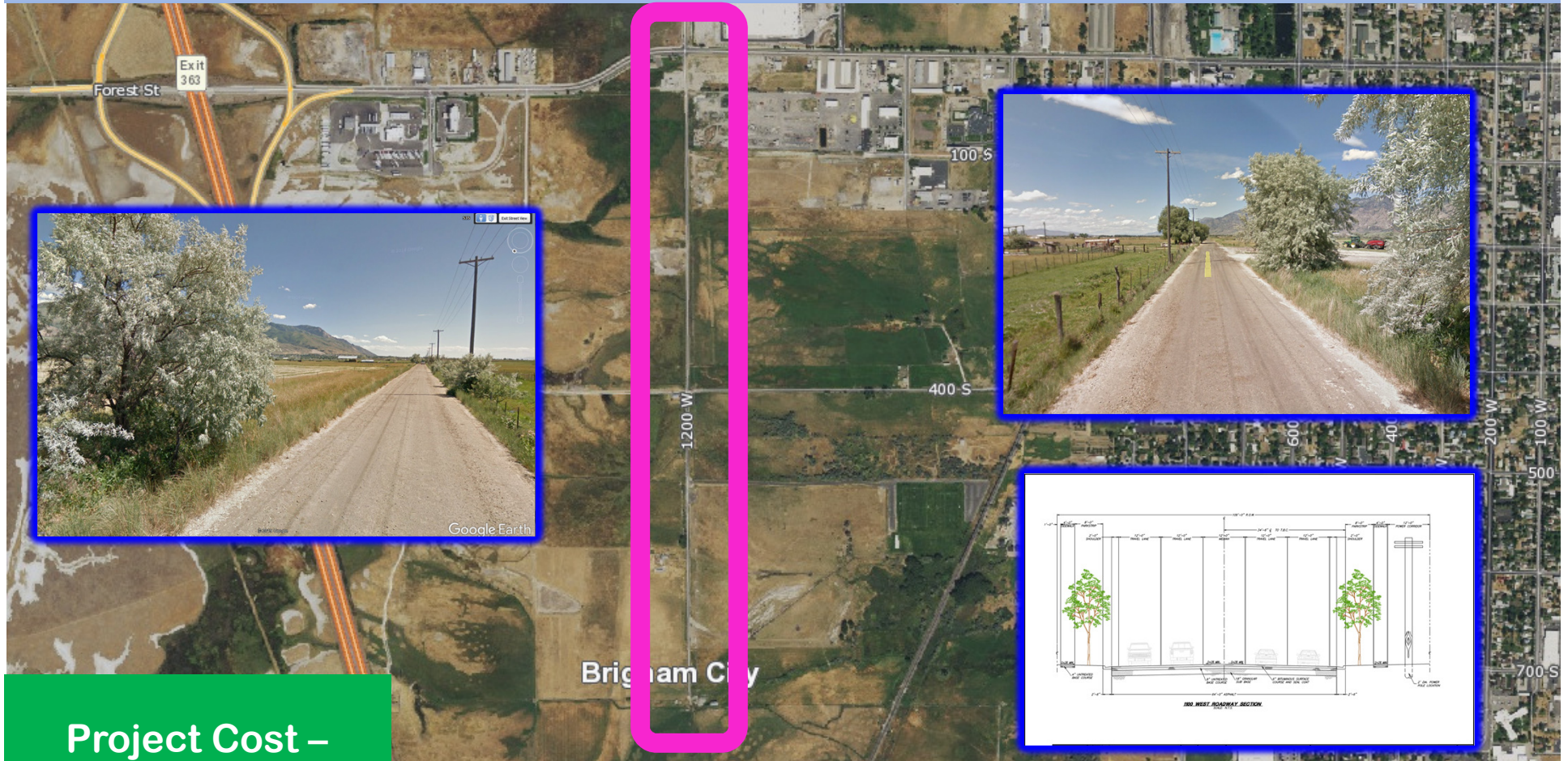


Brigham City – 1200 West Roadway Extension – New Construction

Project Type – Capacity

Forest Street to 750 South – (1.08 miles)



**Project Cost –
\$ 8,720,800**

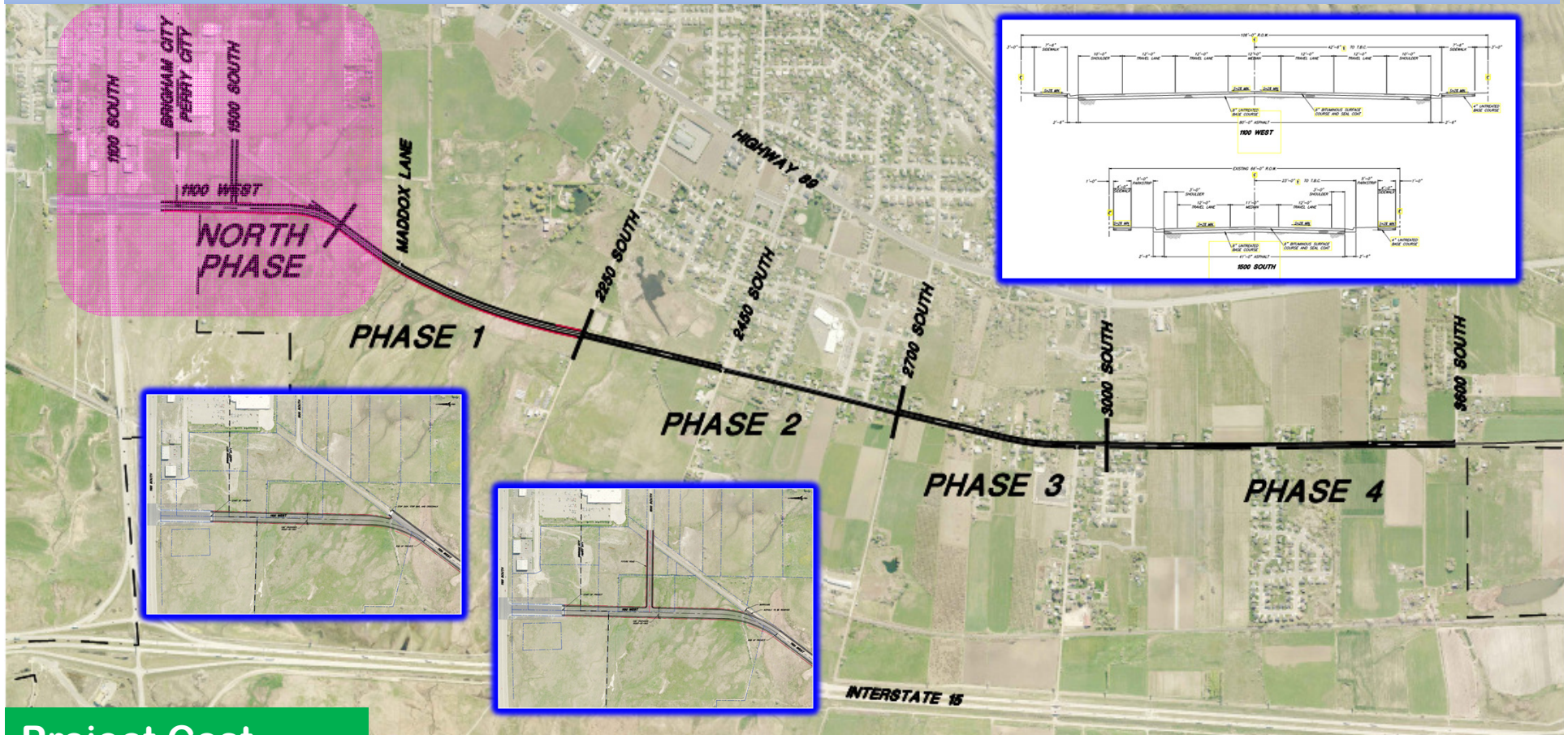
**Funds Request –
\$ 8,013,864**

Project will construct a mile section of 1200 West between Forest Street and SR-91. The purpose of the project is to further the corridor between the 1100 West / SR-91 intersection and Forest Street and provide an alternative north/south transportation facility. The city is in the process of purchasing and securing the necessary right-of-way.

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 –
\$ 6,878,900**

**Funds Request –
\$ 6,296,661**

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.

