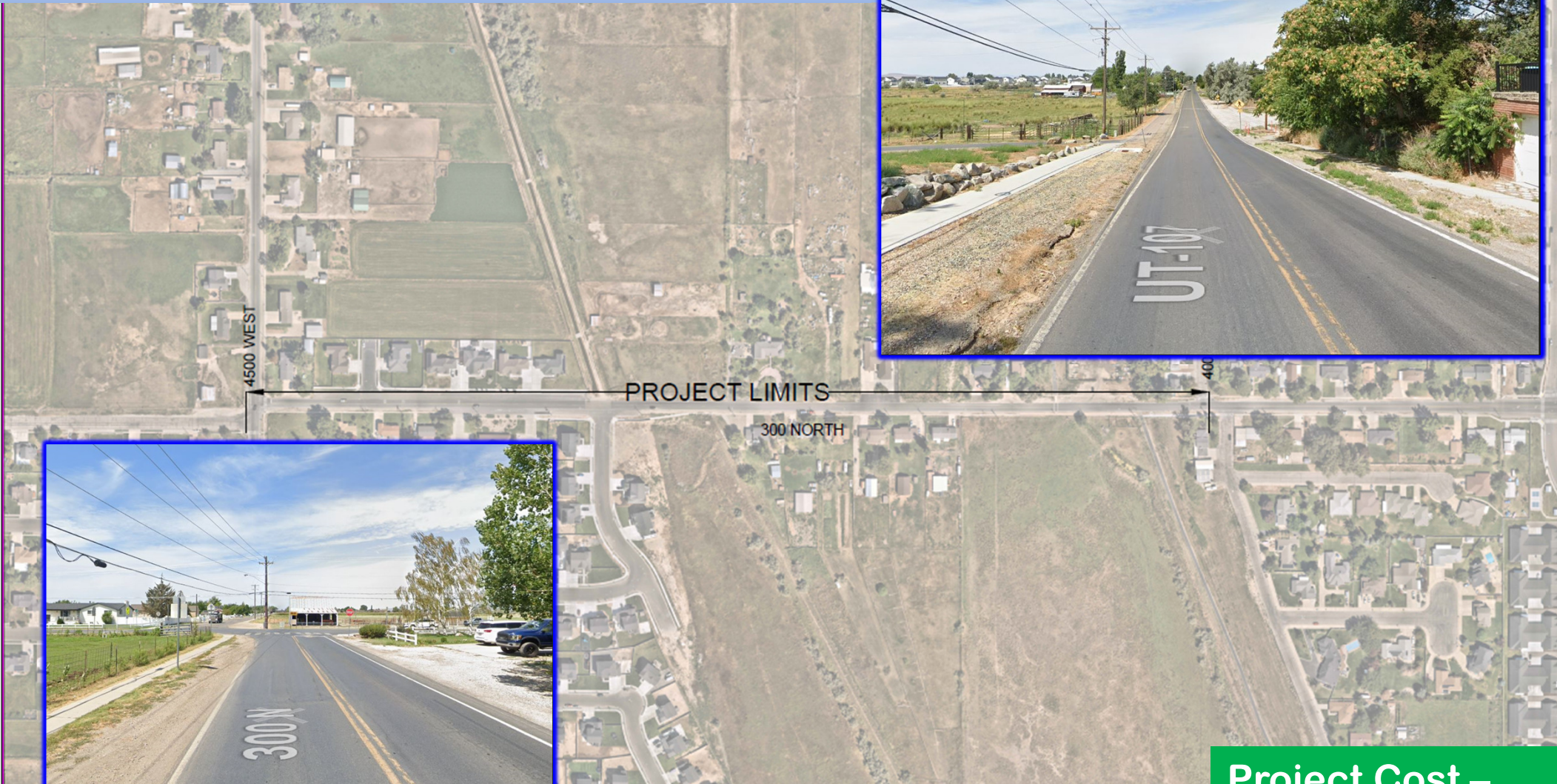
Layton City is proposing to extend Layton Parkway from 3200 West to 3700 West. This extension will accommodate population growth on the city's west side and serve as a frontage road along UDOT's West Davis Corridor. The project scope includes new roadway with 60-foot pavement width, curb and gutter installation, sidewalks, utility infrastructure and associated improvements.



# 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 –  
\$ 4,426,100**

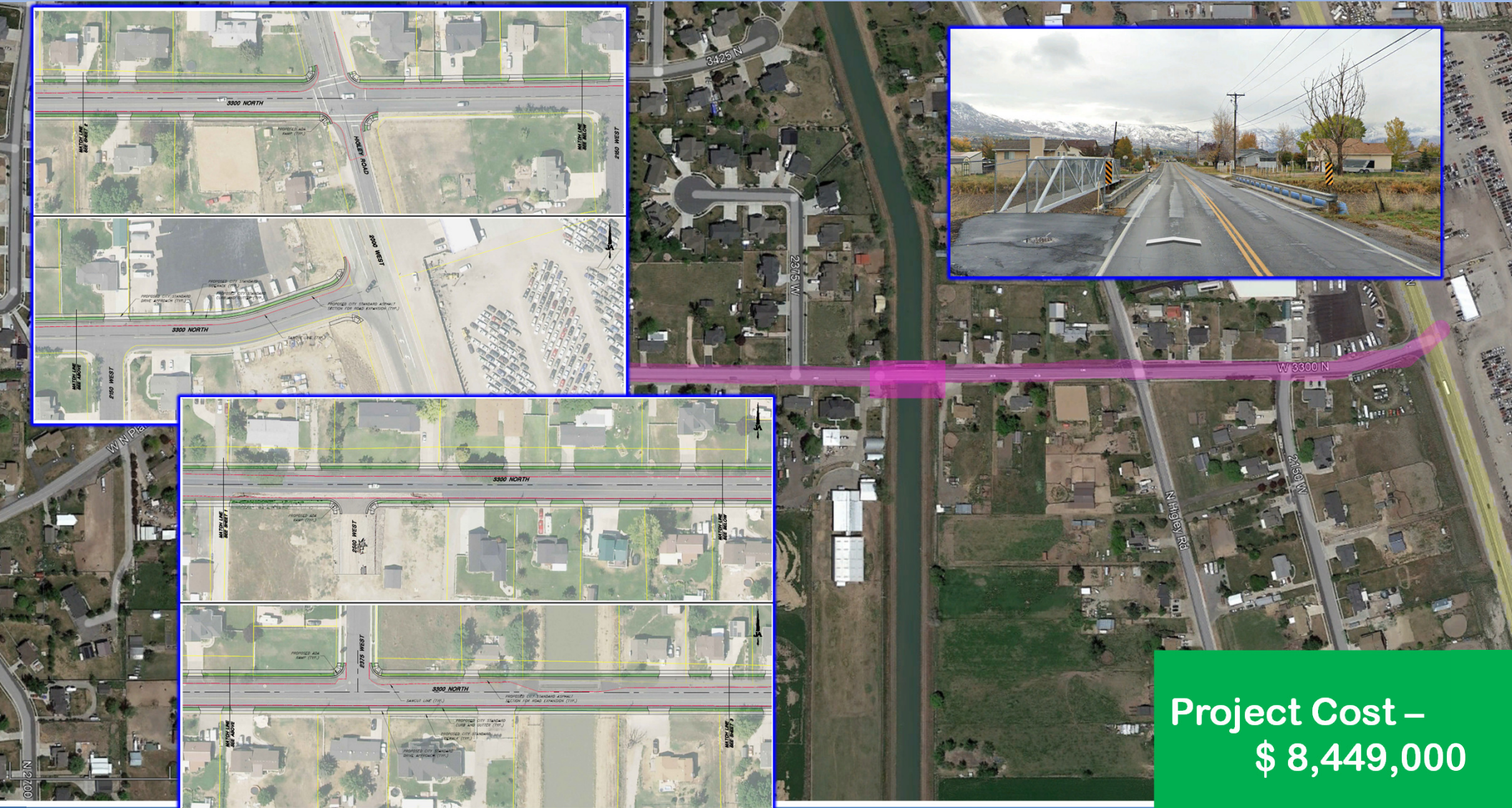
**Funds Request –  
\$ 2,914,463**



# 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 –**  
**\$ 8,449,000**

**Funds Request –**  
**\$ 4,224,500**

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 II

## Project Type – Reconstruction

1750 North to US-89 – (0.401 miles)



The project will improve 750 West from 1750 North to Hwy 89 from a narrow 2 lane road to a full city standard collector road. This is the second phase to widen 750 West from West Harrisville Rd. to Highway 89 and then to 2550 North. The phase will continue the widening completed in Phase 1.

**Project Cost –  
\$ 3,214,000**

**Funds Request –  
\$ 2,996,400**



# Hooper – 5500 West – Reconstruct with Minor Widening

## Project Type – Reconstruction

5500 South to 5100 South – (0.53 miles)



The purpose of this project is to fund another phase in continuation of Hooper City's efforts to improve a key collector road which provides critical north-south access through the city. This route will provide the closest access available from the north to the future West Davis Highway off-ramp at 1800 North (SR-37).

**Project Cost –  
\$ 4,200,000**

**Funds Request –  
\$ 2,100,000**



# Marriott-Slaterville – 1200 West – Reconstruct with Minor Widening

## Project Type – Reconstruction

400 North to 700 South – (1.07 miles)



The proposed ROW width along 1200 West is 80'. This will allow for a travel lane in each direction, a center turn lane, curb/gutter, and sidewalk on both sides, which on one side the sidewalk will be a 8' wide meandering sidewalk. This trail/sidewalk will include trail lights. Secondary water and storm drain improvements will be included as part of the overall project.

