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

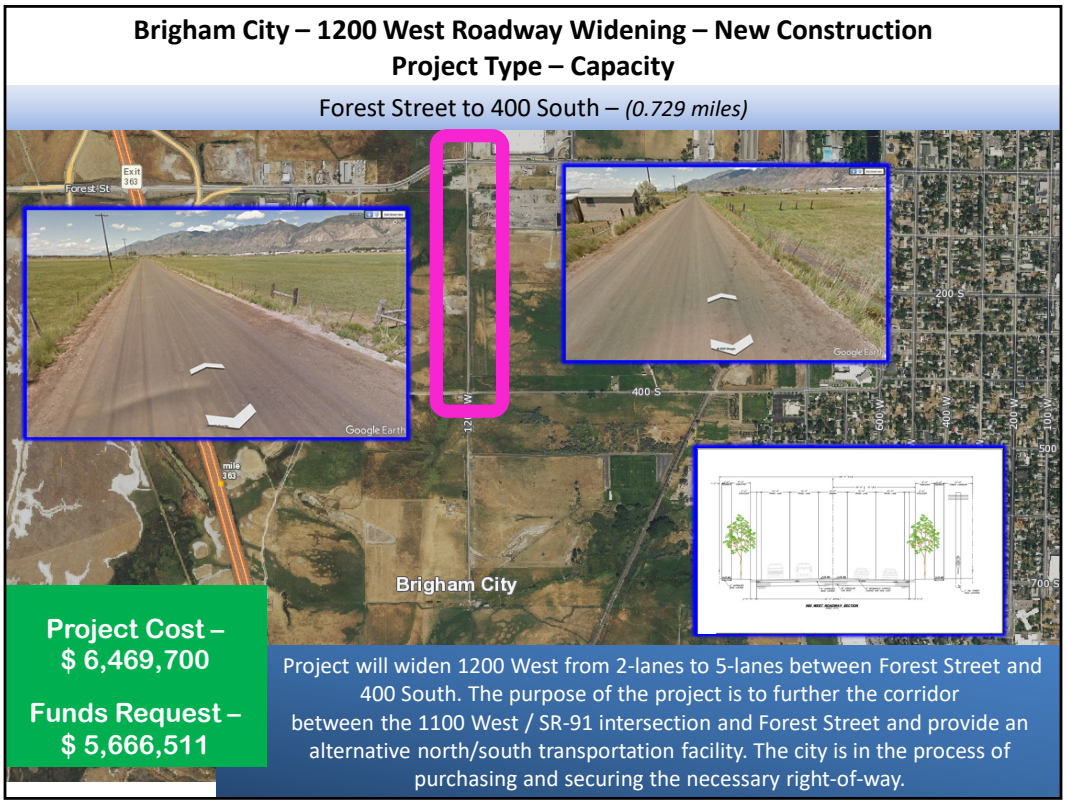
600 North to Industrial Way – *(0.7 miles)*

Project Cost – $ 8,844,600

Funds Request – $ 6,500,550

Project will widen 1200 West from 2-lanes to a 5-lane facility between 600 North and Industrial Way. The purpose of the project is to further the corridor between the SR-13 and Forest Street and provide an alternative north/south transportation facility. The city has secured the necessary right-of-way.

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 industrial way. The city has purchased the right-of-way and is now looking for funding assistance for completing the construction for this project.