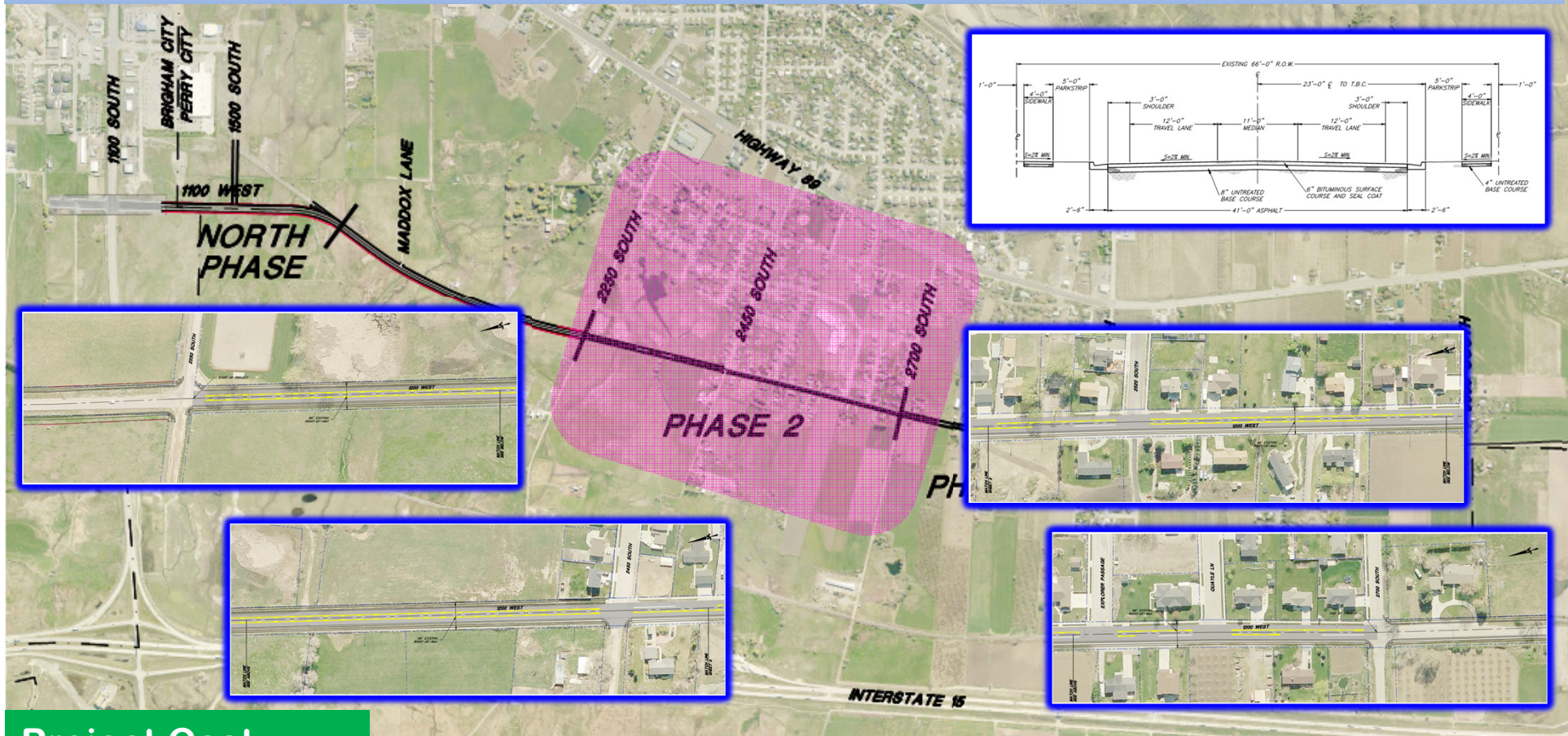
1600 South to 2250 South – (0.521 miles)



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)



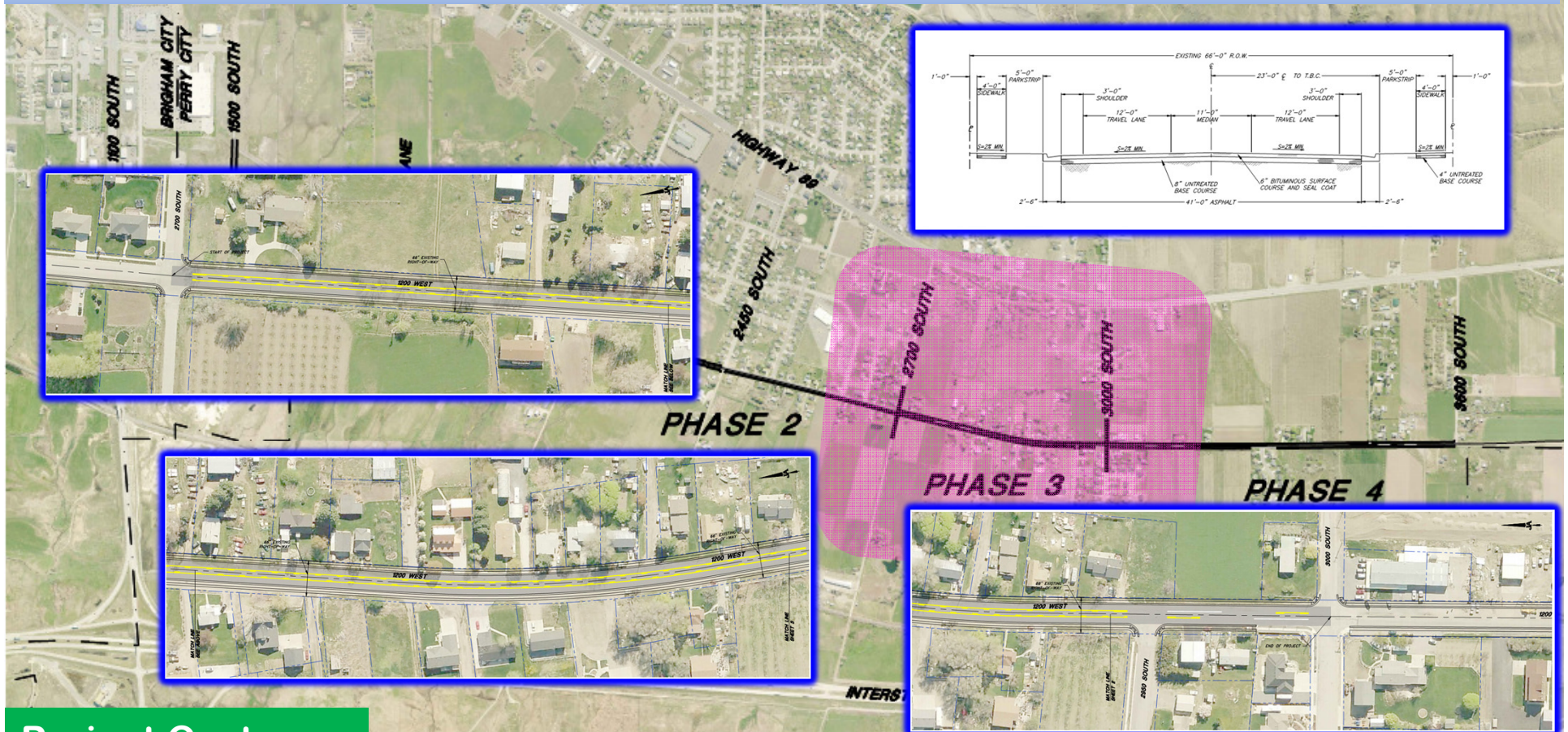
**Project Cost –
\$ 2,894,500**

**Funds Request –
\$ 2,582,005**

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)