**Project Cost –  
\$ 6,580,463**

**Funds Request –  
\$ 3,750,000**



# North Ogden – 1700 North – Reconstruct with Minor Widening

## Project Type – Reconstruction

Fruitland Drive to 787 East – (0.357 miles)



This road 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 –  
\$ 7,108,000**

**Funds Request –  
\$ 6,397,200**



**Project Cost –  
\$ 4,532,000**

**Funds Request –  
\$ 4,202,904**

## **North Ogden – 2100 North/ Fruitland Drive – Operations**

### **Project Type – Intersections & Signals**

2100 North & Fruitland Drive



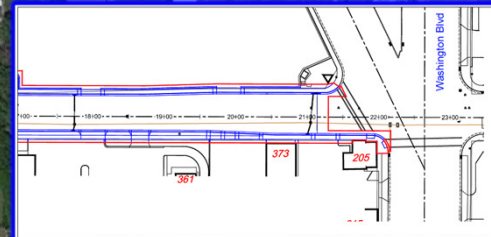
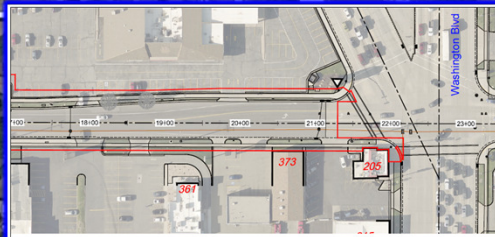
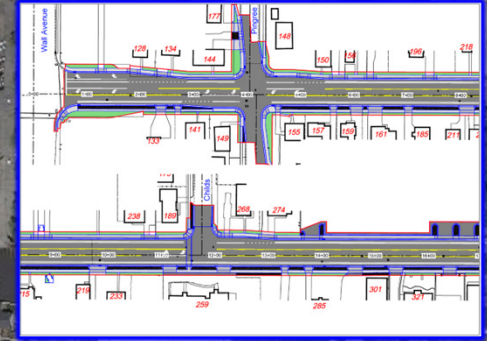
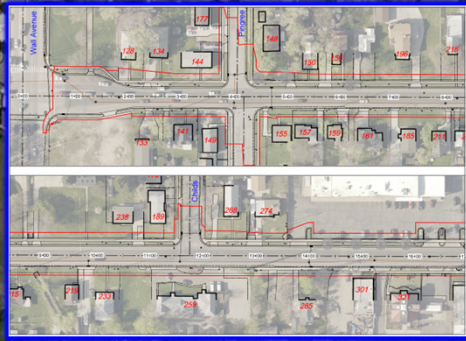
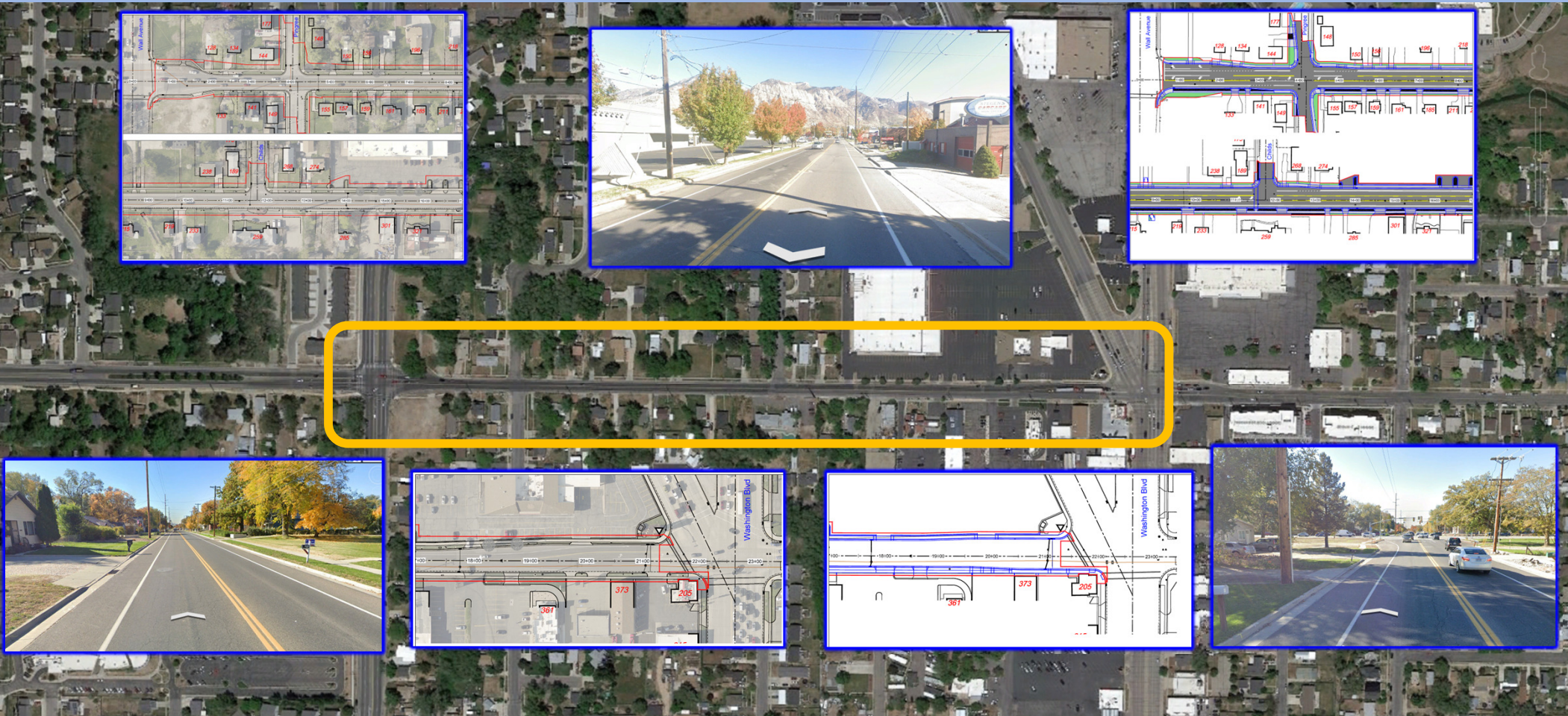
The 2100 North Fruitland Drive Intersection is an offset intersection which makes it dangerous and difficult for motorists and pedestrians to navigate. The current condition of the intersection does not allow for the require sight and sees multiple accidents per year. The reconstruction of this intersection will improve safety, mobility, drainage, and reduce vehicle delay which will reduce vehicle emissions. In addition to vehicular improvements, the new geometry will improve the walkability of Fruitland Drive and the ability for cyclists to ride the road.



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

## Project Type - Reconstruction

Wall Avenue to Washington Blvd – (0.426 miles)



**Project Cost –**  
**\$ 7,367,700**

**Funds Request –**  
**\$ 6,868,907**

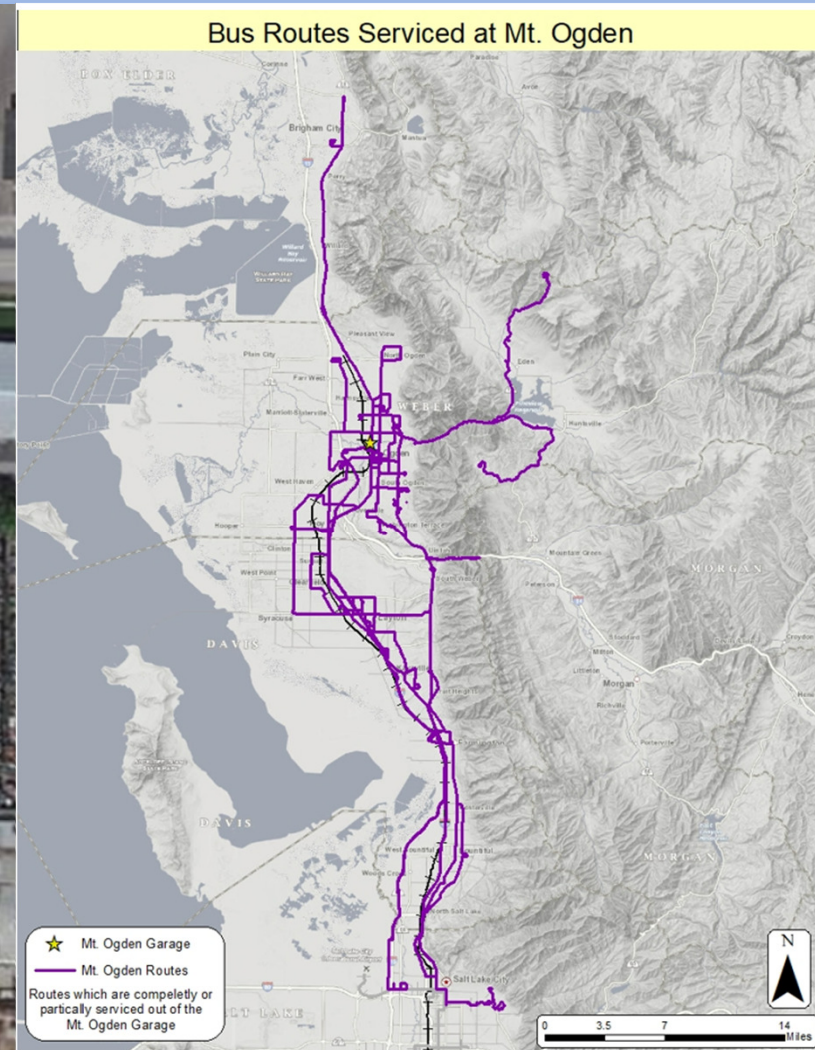
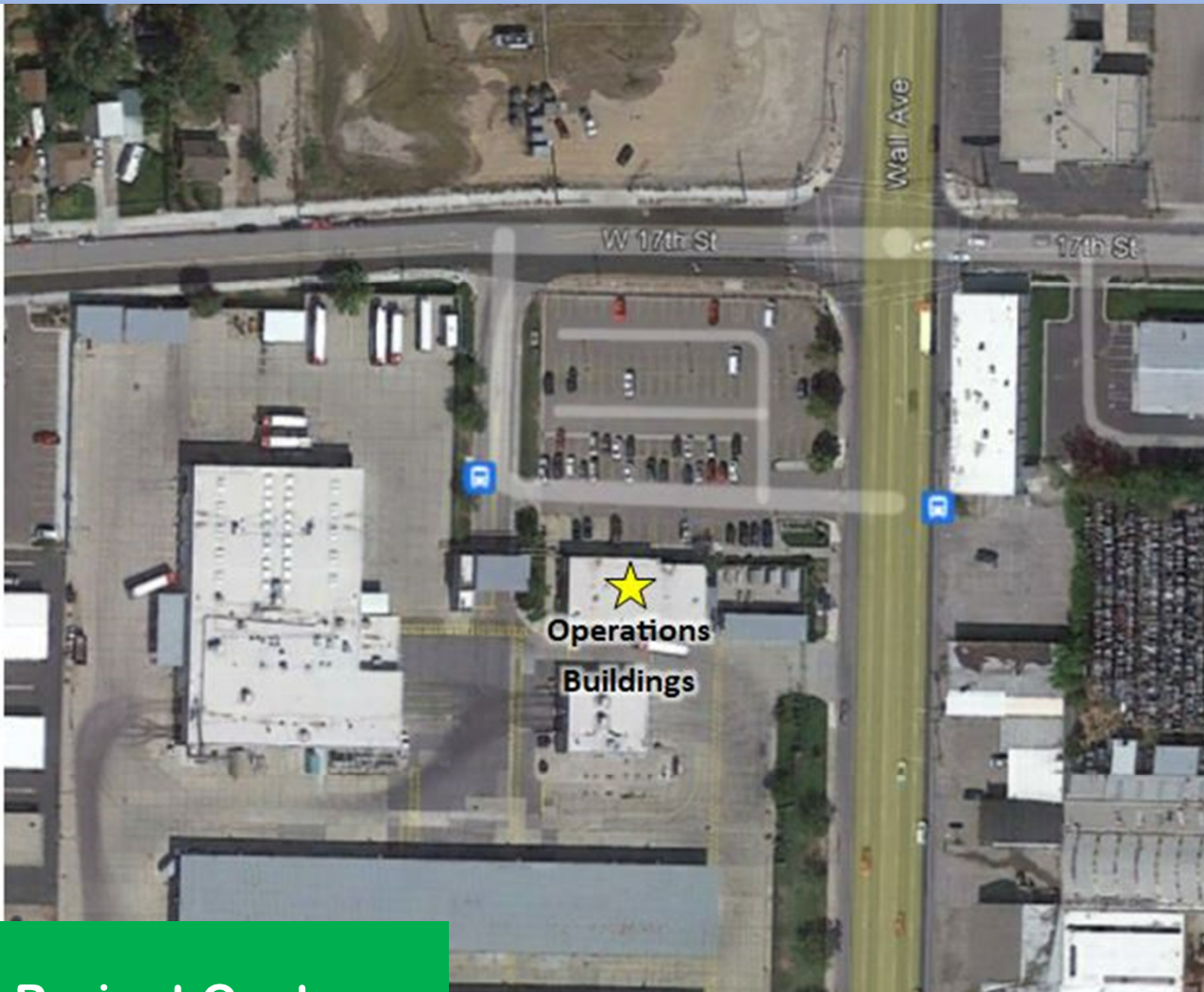
Average Daily Traffic (ADT) has increased on 2nd Street since the intersection of 2nd Street/Harrison Blvd in 2017. Intersection lane lengths and spacing are substandard; there is insufficient space for bike lanes, clear zone is problematic, and the project proposes a number of other roadway safety elements.