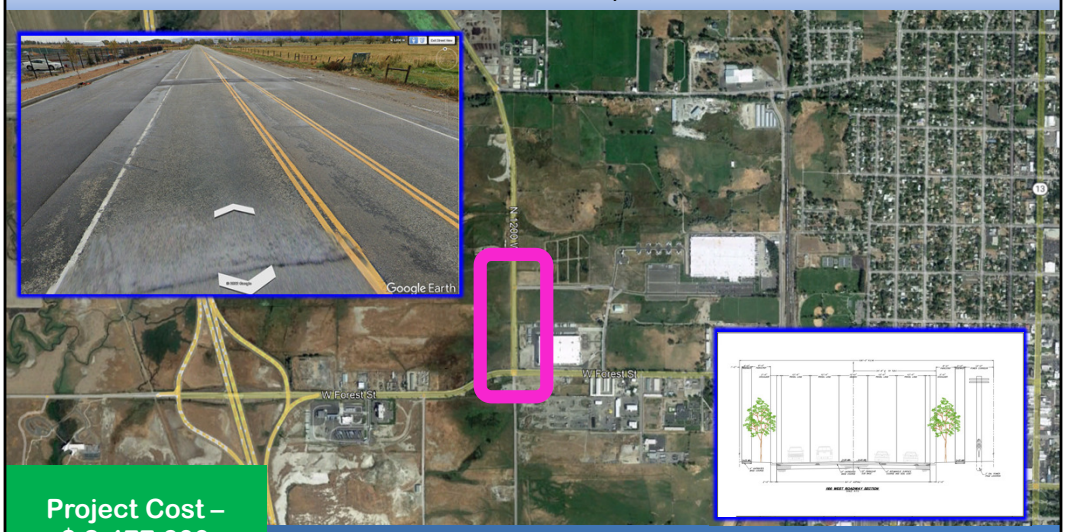
The transportation needs are currently served by three interstate accesses, a regional airport and a heavy rail system. The westerly area of the City, however, is deficient in adequate roadway infrastructure to support future growth. The 1200 West corridor will provide the main north/south transportation 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.

Brigham City – 1200 West Roadway Extension – Widening

STP & TAP

Project Type – Capacity

Forest Street to Industrial Way – *(0.335 miles)*



Project Cost – $ 2,477,300

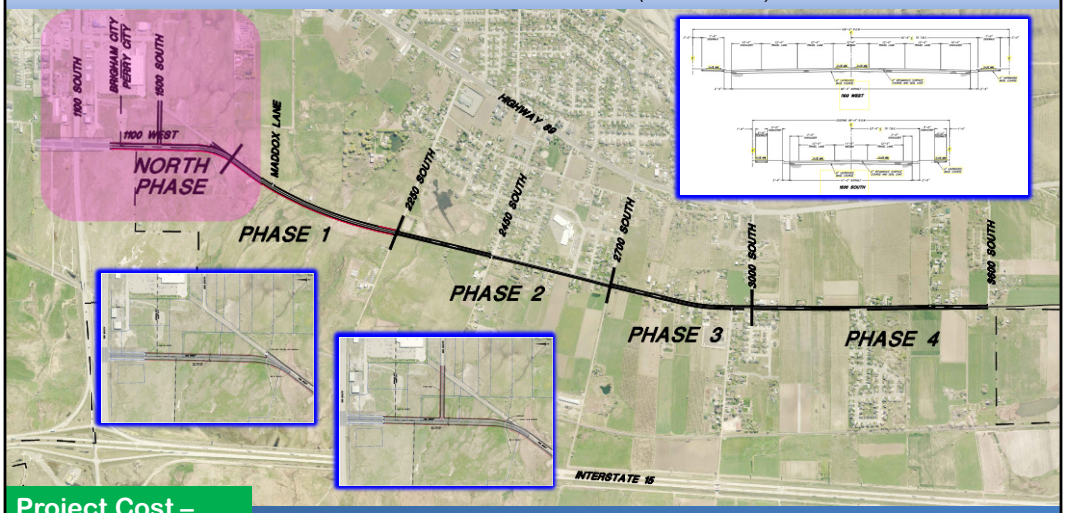
Funds Request – $ 1,622,255

Project will widen 1200 West from a 2-lane to a 5-lane facility between Forest Street and Industrial Way. The purpose of the project is to further the corridor between the SR-13 and Forest Street and provide an alternative north/south transportation facility. The city has secured the necessary right-of-way.

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 industrial way. The city has purchased the right-of-way and is now looking for funding assistance for completing the construction for this project.