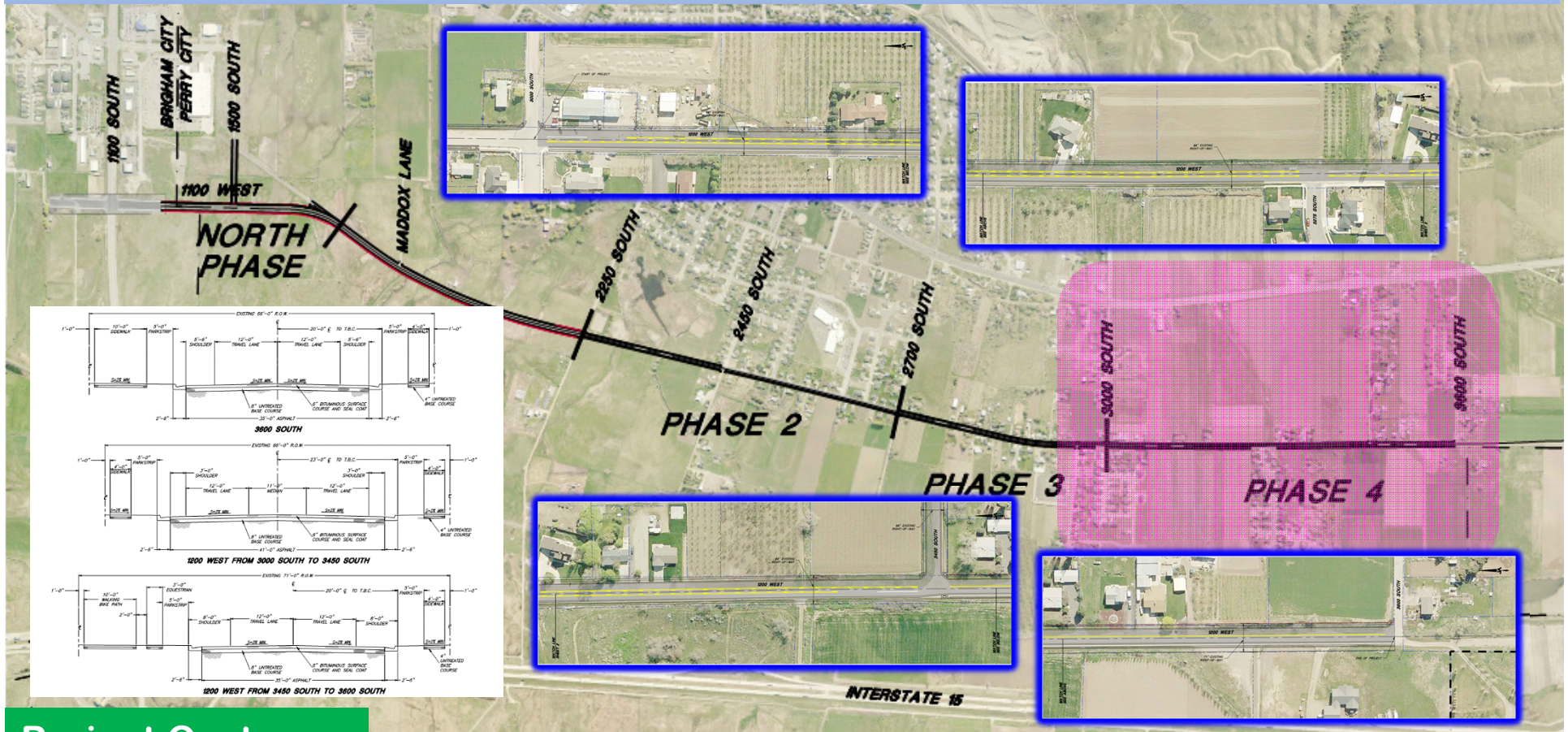
**Project Cost –
\$ 2,276,200**

**Funds Request –
\$ 2,005,564**

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 –
\$ 3,696,505**

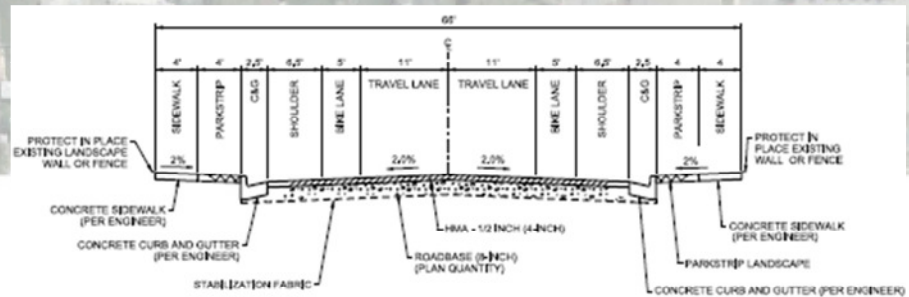
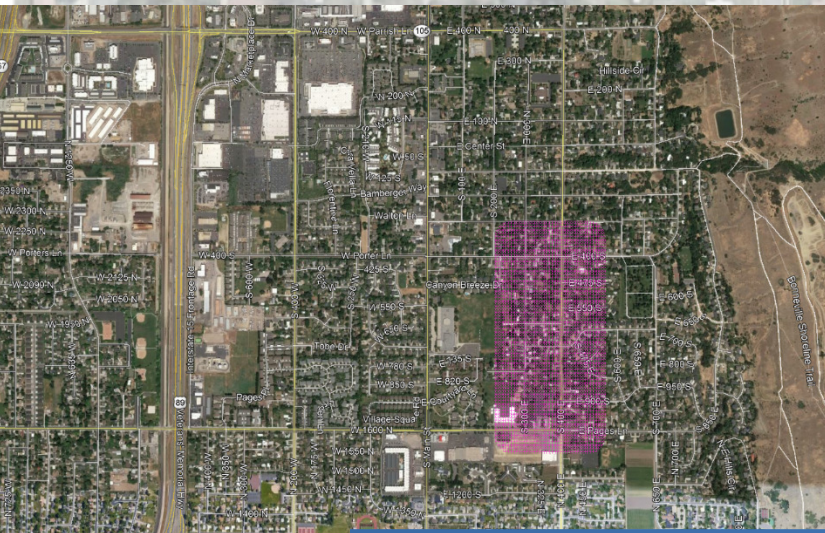
**Funds Request –
\$ 3,334,371**

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.

Centerville City – 400 East – Reconstruct

Project Type – Reconstruction

Pages Lane to Porter Lane – (0.45 miles)



TYPICAL SECTION NO. 1
400 EAST
 STA 0+00 TO STA 23+50
 DESIGN SPEED 35 MPH

Project Cost –
\$ 1,820,000

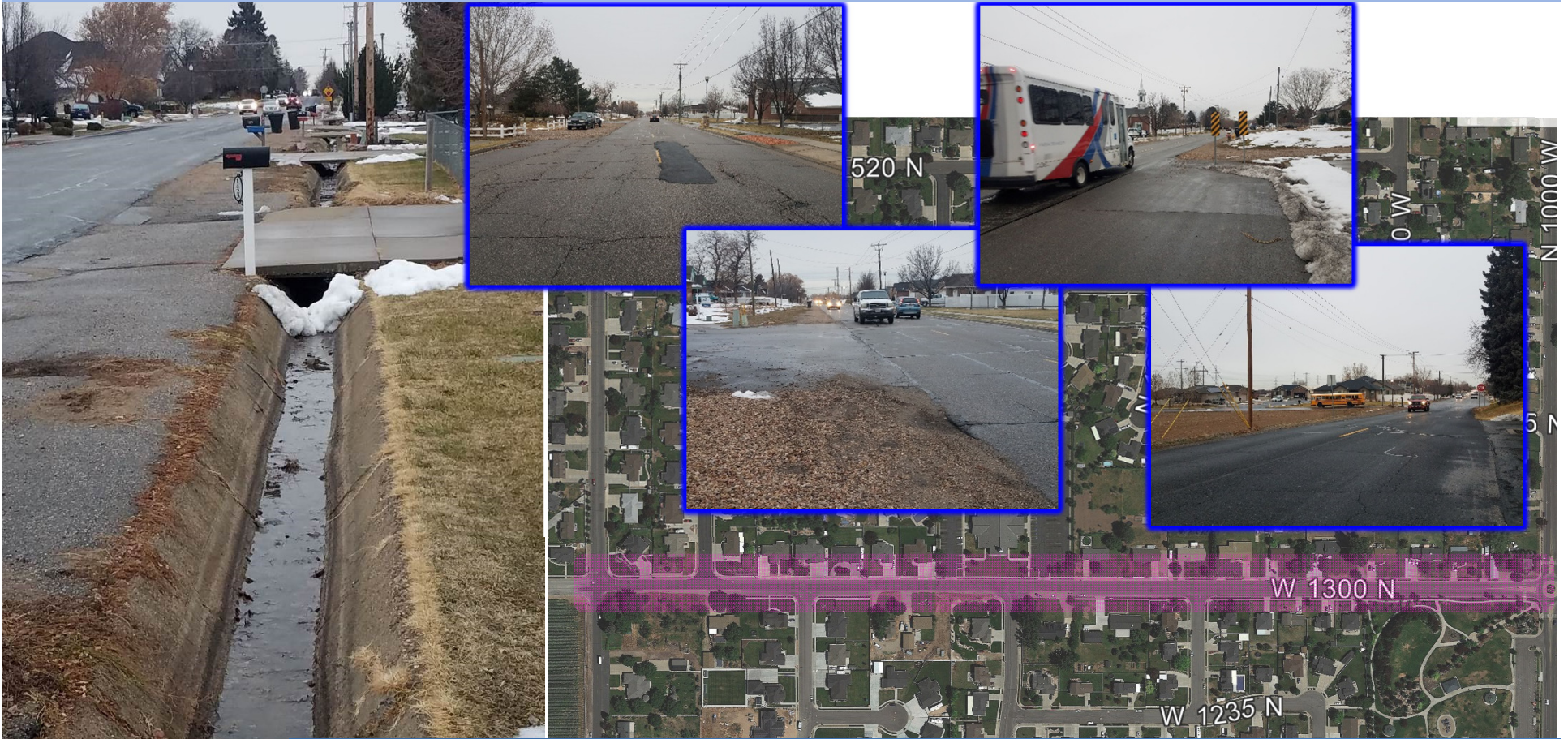
Funds Request –
\$ 1,696,786

400 East in Centerville City from Pages Lane to Porter Lane is a major collector. The City plans to use 400 East as a designated bike way. 400 East is classified as a Federal Aid Eligible collector and an integral corridor of the City Transportation Plan. The roadway needs to be reconstructed in order to safely distribute traffic along the corridor.

Clinton City – 1300 North – Reconstruct w\ Minor Widening

Project Type – Reconstruction

1000 West to 1500 West – (0.7 miles)



**Project Cost –
\$ 3,212,400**

**Funds Request –
\$ 2,994,921**

This project will widen 1300 N between 1000 W to 1500 W and will connect onto a CMAQ funded project at the intersection of 1500 West. Curb, Gutter, sidewalks will be added for increased pedestrian safety and mobility. The street will be reconstructed, and center turn lanes will be added at intersections.