# UTA – Ogden – Mt. Ogden Facility Expansion

## Project Type – Transit

135 West & 17<sup>th</sup> Street – (0.01 miles)



**Project Cost –  
\$ 26,000,000**

**Funds Request –  
\$ 5,000,000**

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

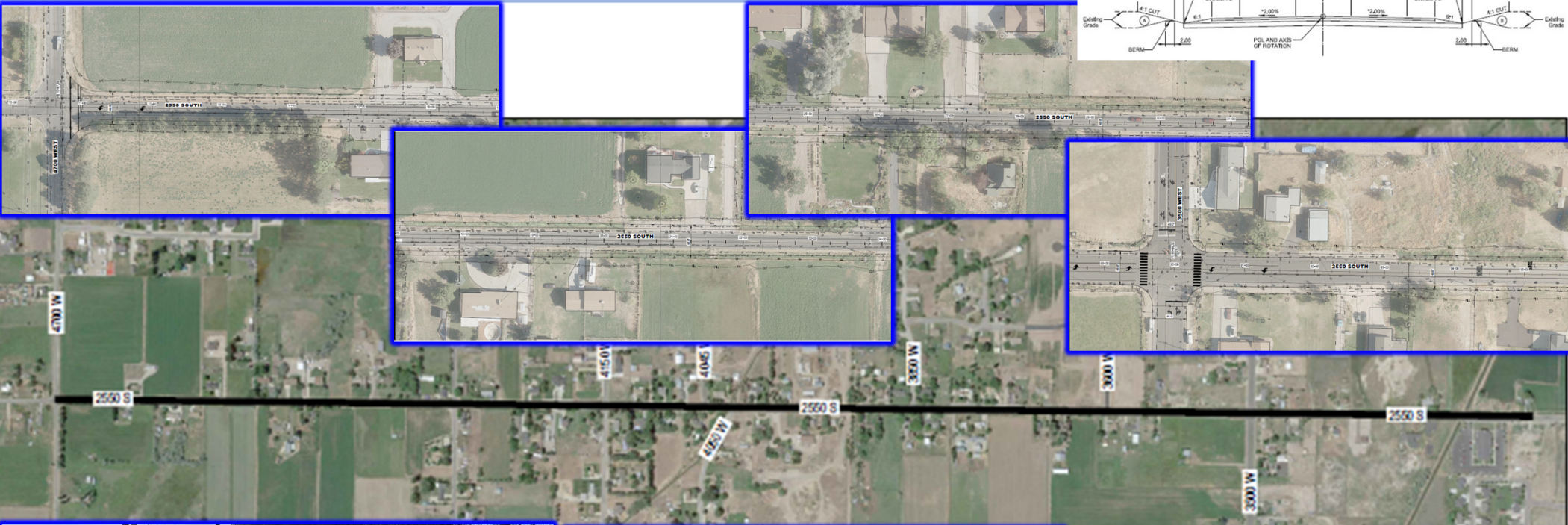
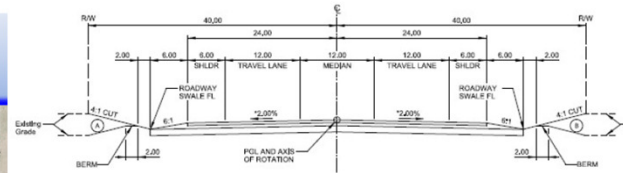


# Weber County – 2550 South – Phase II – Reconstruct w/ Minor Widening

## Project Type – Reconstruction

4700 West to 4300 West – (0.51 miles)

TYPICAL SECTION



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 –**  
**\$ 8,748,000**

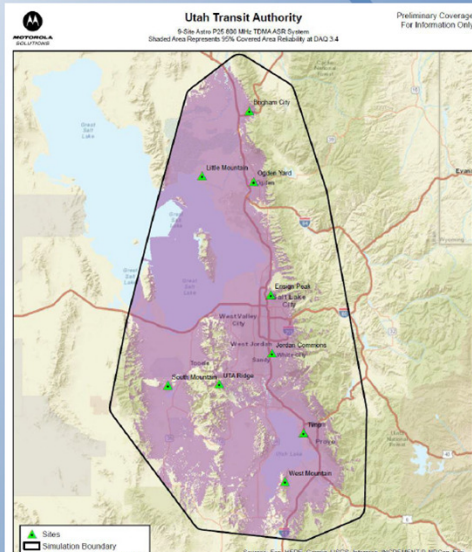
**Funds Request –**  
**\$ 3,675,000**



# Ogden\ Layton Urban Area – UTA New Radio System – Operations

## UTA Service Area

Coverage area showing 95% reliability



### The numbers

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

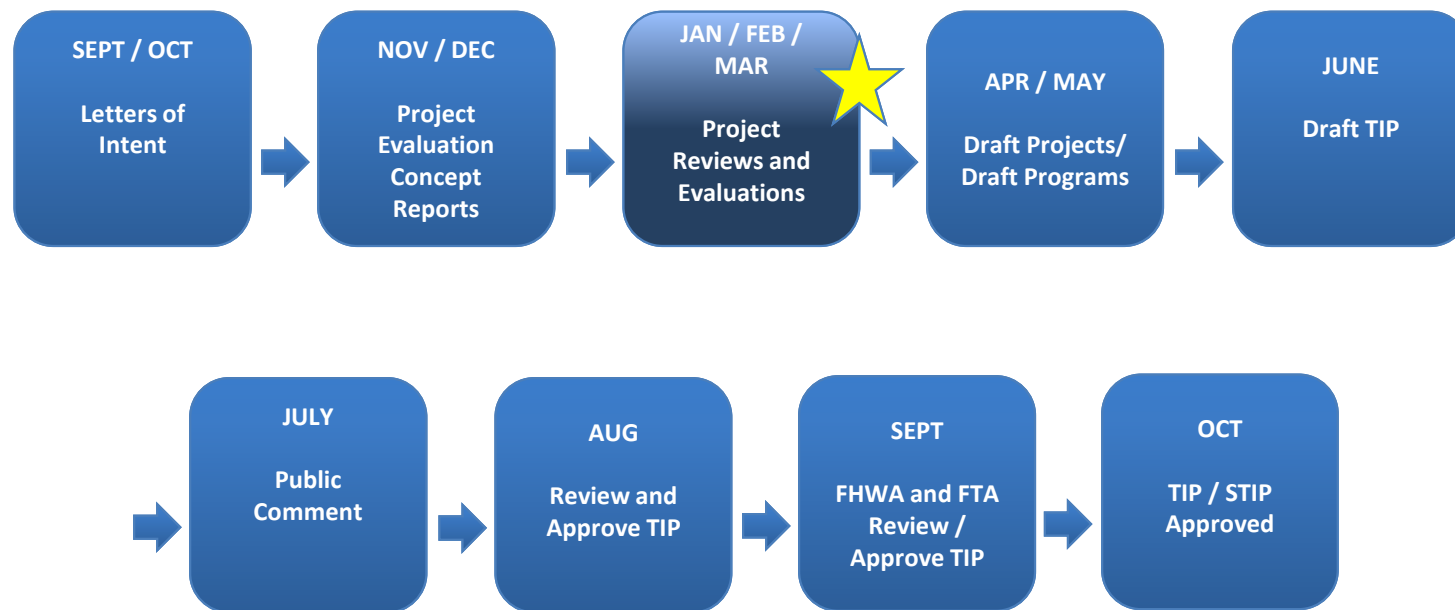


This installs over 3,600 units in UTA vehicles and facilities to fully replace our obsolete iDEN system with a modern radio over IP system. The new system has 80% fewer equipment sites. It provides cloud-based dispatch solutions feeding 16 train and bus dispatch consoles. Remaining sites give redundancy and disaster prep.

