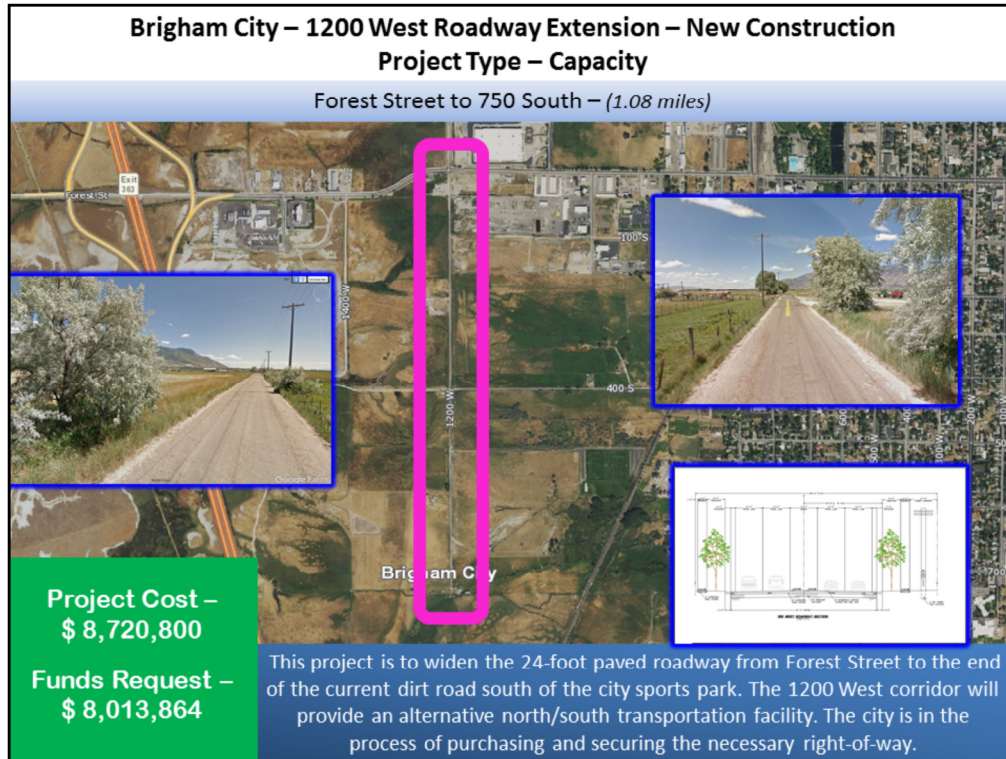
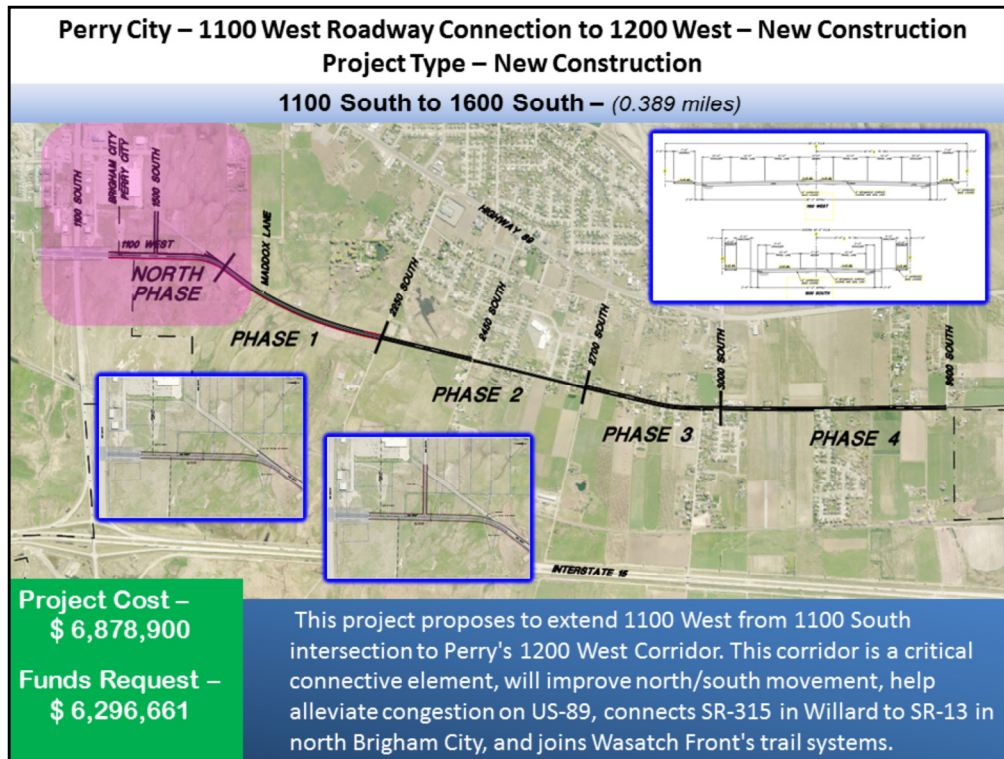


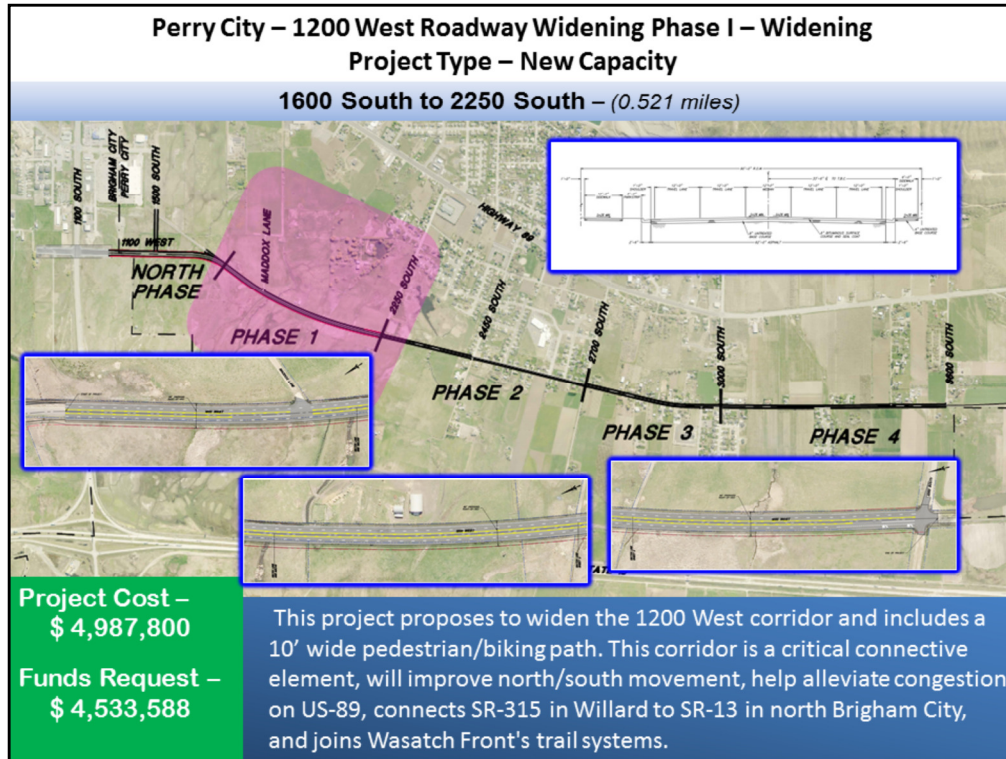
S.R. 13/Main Street is a vital corridor in Brigham City and Box Elder County. The existing alignment and configuration pose safety concerns and inefficient traffic flow. The intersection will become busier and more dysfunctional with economic growth to the west and residential growth to the north. This is the right time to perform a study to identify the best approach to improve the function and safety of the intersection.