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

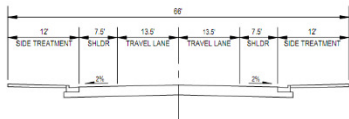
Project Type – Reconstruction

Glovers Lane to Lund Lane – (0.88 miles)

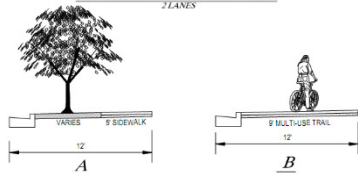
Figure 3: SR – 106 (200 East) Existing Conditions



MAJOR COLLECTOR



66-FOOT RIGHT-OF-WAY
2 LANES



SIDE TREATMENTS

Project Cost –
\$ 2,406,900

Funds Request –
\$ 2,225,307



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

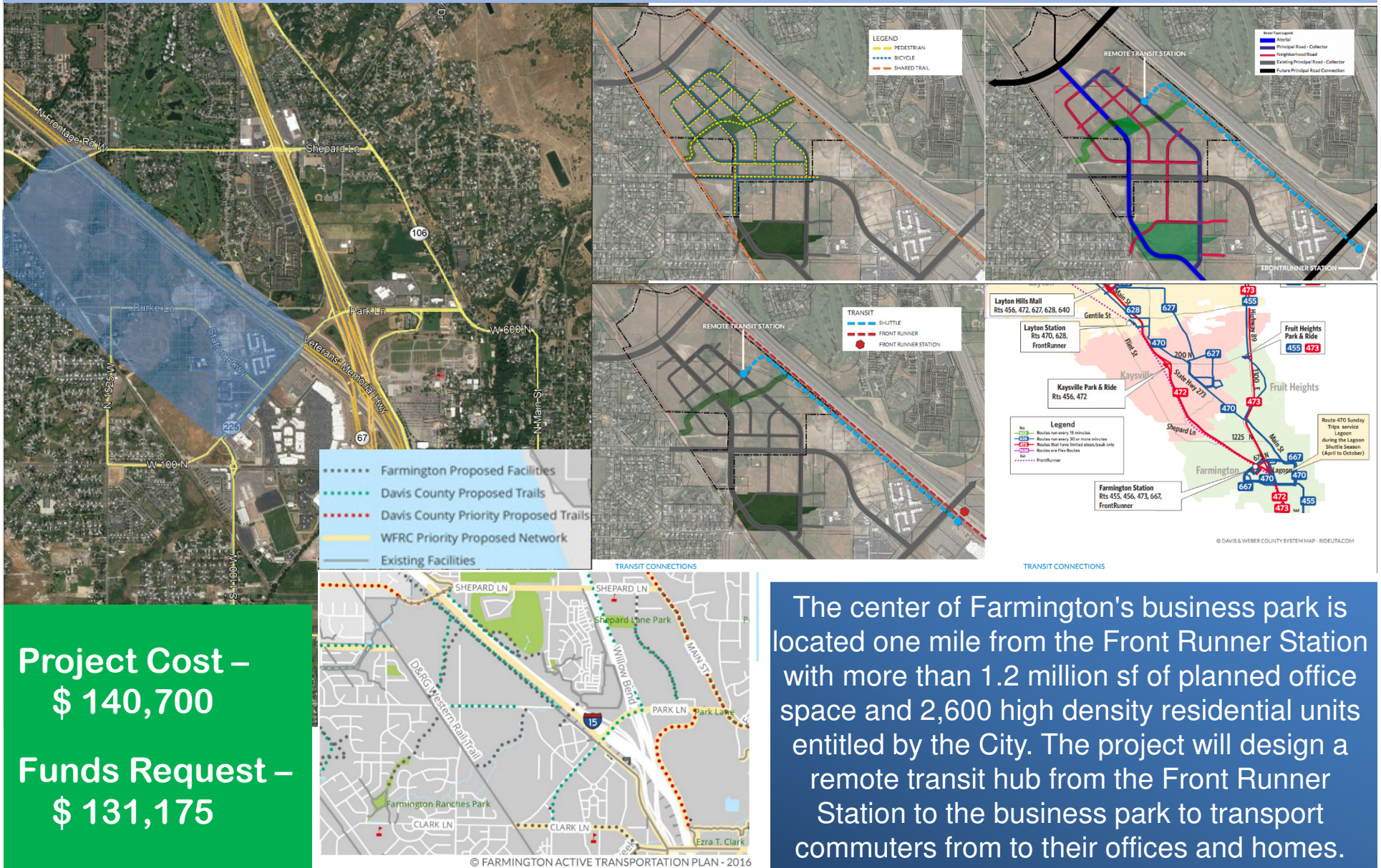


The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (200 East Street) between Glovers Lane and Lund Lane on the east side of the road. The project includes acquiring right of way, storm drain, curb and gutter, sidewalk, retaining walls, and pavement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

Farmington City – Business Park Remote Transit Hub Design

Project Type – Study

Farmington Front Runner Station to 800 North – (1.0 mile)



**Project Cost –
\$ 140,700**

**Funds Request –
\$ 131,175**

The center of Farmington's business park is located one mile from the Front Runner Station with more than 1.2 million sf of planned office space and 2,600 high density residential units entitled by the City. The project will design a remote transit hub from the Front Runner Station to the business park to transport commuters from to their offices and homes.

Kaysville City – Mutton Hollow – Intersection Improvements

Project Type – Operations

Main Street and Fairfield Road – (0.91 miles)



Project Cost –
\$ 5,050,400

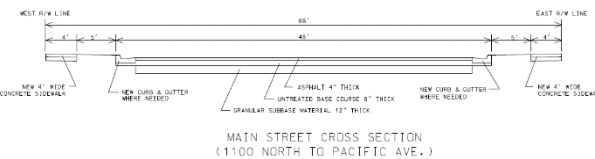
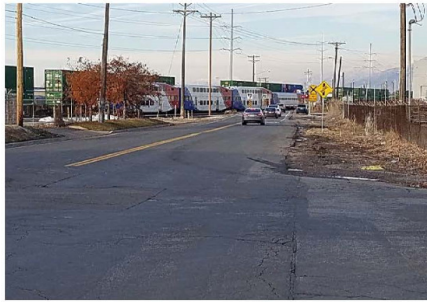
Funds Request –
\$ 3,000,000

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.

North Salt Lake – Main Street – Reconstruct with Minor Widening

Project Type – Reconstruction

Pacific Avenue to 1100 North - (0.5 miles)



**Project Cost –
\$ 3,604,000**

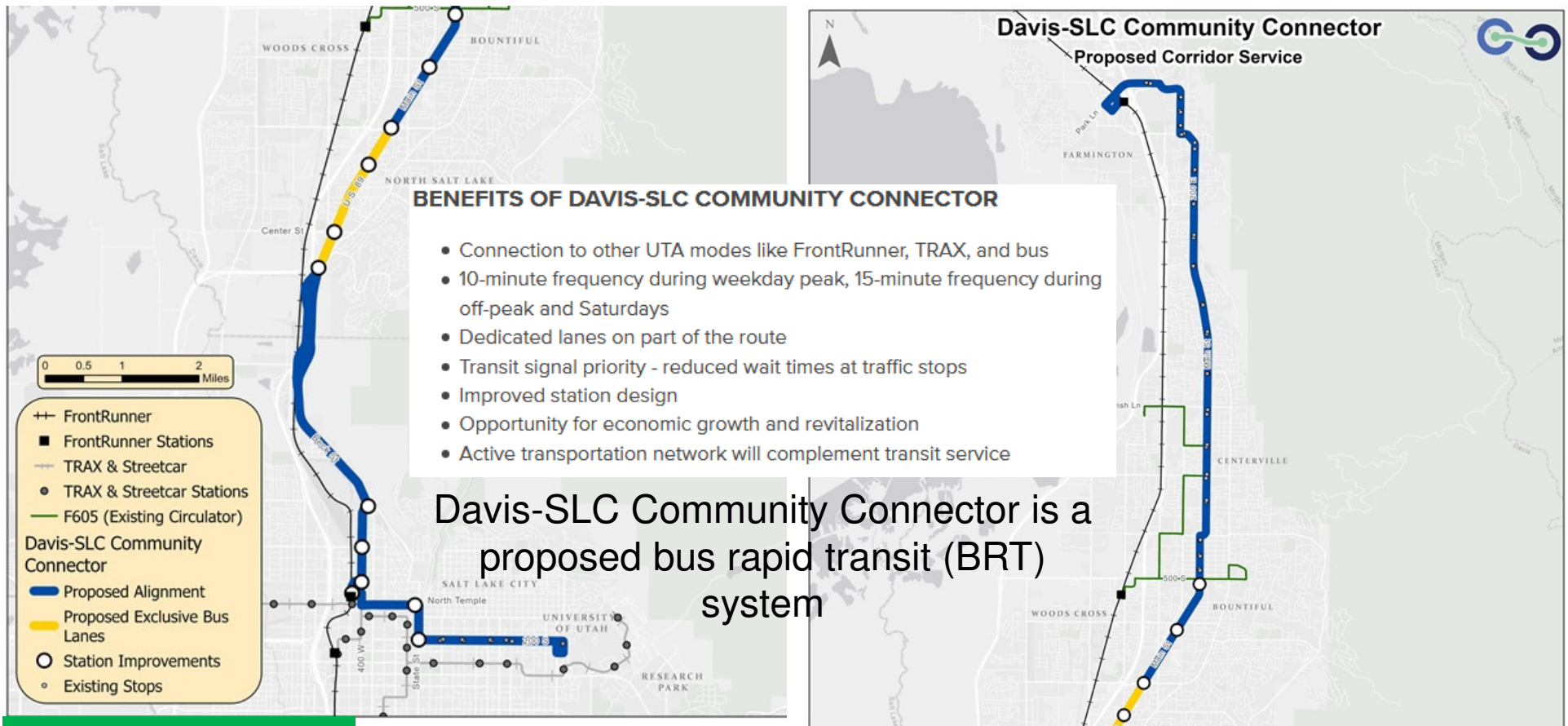
**Funds Request –
\$ 3,336,702**

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.

