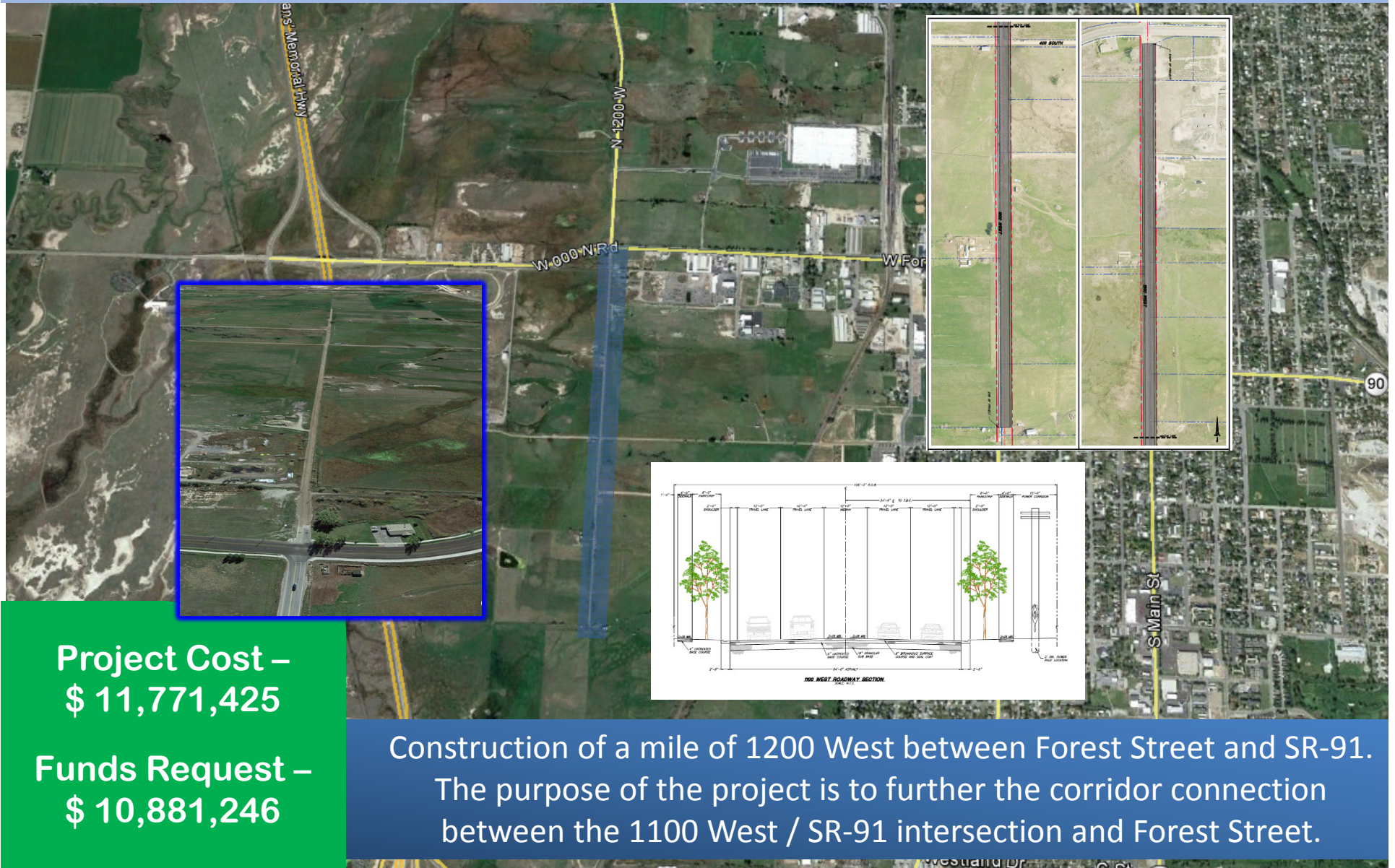


Brigham City – 1200 West Roadway Extension – New Construction

Project Type – Capacity

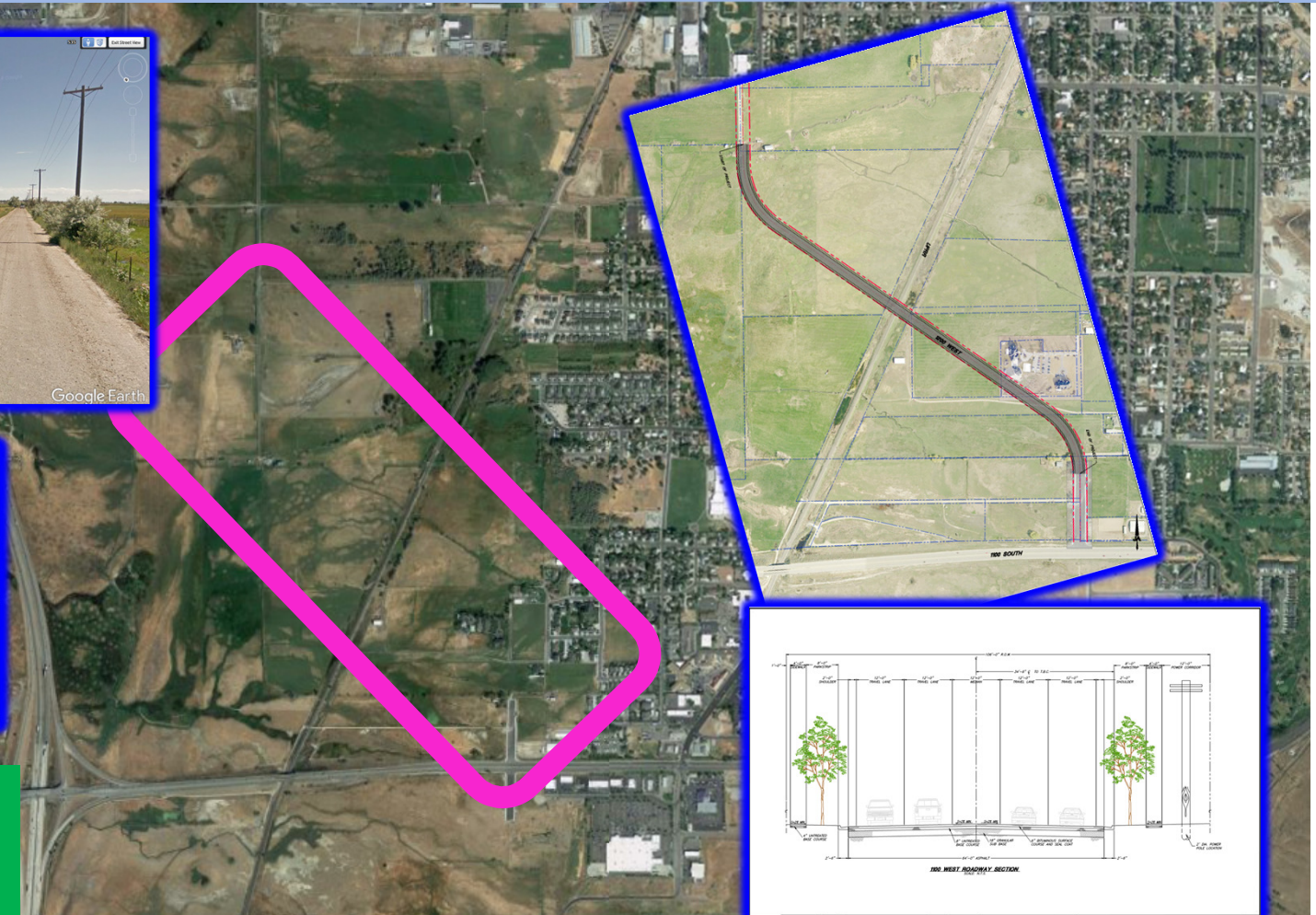
Forest Street to 750 South (Phase I) – (1.08 miles)



Brigham City – 1200 West Roadway Extension – New Construction

Project Type – Capacity

750 South to 1100 South (Phase II) – (1.0 miles)



**Project Cost –
\$ 46,281,800**

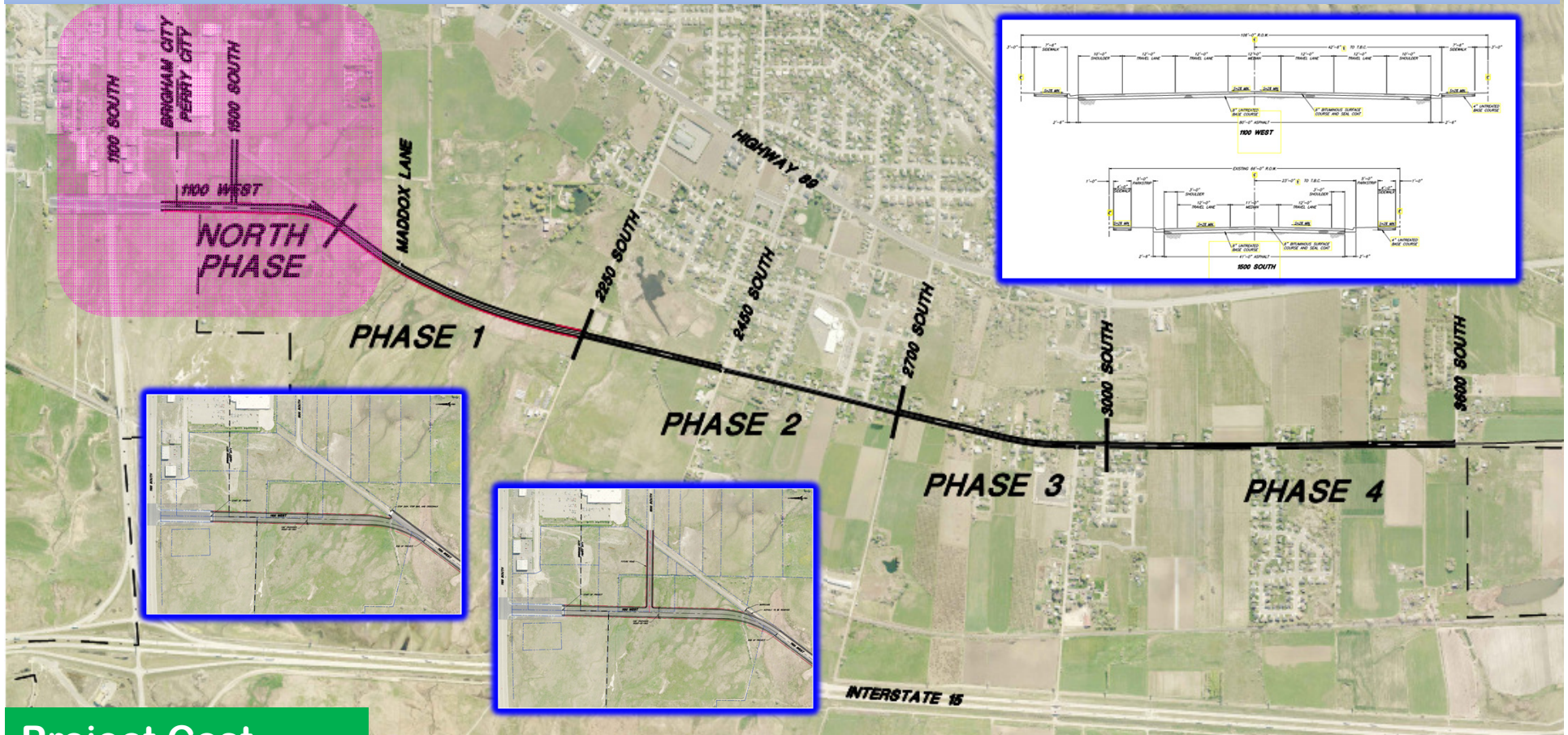
**Funds Request –
\$ 43,148,522**

The corridor will provide the main north/south transportation corridor for the western part of the City. Beginning at SR-13 with a 60-foot paved roadway and ends at the 1100 West/ 1100 South intersection. In addition to the new roadway this project will also construct a railroad overpass over the UPRR tracks.