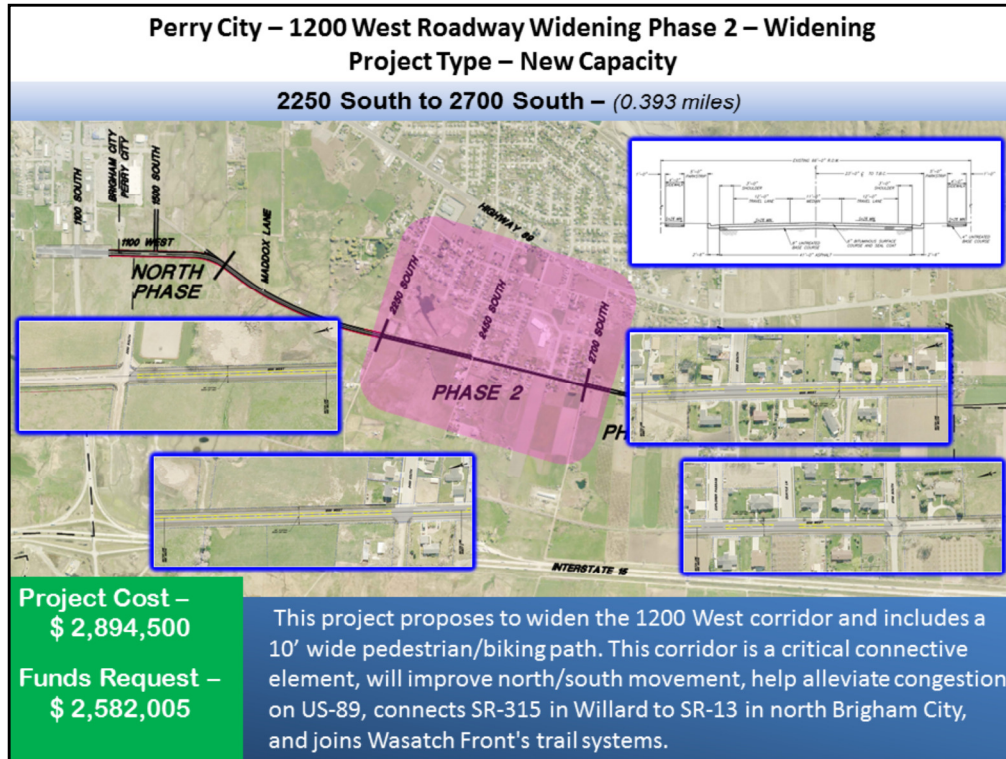
The transportation needs are currently served by three interstate accesses, a regional airport and a heavy rail system. The westerly area of the City, however, is deficient in adequate roadway infrastructure to support future growth. The 1200 West corridor will provide the main north/south transportation corridor for the western part of the City. It begins with Watery Lane on the north end of the City at SR-13 with a 60-foot paved roadway and ends with a dirt road just past the city sports park. The pavement width ranges from 60 feet to 24 feet. It is planned to continue the corridor and connect to the new 1100 West 1100 South intersection. The overall project will be separated into phases/projects. This project is to widen the 24-foot paved roadway from Forest Street to the end of the current dirt road south of the city sports park. The city is in the process of purchasing the right-of-way and is now looking for funding assistance for completing the construction for this project.



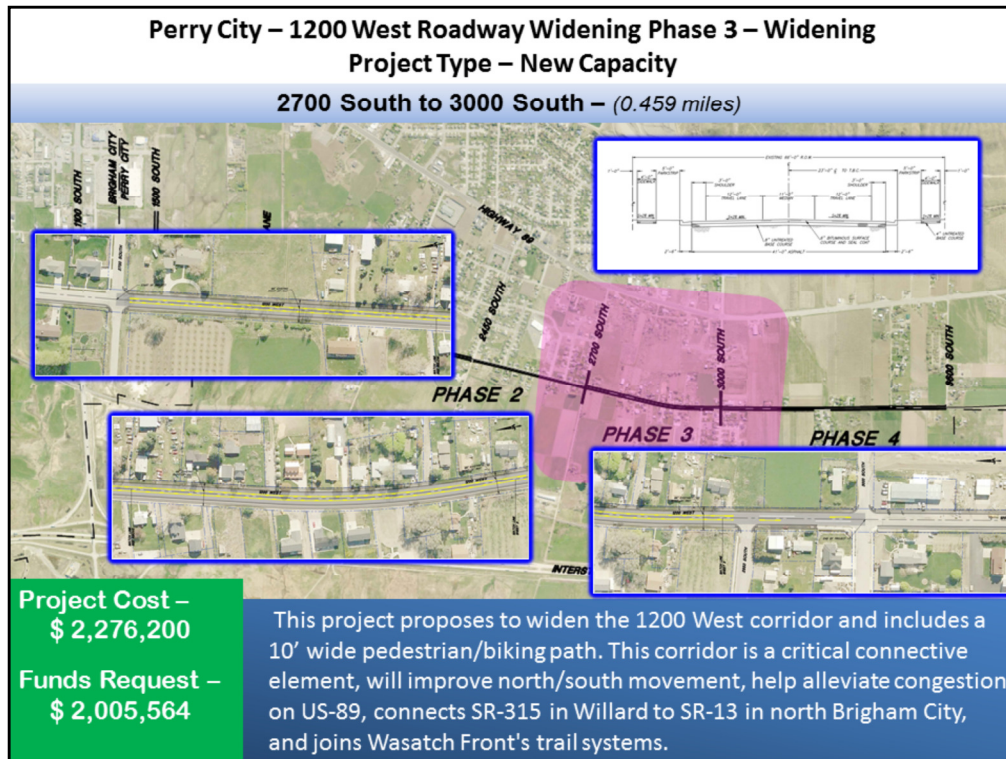
This project proposes to extend 1100 West from 1100 South intersection to Perry's 1200 West Corridor. This corridor is a critical connective element and will facilitate north/south movement throughout the entire city, help alleviate congestion on US-89 (the only other primary north/south corridor east of I-15), and provide an essential link in the connection of SR-315 in Willard to SR-13 in north Brigham City, and will facilitate the joining of Box Elder County's trail system to Weber, Davis, Salt Lake, and Utah County's Pathways. The right-of-way is already acquired for the project and completing construction in the near future allows for a much more cost-effective use of funding helping to ensure the corridor is well planned and best utilized for future needs.