UTA – Davis - Salt Lake City Community Connector

Project Type – Transit

Davis County to Salt Lake City



**Project Cost –
\$ 4,700,000**

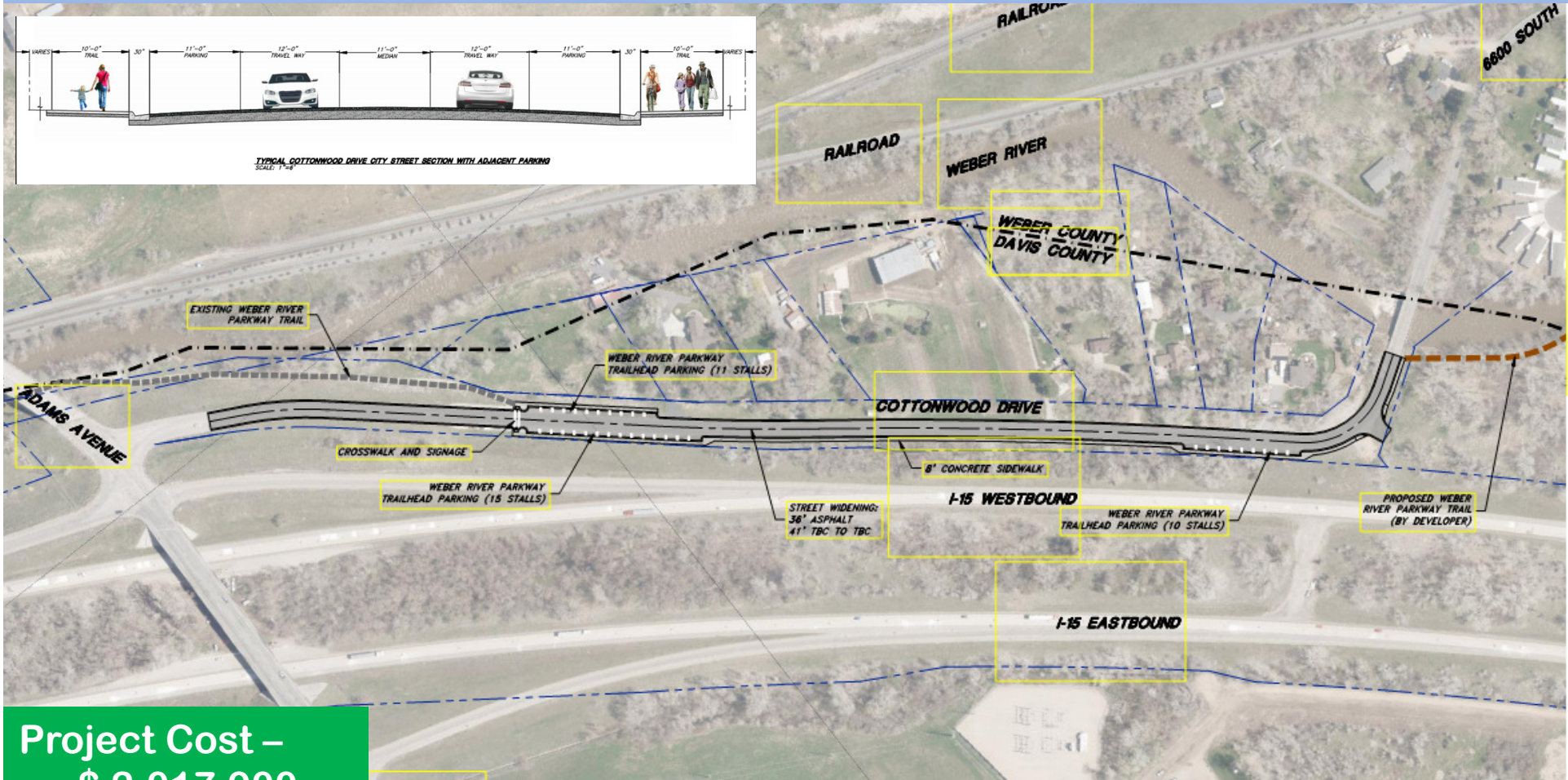
**Funds Request –
\$ 1,500,000**

The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for final design.

South Weber City – Cottonwood Roadway Reconstruct w/ Minor Widening

Project Type – Reconstruction

I-84 to Weber River Bridge Crossing – (0.53 miles)



**Project Cost –
\$ 2,017,900**

**Funds Request –
\$ 1,764,751**

The project will reconstruct and widen the existing asphalt roadway and install curb, gutter, and sidewalk. (trail) The new trail will connect the existing Weber River Parkway Trail system to the south and trail systems south to I-84 and the US-89 junction existing trailheads.

3000 West to 4000 West – (1 mile)

**Project Cost –
\$ 3,907,800**

Google

3000 West to 4000 West – (1 mile)

**Project Cost –
\$ 3,907,800**

Google

Project Cost –
\$ 3,907,800

Funds Request –
\$ 3,643,242

Project Cost –
\$ 3,907,800

Funds Request –
\$ 3,643,242

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

Woods Cross – 1100 West – Reconstruct/ Minor Widening Project Type - Reconstruction

2185 South to 1100 North (2600 So) – (0.436 miles)



**Project Cost –
\$ 3,434,700**

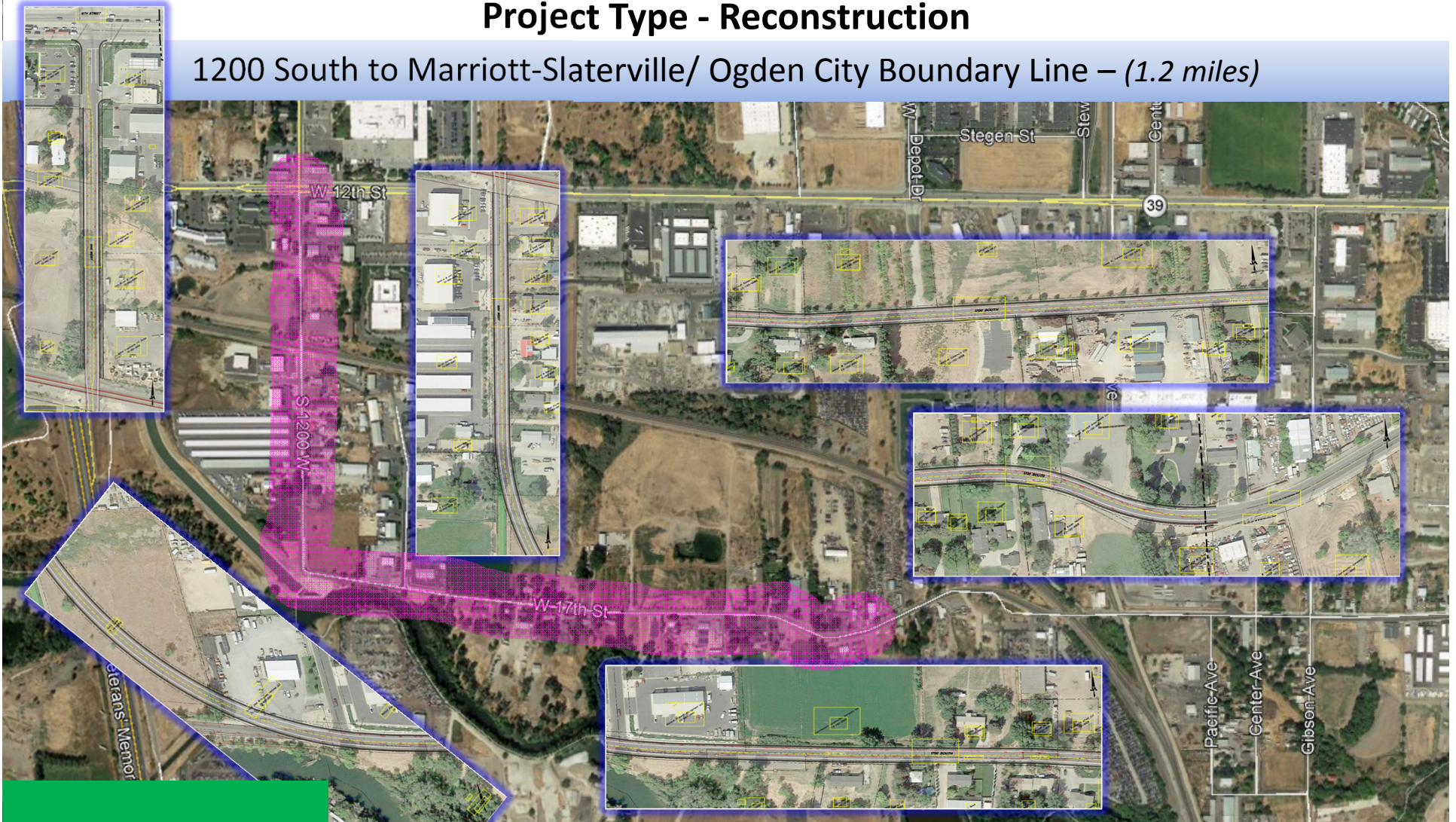
**Funds Request –
\$ 3,202,171**

The project widens 1100 West from 2600 S to 2185 S. Curb, Gutter, sidewalks will be added for increased pedestrian safety and mobility. The street will be reconstructed, and center turn lanes will be added at intersections.