Perry City – 1100 West Roadway Connection to 1200 West – New Construction

Project Type – New Construction

1100 South to 1600 South – (0.389 miles)



**Project Cost –
\$ 9,994,900**

**Funds Request –
\$ 9,201,708**

This project proposes to extend 1100 West from 1100 South intersection to Perry's 1200 West Corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.

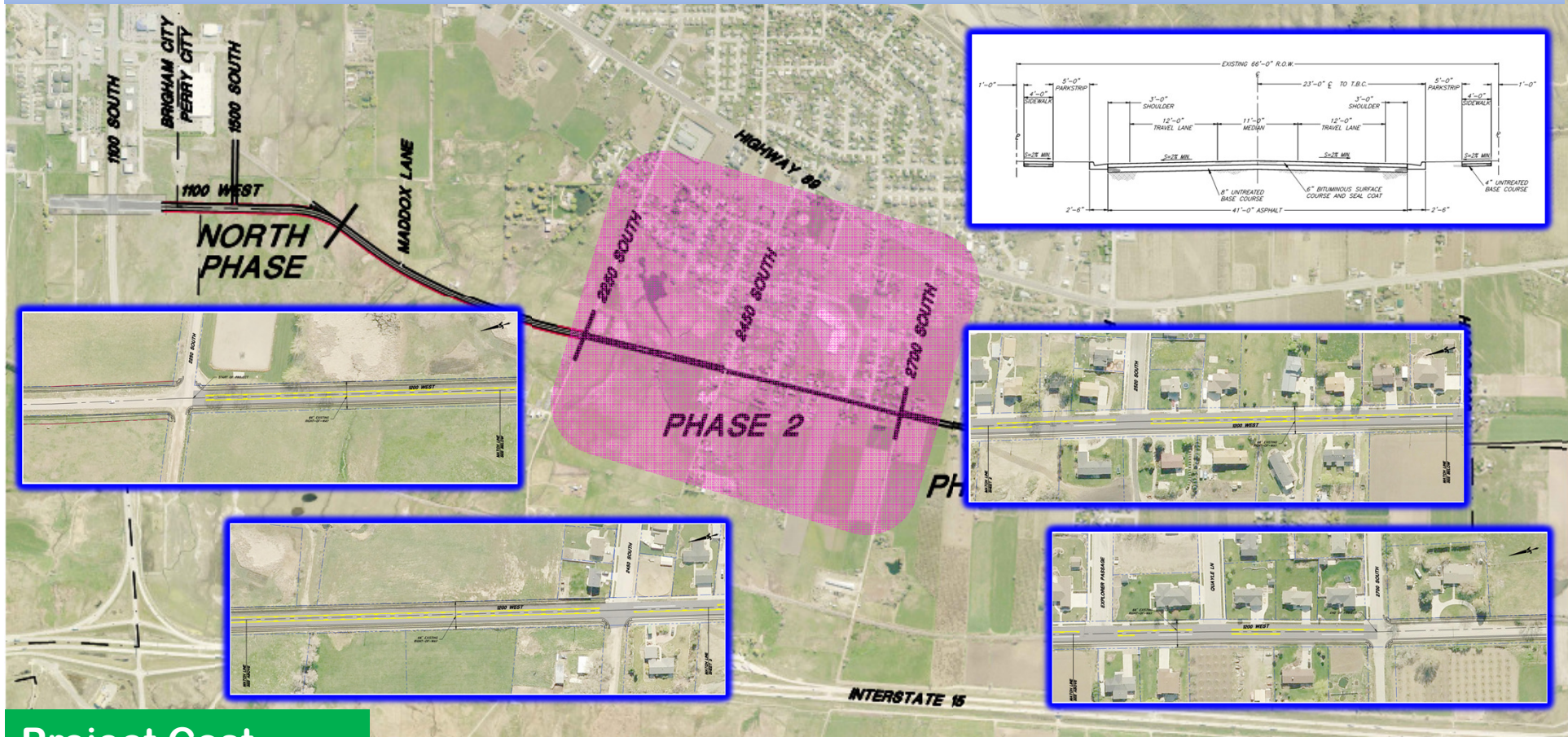
1600 South to 2250 South – (0.521 miles)



This project proposes to widen the 1200 West corridor and includes a 10' wide pedestrian/biking path. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.

Perry City – 1200 West Roadway Widening Phase 2 – Widening Project Type – New Capacity

2250 South to 2700 South – (0.393 miles)



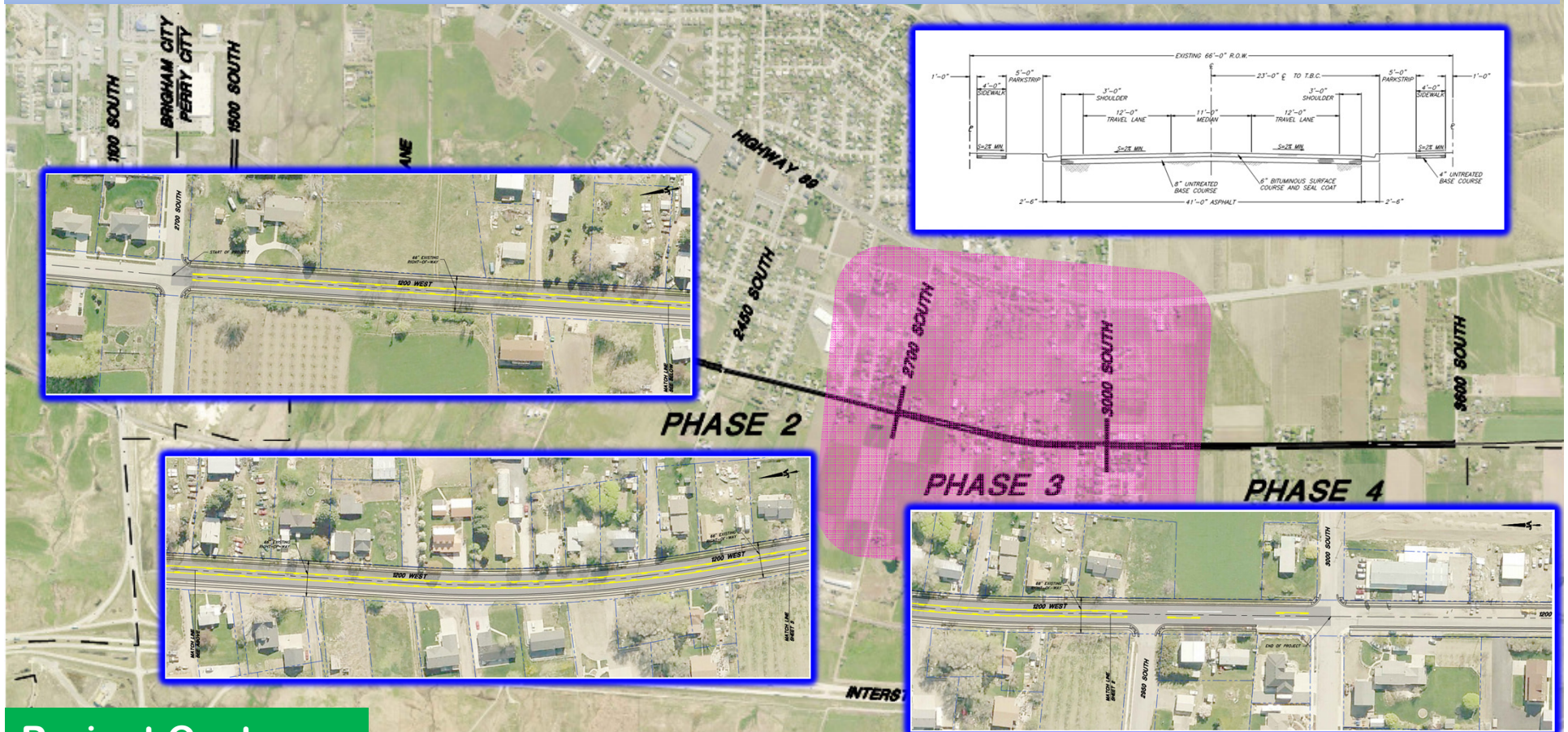
**Project Cost –
\$ 3,982,800**

**Funds Request –
\$ 3,596,627**

This project proposes to widen the 1200 West corridor and includes a 10' wide pedestrian/biking path. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.

Perry City – 1200 West Roadway Widening Phase 3 – Widening Project Type – New Capacity

2700 South to 3000 South – (0.459 miles)



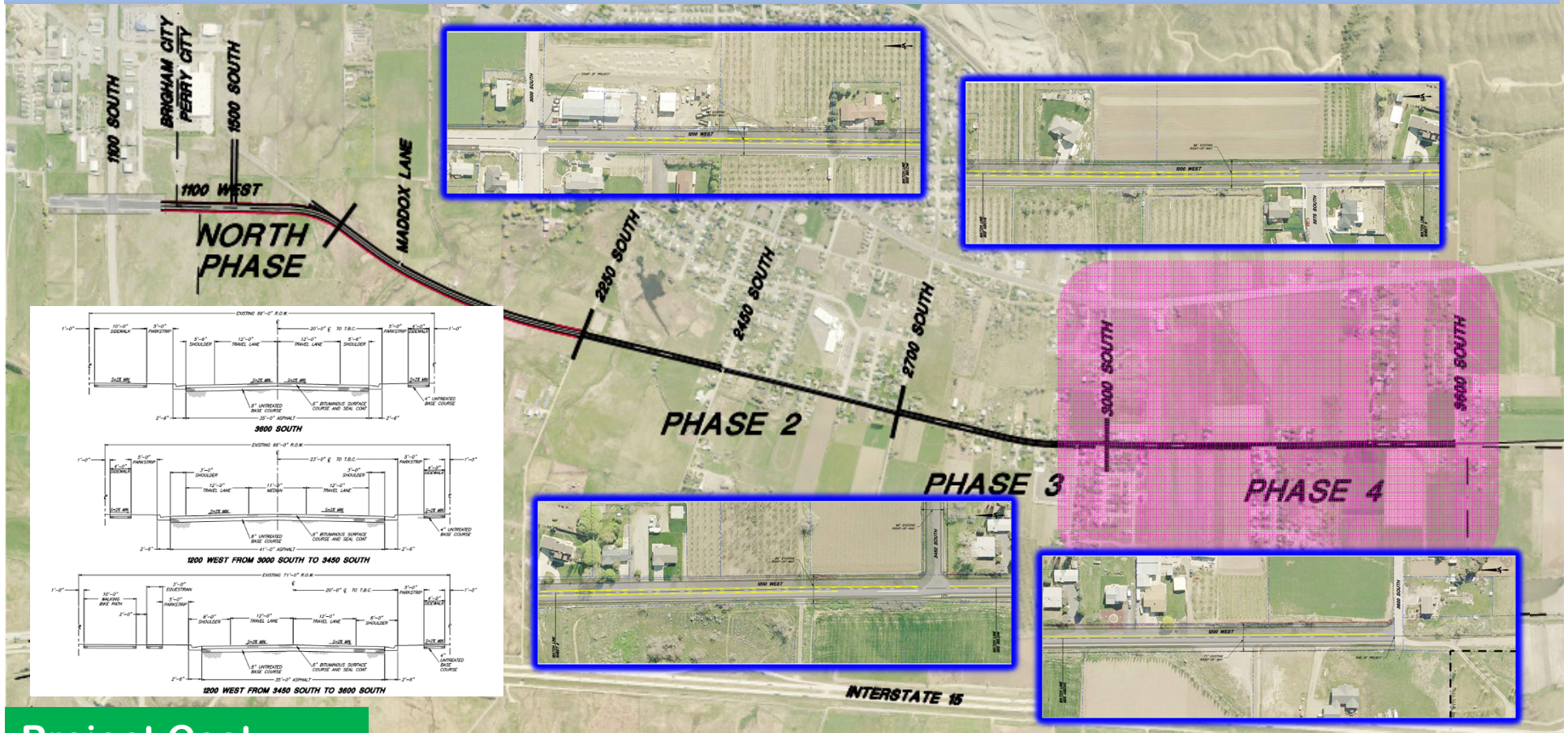
**Project Cost –
\$ 3,332,000**

**Funds Request –
\$ 2,989,886**

This project proposes to widen the 1200 West corridor and includes a 10' wide pedestrian/biking path. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.