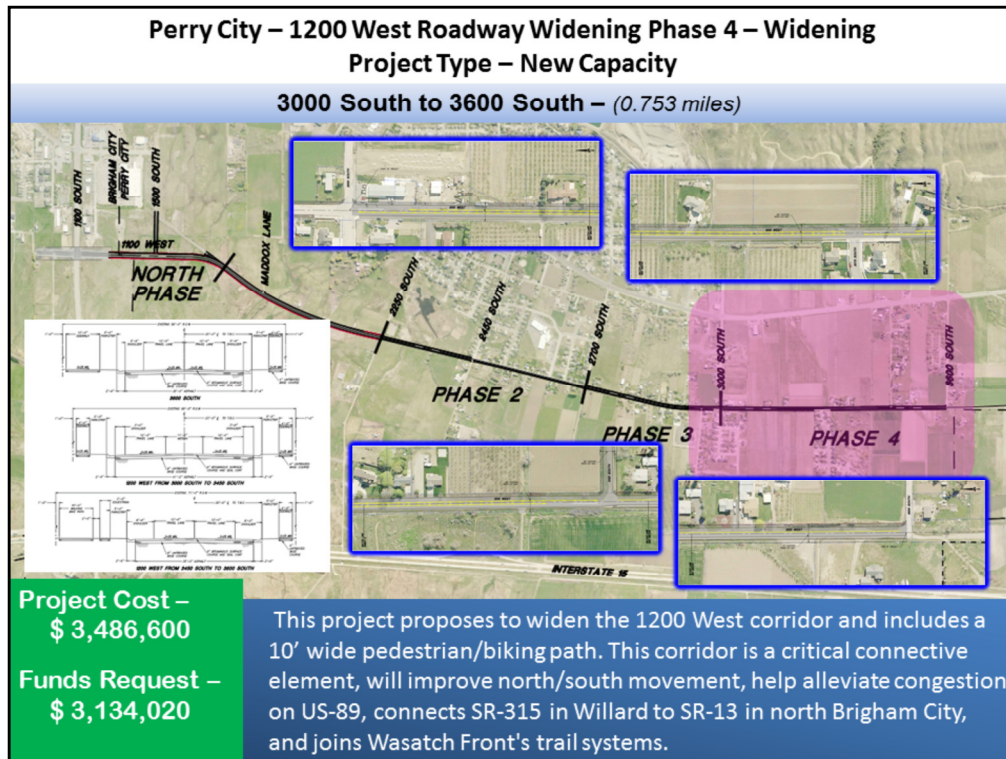
This project proposes to widen the 1200 West corridor from approximately 1600 South to 2250 Sout. The project consists of roadway widening and an associated 10' wide pedestrian/biking path. The proposed roadway will improve north/south movement throughout the entire city, help alleviate congestion on US-89 (the only other primary north/south corridor east of I-15), and improve the essential link in the connection of SR-315 in Willard to SR-13 in north Brigham City. This corridor is also a critical connective element which will facilitate the joining of Box Elder County's trail system to Weber, Davis, Salt Lake, and Utah County's Pathways.



This project proposes to widen the 1200 West corridor from 2250 South to 2700 South. The project consists of roadway widening and an associated 10' wide pedestrian/biking path. The proposed roadway will improve north/south movement throughout the entire city, help alleviate congestion on US-89 (the only other primary north/south corridor east of I-15), and improve the essential link in the connection of SR-315 in Willard to SR-13 in north Brigham City. This corridor is also a critical connective element which will facilitate the joining of Box Elder County's trail system to Weber, Davis, Salt Lake, and Utah County's Pathways.

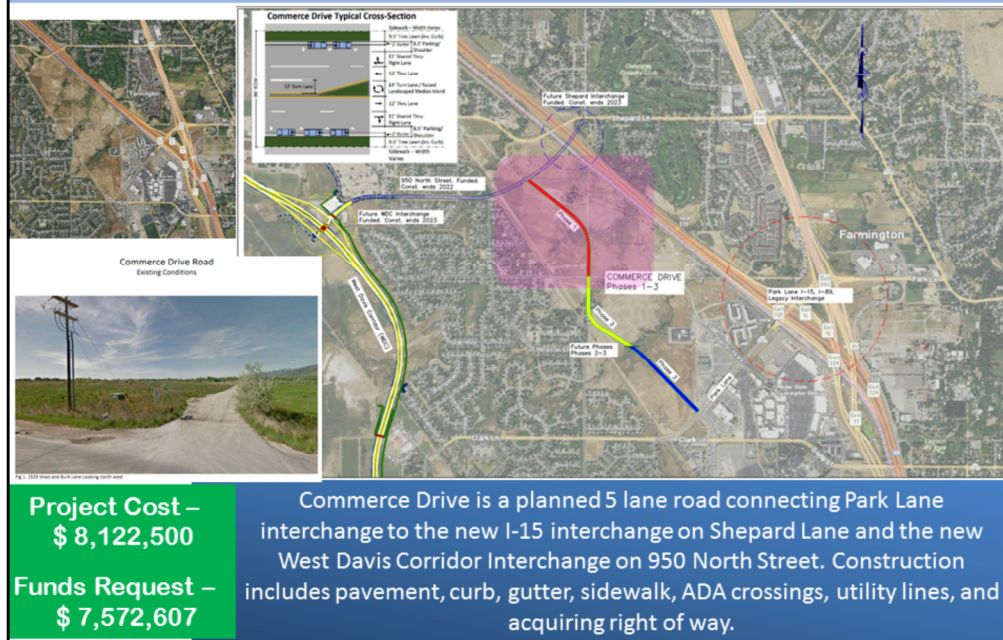


This project proposes to widen the 1200 West corridor from 2700 South to 3000 South. The project consists of roadway widening. The proposed roadway will improve north/south movement throughout the entire city, help alleviate congestion on US-89 (the only other primary north/south corridor east of I-15), and improve the essential link in the connection of SR-315 in Willard to SR-13 in north Brigham City. This corridor is also a critical connective element which will facilitate the joining of Box Elder County's trail system to Weber, Davis, Salt Lake, and Utah County's Pathways.



This project proposes to widen the 1200 West corridor from 3000 South to 3600 South. The project consists of roadway widening. The proposed roadway will improve north/south movement throughout the entire city, help alleviate congestion on US-89 (the only other primary north/south corridor east of I-15), and improve the essential link in the connection of SR-315 in Willard to SR-13 in north Brigham City. This corridor is also a critical connective element which will facilitate the joining of Box Elder County's trail system to Weber, Davis, Salt Lake, and Utah County's Pathways.

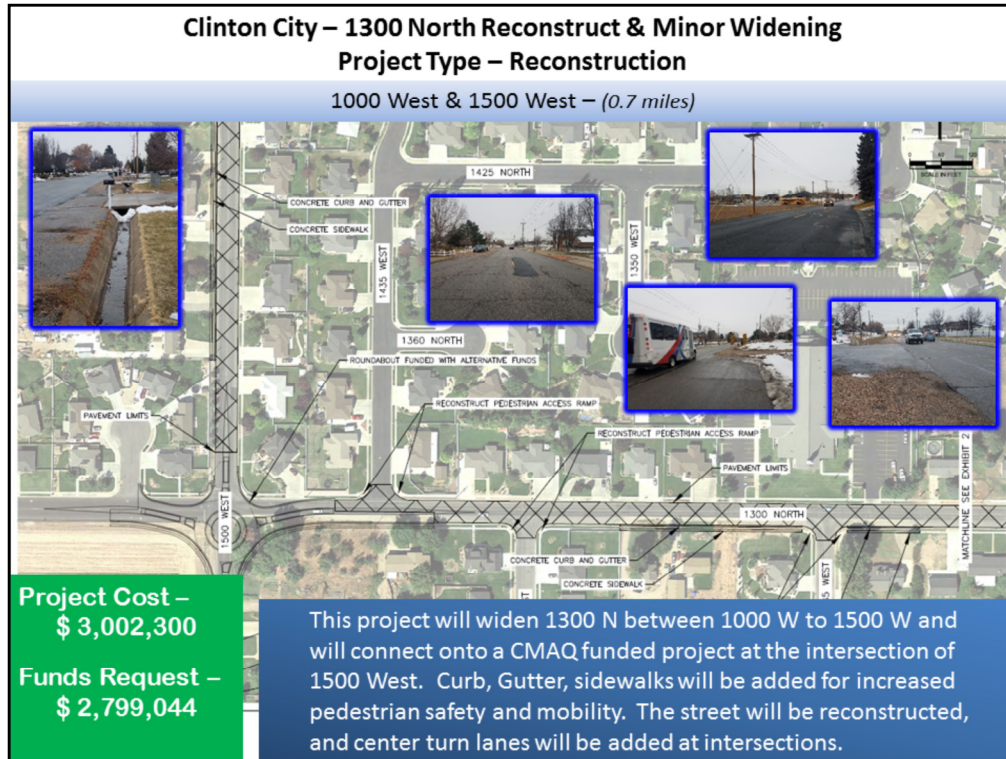
Burke Lane to 950 North – (0.542 miles)