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 – $ 5,002,100

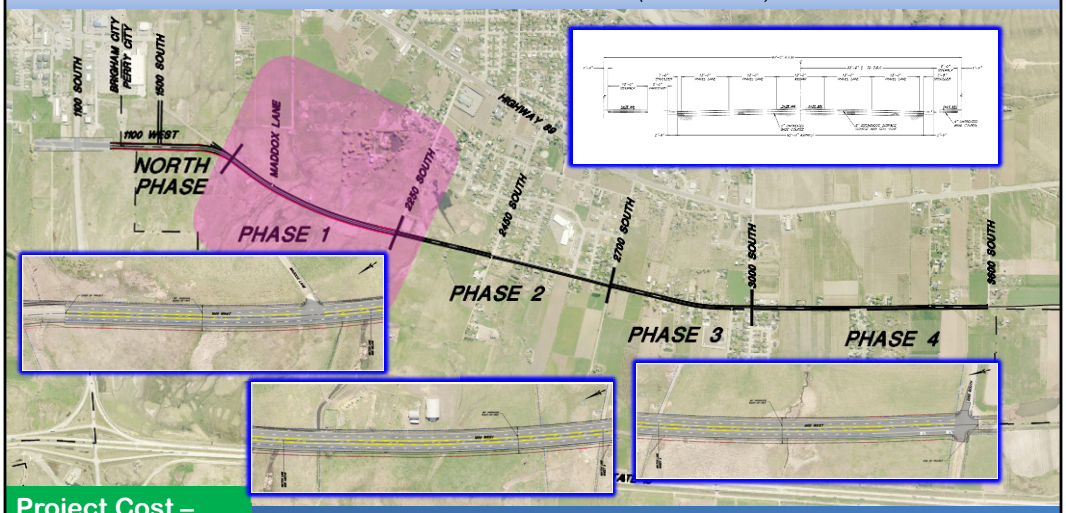
Funds Request – $ 4,546,920

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.

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.

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

1600 South to 2250 South – *(0.521 miles)*



Project Cost – $ 5,406,300

Funds Request – $ 4,923,756

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.

This project proposes to widen the 1200 West corridor from approximately 1600 South to 2250 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.

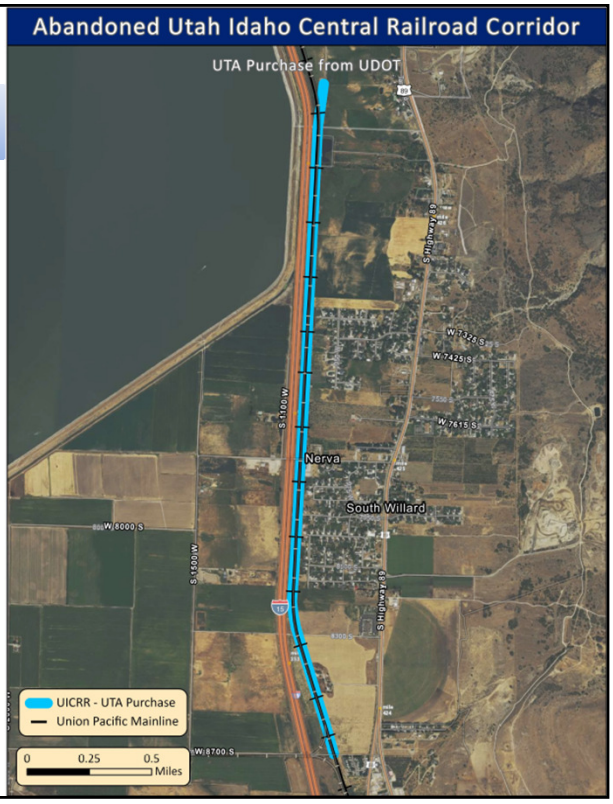
UTA – UIC Multi-Use Trail – Design
Project Type – Other