Perry City – 1200 West Roadway Widening Phase 4 – Widening Project Type – New Capacity

3000 South to 3600 South – (0.753 miles)



**Project Cost –
\$ 5,060,600**

**Funds Request –
\$ 4,601,460**

This project proposes to widen the 1200 West corridor and includes a 10' wide pedestrian/biking path. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.

Clinton City – 1000 West Roundabout

Project Type – Intersection Improvement

1300 North & 1000 West – (0.25 miles)



Project Cost –
\$ 1,140,900

Funds Request –
\$ 550,000

The present roundabout at 1300 N and 1000 W is too small and has reached the end of its useful life. A full-size roundabout will be constructed to provide for better mobility for vehicles and added protection and safety for pedestrians and bikers as they travel to schools, parks, businesses, and residential areas.

Clinton City – 1500 West Roundabout Project Type – Intersection Improvement

1300 North & 1500 West – (0.3 miles)



Project Cost –
\$ 2,190,100
Funds Request –
\$ 1,000,000

The 1300 N 1500 W intersection is a 4-way stop controlled intersection. Sight distance on the southeast corner is obstructed due a hill. The project would remove the obstructions and construct a roundabout at the intersection to improve safety, and mobility for pedestrians, bicyclists, vehicles, and improve air quality.

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

Project Type – Reconstruction

Park Lane to Shepard Lane – (0.61 miles)



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



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

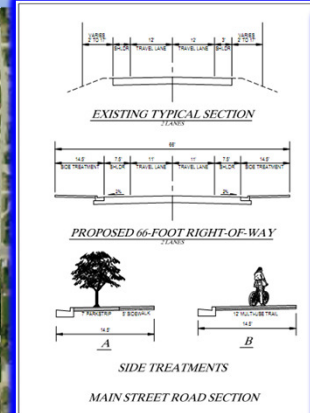
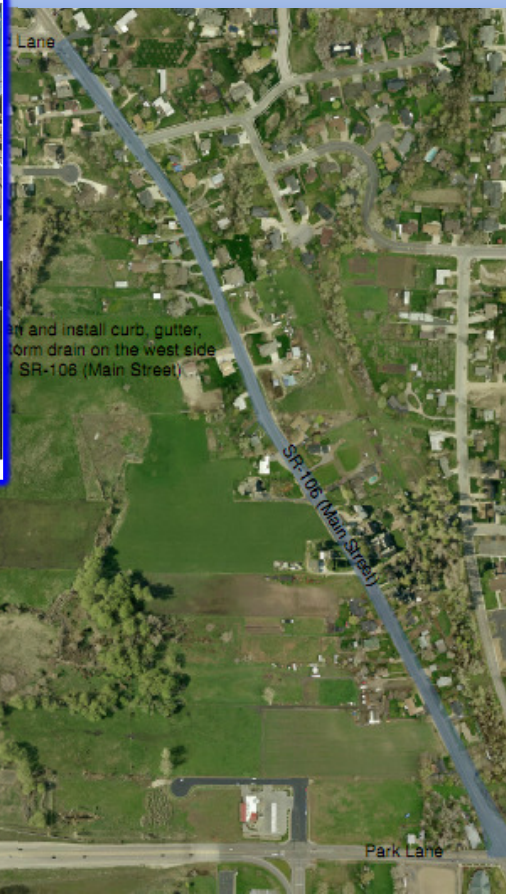


Figure 1: SR-106 (Main Street) Existing Conditions



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



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



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



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



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

**Project Cost –
\$ 2,287,800**

**Funds Request –
\$ 2,053,670**

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.

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

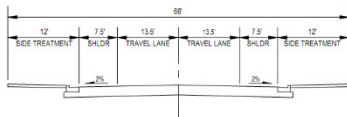
Project Type – Reconstruction

Glovers Lane to Lund Lane – (0.88 miles)

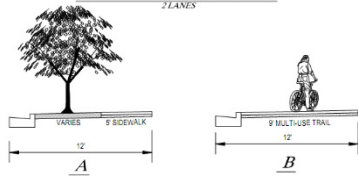
Figure 3: SR – 106 (200 East) Existing Conditions



MAJOR COLLECTOR



66-FOOT RIGHT-OF-WAY
2 LANES



SIDE TREATMENTS

Project Cost –
\$ 2,405,400

Funds Request –
\$ 2,223,908



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



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



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



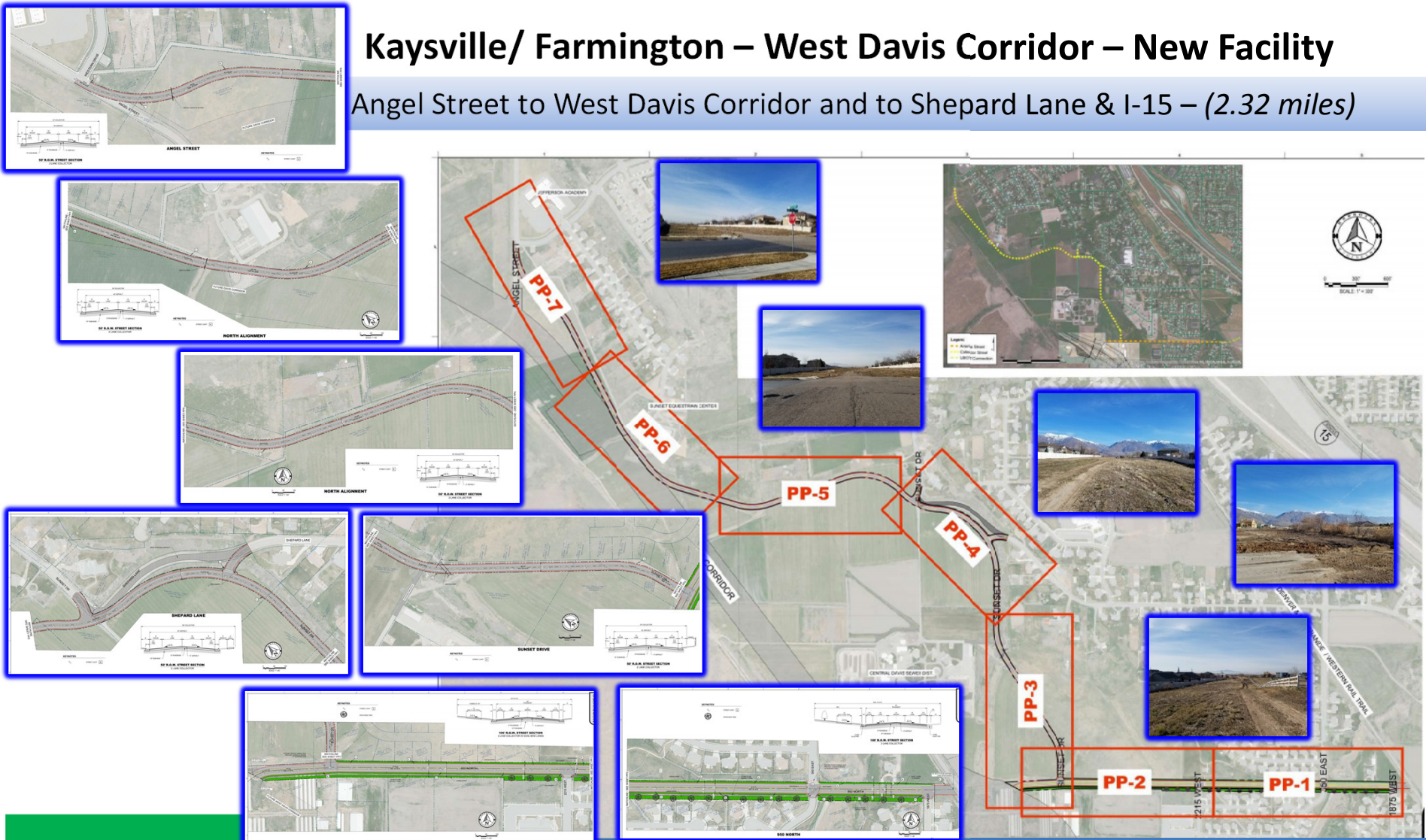
Figure 2: SR – 106 (200 East) Existing Conditions



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.

Kaysville/ Farmington – West Davis Corridor – New Facility

Angel Street to West Davis Corridor and to Shepard Lane & I-15 – (2.32 miles)



Project Cost –
\$ 17,975,000

Funds Request –
\$ 12,450,093

This project will construct a new road connecting the proposed Shepard Lane interchange on I-15 to the West Davis Corridor and Sunset Drive. This new roadway will provide mobility and access to these two major transportation corridors. Last year this project received part of the funding but additional funding is needed.

Kaysville City – Mutton Hollow – Intersection Improvements

Project Type – Operations

Main Street and Fairfield Road – (0.91 miles)



Project Cost –
\$ 5,278,000

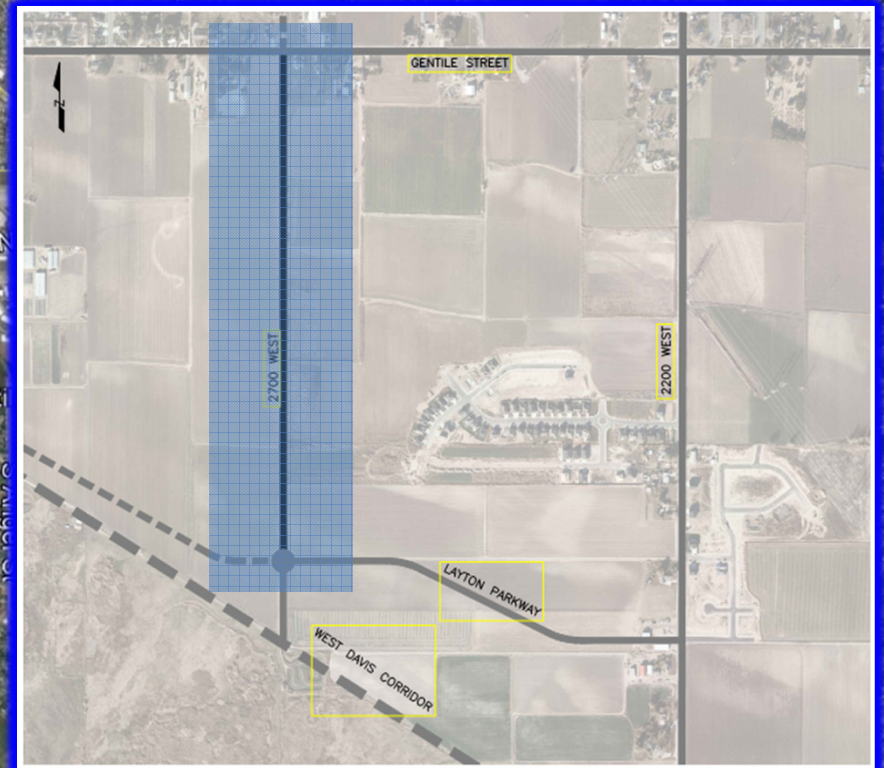
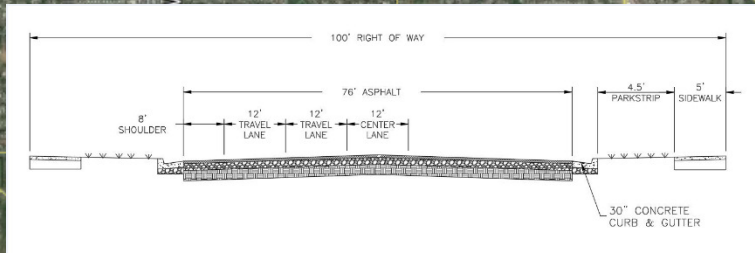
Funds Request –
\$ 3,000,000

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.