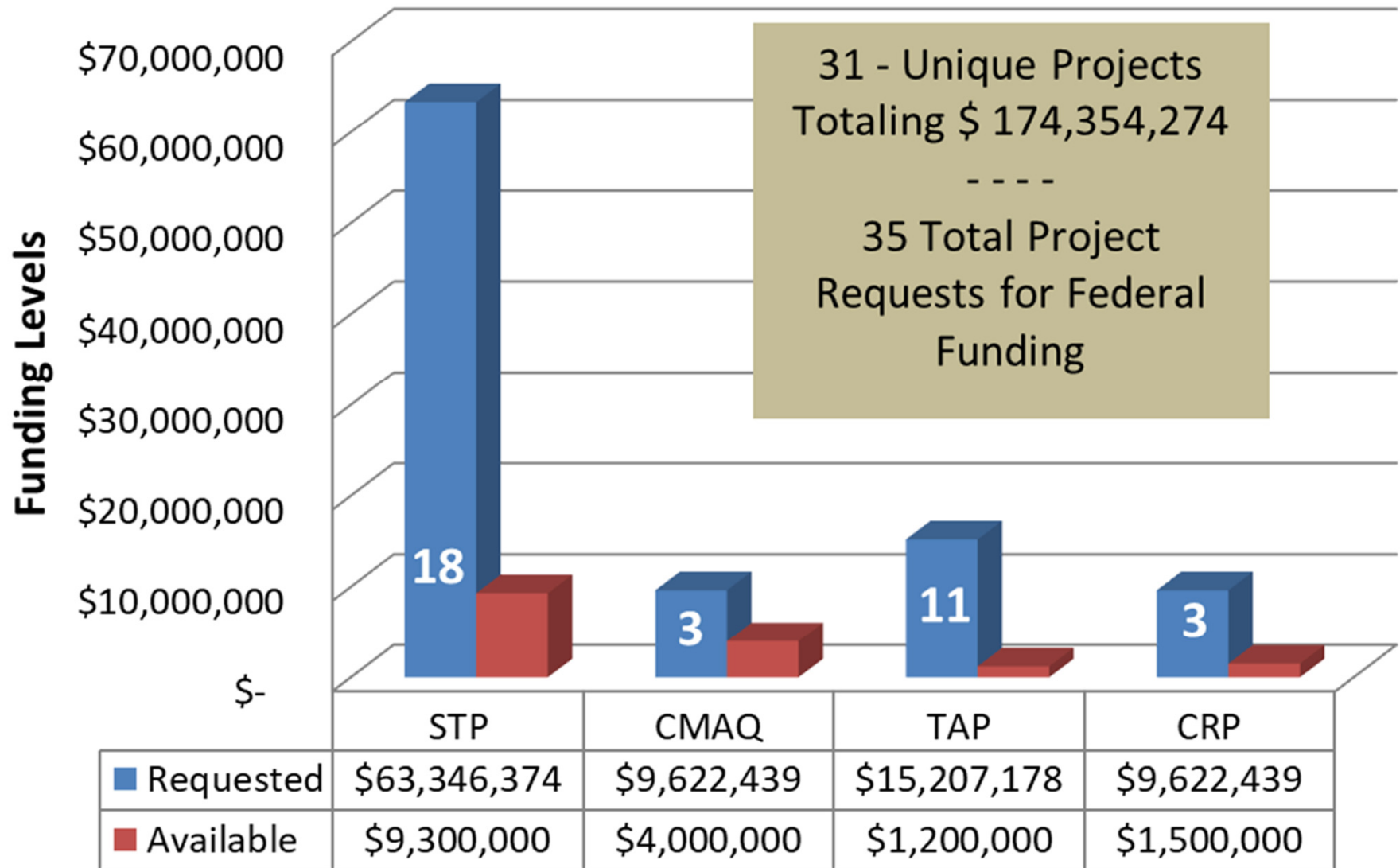
**Project Cost –  
\$ 24,000,000**

**Funds Request –  
\$ 2,000,000**

# Process for New Projects & The Draft TIP



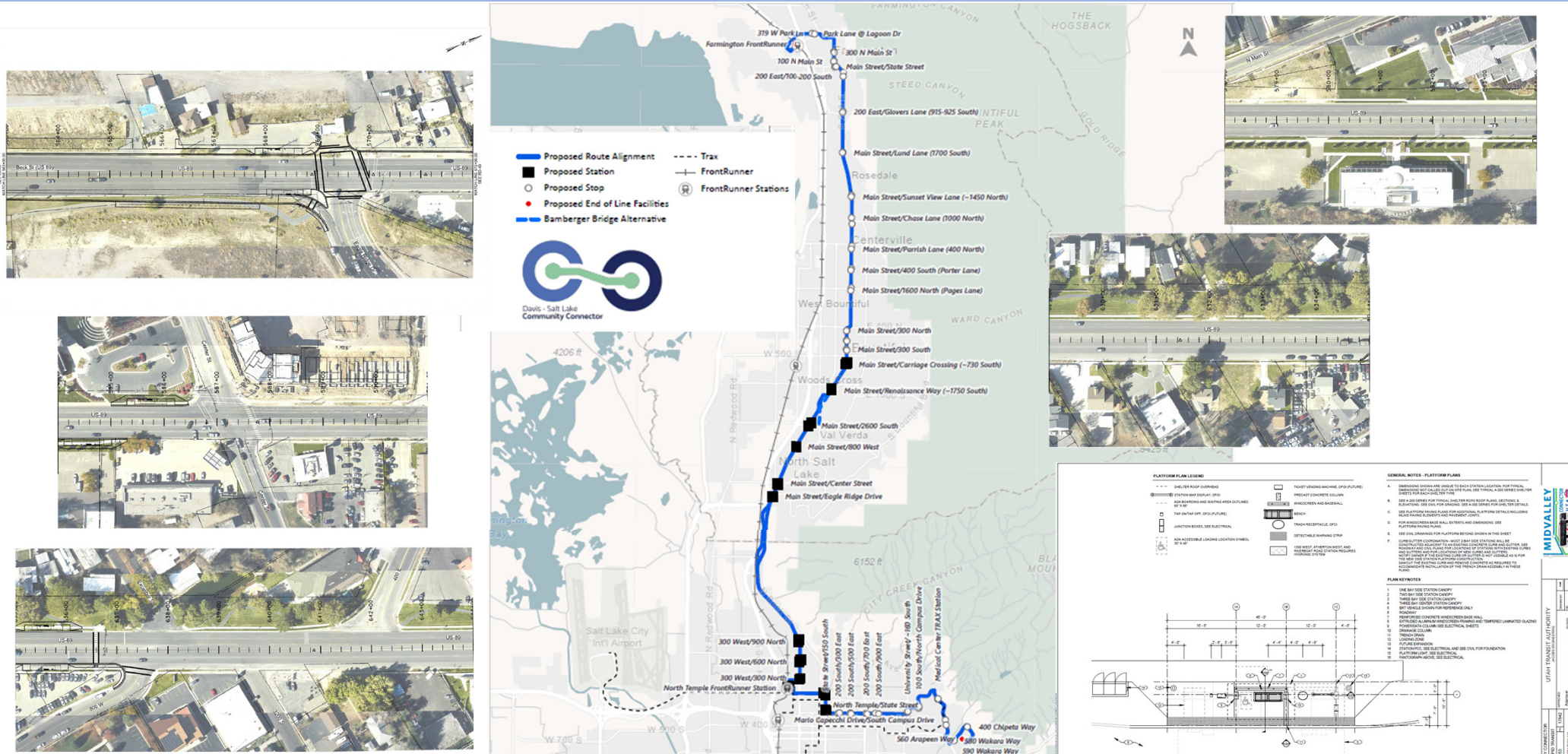
## Ogden/ Layton Urban Area





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

Farmington Station to UofU Research Park Via SLC Downtown – (26 Miles)



UTA's five-year service plan anticipates starting the Davis-Salt Lake Community Connector in 2028. This funding request is to help support part of the cost of operating the new route for three years. This helps reduce traffic and improve the region's air quality. It serves Davis County to Salt Lake City and U of U.

**Project Cost –**  
**\$ 24,829,830**

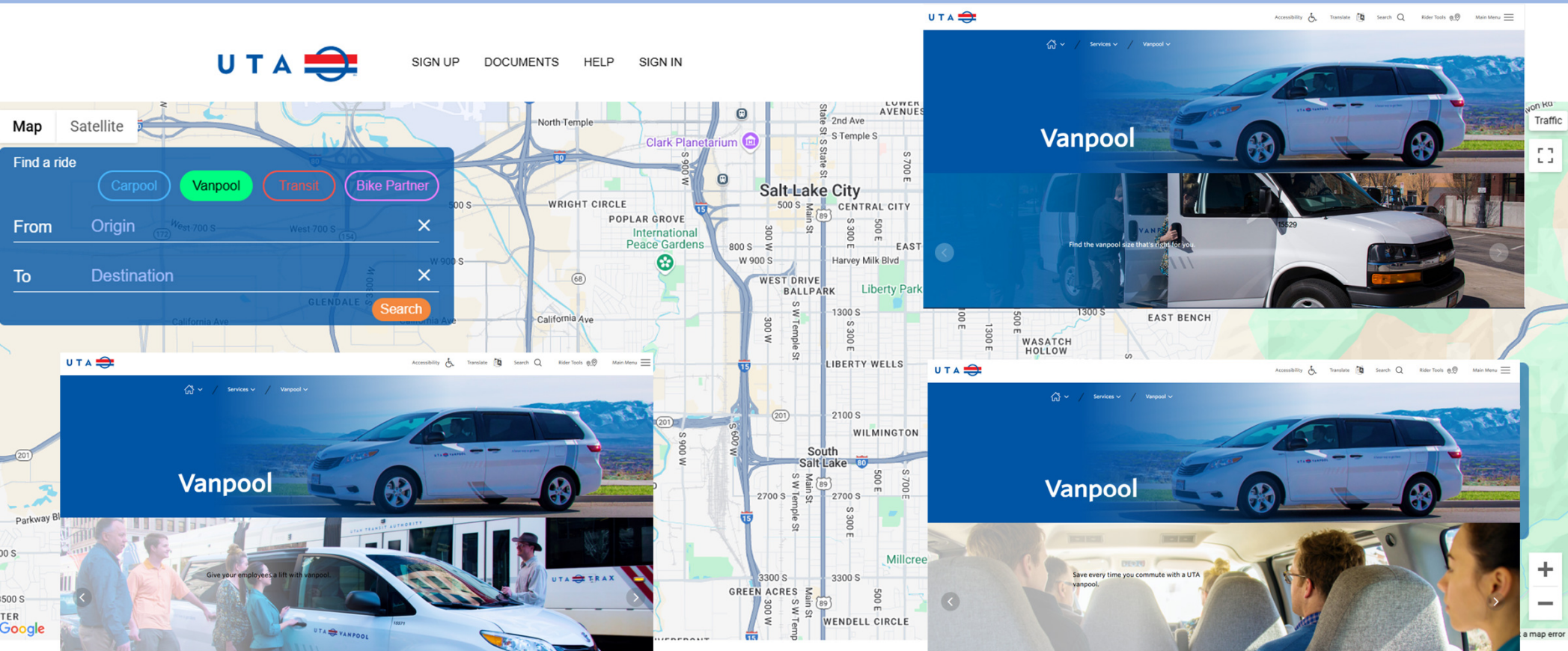
**Funds Request –**  
**\$ 5,000,000**



# UTA – Vanpool Expansion Vans

## Intersections Improvement - Project Type – Transit

Davis County – Weber County



Welcome to UTA Rideshare

Purchase 10 new vans to increase the size of the vanpool fleet. For each additional van available, UTA is able to take an average of 8 SOV off the road and reduce SOV miles. UTA is applying for 10 vehicles in the Ogden/Layton UZA and 10 vehicles for the SL UZA, for a total of 20 vehicles.

