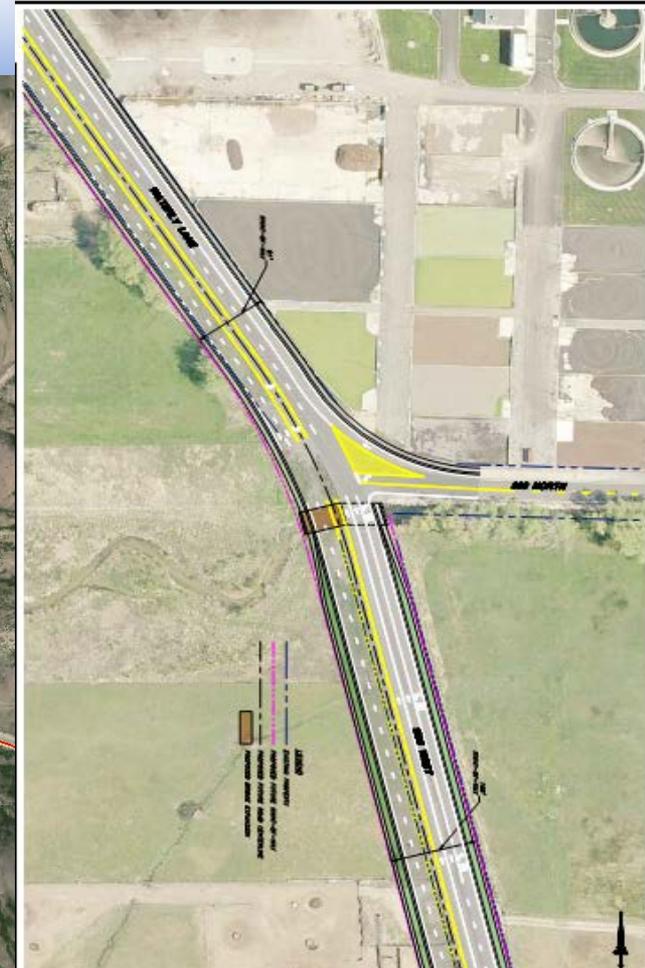
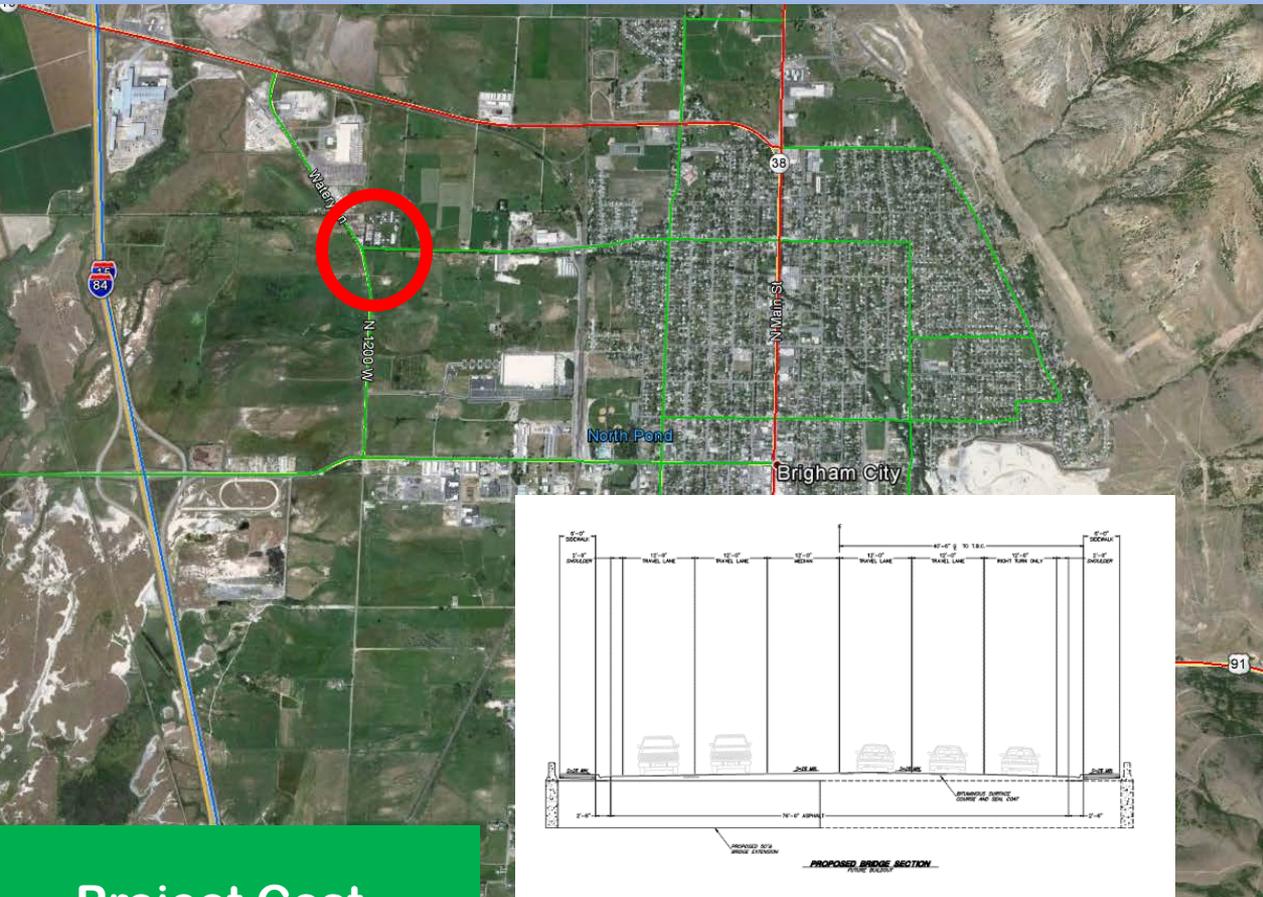


Brigham City – 1200 West Box Elder Creek Bridge - Widening Project Type – Reconstruction

550 North to 650 North



**Project Cost –
\$ 1,750,000**

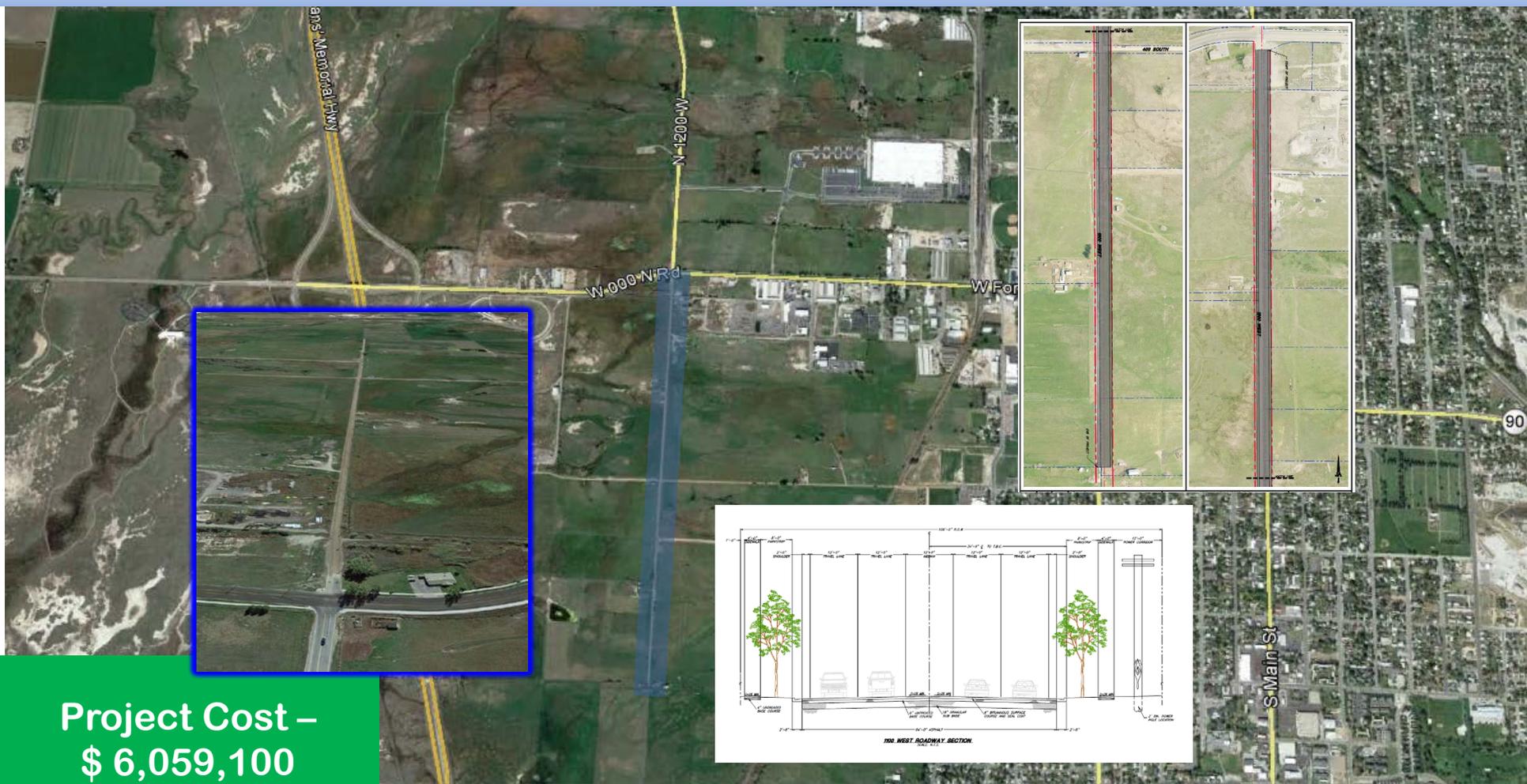
**Funds Request –
\$ 1,582,113**

To widen an existing bridge on 1200 West over Box Elder Creek that will accommodate increasing traffic volumes from growing industrial and commercial uses. The project is part of planned improvements for 1200 West which will provide a north/south corridor between SR-13 in Brigham City and SR-315 in Willard.