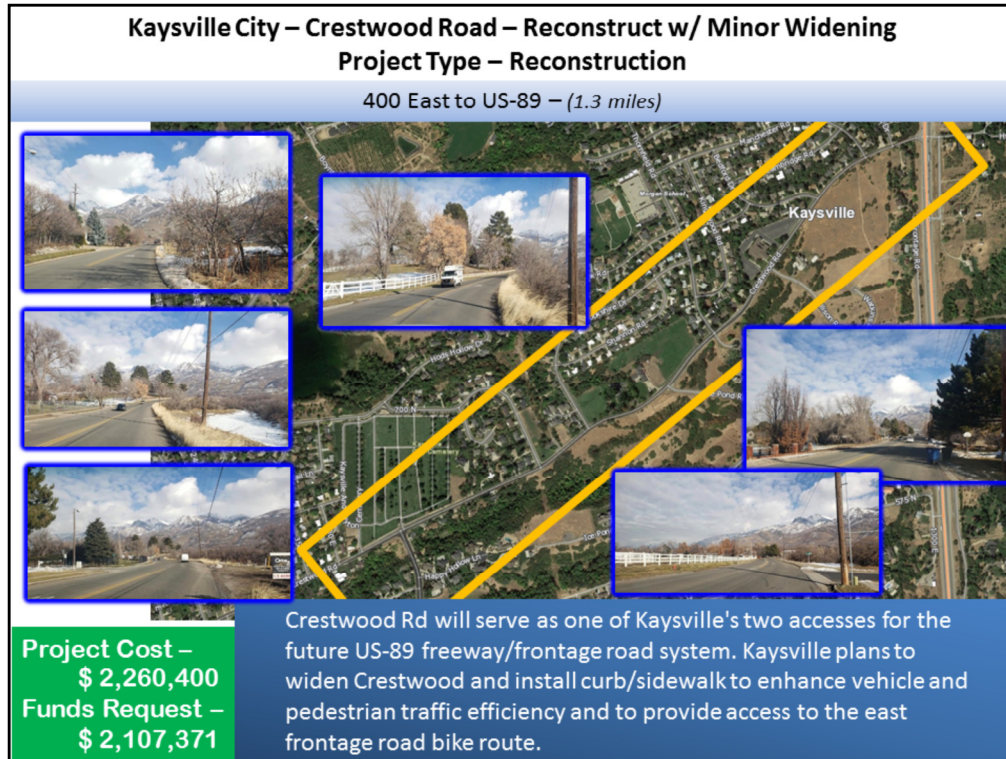
This road is vital in easing congestion on Park Lane by providing access to West Davis Corridor and the Shepard Lane Interchange, Park Lane to Shepard Lane, and access to the new Farmington High School and Farmington Junior High School. This project is identified as a "safe route to school". This project will connect commuters from Davis and Weber Counties to the new business park in Farmington. With over 1 million square feet of office space being designed and opened when West Davis Corridor is complete this infrastructure is vital to the region.



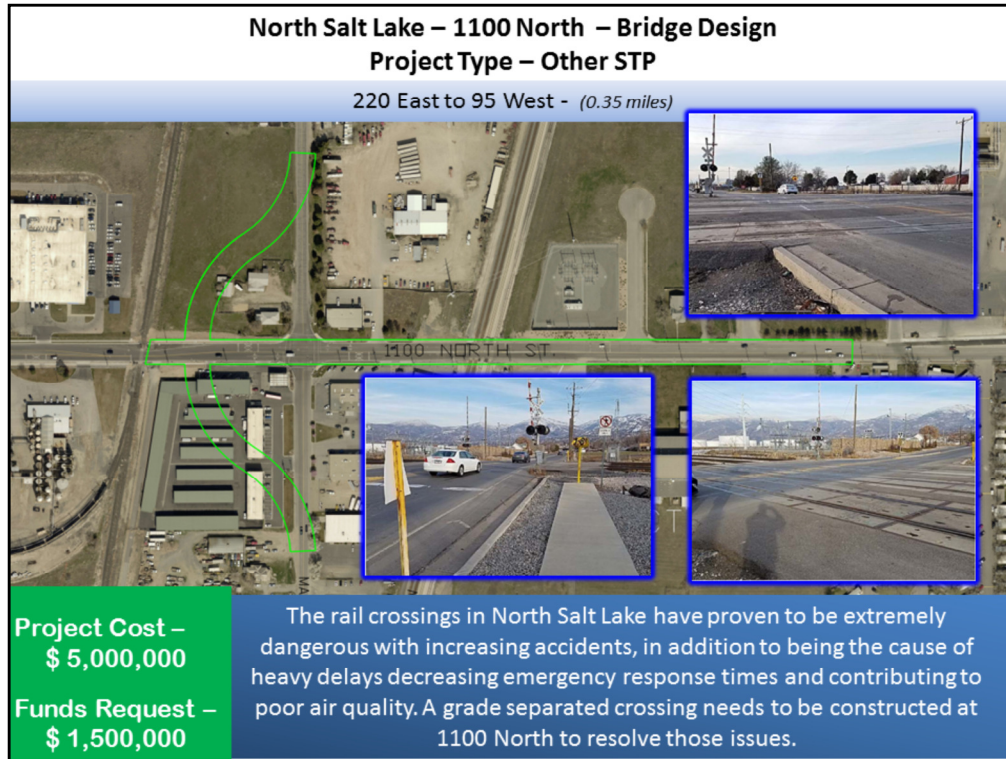
This project will provide improvements for the pedestrians in Farmington that currently are walking on the streets instead of sidewalk, bicyclists, and vehicle traffic. This road currently has little to no existing shoulders and no drainage improvements along this section. Additionally this route is part of UTA's established bus route. Improving this route provides a safe place for buses to pull off and for riders to safely board and unload from the bus. Improving this road also provides connectivity for pedestrians, and bicyclists. Widening the shoulders and adding a sidewalk, provides a safe place for pedestrians, school children, and bicyclists where currently there is nothing. This project is identified as a "safe route to school".



1300 North is major transportation corridor for Sunset, Clinton and West Point Cities. The corridor is a narrow road with intermittent sidewalks throughout. This project will allow Clinton City to improve mobility and safety for pedestrians and automobiles along the 1300 North and 1500 West corridors. It is an important route for residents walking and driving to Clinton Elementary and the Voyage Academy Charter School. Both are a critical corridor for Clinton City that provides an alternate route to SR-37 (1800 North). This project connects onto the Clinton 1300 N 1500 W roundabout where a CMAQ project was funded in 2019. With the development of this project and the funded CMAQ project 1300 North and 1500 West will be a safer, more consistent, transportation corridor for all who use it.