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 –
\$ 5,075,200

Funds Request –
\$ 4,615,071

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.

Quincy Avenue to Harrison Blvd – (0.473 miles)



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.

Washington Blvd to Monroe Blvd – (0.83 miles)



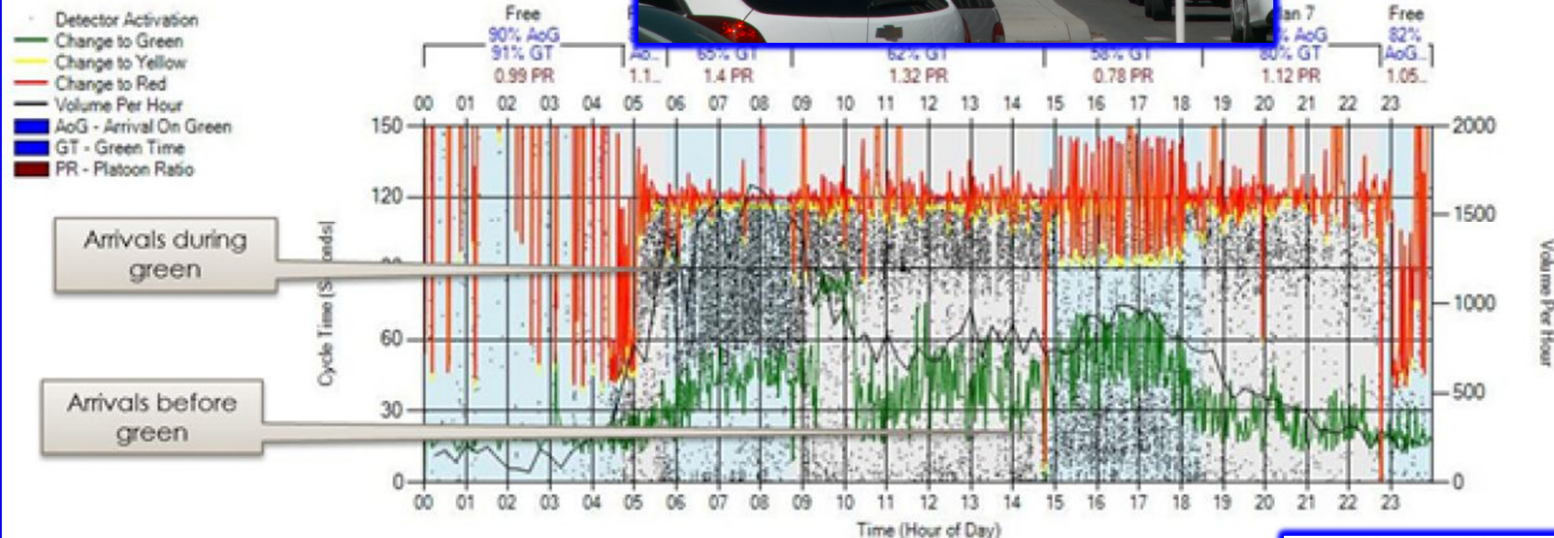
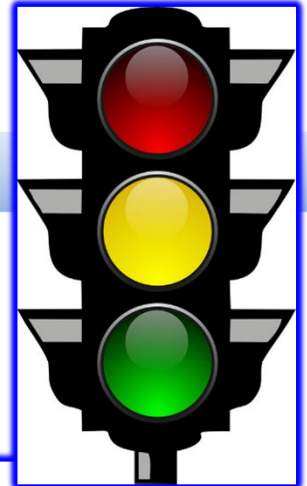
Funds Request – \$ 4,873,691

As traffic continues to increase on 2nd Street, 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. Missing sidewalk, insufficient space for bike lanes and small queues at signalized intersections are also issues.

Wall Ave (SR-204); 12th Street to Riverdale Road

SYNCHRONIZATION BENEFITS

- TRAVEL TIME ↓ 20%
- DELAYS ↓ 43%
- STOPS ↓ 41%
- FUEL USE ↓ 10%
- AIR QUALITY ↑



**Project Cost –
\$ 400,000
Funds Request –
\$ 372,920**

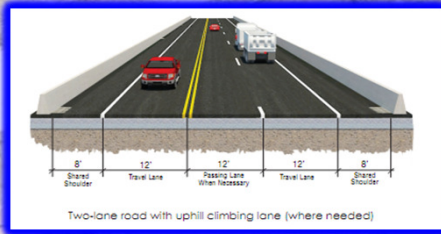
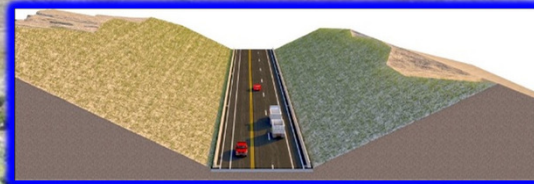
These proposed traffic signal optimization projects would retime signalized intersections across multi-jurisdictional boundaries. Optimizing traffic signal operations reduce air pollution by reducing vehicle delay at signalized intersections.



Pleasant View – Skyline Drive Phase I – New Construction

Project Type – Capacity

Highway 89 to 1100 West – (1.45 miles)



**Project Cost –
\$ 37,409,800**

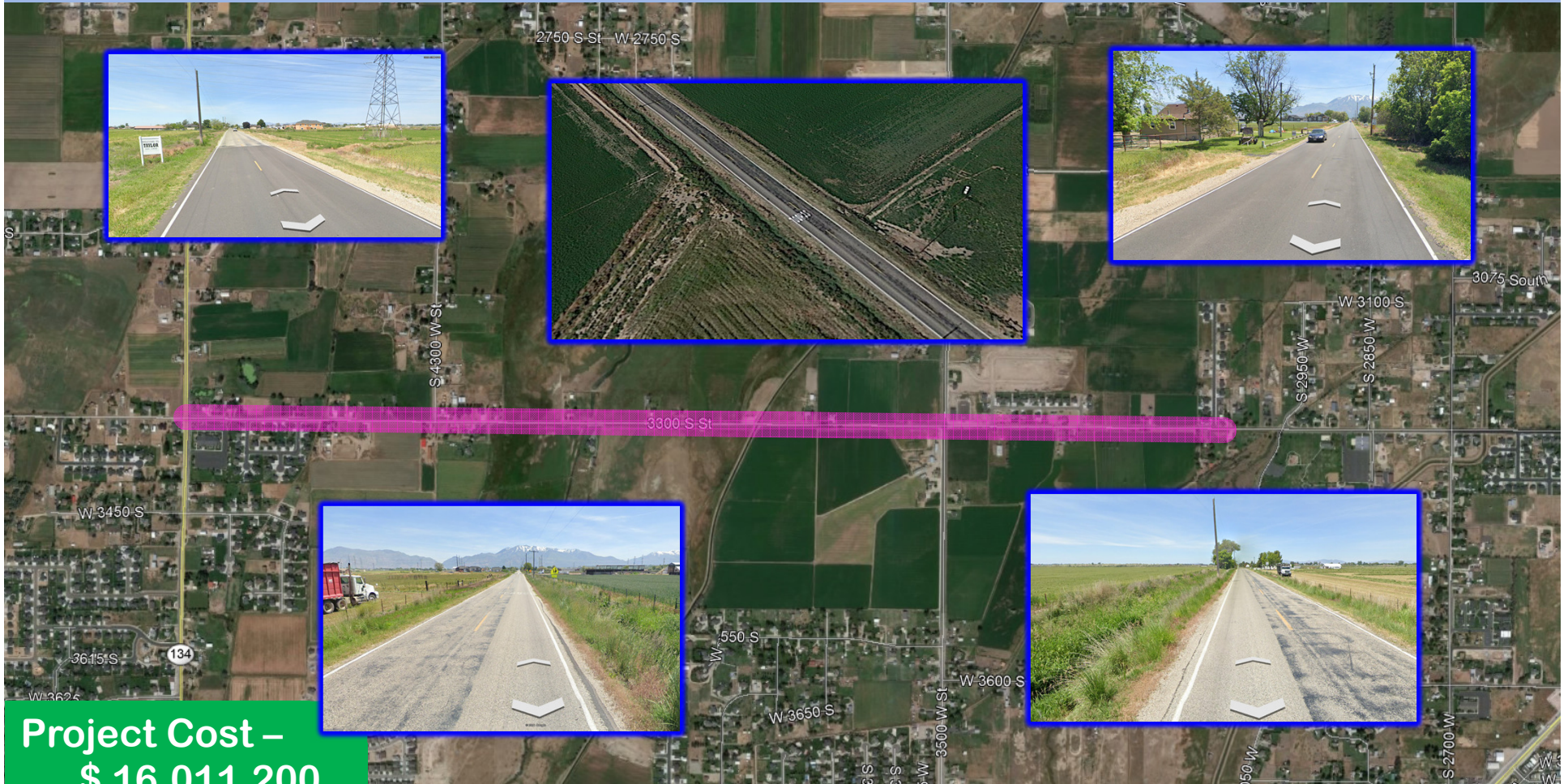
**Funds Request –
\$ 34,770,874**

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.