Brigham City – 1200 West Roadway Extension – New Construction

Project Type – Capacity

Forest Street to 750 South (Phase I)



**Project Cost –
\$ 6,059,100**

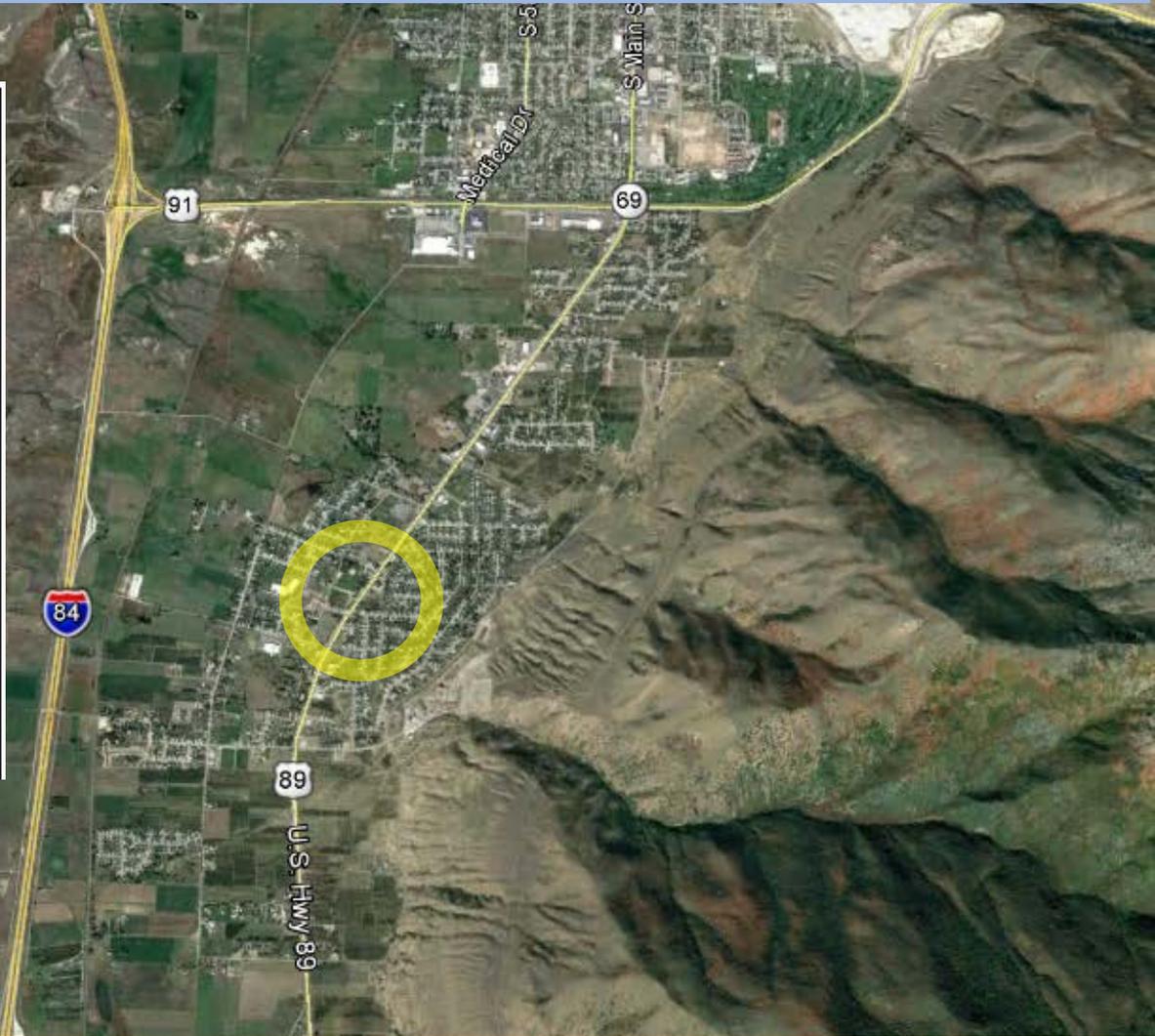
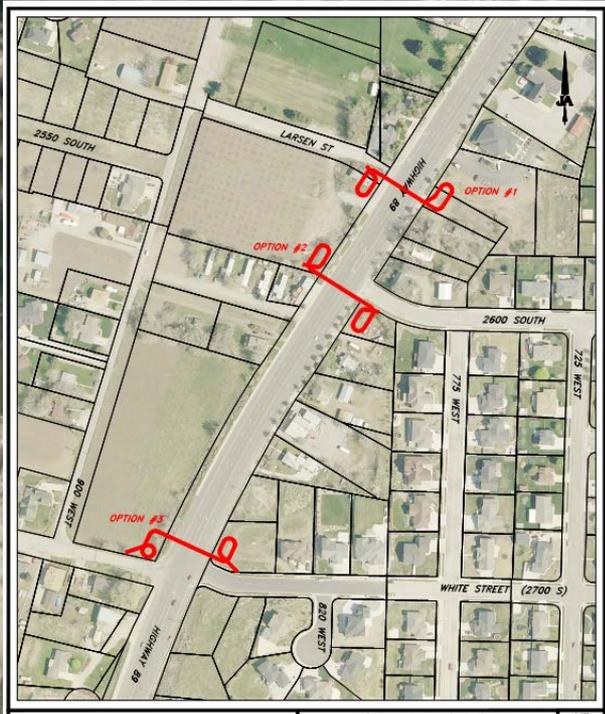
**Funds Request –
\$ 5,532,361**

Construction of a mile of 1200 West between Forest Street and SR-91. The purpose of the project is to further the corridor connection between the 1100 West / SR-91 intersection and Forest Street.

Perry City – Highway 89 Pedestrian Overpass – New Construction

Project Type – Bicycle/ Pedestrian - Other

West side of Highway 89 to East side of Highway 89



Project Cost –
\$ 5,672,700

Funds Request –
\$ 5,172,121

The project will be to construct an overpass across Highway 89 at approximately 2500 South.

Farmington City – East Park Lane ROW Acquisition Project Type – Right of Way

326 West Park Lane



**Project Cost –
\$ 169,800**

**Funds Request –
\$ 158,305**

The north side of SR 225 is fully improved from Main St. to Lagoon Dr. except for a 100' gap which requires asphalt, curb & gutter, sidewalk and additional ROW at 326 West Park Lane. The project will purchase ROW on the north side to install the improvements at a later date.