Upon completion of the US-89 project, Kaysville is anticipating an increase in pedestrian and vehicle traffic on Crestwood Rd, both for traffic onto and off of the freeway, and for pedestrian and bike traffic utilizing the frontage road system or accessing the East Mountain Wilderness Park East of US-89. Between the north and south sides of Crestwood, approximately 8,000 feet of road are lacking curb and sidewalk. Grades in this section vary between 6% and 10%, and provide a connection for the east side of Kaysville, Layton and unincorporated Davis County with schools, commercial centers, public buildings, and it will ultimately serve as one of only 2 direct connections for Kaysville with the frontage road system and US-89. Crestwood is a priority over others because the important role it does and will play, compounded by factoring in the difficulties it's topography and geometry pose as well as the importance of the access it will provide for active transportation facilities.



Since 2011, there have been 27 traffic accidents at the rail crossings in North Salt Lake, 4 of which involved vehicles vs. trains. There have been 2 very serious vehicle vs train accidents in recent years at the 1100 North crossing. 35% of the City's population, and about 50% of the daytime population is west of the railroad tracks, which is extremely dangerous for emergency response and detrimental to the region's air quality when stacking and idling occurs as trains are stopped on the tracks at the railroad crossings, which is a frequent occurrence. 1100 North was chosen as the most feasible location for a grade separated rail crossing in the area, and a preliminary right-of-way plan has already been completed. The next step is to complete an engineered design which will include environmental reports and right-of-way needs, and will take the project to construction plan readiness. The 1100 North bridge is identified for construction in Phase 2 of the WFRC Unified Plan 2015-2040.

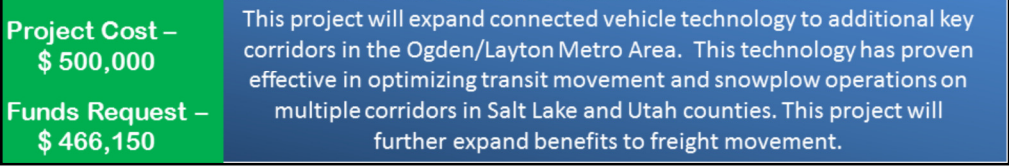


This section of Main Street is extremely unsafe for pedestrians and cyclists as there are no completed facilities for those modes of transportation anywhere north of the I-15 overpass. Main Street is listed on the WFRC 2015-2040 Regional Transportation Plan as a Base Bike Network. The City is attempting to make those pedestrian and cyclist connections in segments. The City has applied for a grant to widen/reconstruct the street and install sidewalk north of this section, was awarded a grant for street reconstruction south of this section (which includes share the road bike lane markings), and recently completed sidewalk on the south side of 1100 North, so this is a necessary sidewalk connection to access commercial on 1100 North/2600 South, a vulnerable community 0.13 miles away, and the City's rapidly developing Town Center to the south.

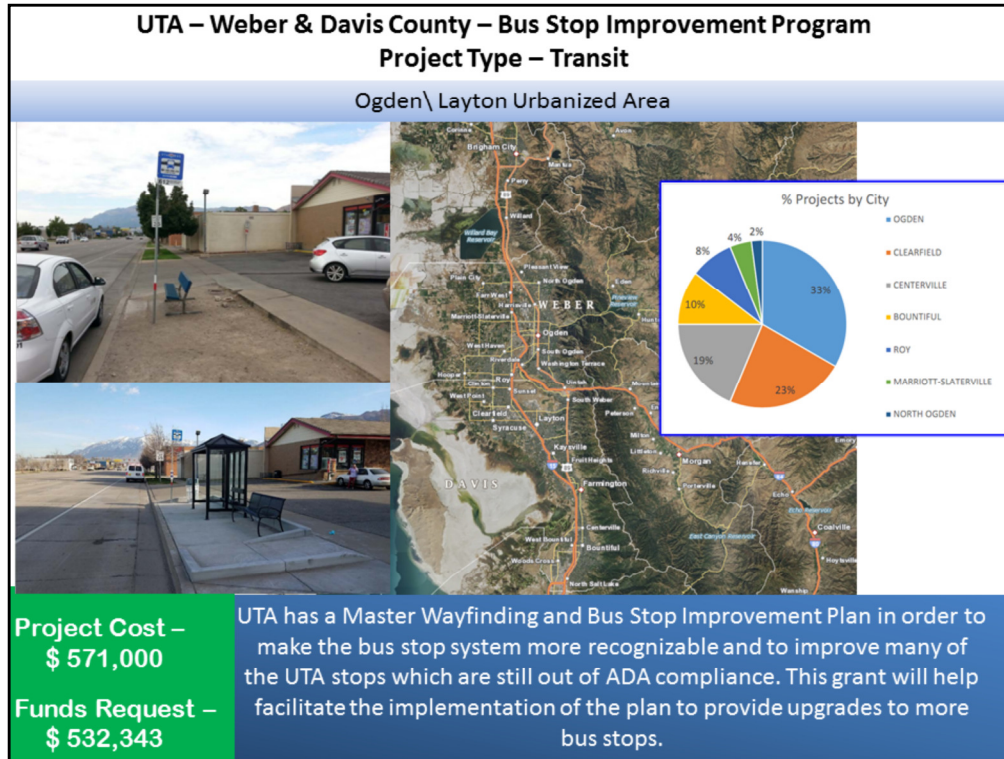


The railroad crossing along Main Street is extremely unsafe because the tracks are crossed at an oblique angle, and the pavement width is very narrow at the crossing. It is dangerous for all modes of traffic to cross because the pavement is too narrow to navigate safely across the tracks and share the road with other vehicles, cyclists, or pedestrians. There are no pedestrian or cyclist facilities anywhere on this section of the street. Main Street is listed on the WFRC 2015-2040 Regional Transportation Plan as a Base Bike Network. The City has applied for a grant to install sidewalk to the south of this project on Main Street, has been awarded a grant for reconstruction south of that section (which includes share the road bike lane markings), and recently completed sidewalk on the south side of 1100 North, so this is a necessary connection to access commercial on 1100 North/2600 South, a vulnerable community 0.13 miles away, and the City's rapidly developing Town Center to the south.

US-89; 2nd Str to 40th Str and SR-108; 2000 W to Fairfield Rd – (11 miles)



15




This project is part of a multi-year UTA program of bus stop and wayfinding projects that affects every city in the Salt Lake-West Valley area. Each of the site location improvements will give full ADA access to the surrounding residents as well as easier access to employment and educational opportunities, especially for those whom transit is their only means of transportation. UTA has worked closely with each of the communities in this area to encourage improvements to sidewalks, bike lanes, crosswalks, and signals at intersections in order to make access to the transit system convenient, easier and safer. Also, by increasing the access to transit we are encouraging less dependence on the automobile for transportation, especially those who would normally travel as a single occupant in an automobile. Attached is a list of the potential stops where these grant funds would be used. This list is subject to change depending the speed of implementation of the improvement program.