Weber County – 3300 South - Reconstruct & Minor Widening

Project Type – Reconstruction

3300 West to 4700 West – (1.76 miles)



Project Cost –
\$ 16,011,200

Funds Request –
\$ 13,552,099

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

Weber County – 2550 South - Reconstruct & Minor Widening

Project Type – Reconstruction

3500 West to 5100 West – (2.0 miles)



Project Cost –
\$ 16,100,671

Funds Request –
\$ 14,900,671

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

Weber County – 12th Street - Reconstruct & Minor Widening

Project Type – Reconstruction

10000 West to 7100 West – (3.48 miles)



Project Cost –
\$ 20,233,807

Funds Request –
\$ 9,833,807

Currently there is no continuous turning lane or shoulder. This is the last phase of the proposed widening from the end of the previous phase to Little Mountain. By improving the shoulder and drainage, pedestrian use will be safer.

UDOT TOC – Weber & Davis County – Traffic Signal Priority/ Preemption

Project Type – ATMS or ITS

1900 W; Riverdale Rd to Washington Blvd & Harrison Blvd; 24th to 36th – (5.45 miles)



**Project Cost –
\$ 670,000**

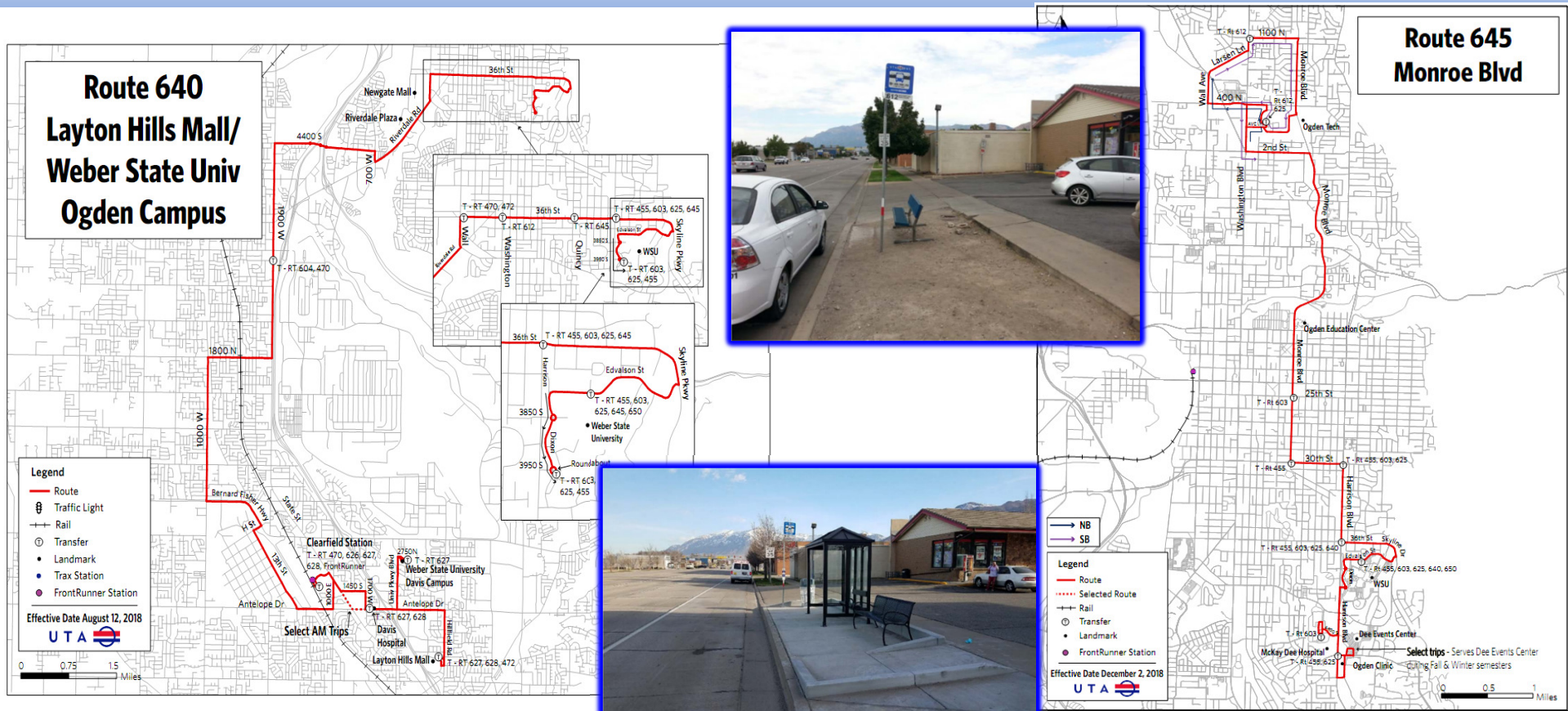
**Funds Request –
\$ 624,641**

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 and snowplow operations on multiple corridors in Salt Lake and Utah counties. This project will further expand benefits to freight movement.

UTA – Weber & Davis County – Bus Stop Improvement Program

Project Type – Transit

UTA Bus Stops – Routes 640 & 645 Plus



**Project Cost –
\$ 508,500**

**Funds Request –
\$ 474,075**

UTA has a Master Wayfinding and Bus Stop Improvement Plan in order to make the bus system more recognizable and to improve many of the UTA stops which are still out of ADA compliance. This grant will help facilitate the implementation of the plan to provide upgrades to more bus stops. The focus for this request is on Monroe, 36th, and 2nd Street (Routes 640 and 645).

UDOT – Dual Left Turn Lanes off Midland Drive Intersections Improvement - Project Type – Operations

Midland Drive to 1900 West (SR-126)



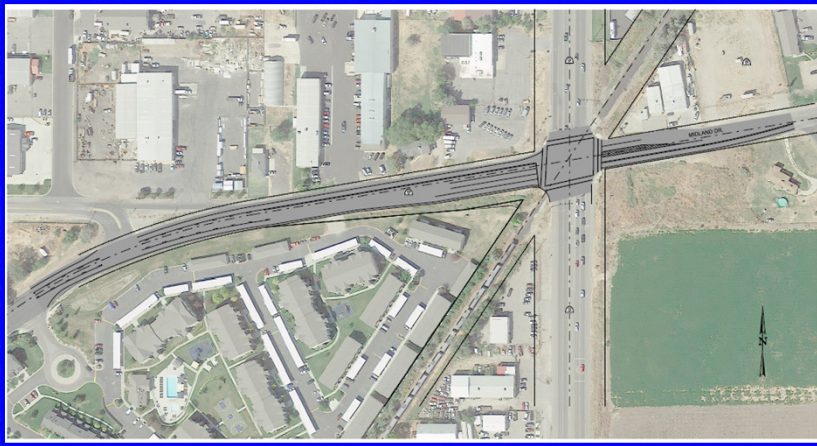
Figure 5. Eastbound Approach Turn Movement Near RR Crossing



Figure 4. Buried Utilities Eastbound Approach



Figure 3. Eastbound Approach Queue



This project will improve traffic operations by constructing dual left turn lanes from North/ East traffic on SR-108 (Midland Drive) to North Bound on SR-126 (1900 West)