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

Project Type – Reconstruction

Park Lane to Shepard Lane



Figure 5: SR-106 (Main Street) Existing Conditions



Figure 6: SR-106 (Main Street) Existing Conditions

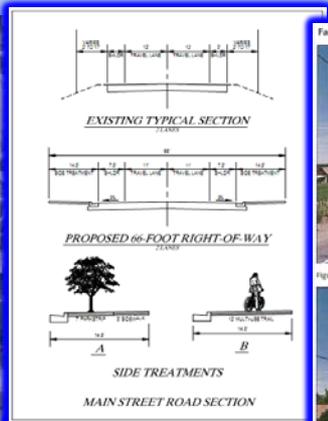
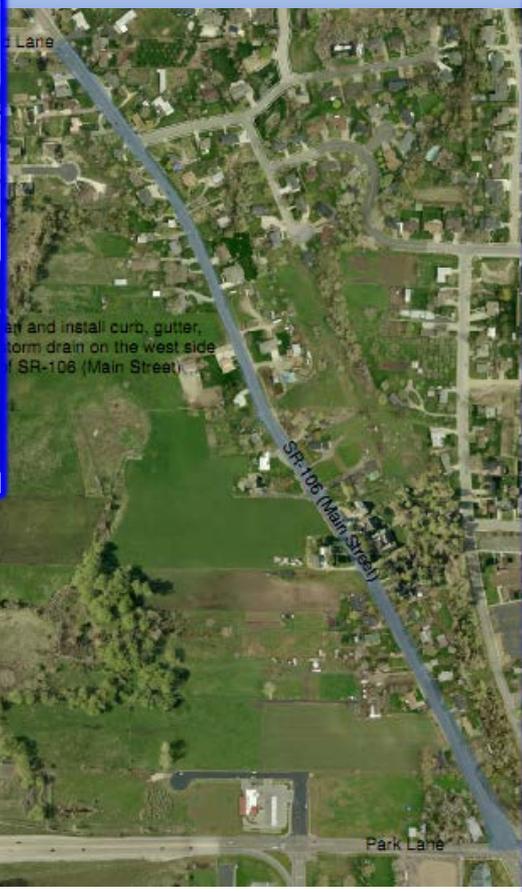


Figure 1: SR-106 (Main Street) Existing Conditions

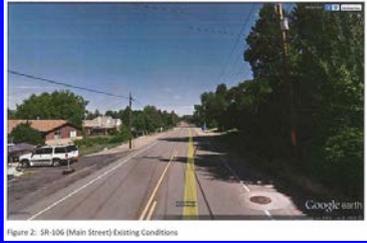


Figure 2: SR-106 (Main Street) Existing Conditions



Figure 7: SR-106 (Main Street) Existing Conditions



Figure 3: SR-106 (Main Street) Existing Conditions



Figure 4: SR-106 (Main Street) Existing Conditions



Figure 8: SR-106 (Main Street) Existing Conditions

Project Cost – \$ 1,986,400

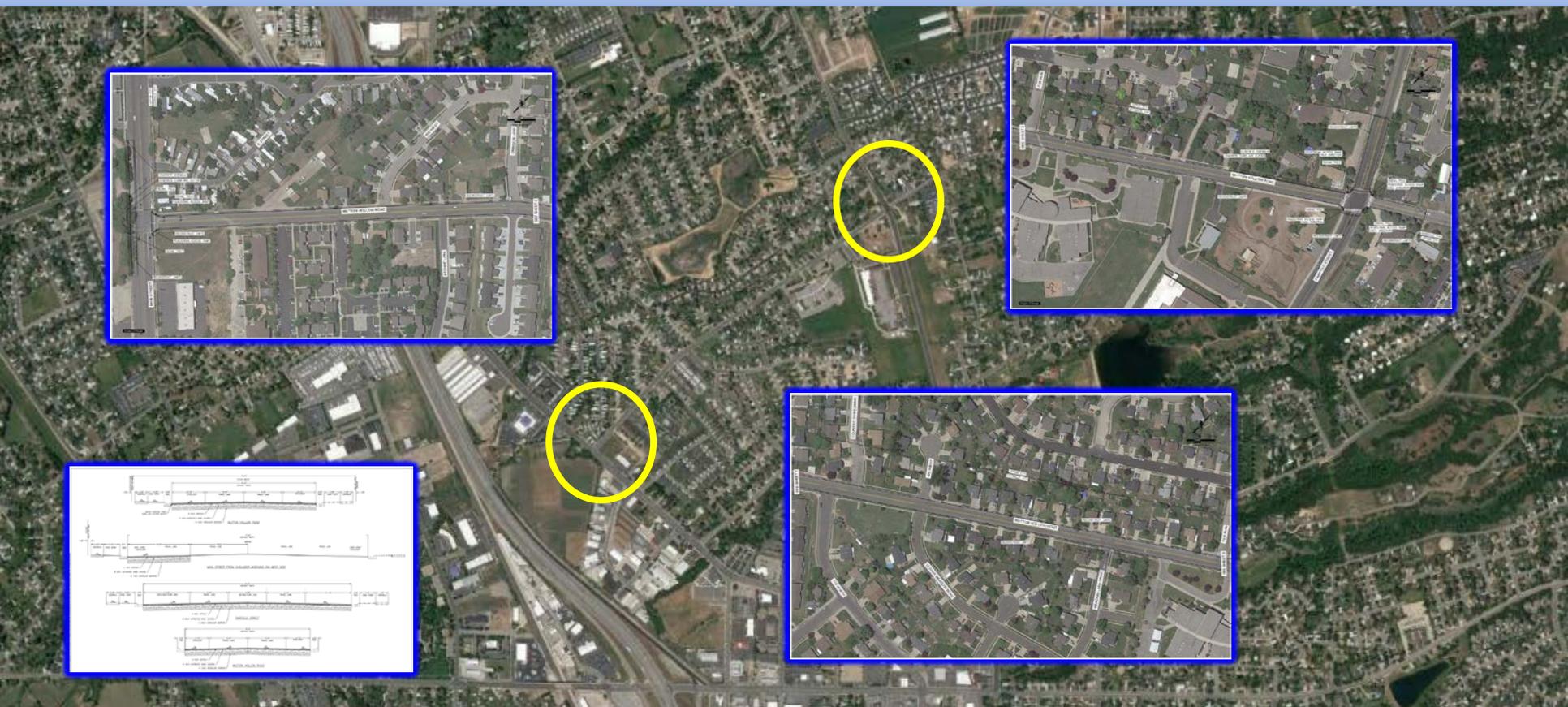
Funds Request – \$ 1,851,921

The 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.

Kaysville City – Mutton Hollow – Intersection Improvements

Project Type – Operations

Main Street and Fairfield Road



**Project Cost –
\$ 5,278,000**

**Funds Request –
\$ 3,000,000**

Kaysville City plans to reduce traffic congestion and increase safety and mobility for pedestrians and bicyclists by installing traffic signals at the intersections of Main St/Mutton Hollow and Fairfield/Mutton Hollow. These intersections are on critical transportation corridors to residents, businesses and schools.

Kaysville City – Sunset Drive – Reconstruct with Minor Widening

Project Type – Reconstruction

Old Mill Lane to Western Drive



Project Cost –
\$ 3,432,400

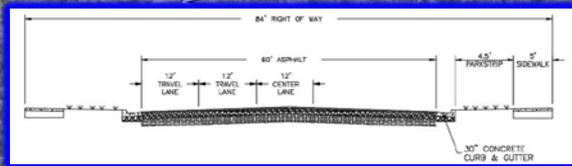
Funds Request –
\$ 3,200,000

The project includes curb, gutter, sidewalk, and turning lanes with the widening of Sunset Drive from Old Mill Lane to Western Drive. Reduced risk, improved safety, and sidewalk consistently are a product of this project which is located in an area where there are 3 schools and heavy pedestrian and auto traffic.

Layton – West Davis Corridor Connection – New Facility

Project Type – New Construction

Gentile and Layton Parkway to the West Davis Corridor



Project Cost –
\$ 15,921,100

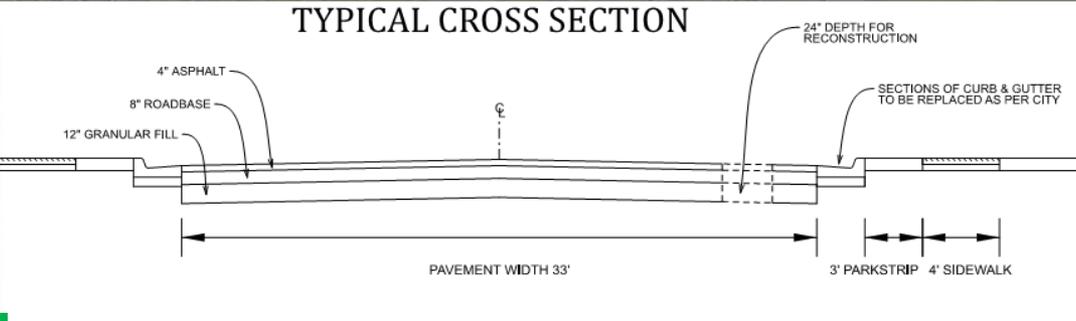
Funds Request –
\$ 14,843,242

Construction of 2700 West from the West Davis Corridor (WDC) to Gentile Street and Layton Parkway from 2200 West to 2700 West will provide greater access and improve traffic flow for the area as well as provide economic benefits for the surrounding community by having additional travel routes to and from the WDC.

North Salt Lake – Main Street - Reconstruction

Project Type – Reconstruction

Center Street to 350 North



Project Cost –
\$ 1,312,200

Funds Request –
\$ 1,223,364

This portion of Main Street is very old and is in desperate need of attention. Patching of the potholes has become a constant task and the asphalt is failing. The project is also needed to accommodate increased future traffic, as significant and rapid redevelopment is occurring in and around this neighborhood.