300 North is the main road in West Point City and carries more traffic than all other roads in the City. This is currently a state highway but will eventually become a local road when SR 193 is extended. It will be necessary to reconstruct sections and to widen the entire facility to accommodate current traffic volumes and to avoid major congestion in the near future. 300 North is a very high traffic road and is the main corridor into West Point City at the present time. It carries a great deal of traffic commuting to Hill Air Force Base and to I-15. Our general plan originally called for this road to be widened to a 5 lane facility, however, the proposed extension of SR 193 will reduce the traffic on 300 N to the point that only 3 lanes will be necessary. 3 lanes can fit within the existing right-of-way, which makes this a very cost effective project.

UTA – Edvalson Roundabout – Intersection Reconstruction
Project Type – Intersections & Signals
 Edvalson Street & Skyline Drive – (0.25 miles)

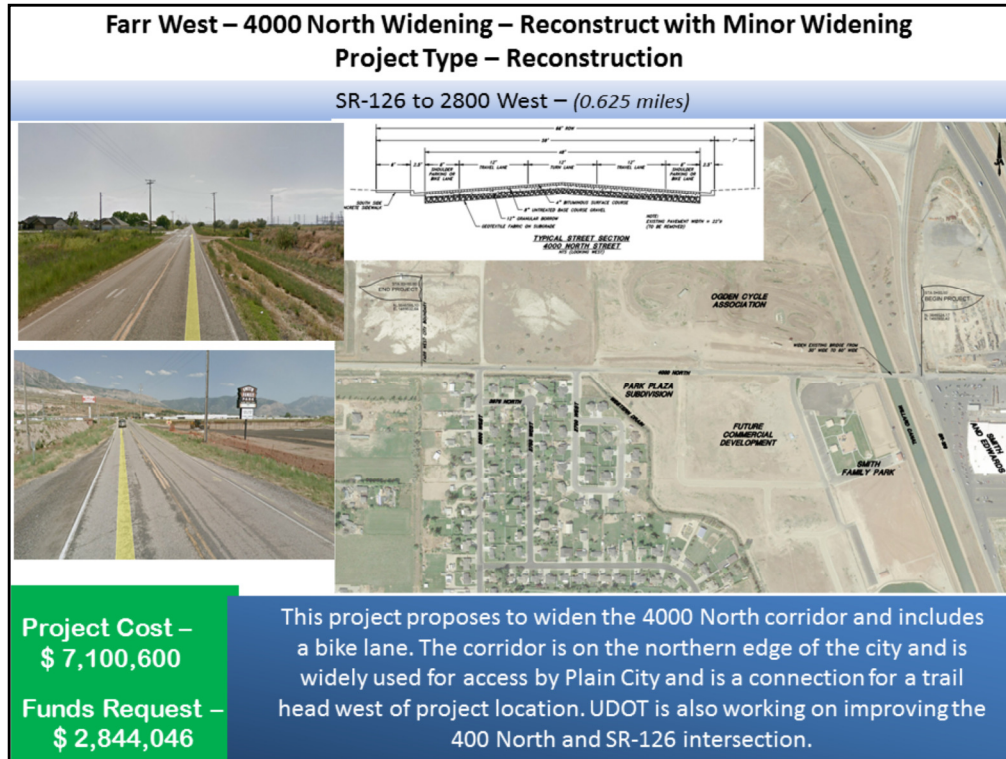


Project Cost –
\$ 699,871

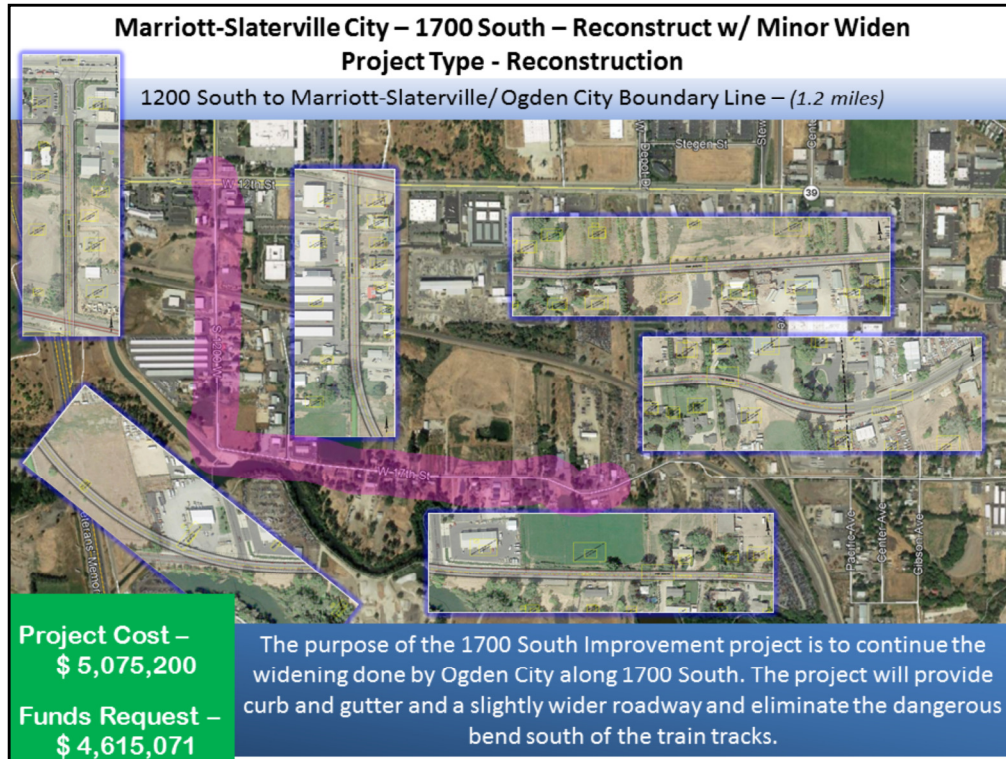
Funds Request –
\$ 652,490

This project will replace the two-way stop intersection at Edvalson Street and Skyline Drive. Doing so will improve the safety at the intersection and allow for needed routing changes for the buses that serve Weber State University.

Currently, UTA buses utilize 36th Street to access WSU's campus, passing single-family housing. There are five bus routes that travel up and down this street. Residents have made complaints about the traffic through their neighborhood, specifically mentioning the buses. This project will allow UTA's routes to enter and exit campus via Harrison Blvd. Buses will travel eastward on Edvalson Street and then double back westward. The Edvalson Roundabout has the benefit of removing buses from 36th Street while maintaining transit access to WSU's major classroom buildings. In addition, a traffic analysis done by Fehr and Peers found that a roundabout would increase the capacity of the Edvalson St./Skyline Dr. over the existing two-way stop control.



This project proposes to widen the 4000 North corridor from SR-126 to about 2875 West, just after 2800 West. The project consists of roadway widening to include turn lanes and a bike lane. The corridor is on the northern edge of the city and is widely used for access by Plain City. It will improve the safety of motorists and pedestrians along this section of road and the accesses. It is also a connection for a trail head 3/4 mile west of project location. UDOT is also working on improving the 400 North and SR-126 intersection.



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.