**Project Cost –  
\$ 450,000**

**Funds Request –  
\$ 419,535**



**Project Cost –  
\$ 4,532,000**

**Funds Request –  
\$ 4,202,904**

## **North Ogden – 2100 North/ Fruitland Drive – Operations**

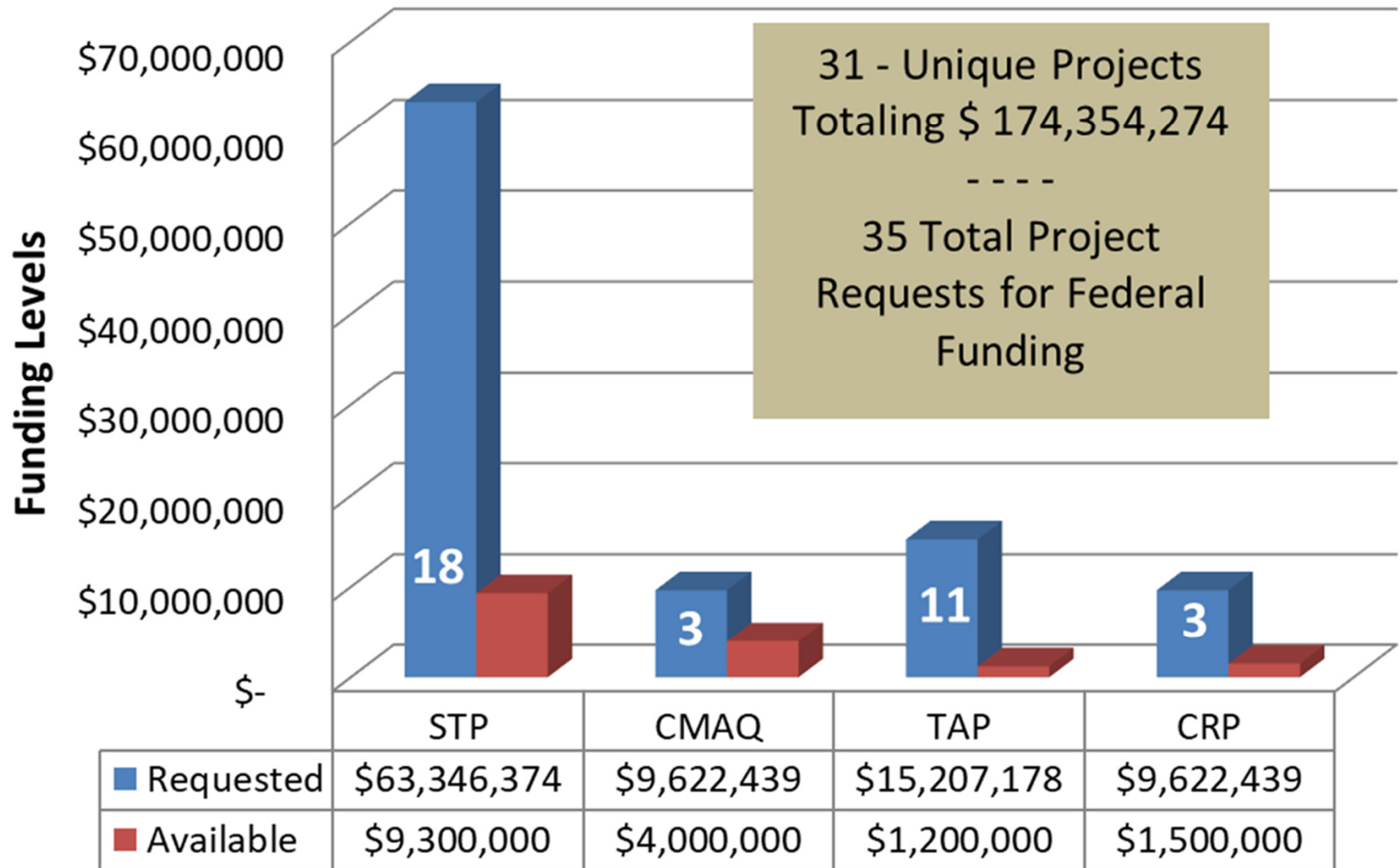
### **Project Type – Intersections & Signals**

2100 North & Fruitland Drive



The 2100 North Fruitland Drive Intersection is an offset intersection which makes it dangerous and difficult for motorists and pedestrians to navigate. The current condition of the intersection does not allow for the require sight and sees multiple accidents per year. The reconstruction of this intersection will improve safety, mobility, drainage, and reduce vehicle delay which will reduce vehicle emissions. In addition to vehicular improvements, the new geometry will improve the walkability of Fruitland Drive and the ability for cyclists to ride the road.

## Ogden/ Layton Urban Area

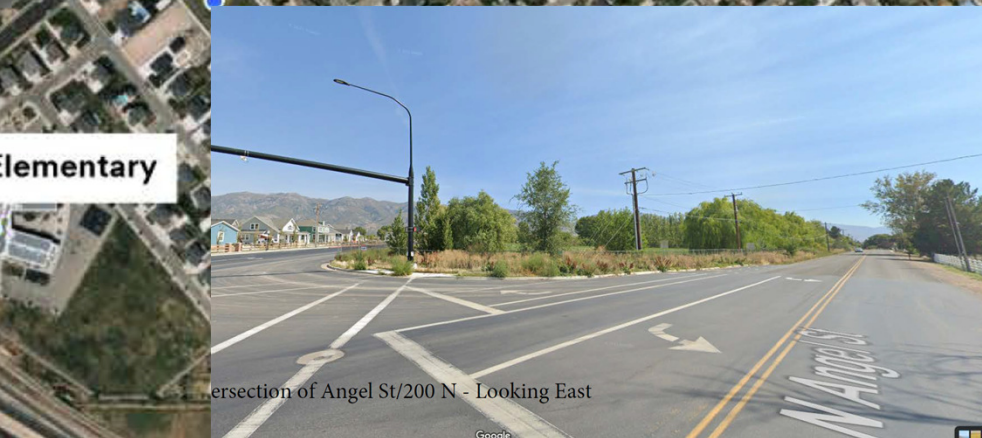
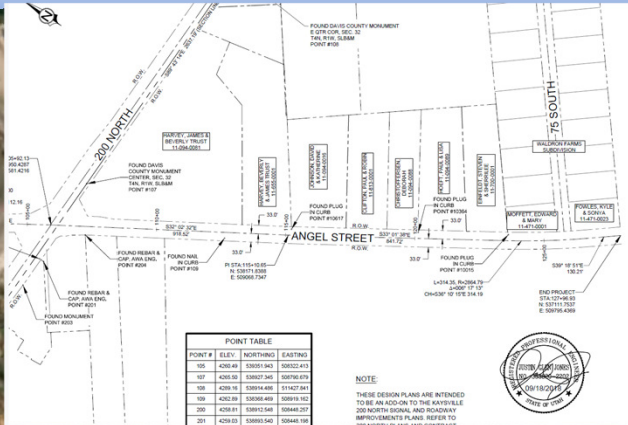




# Kaysville City – Angel Street Safe Route Sidewalk – Missing Sidewalk

## Project Type – Safe Routes to School (Coordinate & Design)

200 North to Sherri Lane – (0.28 miles)



**Project Cost –  
\$ 991,781**

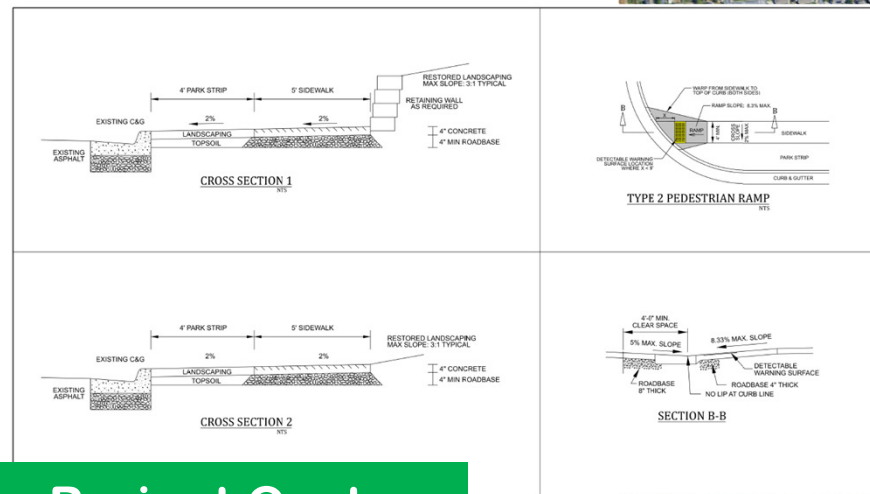
**Funds Request –  
\$ 95,892**

Kaysville City is seeking funds to coordinate with property owners and finalize a design to ultimately install nearly 1,500 LF of missing sidewalk on the east side of Angel Street at 200 North to improve pedestrian access to Kays Creek Elementary and Shoreline Jr High.



# North Salt Lake City – Cutler Drive – Sidewalk Project Type – Capital Improvement

Center Street to 480 North – (0.58 miles)



**Project Cost –  
\$ 1,182,100**

**Funds Request –  
\$ 1,102,072**

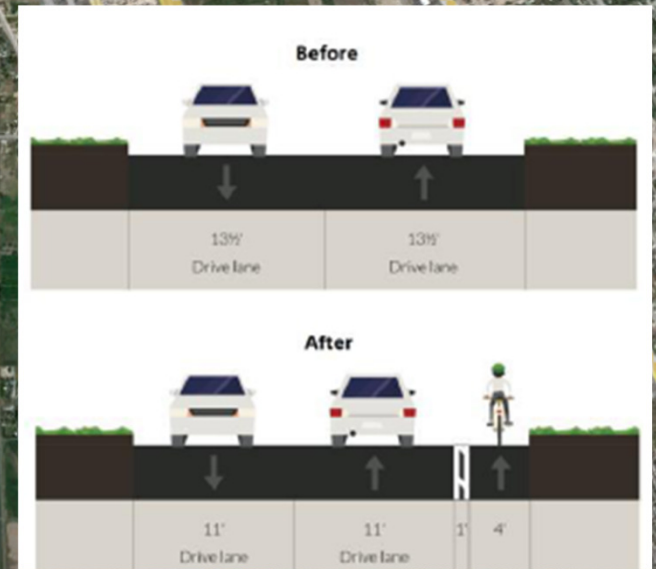
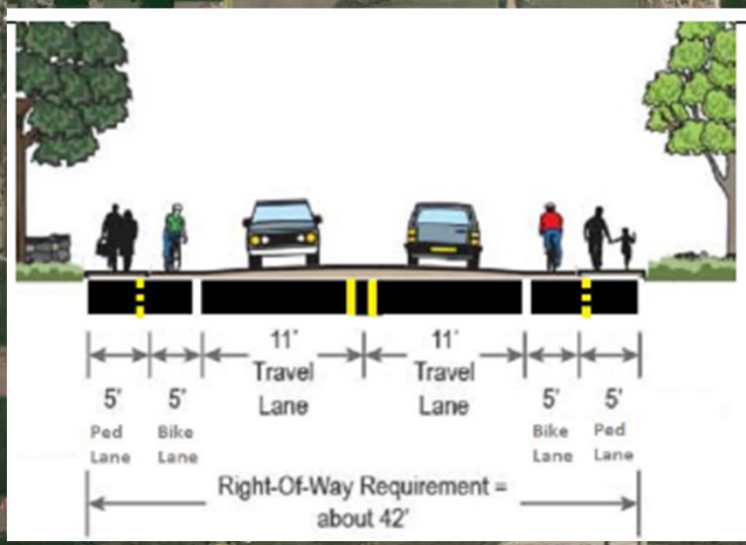
Cutler Drive currently has sidewalk in very limited areas, but there is a need to complete more sidewalk sections along the street in order to provide access to a UTA bus route (first/ last mile) that will be operational within the next year or two.