Syracuse – 500 West Street Phase II – Reconstruct with Minor Widening

Project Type – Reconstruction

1900 South to 2800 South



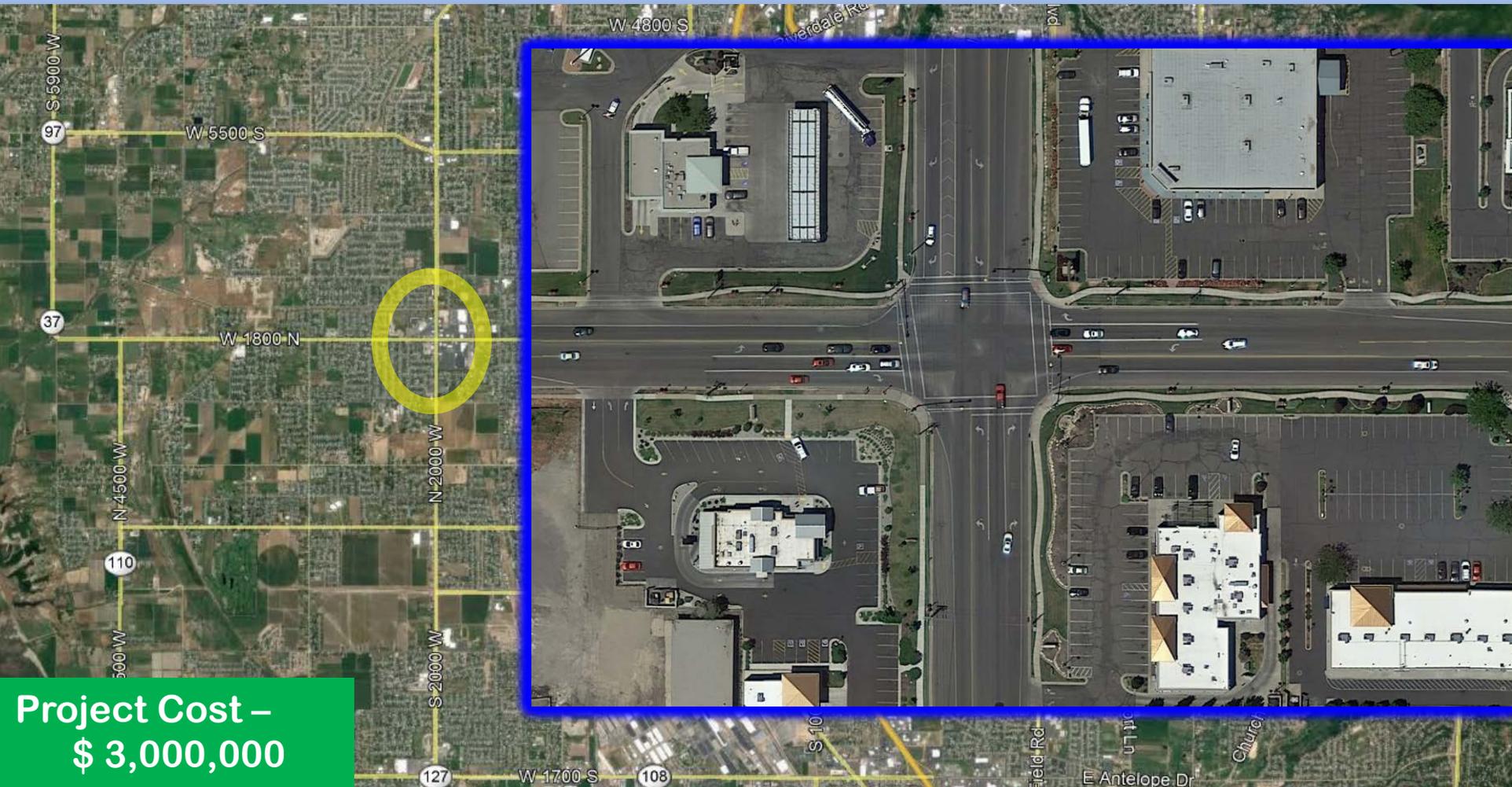
Project Cost –
\$ 3,711,400

Funds Request –
\$ 3,460,000

Phase two of the 500 West project will complete the road widening from 1900 South to 2800 South, approximately one mile. A signalized intersection will be installed at 2700 South to increase safety and mobility on this important north-south collector.

UDOT / Clinton – Dual Left Turn Lanes - Intersection Improvement Project Type – Operations

2000 West (SR-108) at 1800 North (SR-37)



**Project Cost –
\$ 3,000,000**

**Funds Request –
\$ 1,500,000**

The 2000 West and 1800 North Intersection is extremely congested and will become even more busy as 2000 West is widened to 5-lanes and the new interchange at 1800 North and I-15 is constructed.

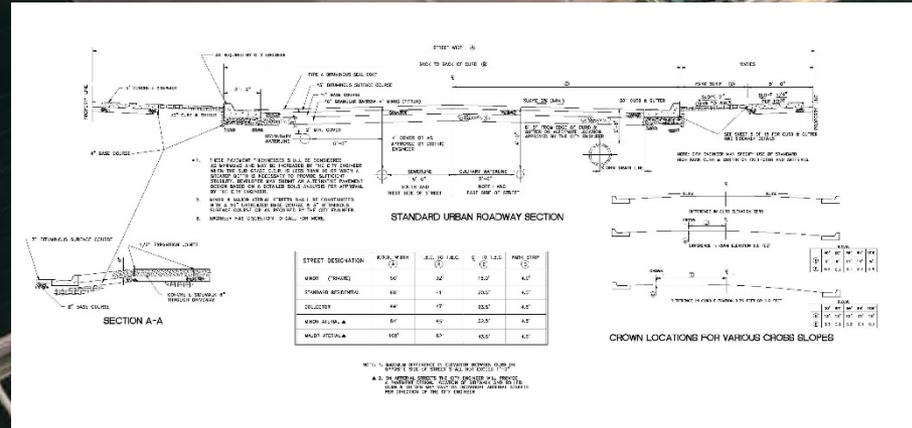
West Point – 300 North – Reconstruct/ Minor Widening Project Type - Reconstruction

2000 West to 3000 West



**Project Cost –
\$ 3,787,200**

**Funds Request –
\$ 3,508,431**



Widen to a three lane section and install curb, gutter and sidewalk. Provide turn lanes at all intersections.



UDOT – Connected Vehicle Infrastructure Project Type – ATMS or ITS

Ogden/ Layton Urbanized Area



Connected Vehicles are about to fundamentally alter traffic management capabilities by allowing the communication of vehicles to vehicles and vehicles to infrastructure via short range radio. This initial project will continue to develop connected vehicle technology using vehicle to infrastructure systems to help maintain bus schedules. This technique is intended to allow a bus that is behind schedule to request an extended green light cycle in order to help the bus maintain schedule.

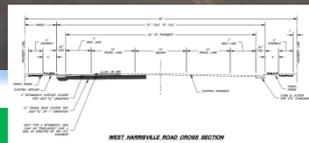
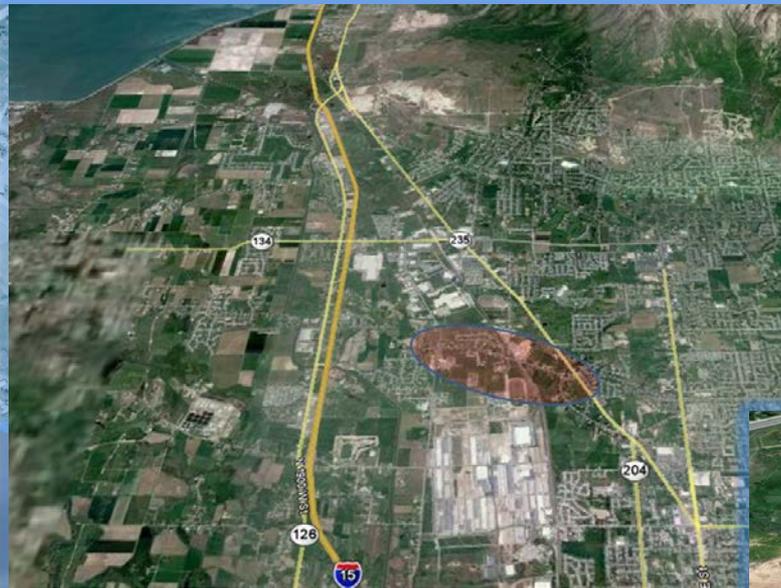
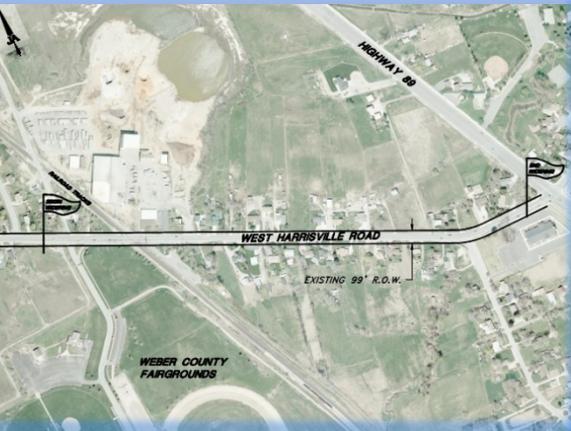
**Project Cost –
\$ 1,200,000**