Layton – 2700 West -West Davis Corridor Connection – New Facility

Project Type – New Construction

Gentile and Layton Parkway to the West Davis Corridor – (0.74 miles)



**Project Cost –
\$ 10,681,700**

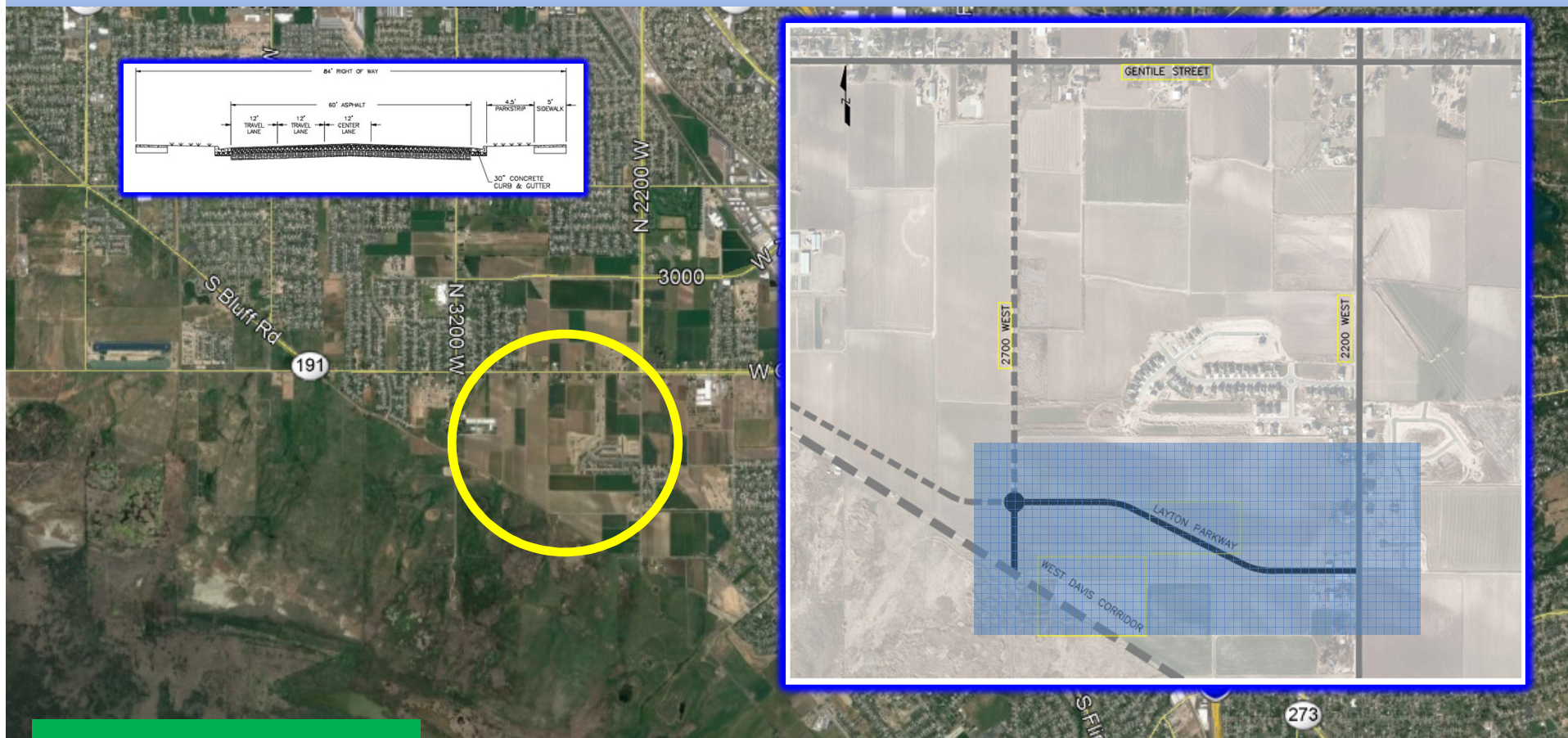
**Funds Request –
\$ 7,681,700**

The 2700 West –WDC project will provide increased access to the WDC, reduce out of direction travel, and improve traffic flow during peak times in the era. The improved access will also provide economic benefits for the surrounding community by encouraging the development of a planned business park.

Layton – West Davis Corridor Connection – New Facility

Project Type – New Construction

2200 West to 2700 West – (0.64 miles)



Project Cost –
\$ 6,159,100

Funds Request –
\$ 4,659,100

The Layton Parkway –WDC Connection is a critical component of the transportation network for residents to access the Corridor. This project will provide a needed connection between I-15 and WDC, resulting in greater mobility and improved traffic flow during peak times in the area.

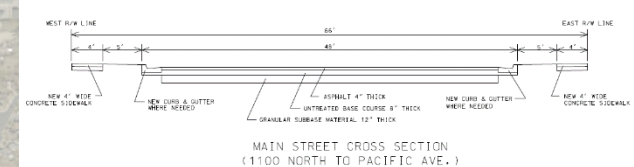
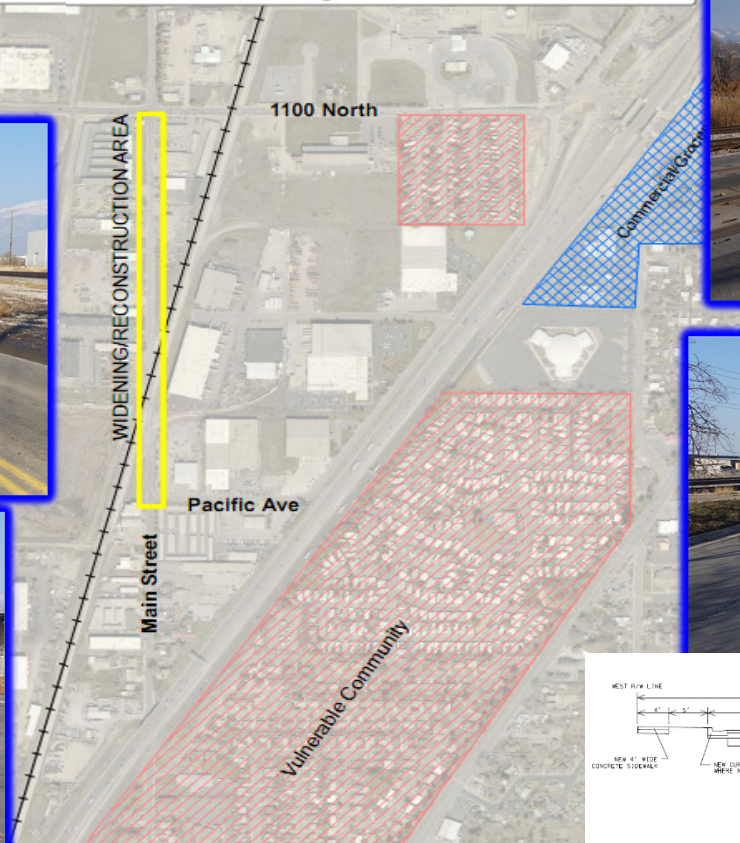
North Salt Lake – Main Street – Reconstruct with Minor Widening

Project Type – Reconstruction

Pacific Avenue to 1100 North - (0.5 miles)



Main Street Widening and Reconstruction



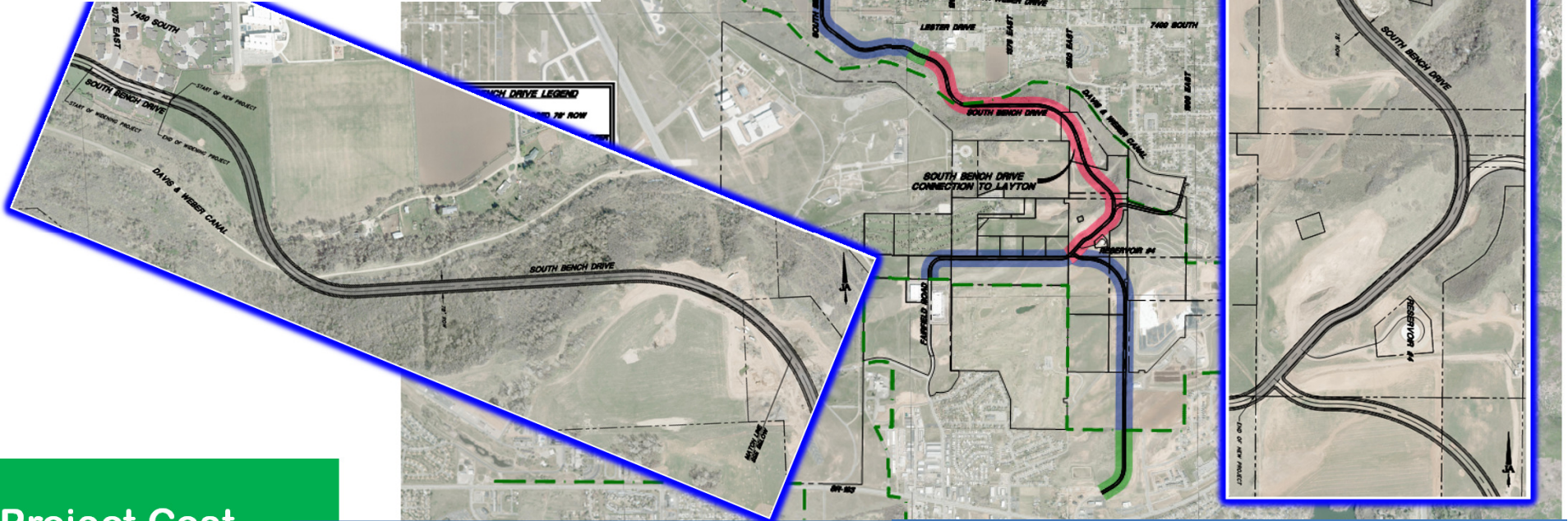
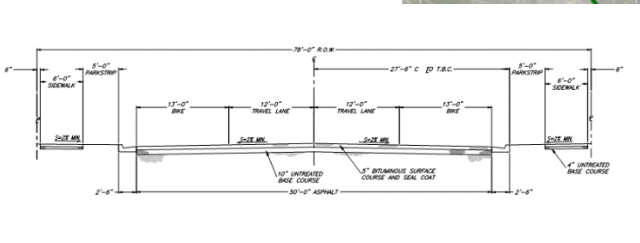
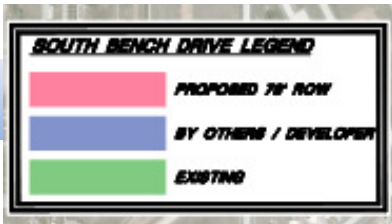
Project Cost –
\$ 3,645,300

Funds Request –
\$ 3,280,300

The pavement condition on Main Street is very poor. The rail crossing is unsafe because the tracks are at an oblique angle, so the road needs to be widened to improve safety. Nearby commercial growth and a developing Town Center require that pedestrian and cyclist facilities be constructed.