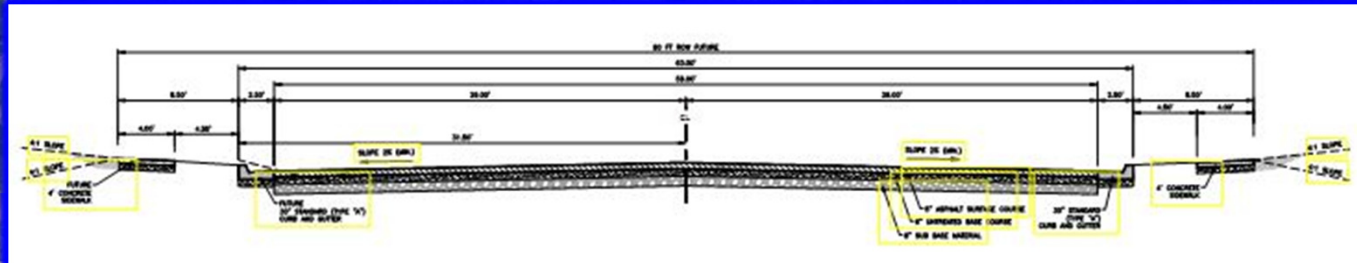
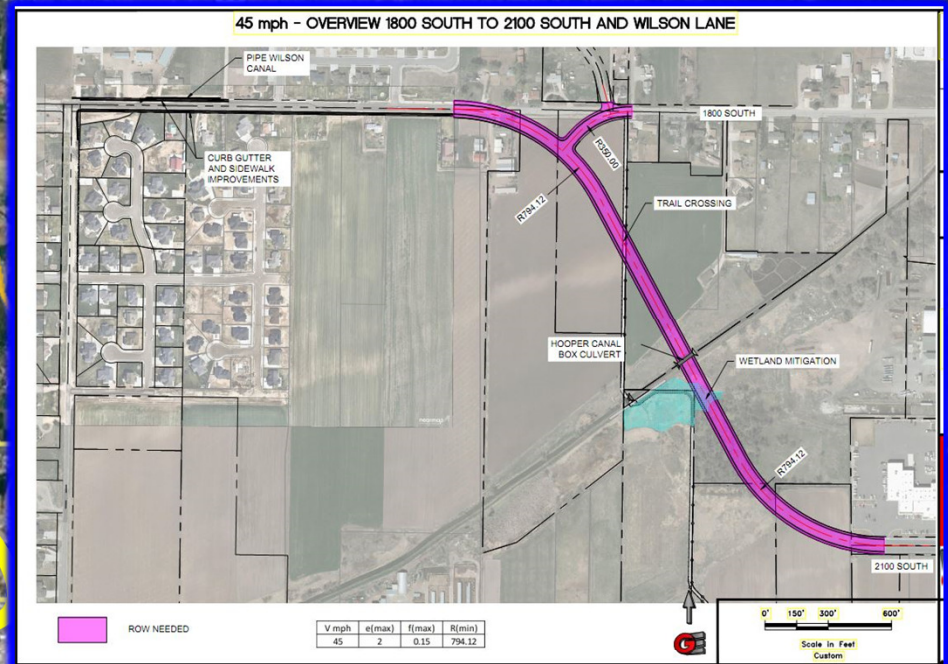
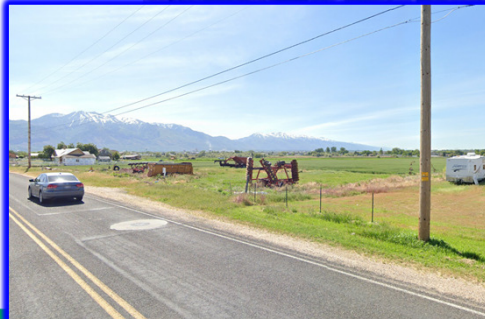
**Project Cost –
\$ 3,564,000**

**Funds Request –
\$ 3,322,717**

West Haven City – 1800/ 2100 South Connector – New Construction

Project Type - Capacity

2100 South/ 1900 West to 1800 South/ 2550 West – (0.59 miles)



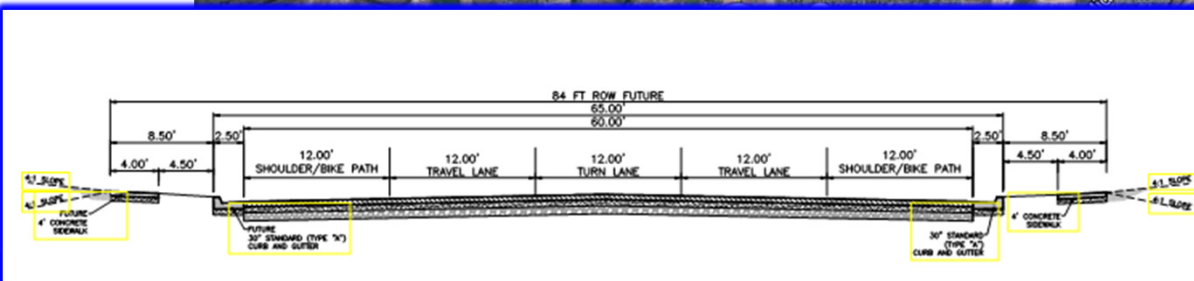
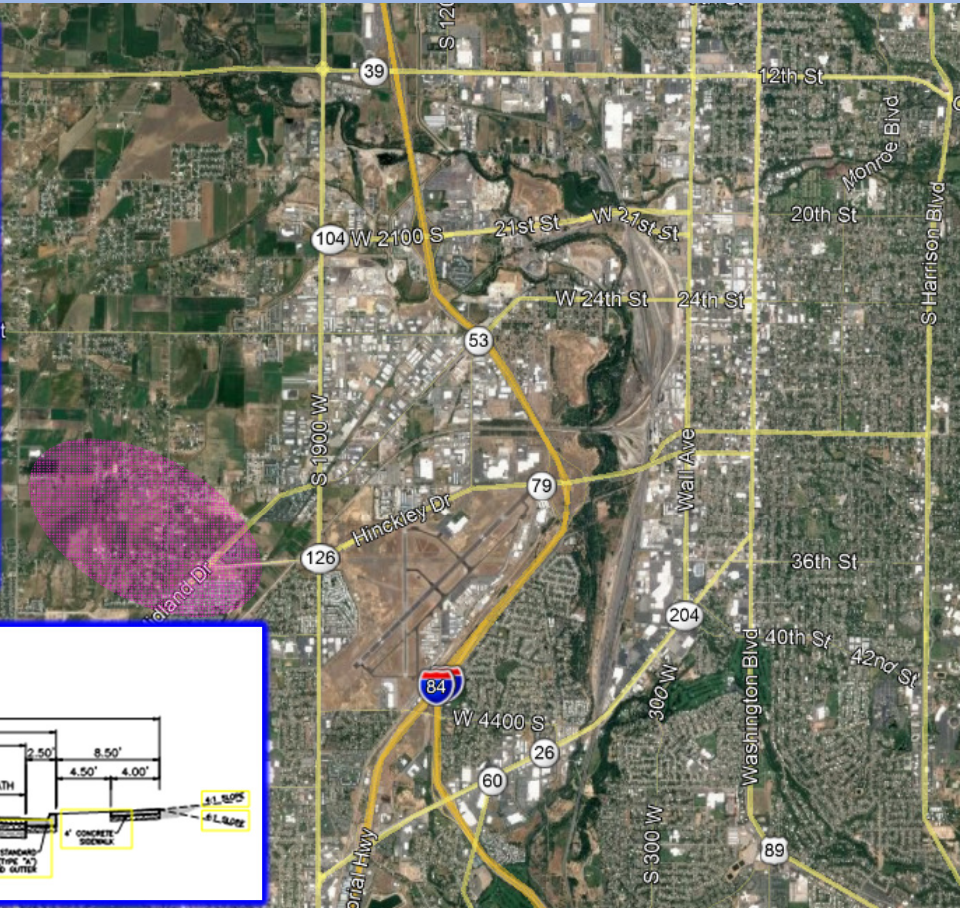
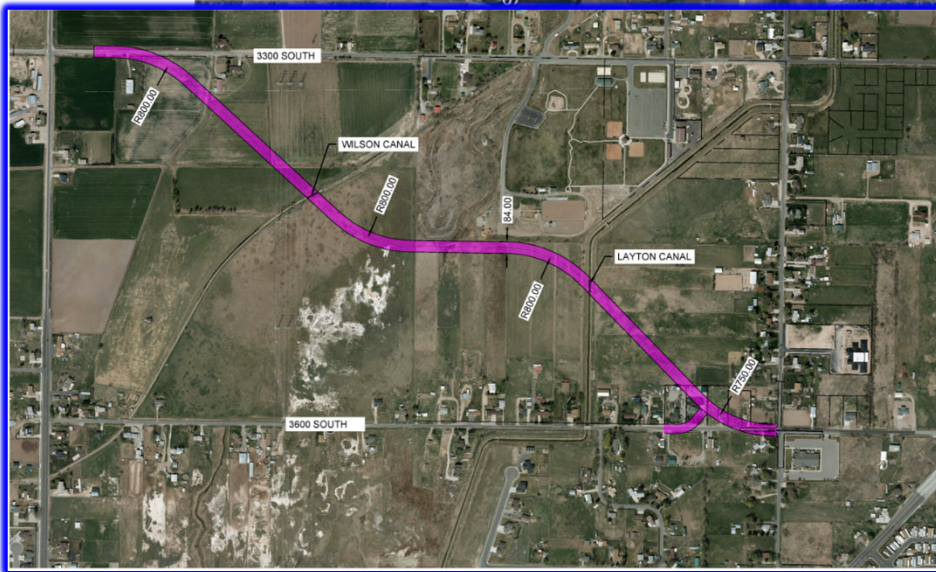
Project Cost –
\$ 5,304,200
Funds Request –
\$ 2,500,000

In an effort to provide better connection between the east/west corridors in Western Weber County and I-15, this project 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.

West Haven City – 3300/ 3600 South Connector – New Construction

Project Type - Capacity

3300 South/ 3500 West to 3600 South/ 2700 West – (1.105 miles)



Project Cost –
\$ 7,834,800
Funds Request –
\$ 7,304,384

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.