**Funds Request –
\$ 1,124,000**

Harrisville City – West Harrisville Road – Reconstruct w/ Minor Widen

Project Type - Reconstruction

Highway 89 to 750 West



Project Cost –
\$ 3,797,500

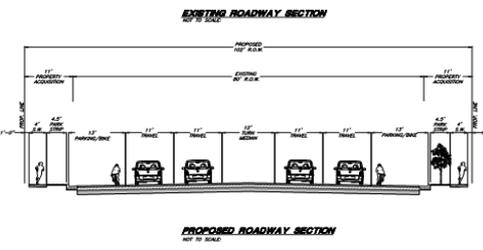
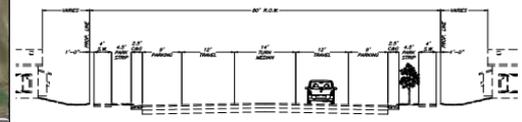
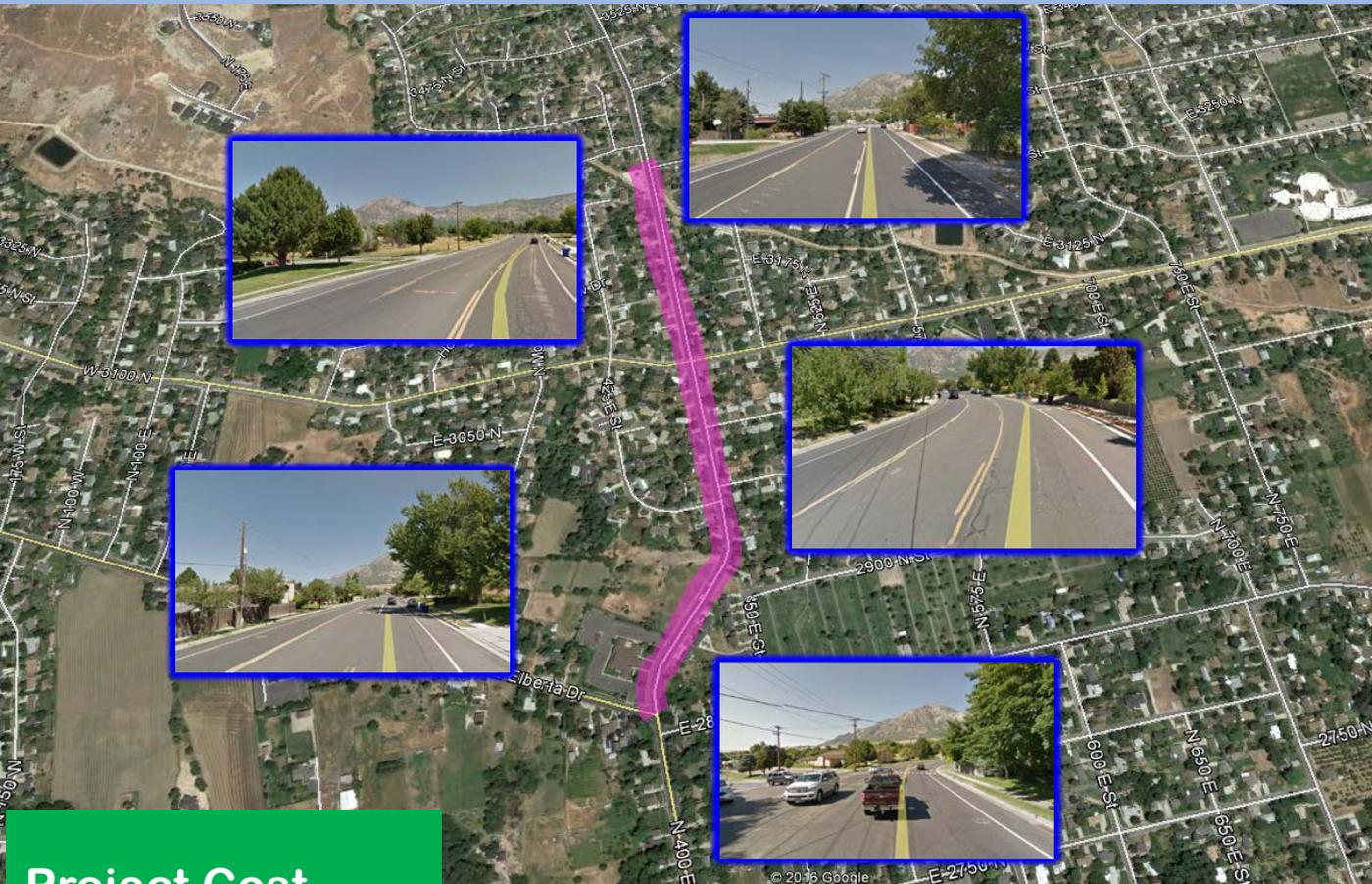
Funds Request –
\$ 3,423,872

This project will reconstruct and widen to a consistent 3-lane facility. Existing facility has one lane each direction with an inconsistent width of pavement. This project will accommodate a center lane for turning movements and increase safety and capacity.

North Ogden City – 450 East / 400 East – Widening Phase II

Project Type - Capacity

Elberta Drive to 3300 North



Project Cost –
\$ 10,508,400

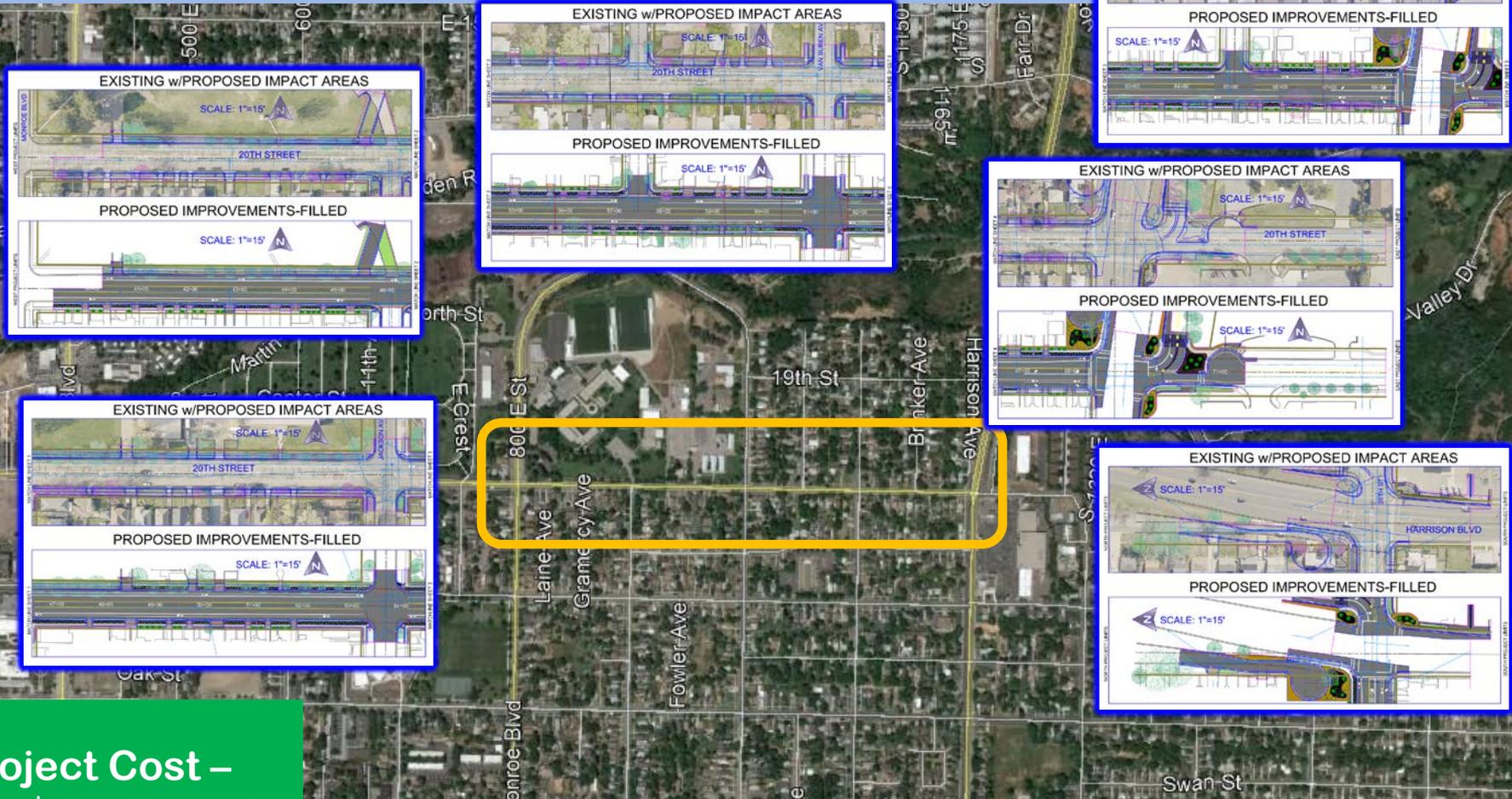
Funds Request –
\$ 7,288,162

To widen the existing roadway from one lane of travel in each direction to two lanes in each direction. This is a major collector street in the City that receives and distributes traffic from other collector/arterial roads and does not currently provide the level of service necessary.