Project Type – Capacity

1075 East to Layton City Boundary – (1.46 miles)



**Project Cost –
\$ 18,724,300**

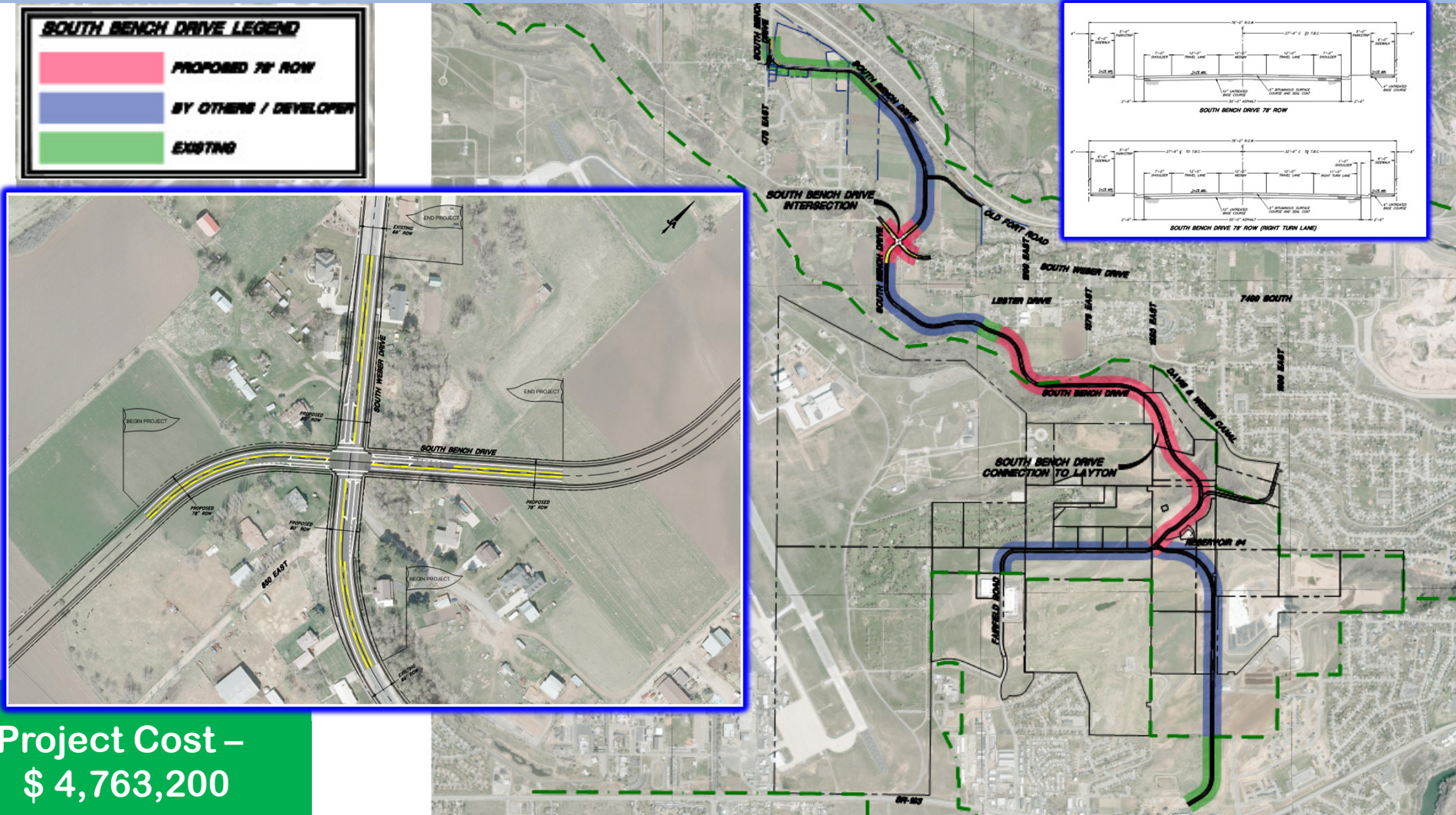
Funds Request
\$ 17,340,127

Construction of a new 78' ROW that will connect South Weber to the Layton City boundary. The present condition and configuration does not meet the City Standard cross section and cannot safely accommodate current and future vehicle and pedestrian traffic.

South Weber – South Bench Drive Intersection – New Construction

Project Type – Intersection/ Signal

South Weber Dr (SR-60) – Approx 825 East – (0.19 miles)



Project Cost –
\$ 4,763,200

Funds Request –
\$ 4,324,194

Construction of a new intersection on South Weber Drive (SR-60) for the new South Bench Drive, at approximately 825 East.

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

Project Type – Reconstruction

2010 South to 2800 South – (0.6 miles)



Project Cost –
\$ 3,990,800

Funds Request –
\$ 3,720,623

Phase 2 of the 500 West Project will complete the widening of 500 West from 2010 South to 2800 South and add a signalized intersection at 2700 South. This project increases safety and mobility as it connects to Phase 1, a previously STP funded project, and completes a 2.5 mile connection between 2 arterials and 3 cities.

An aerial photograph of a road intersection. A blue rectangular overlay is positioned over the intersection. The road is paved and has white lane markings. A green trash bin is visible on the right side of the road. The surrounding area includes fields, trees, and some buildings. The text 'UT-101 X' is visible on the road surface.

Funds Request – \$ 3,626,833

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

800 West and 1500 South – (0.25 miles)

**Project Cost –
\$ 1,056,500**

**Funds Request –
\$ 984,975**

**Project Cost –
\$ 1,056,500**

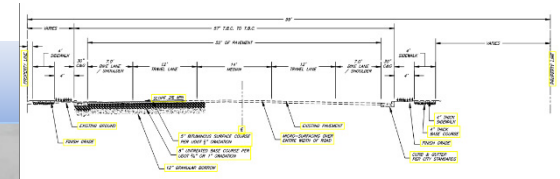
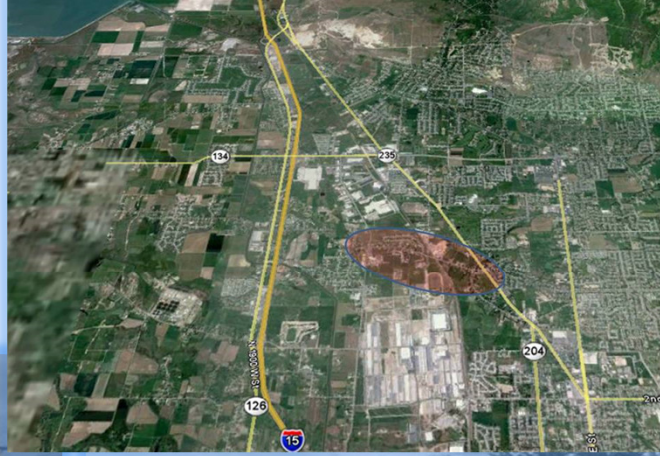
**Funds Request –
\$ 984,975**

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

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

Project Type - Reconstruction

Highway 89 to 750 West – (0.62 miles)



Project Cost –
\$ 3,460,200

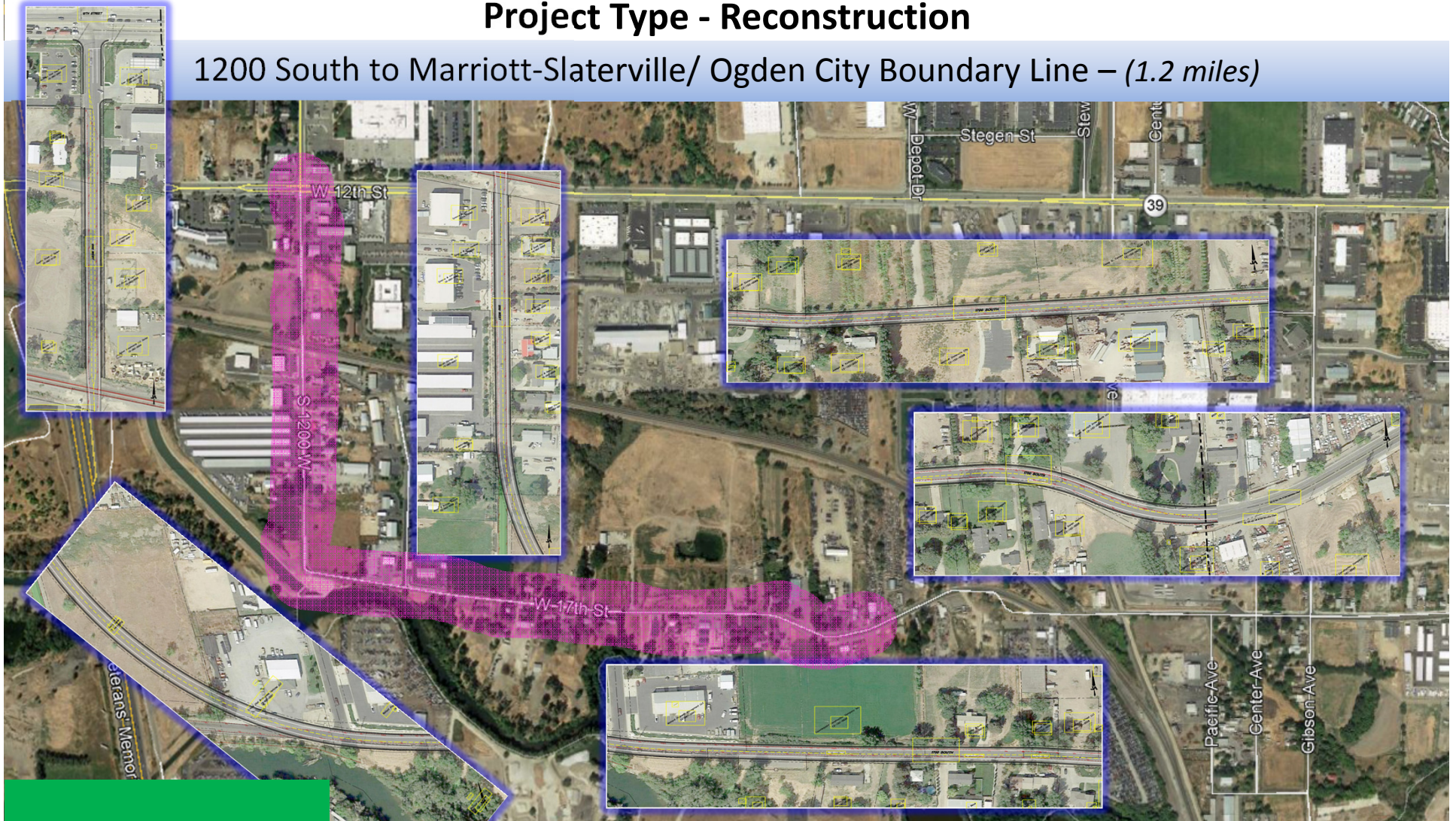
Funds Request –
\$ 3,109,407

Project will widen the south side of the West Harrisville Road. This is a two lane road - one lane each direction with an inconsistent width of pavement. Widening the pavement to a consistent width would allow an additional lane for turning movements, bike lanes, and increase safety and capacity.