# 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 –  
\$ 1,593,300**

**Funds Request –  
\$ 1,443,480**

The project will widen the west side of the road to provide for a bike lane. It also consists of constructing a separated path on the east side of the roadway for pedestrian use. This project will connect to new sidewalk on the south end to 3300 North on the north end, providing a safer route for pedestrians.



# North Ogden – Two HAWK Beacons – Ped/ Bicycle Facility

## Project Type – Capital Improvement

Washington Blvd at 1900 North and 2650 North – (0.10 miles)

Project Cost –  
\$ 400,000

Funds Request –  
\$ 360,000



North Ogden City would like to improve pedestrian crossings at 1900 N. Washington Blvd and 2650 N. Washington Blvd. with HAWK beacons. The addition of the HAWK beacons will complement the newly completed Active Transportation and Wayfinding Plan. Improving the safety of the crossings will contribute to the safe route to school priority because of the proximity to two elementary schools. HAWK beacons at both locations will also improve pedestrian access to our Downtown and South Town commercial areas.



# Ogden – SR-39 Shared Use Path – Ped/ Bicycle Facility

## Project Type – Capital Improvement

Harrison Boulevard to Valley Drive – (0.911 miles)



**Project Cost –  
\$ 3,188,800**

**Funds Request –  
\$ 601,456**

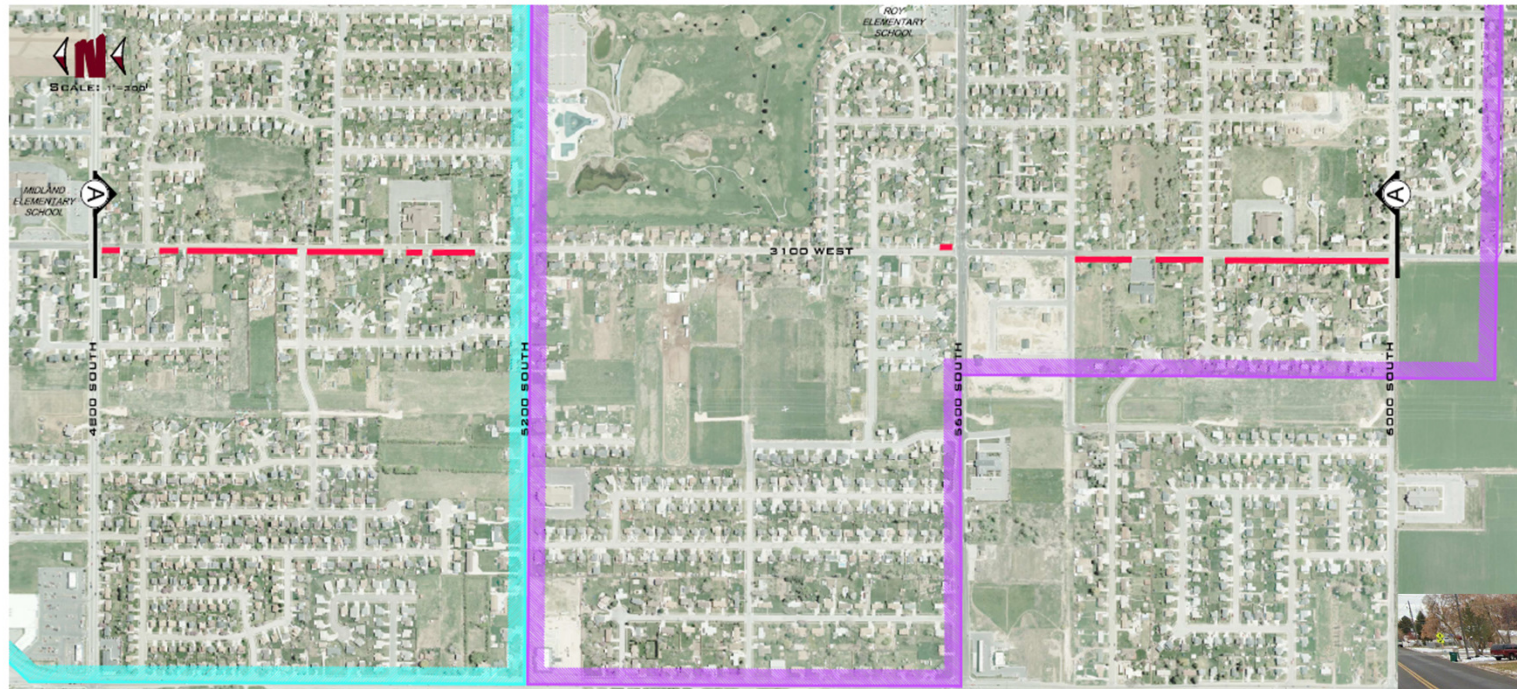
A majority of the roadways between Harrison Boulevard and Ogden Canyon are T intersections; the infrastructure that would normally connect pedestrians between these intersections is non-existent. This project will construct a shared use path for all users



# Roy City – 3100 West Sidewalk – Safe Routes to School

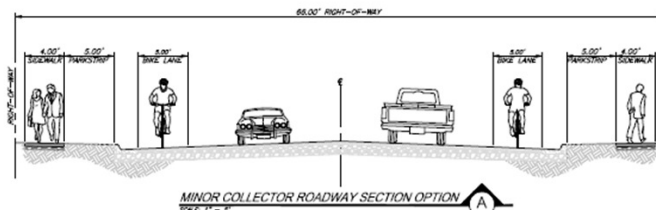
## Project Type – Capital Improvement

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 2025. Additionally, the design for the project is underway and is expected to be completed by Spring of 2025.

**Project Cost –  
\$ 1,697,200**

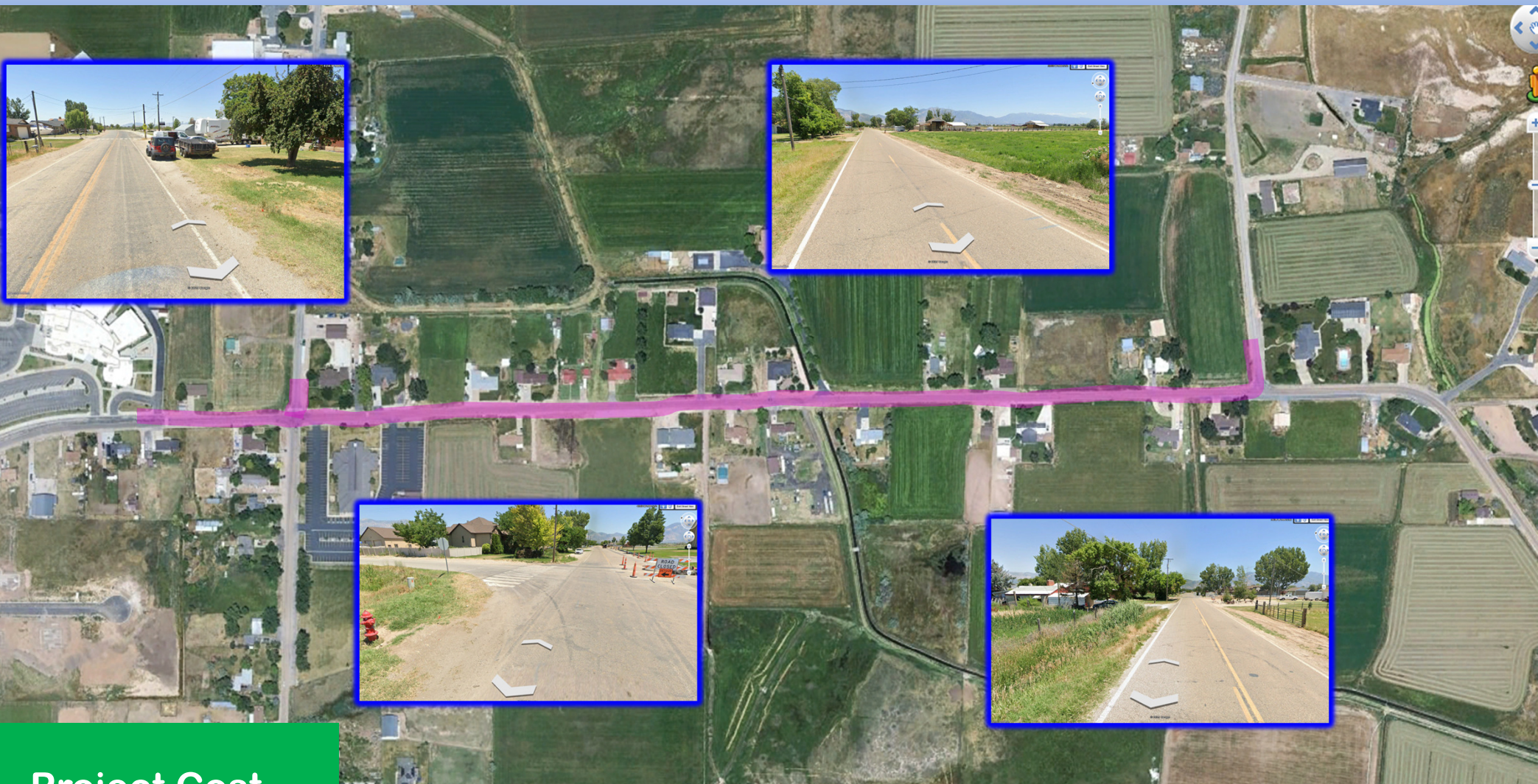
**Funds Request –  
\$ 1,301,025**



# Weber County – West Weber Elementary - 900 South – New Construction

## Project Type – Safe Routes to School

4160 West to 3600 West – (0.7 miles)



**Project Cost –  
\$ 1,497,000**

**Funds Request –  
\$ 1,297,000**

The purpose of this project is to construct a pathway along the north side of 900 South from West Weber Elementary School to 3600 West. There is a new subdivision on 3600 West that will increase the number of walking students along this corridor.