Ogden City – 20th Street - Reconstruction

Project Type - Reconstruction

Monroe Blvd to Harrison Blvd



Project Cost –
\$ 5,471,100

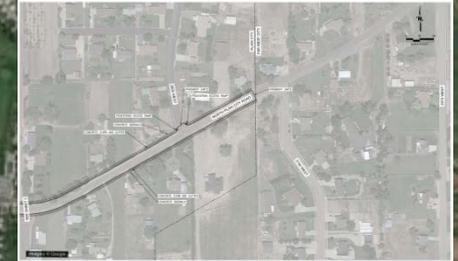
Funds Request –
\$ 4,654,508

Structurally, the pavement is distressed and is rated as poor. Severe cross-slopes, deep gutters and antiquated storm drain inlets are out of standard and are liabilities. 20th is a "gateway road" into Ogden, an improved roadway would reflect well on the City.

Plain City – North Plain City Road – Reconstruct with Minor Widening

Project Type – Reconstruct

3300 West to 2800 West



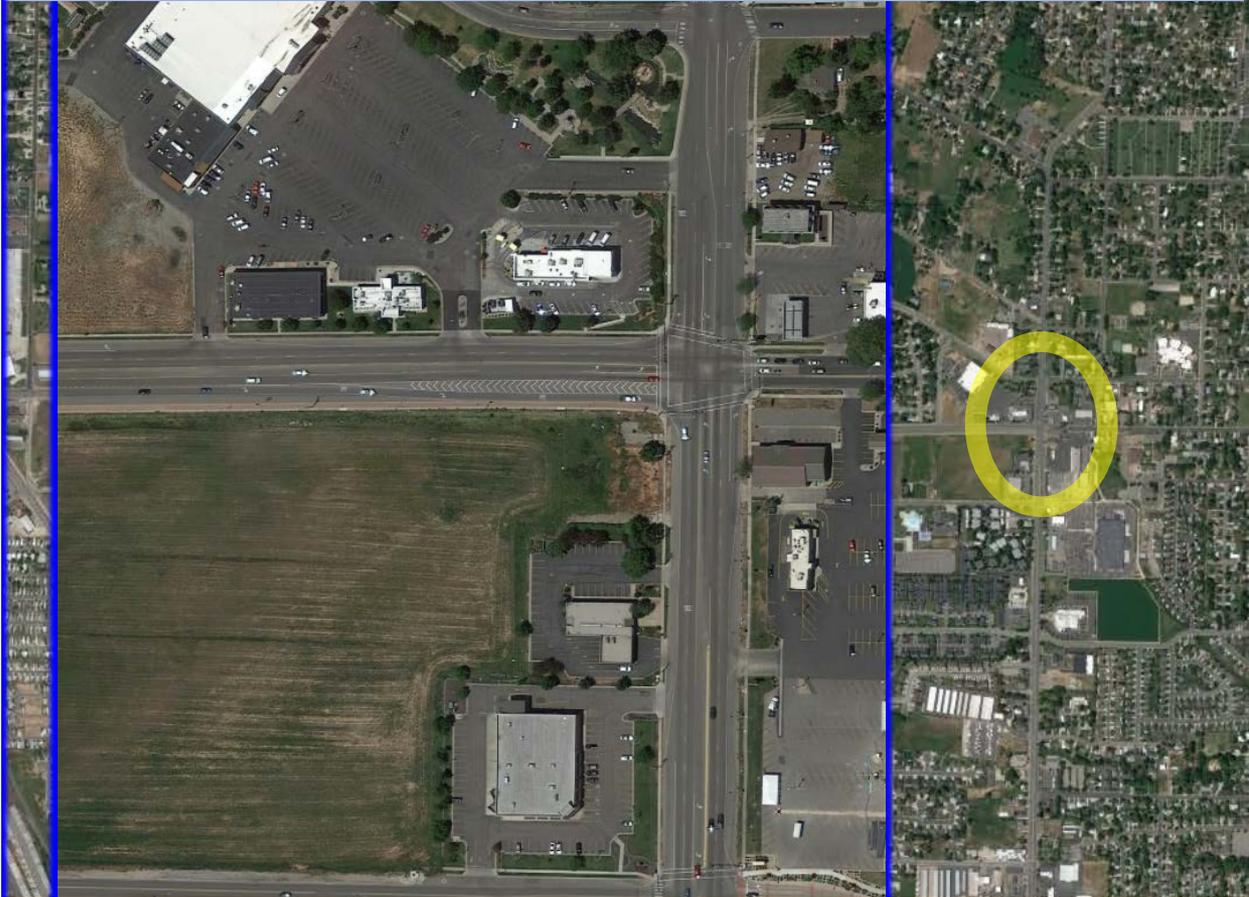
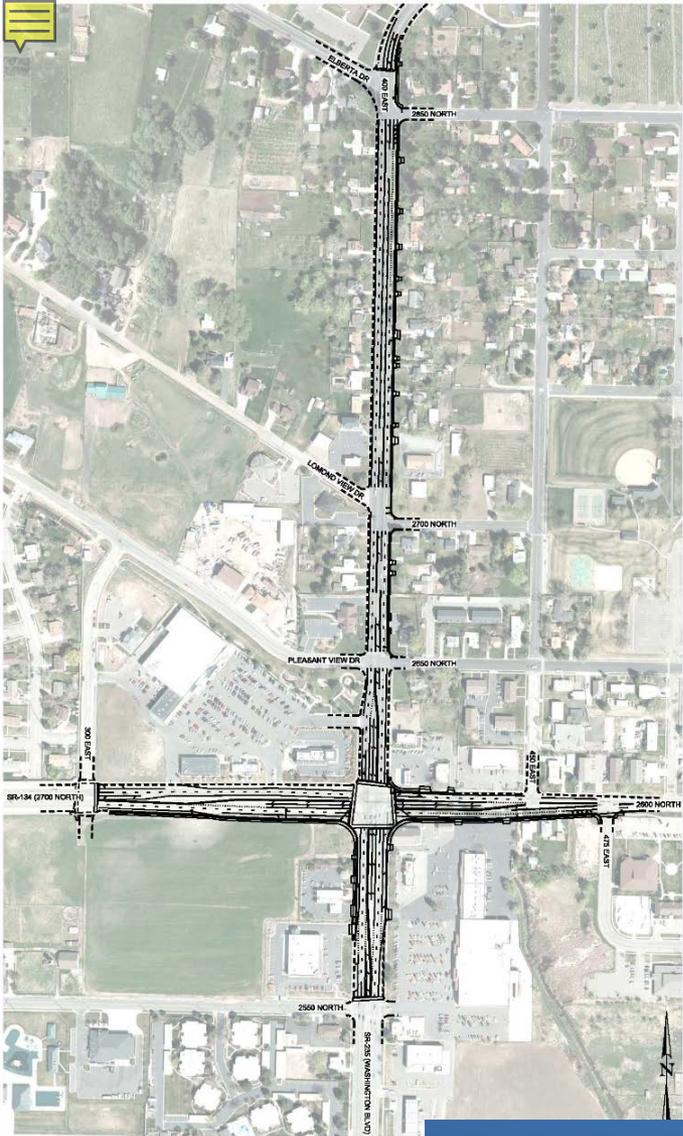
Project Cost –
\$ 7,360,800

Funds Request –
\$ 6,862,474

This project will widen North Plain City Road between 3300 West and approximately 2800 West to the city boundary. The project will include adding shoulders, reconstructing the existing asphalt section, and adding road improvements such as curb, gutter and sidewalk.