Marriott-Slaterville City – 1700 South – Reconstruct w/ Minor Widen

Project Type - Reconstruction

1200 South to Marriott-Slaterville/ Ogden City Boundary Line – (1.2 miles)



Project Cost –
\$ 4,928,200

Funds Request –
\$ 4,478,023

The purpose of the 1700 South Improvement project is to continue the widening done by Ogden City along 1700 South. The project will provide curb and gutter and a slightly wider roadway and eliminate the dangerous bend south of the train tracks.

North Ogden City – 450 East / 400 East – Widening Phase II
Project Type - Capacity

Elberta Drive to 3300 North – (0.6 miles)



**Project Cost –
\$ 12,650,700**

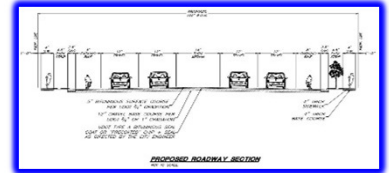
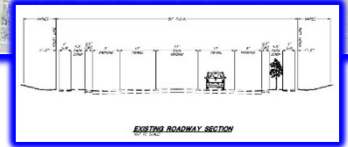
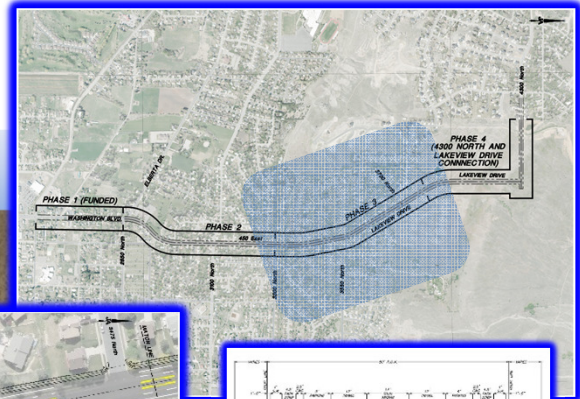
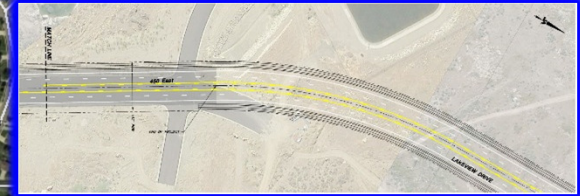
**Funds Request –
\$ 9,290,090**

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.

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

Project Type - Capacity

3300 North to 4050 North – (0.6 miles)



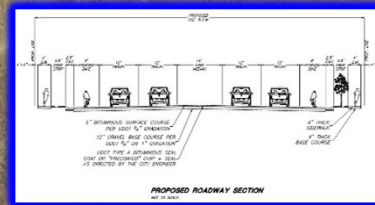
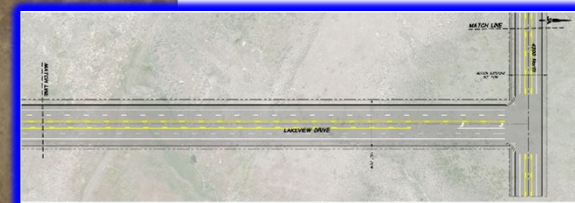
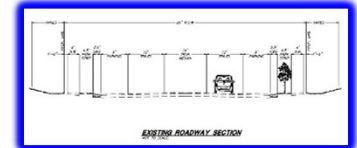
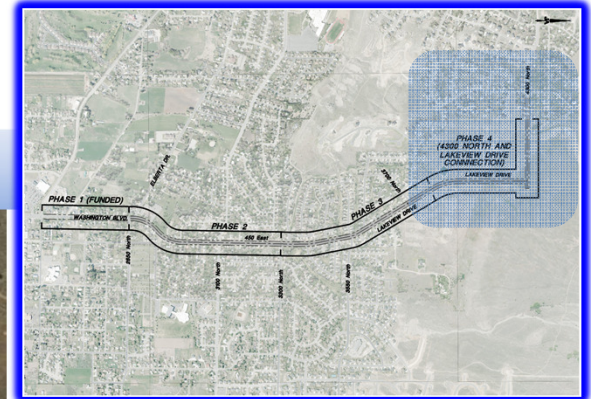
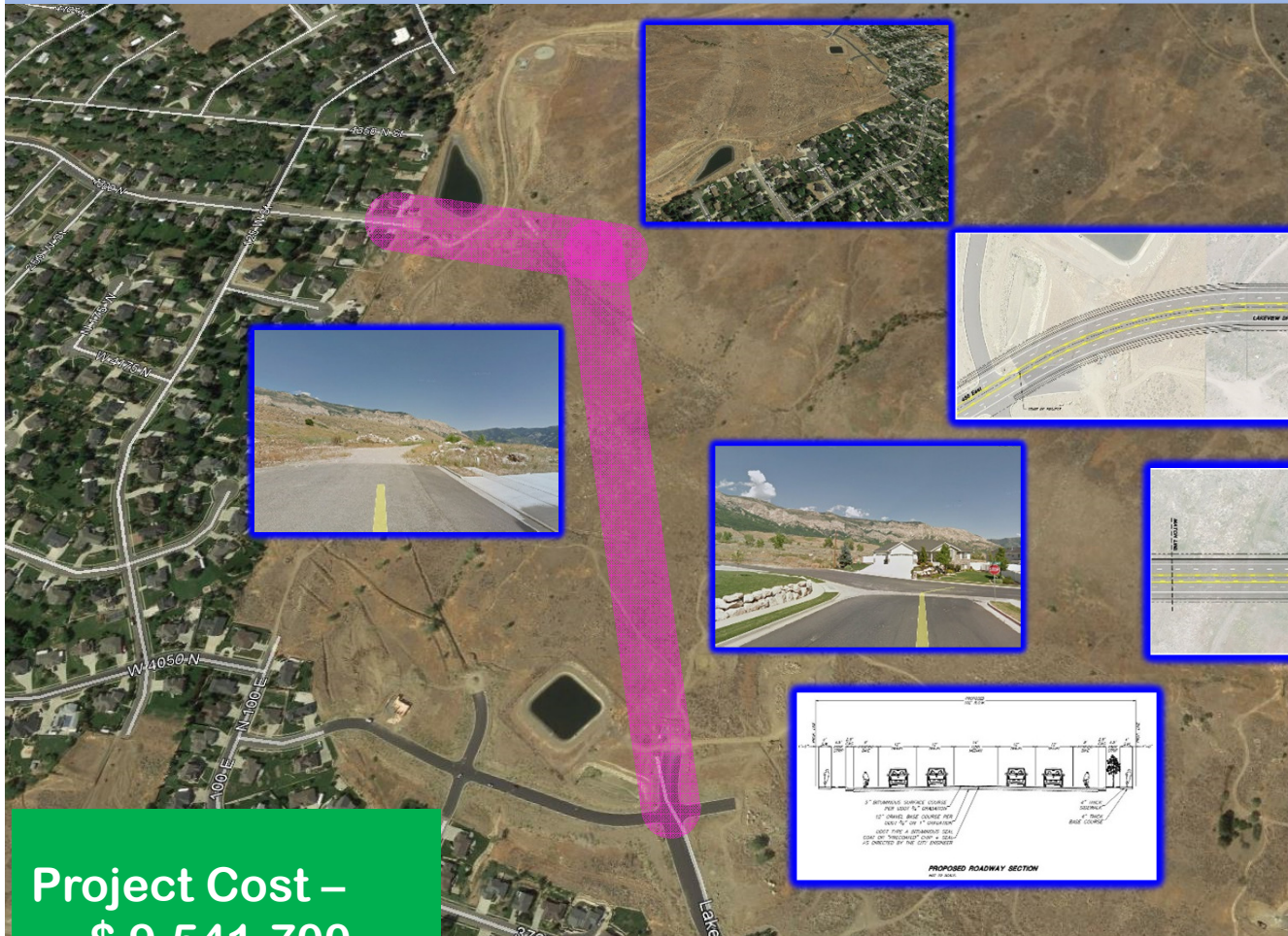
Project Cost –
\$ 12,463,000

Funds Request –
\$ 11,502,717

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.

North Ogden City – Lakeview Dr & 4300 So Connection – New Construction Phase IV - Project Type - Capacity

4050 North to stub of 4300 North – (0.6 miles)



**Project Cost –
\$ 9,541,700**

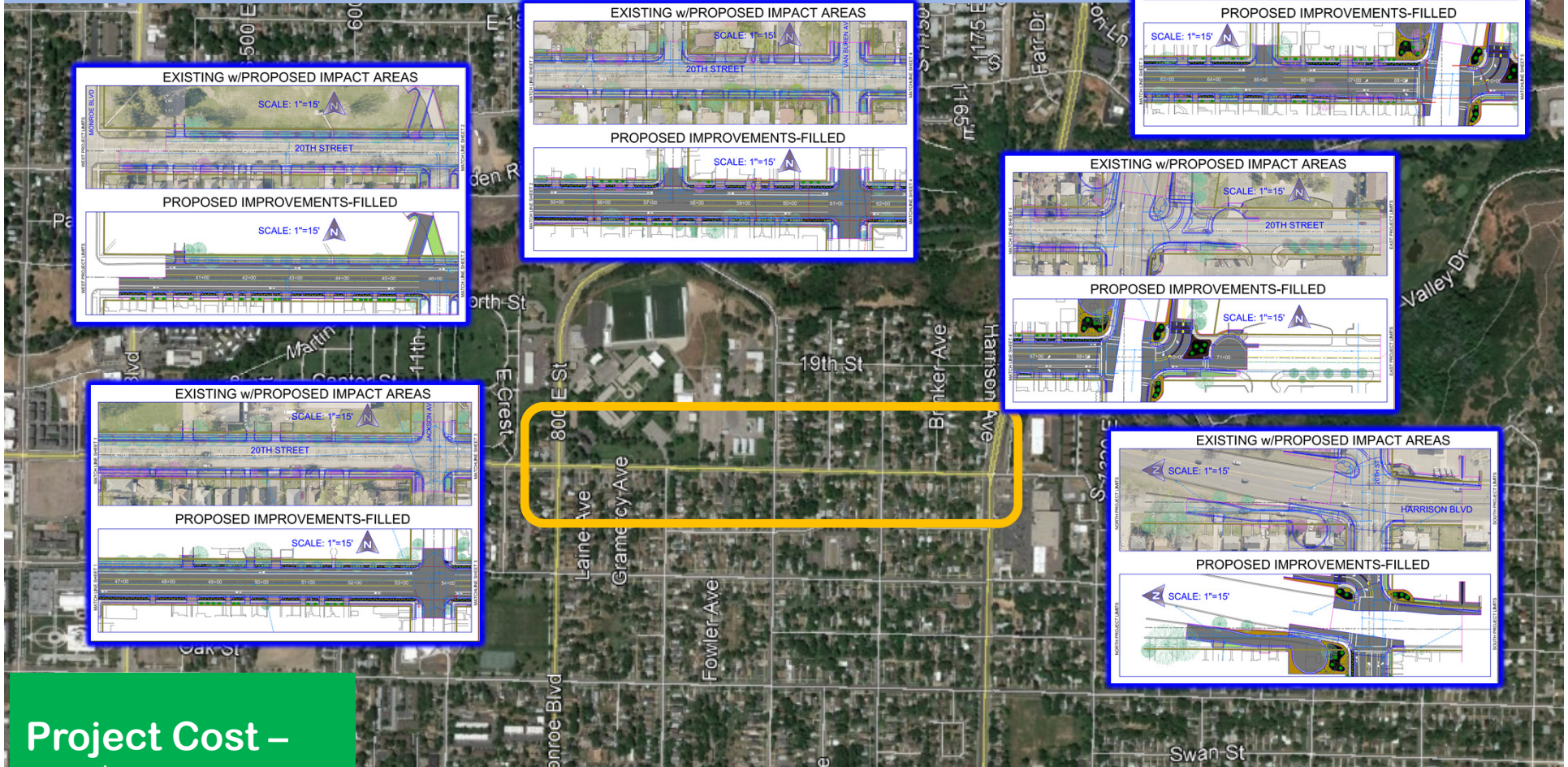
**Funds Request –
\$ 8,779,189**

To construct a roadway continueing with similar planned projects. 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 – (0.625 miles)