# Weber County/ Uintah – Combe Road - Pathway

## Project Type – Project Design\ Plan \ Study

Harrison Boulevard to Skyline Drive– (0.7 miles)



**Project Cost –  
\$ 6,246,000**

**Funds Request –  
\$ 5,746,000**

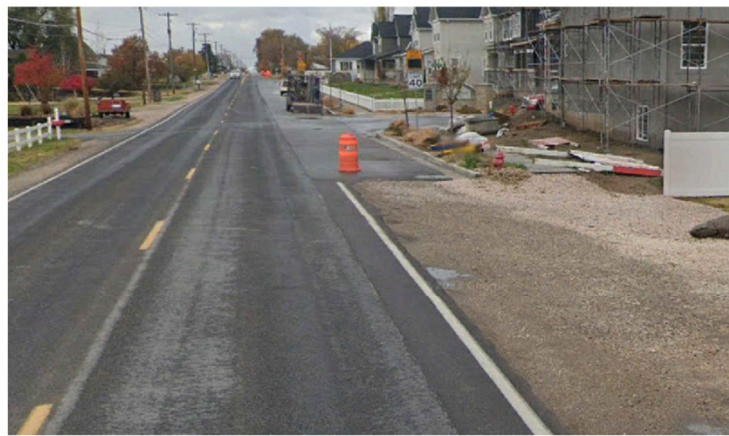
This is the first phase of a multiphase project to provide a recreation and commuter pathway through the community of Uintah Highlands. The future plan would be to continue this pathway to Highway 89 which would have connections to the Bonneville Shoreline trail and the Weber River pathway.



# West Haven – 1800 South – Sidewalk\ Pathway

## Project Type – Safe Routes to School

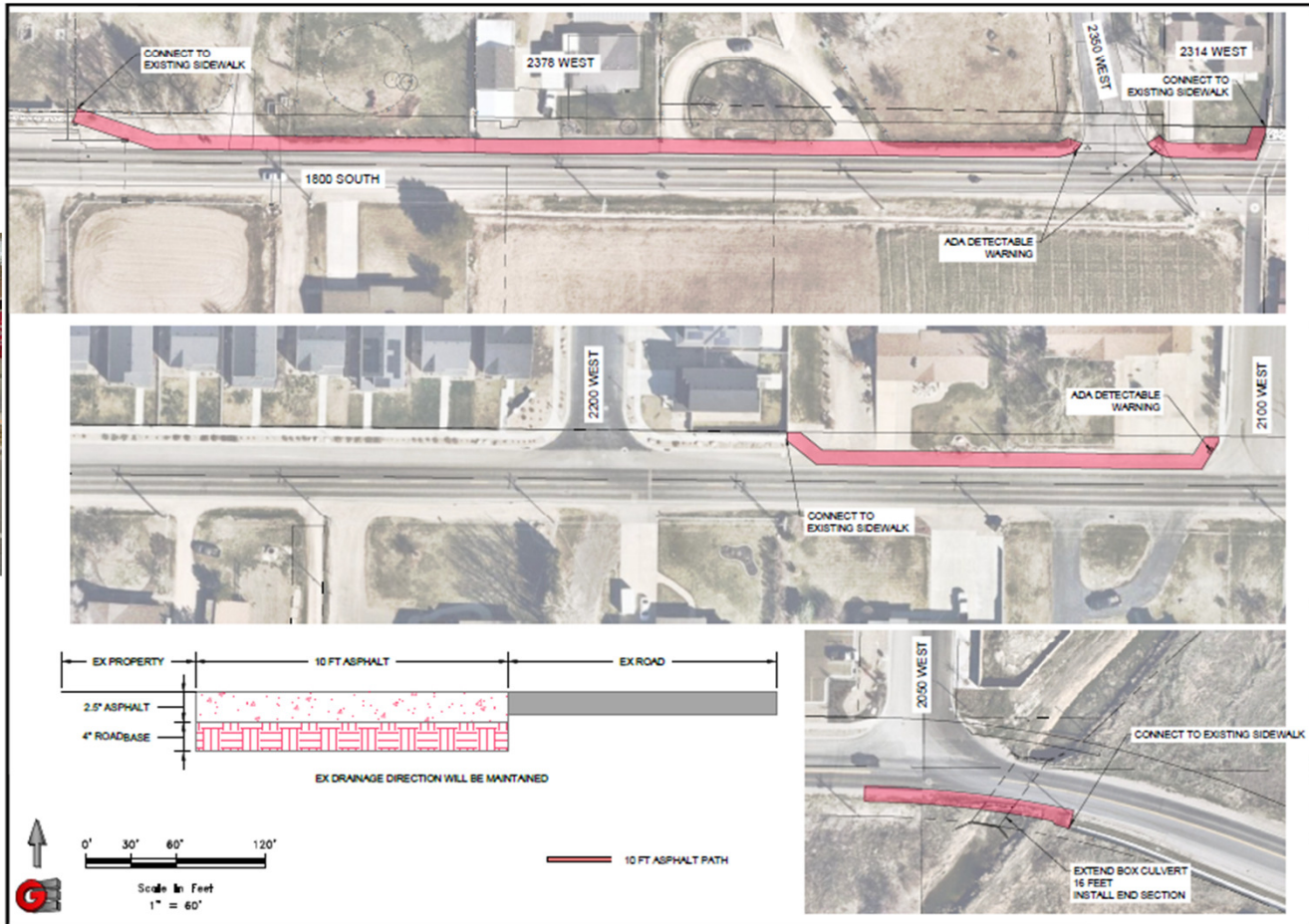
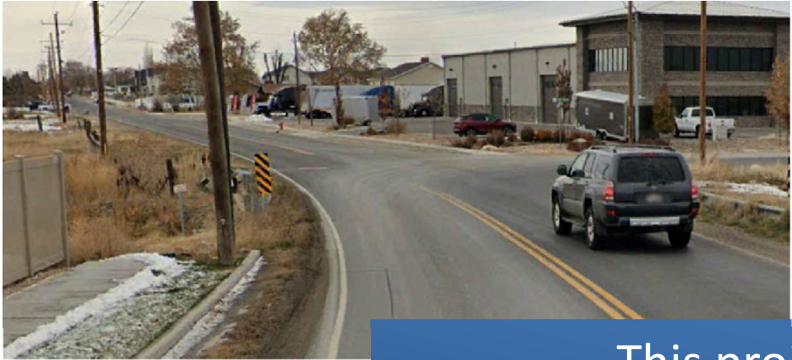
2050 West to 2400 West – (0.4 miles)



2200 WEST AND 1800 SOUTH - LOOKING WEST



2100 WEST AND 1800 SOUTH - LOOKING WEST



This project is needed to provide a safe path for students and pedestrians to walk along 1800 South. Currently there are gaps in the sidewalk and there is virtually no paved shoulder to provide a safe path. This project would add a 10-foot asphalt path for bicyclists and pedestrians. It would give a safe path to access the existing trail and provide a safe route to the new Junior High School.

**Project Cost –  
\$ 1,173,000**

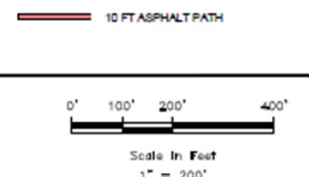
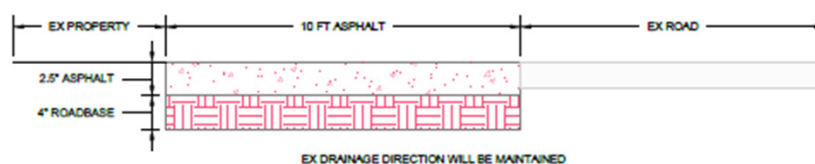
**Funds Request –  
\$ 1,093,588**



# West Haven – 2200 South – Sidewalk\ Pathway

## Project Type – Safe Routes to School

1900 West to 2700 West– (1.0 mile)



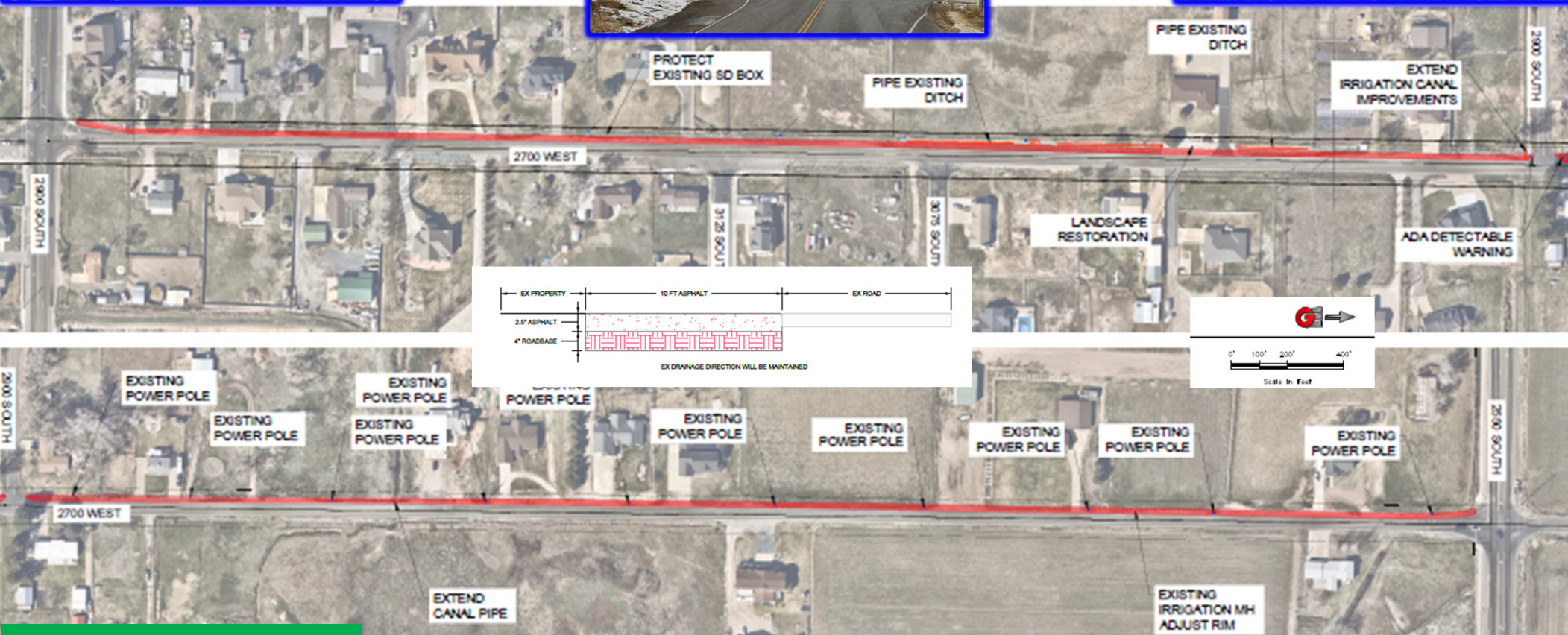
**Project Cost –  
\$ 681,000**

**Funds Request –  
\$ 634,896**

Provide a safe walking path for Junior High students and other pedestrians. There is a development going in that will include sidewalk and the city wants to connect the existing sidewalks and install a 10 foot asphalt path for safe travel.