UDOT / North Ogden – Intersection Improvement Project Type – Operations

Washington Blvd (SR-235) and 2600 North (SR-134)



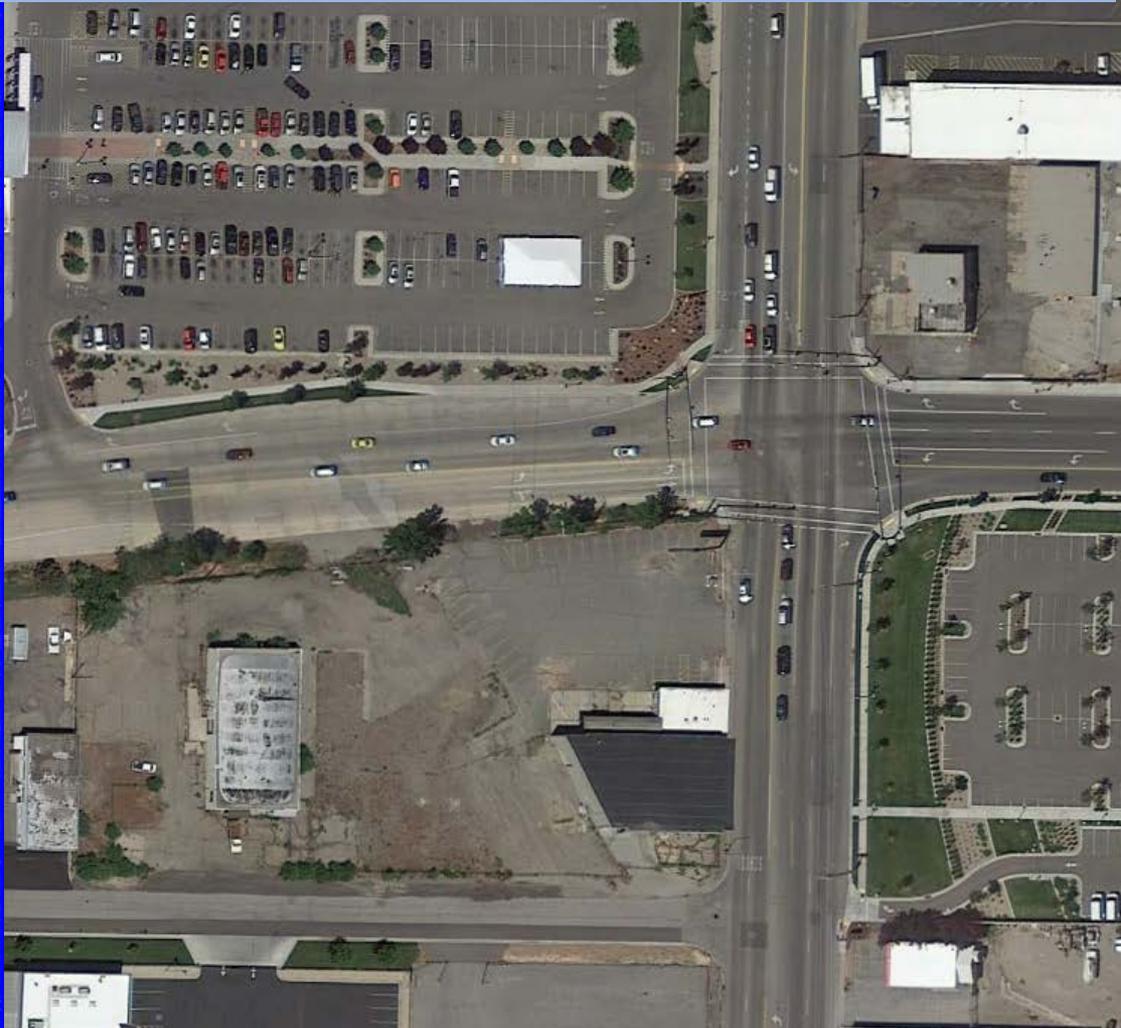
**Project Cost –
\$ 3,466,000**

**Funds Request –
\$ 1,000,000**

This intersection is projected to operate at LOS E in 2024 and LOS F in 2040 during the PM peak hour with significant queuing if no improvements are made. To maintain acceptable operations at this location this project is proposed along with improvement to the North and East legs (by North Ogden City).

UDOT / Ogden – Dual Left Turn Lanes - Intersection Improvement Project Type – Operations

Wall Ave (SR-204) at 20th Street (SR-104)



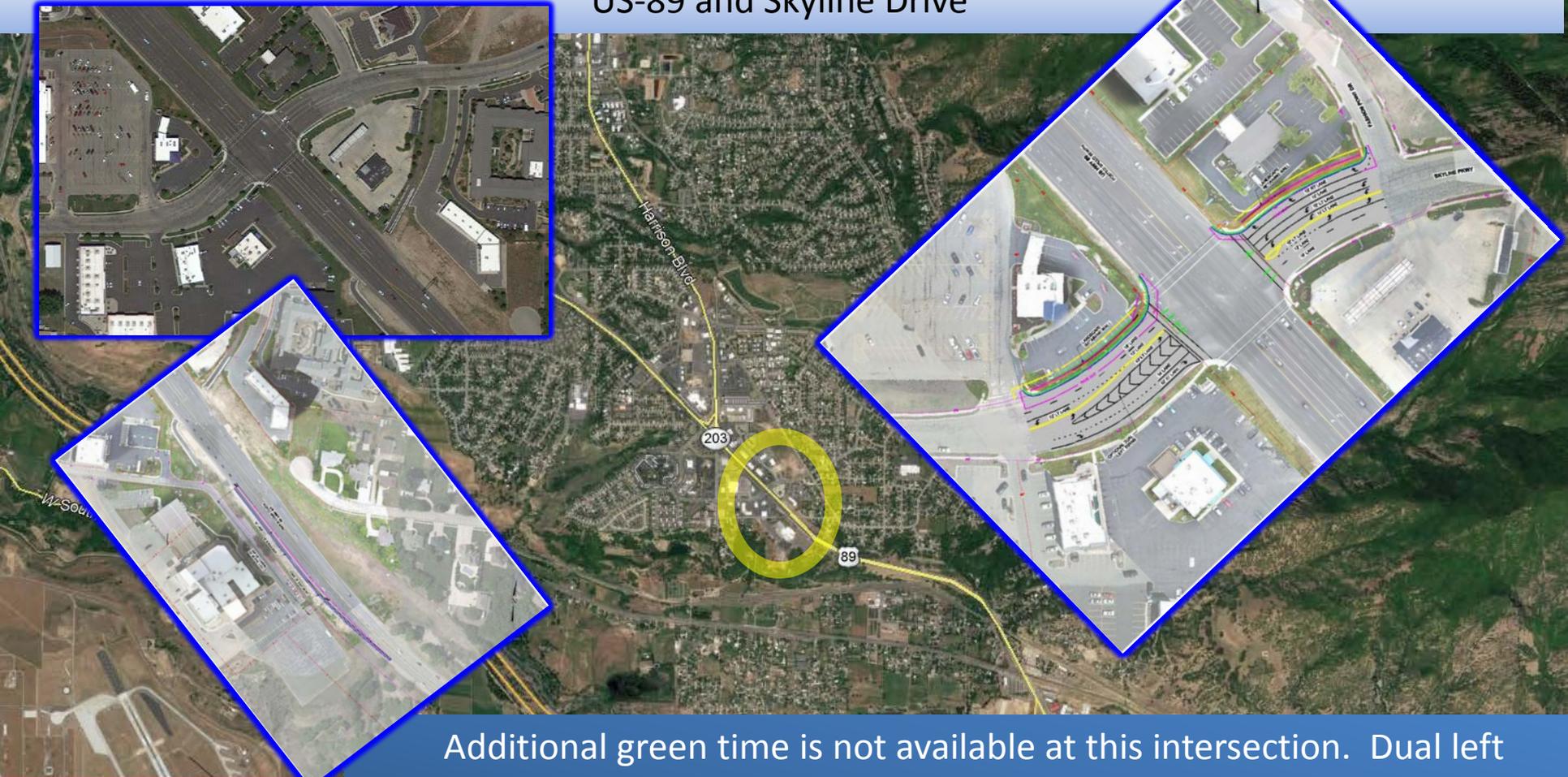
**Project Cost –
\$ 2,700,000**

**Funds Request –
\$ 2,500,000**

This project is to help improve traffic operations for NB traffic on Wall Ave to turn left onto 20th St which connects to I-15

UDOT / South Ogden – Intersection Improvement Project Type – Operations

US-89 and Skyline Drive



Additional green time is not available at this intersection. Dual left turn lanes can serve more traffic with less left turn green time on Skyline Dr. The existing auxiliary lane on US-89 is too short to make the lane attractive to drivers. Extending the auxiliary lane an additional 500 feet creates a more attractive lane, which evens out lane utilization through the intersection, improving operations.