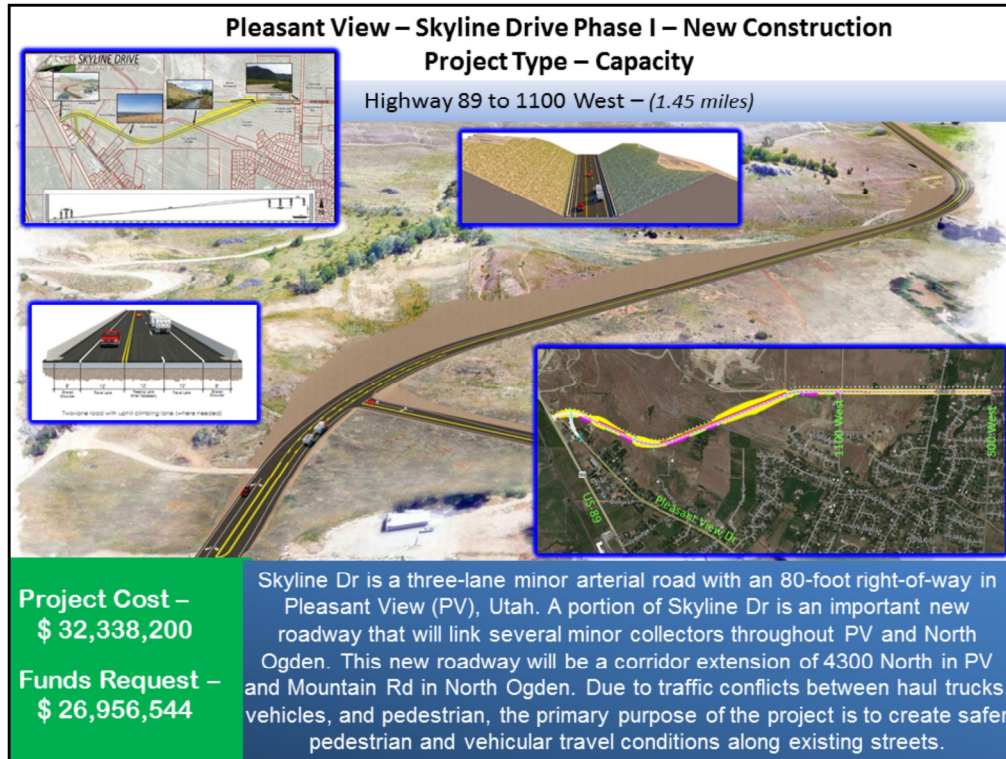
Quincy Avenue to Harrison Blvd – (0.473 miles)



Linking Harrison Bl, Monroe Bl and Washington Bl to I-15, 20th Street is one of the most traveled streets Ogden. There are many issues this project could resolve: 1) Increase separation between on street parking and traveled lanes 2) Install right turn pockets to improve capacity and safety 3) Add pavement width to install TWLTL- which will improve capacity reduce rear end accidents 4) Resolve emergency access on "old" Harrison 5) Improve intersection alignments and remove antiquated storm drain inlets 6) Improve pedestrian corridor along 20th Street 7) Resolve excessive crown and small corner radii 7) Raise eastbound approach at Harrison improving overall intersection visibility 8) Install bike infrastructure

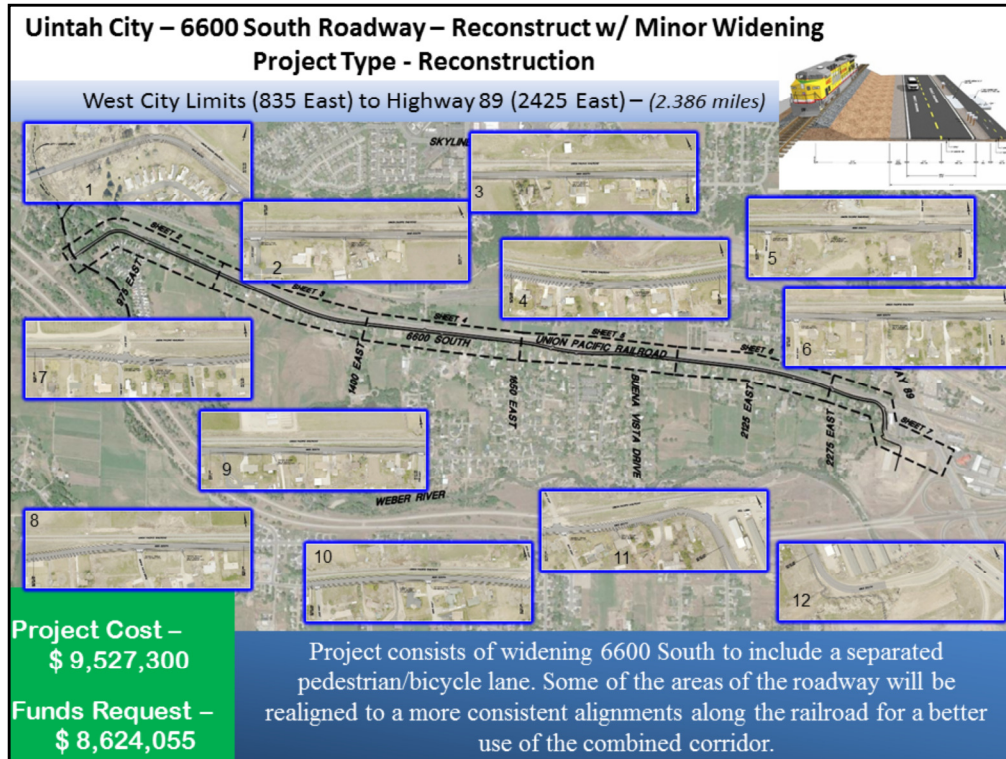


This project is the second phase of an effort to provide sidewalks for the students attending the newly opened Silver Ridge Elementary School. The first phase was funded through Weber County. This project is on the main route for a major subdivision to get to school. The elementary school has been designated as a no-bus school, but because there are no safe routes for students to walk and no shoulders or sidewalks to walk on, students that walk have to walk in the road. The road is only 22 feet wide. This is a major safety issue.



To meet multiple needs of pleasant View City and surrounding area residents, the Skyline Drive project will

1. Provide an alternative truck route for construction material haulers coming and going from Tower's Sand and Gravel pit.
2. Provide an additional response route for Northview Fire District's new fire station located at 370 West and 4300 North.
3. Reduce the number of conflict points between residential traffic and haul trucks by separating haul truck routes from pedestrian crossings.
4. Provide an alternate route for residents from Pleasant View and North Ogden to access Hwy 89 and I-15.
5. Replace the existing skewed connection between Pleasant View Drive and US-89 while realigning Pleasant View Drive with the new Skyline Drive.
6. Preserve existing residential roadway pavement.




Uintah City is a rural community without sidewalks. Something needs to be done to allow for the safe movement of cyclists and pedestrians along the main traffic corridor through the City. This project will provide a safe place for people to walk and ride bicycles. Widening the roadway will allow additional room for pedestrians and improve safety. The narrow lanes and increased traffic have created a safety concern for pedestrians who use the road and shoulder. School busses also stop along the roadway and the city would like to widen the road to keep traffic away from pedestrians. This request is for funding to complete the widening improvements along 6600 South.

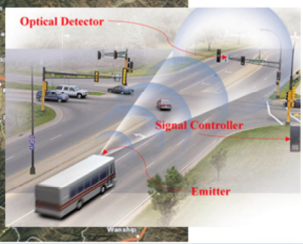
UTA – Weber & Davis County – Traffic Signal Priority/Preemption

Project Type – ATMS or ITS

US-89; 2nd Str to 40th Str and SR-108; 2000 W to Fairfield Rd – (11 miles)





Project Cost –
\$ 85,000

Funds Request –
\$ 79,245

This project will expand connected vehicle technology to additional key corridors in the Ogden/Layton Metro Area. This technology has proven effective in optimizing transit movement. This project will further expand benefits to transit.