**Project Cost –
\$ 5,401,191**

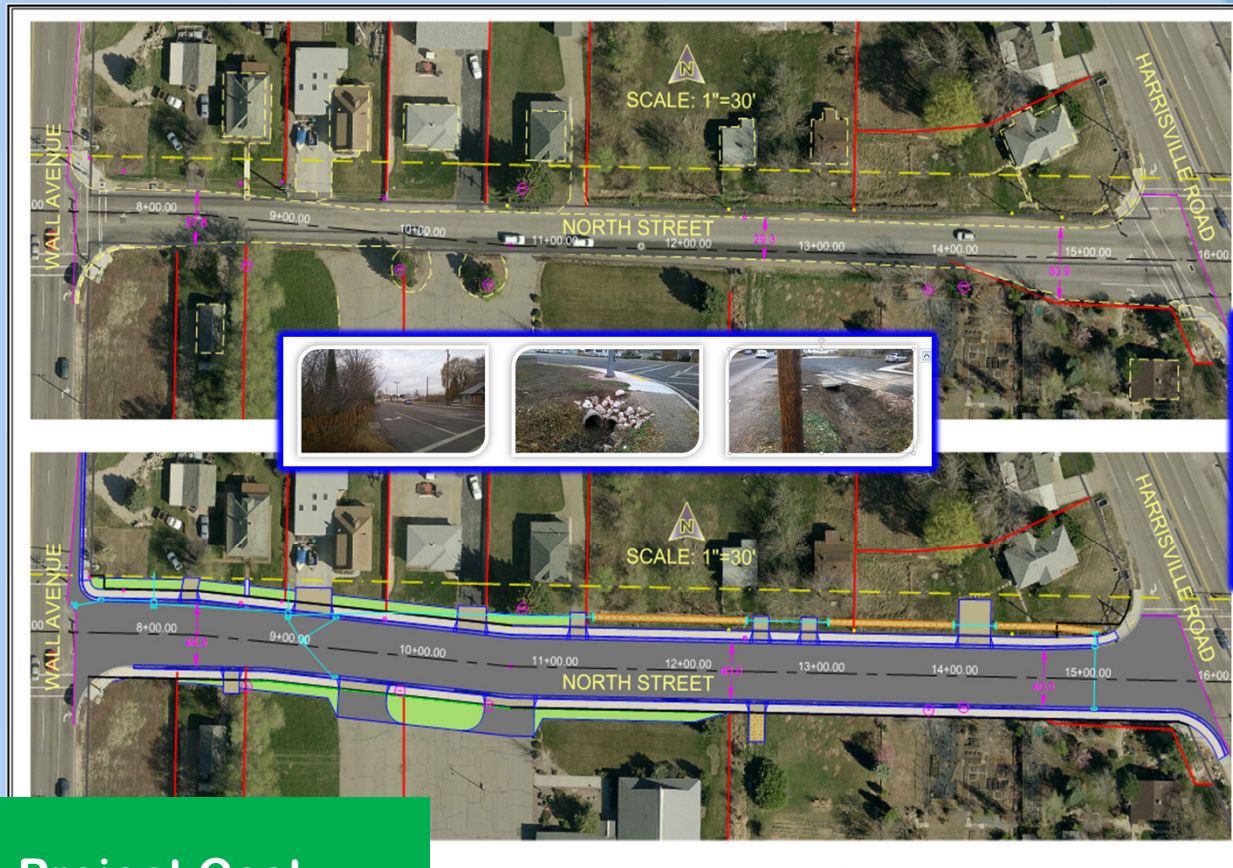
**Funds Request –
\$ 5,035,463**

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.

Ogden City – North Street (West) – Reconstruct w/ Minor Widen

Project Type - Reconstruction

Wall Ave to Harrisville Road – (0.15 miles)



**Project Cost –
\$ 1,414,400**

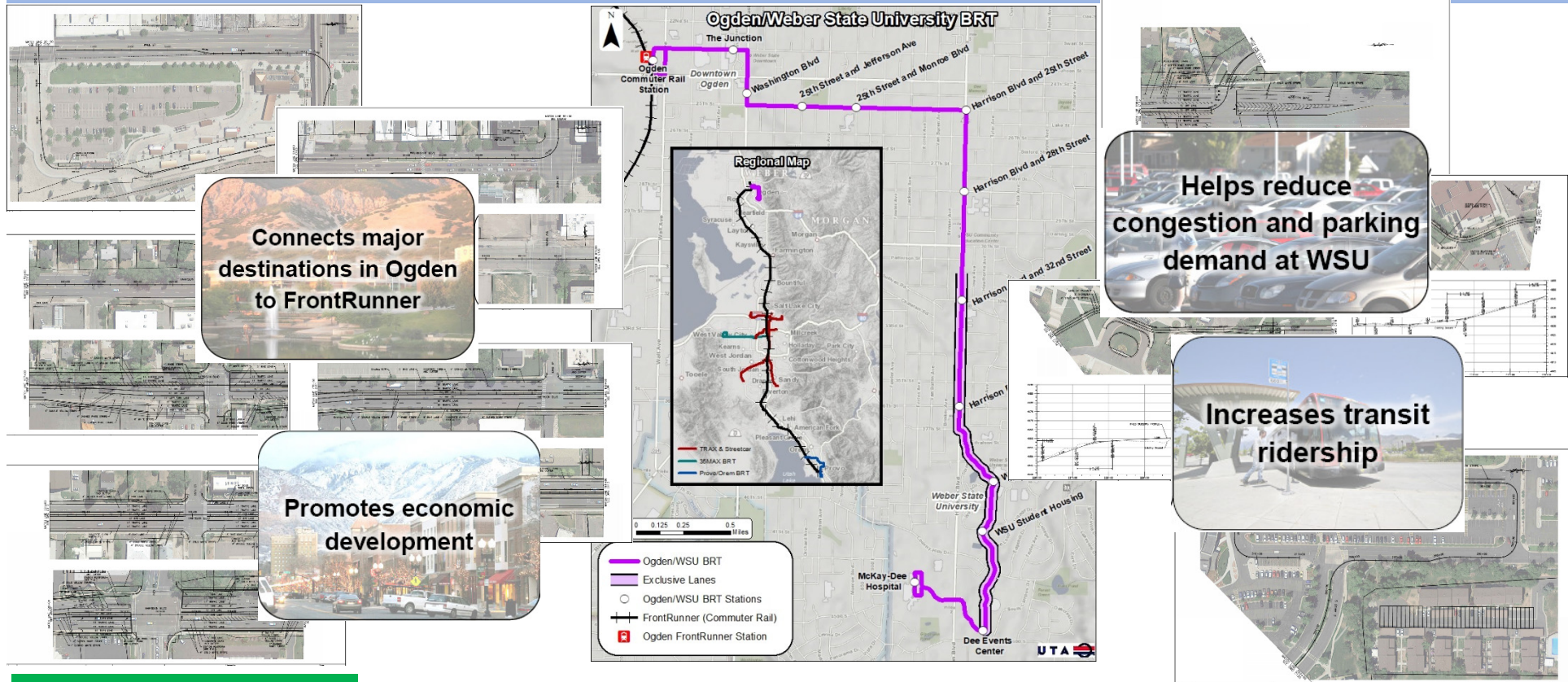
**Funds Request –
\$ 1,318,645**

Propose to widen roadway from 22 feet w/unimproved shoulders to 40' of pavement, c&g, sidewalk and utility work. An open secondary/storm drainage ditch runs along the north shoulder for half the roadway length and is proposed to be piped. Align lanes and provide sufficient queue lengths at intersections.

UTA – Ogden-WSU Bus Rapid Transit (Construction)

Project Type - Transit

Ogden Intermodal Hub (23rd/Wall) to McKay Dee Hospital (48th/Harrison) – (5.3 miles)



**Project Cost –
\$ 79,000,000**

**Funds Request –
\$ 1,500,000**

This request is for the construction of the Ogden/WSU Bus Rapid Transit Project. UTA is seeking an FTA Small Starts grant to fund just over 60% of the total project cost of \$79 Million, with the remainder of the costs coming from this request along with programed local and state funding.

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

Project Type – Reconstruct

2917 North to 3300 West – (0.413 miles)



Project Cost –
\$ 4,155,100

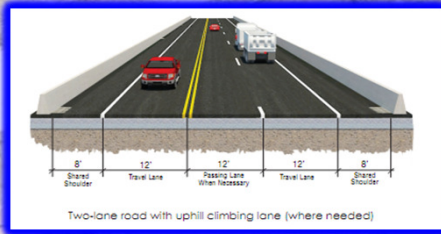
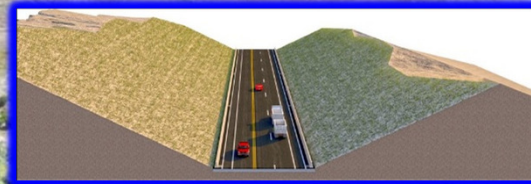
Funds Request –
\$ 3,873,800

This project will widen North Plain City Road between approximately 2917 West and 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.