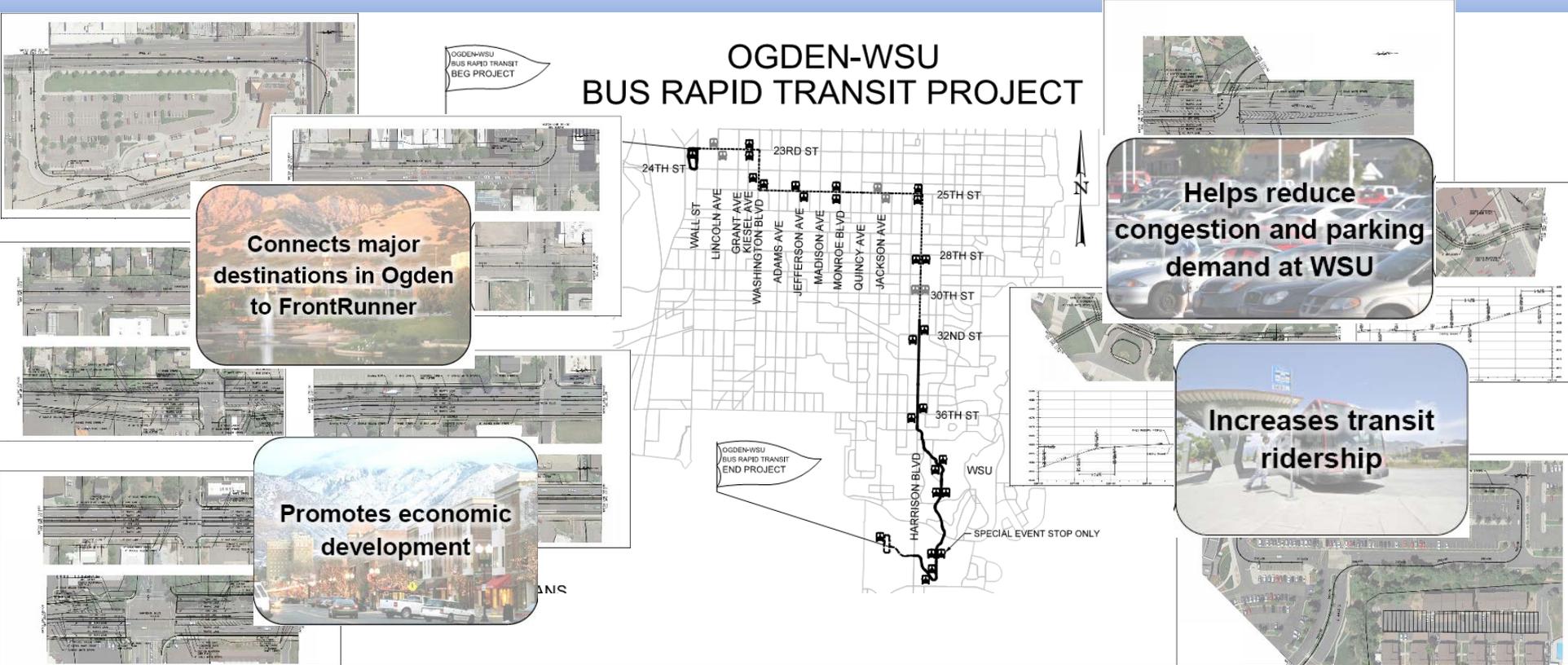
**Project Cost –
\$ 2,515,600**

**Funds Request –
\$ 1,500,000**

UTA – Ogden-WSU Bus Rapid Transit (Construction)

Project Type - Transit

Ogden Intermodal HUB (23rd/Wall) and McKay Dee Hospital (48th/Harrison)



**Project Cost –
\$ 75,000,000**

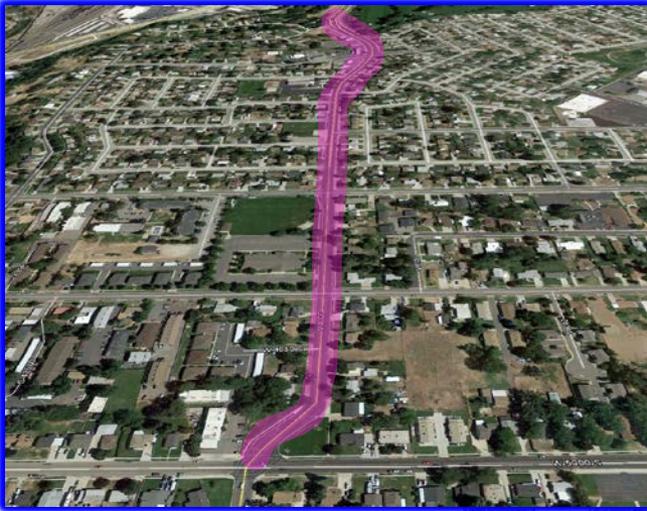
**Funds Request –
\$ 5,000,000**

The Ogden/Weber State University BRT will provide premium service between the Ogden intermodal and WSU/McKay Dee Hospital. The BRT will have 13 stations and operate on exclusive lanes from 30th and Harrison to the Dee Events Center. The O/M of this line comes from funds currently used on route 603 and Prop 1 sales tax.

Washington Terrace – 300 West - Reconstruction

Project Type - Reconstruction

5000 South to Washington Terrace/ Riverdale Boundary Line



Project Cost –
\$ 4,034,700

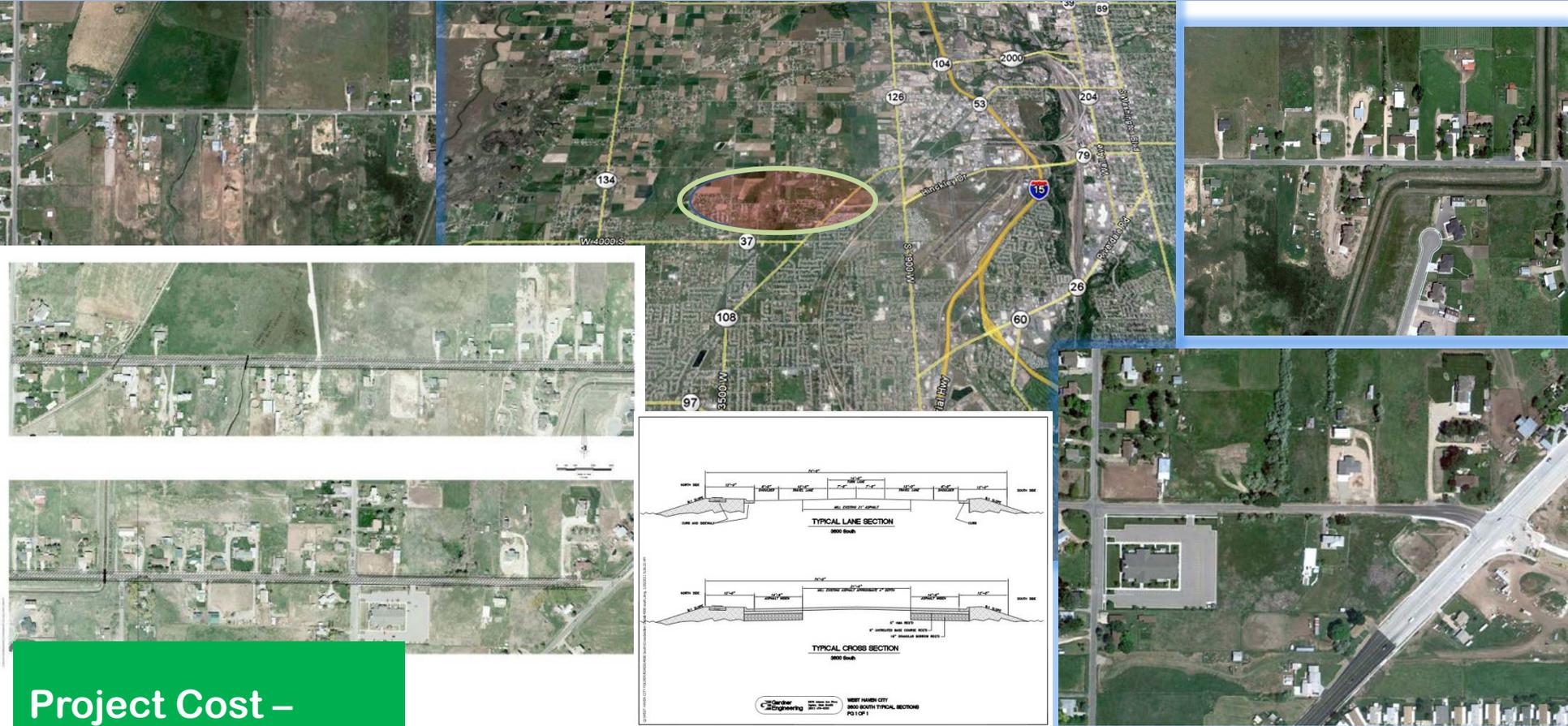
Funds Request –
\$ 3,645,013

300 West in Washington Terrace is used as a major alternate route between Riverdale Road and Washington Boulevard--in addition to carrying local traffic; bus traffic; and high school, middle school, and grade school vehicles. Current traffic volume is significantly heavier than the road was designed for, requiring excessive maintenance. The proposed project includes complete reconstruction of the pavement section on 300 West from the north City limits to 5000 South with an adequate load capacity and some minor contour adjustments.

West Haven City – 3600 South – Reconstruct with Minor Widening

Project Type - Reconstruction

3500 West to Midland Drive



Project Cost –
\$ 10,631,000
Funds Request –
\$ 9,829,239

The project includes milling/filling. 3600 South is a collector road for West Haven City that continues to see increased use. The improvement proposed will increase driver and pedestrian safety. This project will connect to the recently completed improvements on both the east and west ends.