2550 South to 3300 South – (0.994 miles)

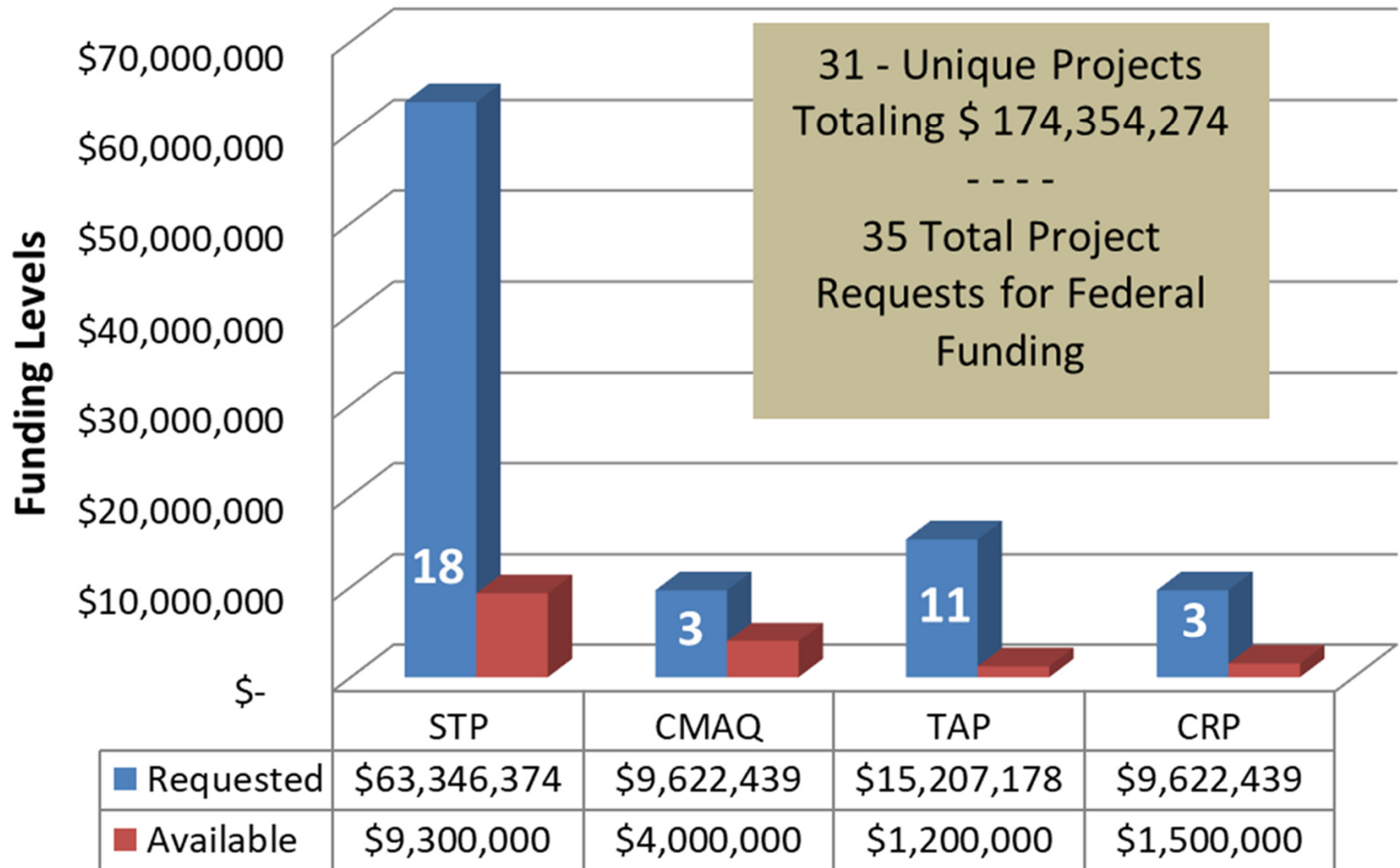


## Funds Request – \$ 1,531,769

Install a 10 foot asphalt path along the west side of 2700 West from 3300 South to 2550 South. Currently there is no safe path for pedestrians to walk along this roadway. With the installation of the new Junior high at 2050 south there is a need to provide a safer route for kids to travel to and from school.

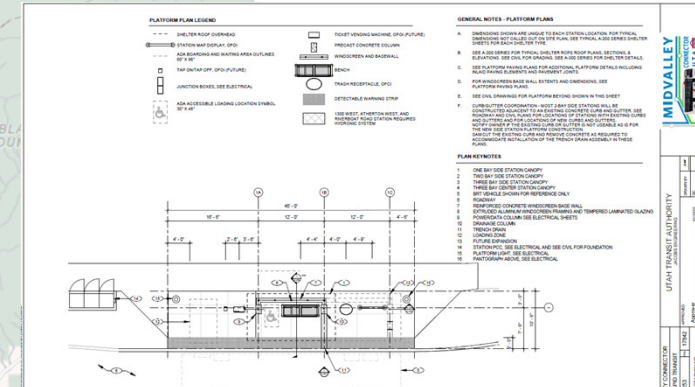


## Ogden/ Layton Urban Area





## Farmington Station to UofU Research Park Via SLC Downtown – (26 Miles)



**Project Cost –  
\$ 24,829,830**

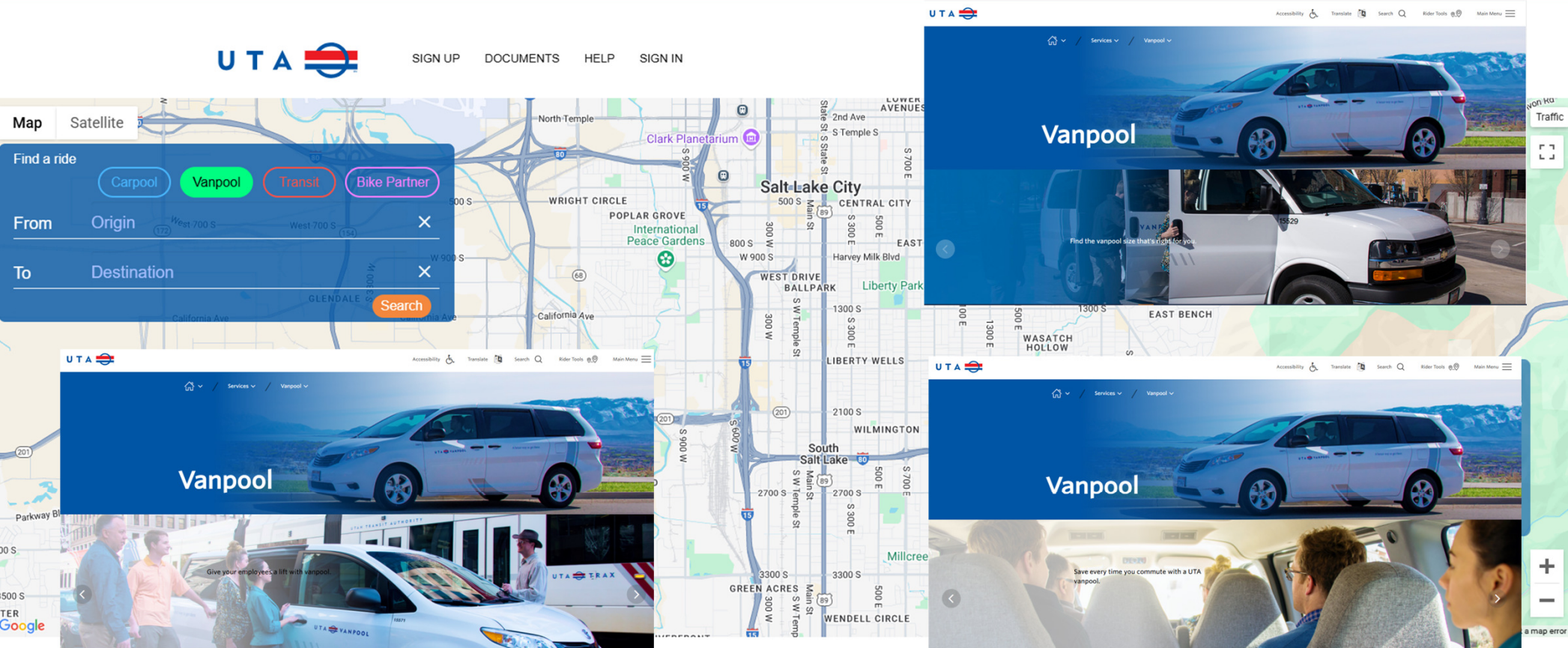
**Funds Request –  
\$ 5,000,000**



# UTA – Vanpool Expansion Vans

## Intersections Improvement - Project Type – Transit

Davis County – Weber County



Welcome to UTA Rideshare

Purchase 10 new vans to increase the size of the vanpool fleet. For each additional van available, UTA is able to take an average of 8 SOV off the road and reduce SOV miles. UTA is applying for 10 vehicles in the Ogden/Layton UZA and 10 vehicles for the SL UZA, for a total of 20 vehicles.

**Project Cost –  
\$ 450,000**

**Funds Request –  
\$ 419,535**



**Project Cost –  
\$ 4,532,000**

**Funds Request –  
\$ 4,202,904**

## **North Ogden – 2100 North/ Fruitland Drive – Operations**

### **Project Type – Intersections & Signals**

2100 North & Fruitland Drive



The 2100 North Fruitland Drive Intersection is an offset intersection which makes it dangerous and difficult for motorists and pedestrians to navigate. The current condition of the intersection does not allow for the require sight and sees multiple accidents per year. The reconstruction of this intersection will improve safety, mobility, drainage, and reduce vehicle delay which will reduce vehicle emissions. In addition to vehicular improvements, the new geometry will improve the walkability of Fruitland Drive and the ability for cyclists to ride the road.