The future is in technology. The future of transportation is in connected vehicle technology. The more we deploy these technologies, the more prepared we will be for the future. Optimizing mobility is one of the primary goals of the Utah Department of Transportation. Continuing to fund connected vehicle technology efforts enhances our ability to fulfill this goal.

UTA – Weber & Davis County – On-Board Technology System
Project Type – Transit

UTA System – Wide (Various)

Project Cost –
\$ 5,000,000

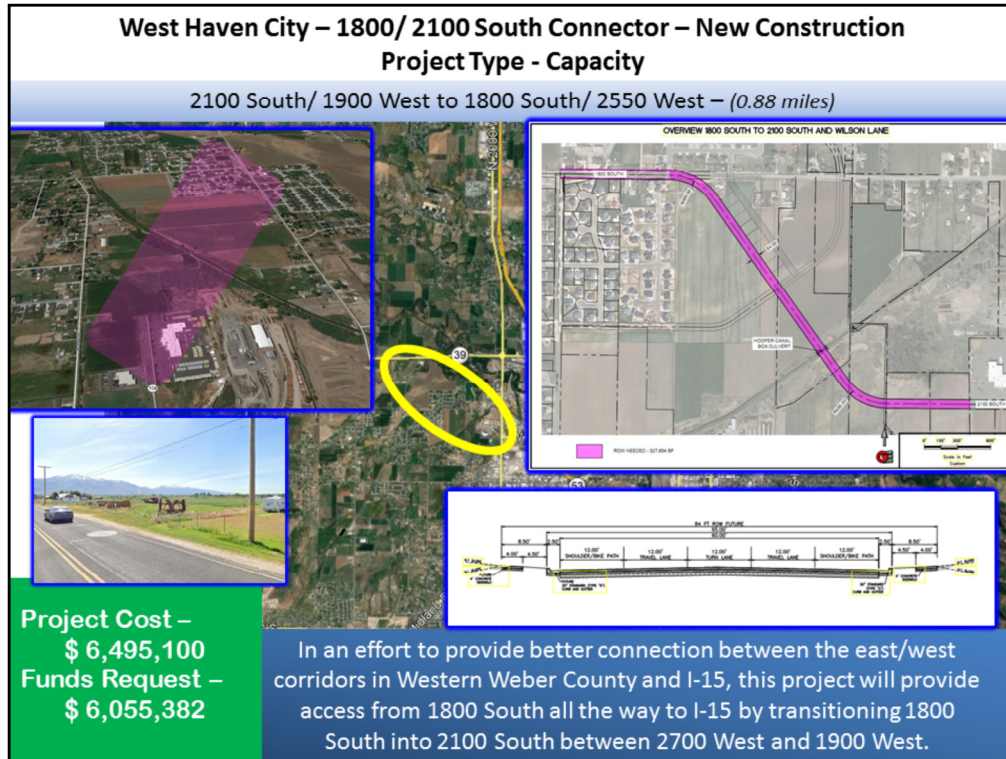
Funds Request
\$ 200,000

UTA's current Mobile Data Computer has reached the end of its functional life. Costs to maintain the current system are starting to rise. UTA will develop a technology that results in a new level of efficiency; a new system controlling data that will increase route efficiency and vehicle monitoring and dispatching.

UTA's proposed mobile data device (MDD) for buses is an on-board tech. system for bus operator interaction/feedback; and data communications and collection. This includes things like turn by turn directions and schedules for the operators and operations/communications for bus related data such as GPS, automated passenger counters, traffic signal priority systems, electronic fare collection, and camera video.

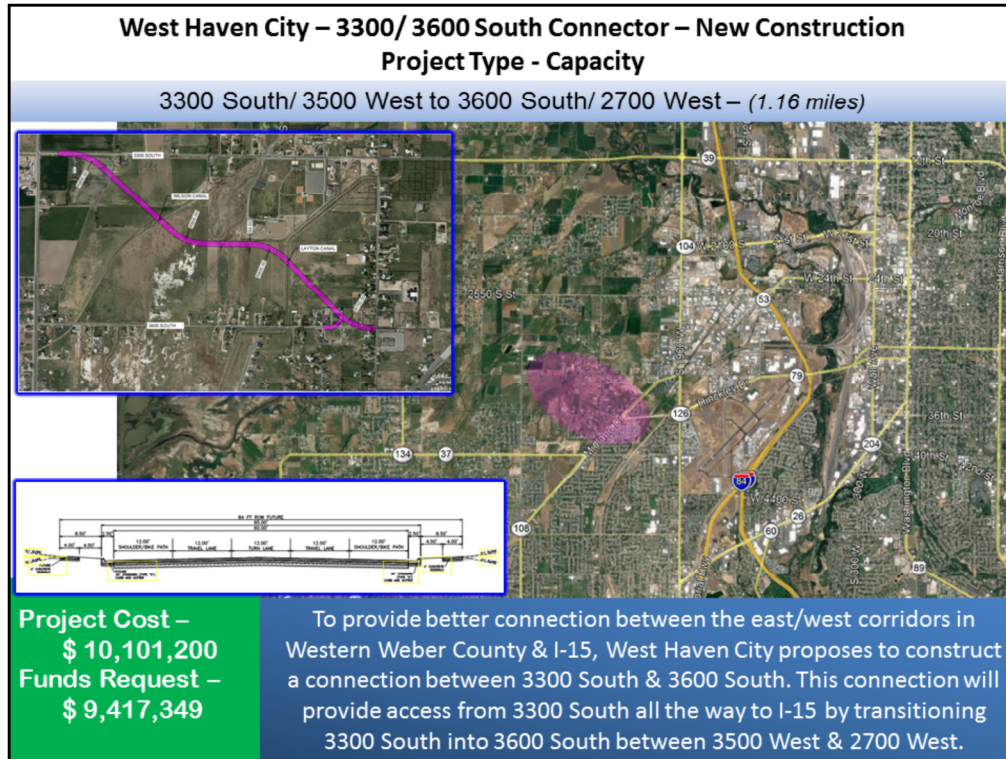
UTA proactively shares data with partners and the public. The UTA Open Data Portal (www.rideuta.com/data) is available because of data collected through the MDD. Also, real-time information is available to customers and app developers like Google Transit Feed Specification because of the MDD.

Benefits include the ability to collect and share operational data to improve the current systems reliability and performance and to inform enhancements/new types of service within communities. Annual operations cost savings of \$200,000 per year are anticipated as a result of the upgrade.



West Haven City is rapidly growing and there is a need to provide a better/more direct connection to the interstate for residents in West Haven and Western Weber County.

In an effort to provide better connection between the east/west corridors in Western Weber County and I-15, West Haven City proposes to construct a connection between 1800 South and 2100 South. This connection will provide access from 1800 South all the way to I-15 by transitioning 1800 South into 2100 South between 2700 West and 1900 West. Currently 1800 South connects to 1900 West through a misaligned intersection. South of 1200 South, none of the east/west roadways connect directly to I-15 without first turning onto 1900 West or Midland Dr. This proposed road would improve regional transportation by adding a direct connection.



West Haven City is rapidly growing and there is a need to provide a better/more direct connection to the interstate for residents in West Haven and Western Weber County.

To provide better connection between the east/west corridors in Western Weber County & I-15, West Haven City proposes to construct a connection between 3300 South & 3600 South. This connection will provide access from 3300 South all the way to I-15 by transitioning 3300 South into 3600 South between 3500 West & 2700 West.