Pleasant View – Skyline Drive Phase I – New Construction

Project Type – Capacity

Highway 89 to 1100 West – (1.45 miles)



**Project Cost –
\$ 32,338,200**

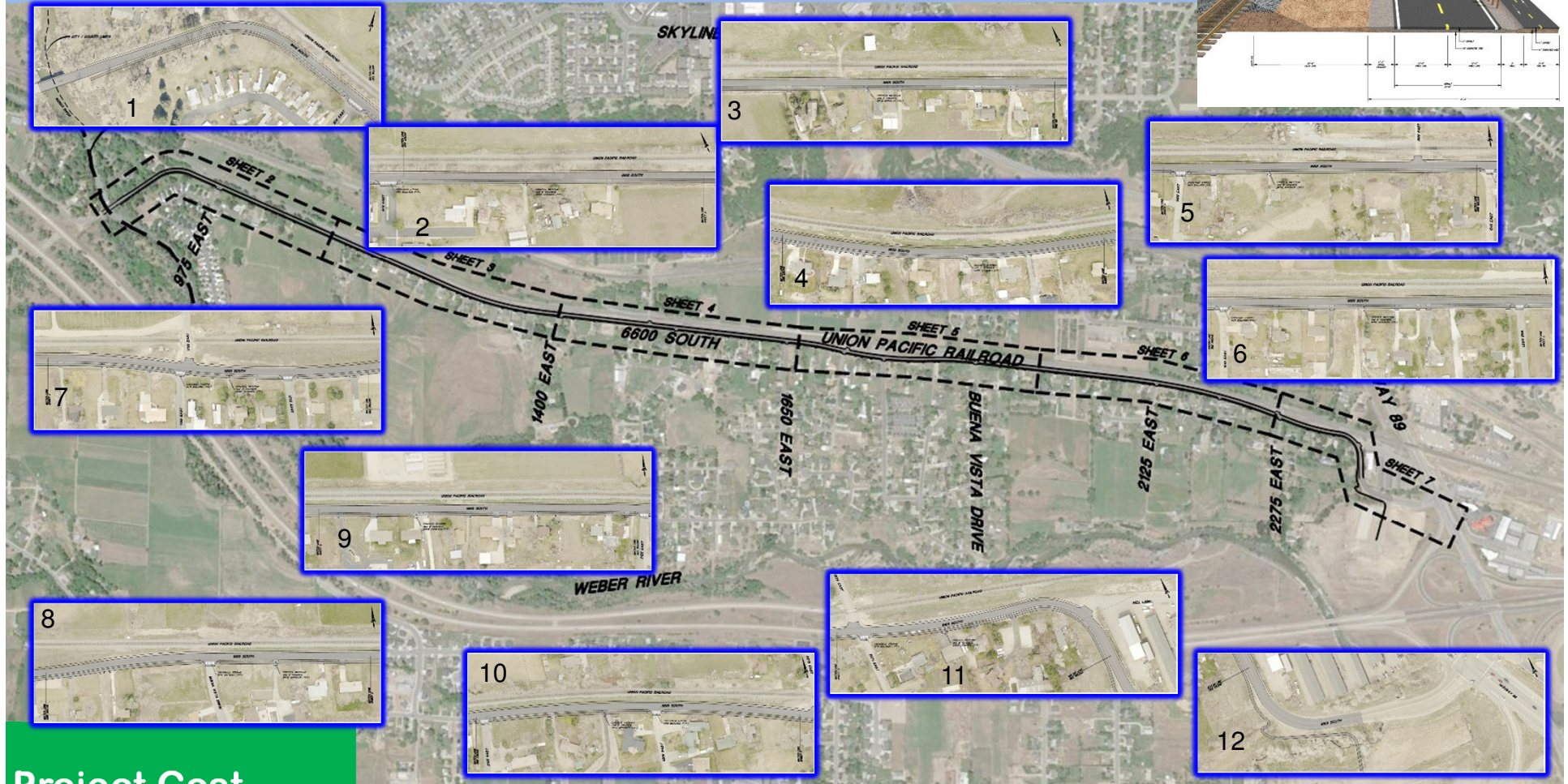
**Funds Request –
\$ 26,956,544**

Skyline Dr is a three-lane minor arterial road with an 80-foot right-of-way in Pleasant View (PV), Utah. A portion of Skyline Dr is an important new roadway that will link several minor collectors throughout PV and North Ogden. This new roadway will be a corridor extension of 4300 North in PV and Mountain Rd in North Ogden. Due to traffic conflicts between haul trucks, vehicles, and pedestrian, the primary purpose of the project is to create safer pedestrian and vehicular travel conditions along existing streets.

Uintah City – 6600 South Roadway – Reconstruct w/ Minor Widening

Project Type - Reconstruction

West City Limits (835 East) to Highway 89 (2425 East) – (2.386 miles)



Project Cost –
\$ 9,527,300

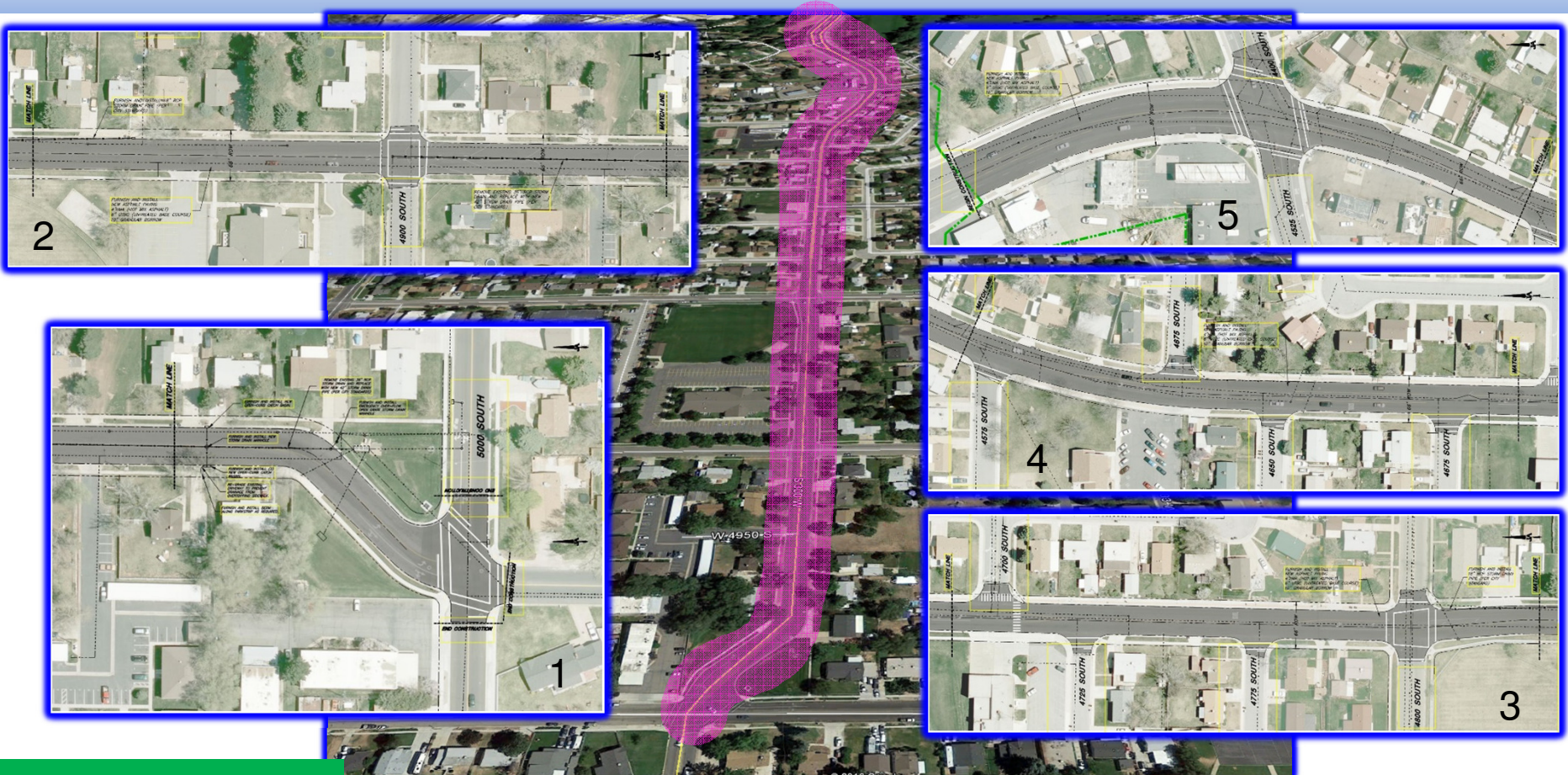
Funds Request –
\$ 8,624,055

Project consists of widening 6600 South to include a separated pedestrian/bicycle lane. Some of the areas of the roadway will be realigned to a more consistent alignments along the railroad for a better use of the combined corridor.

Washington Terrace – 300 West - Reconstruction

Project Type - Reconstruction

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



Project Cost –
\$ 3,024,100

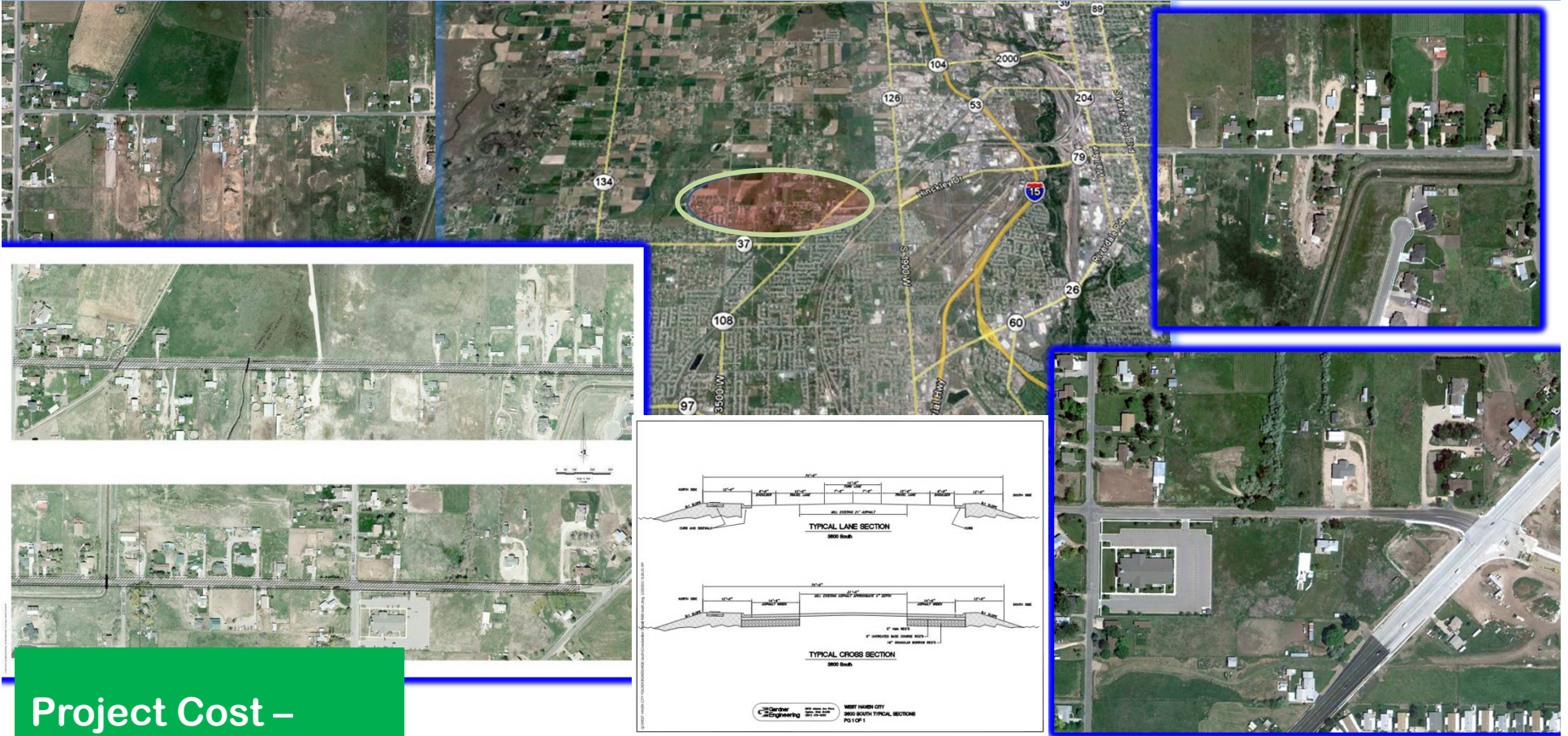
Funds Request –
\$ 2,702,831

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

West Haven City – 3600 South – Reconstruct with Minor Widening

Project Type - Reconstruction

3500 West to Midland Drive – (1.24 miles)



Project Cost –
\$ 11,408,100
Funds Request –
\$ 10,553,729

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.