8700 South (Box Elder County) to Willard City Boundary – *(2.75 miles)*

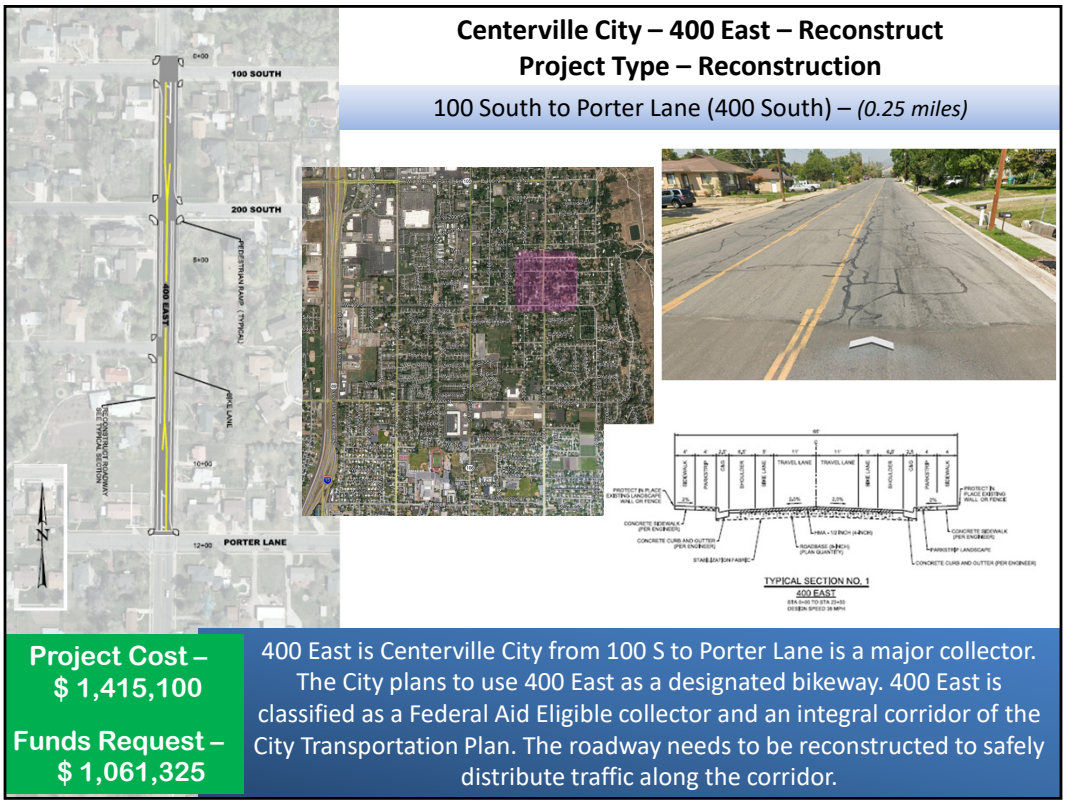
The Utah Idaho Central (UIC) Railroad corridor is an abandoned right of way which runs adjacent to Union Pacific's main line for about 2.75 miles (north of the Box Elder County line). UTA purchased this portion of the UIC from UDOT. The RTP includes a trail on the UIC. Requested funding would support design.

Project Cost – $ 200,000

Funds Request – $ 186,460



This project is included in the regional transportation plan. The trail will provide new recreation opportunities for residents in Box Elder County. Eventually, the project can be expanded to the north/south and tie into other trail systems. It will also provide a safer route for bikes and pedestrians.

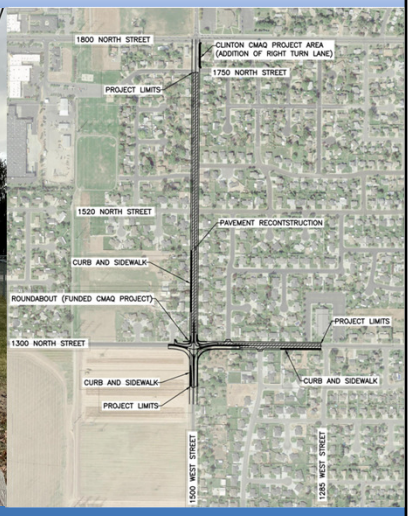


400 East in Centerville City is the north end of Orchard Drive in the cities of Bountiful, Woods Cross, and North Salt Lake. The corridor is the continuation of a major collector and north-south transportation route in Davis County. City roadway maintenance through the years has increased the design life, but it's at its end. The reconstruction project will provide a much-needed replacement of the roadway structural section, long over-due up-to-standard replacement of the pedestrian ramps, safe pedestrian access along sidewalk improvements, and designated bike lanes according to City Master Plan.

Clinton City – 1300 North and 1500 West – Reconstruct w\ Minor Widening

Project Type – Reconstruction

1285 West to 1750 North – *(0.66 miles)*



Project Cost – $ 3,876,500

Funds Request – $ 3,000,000

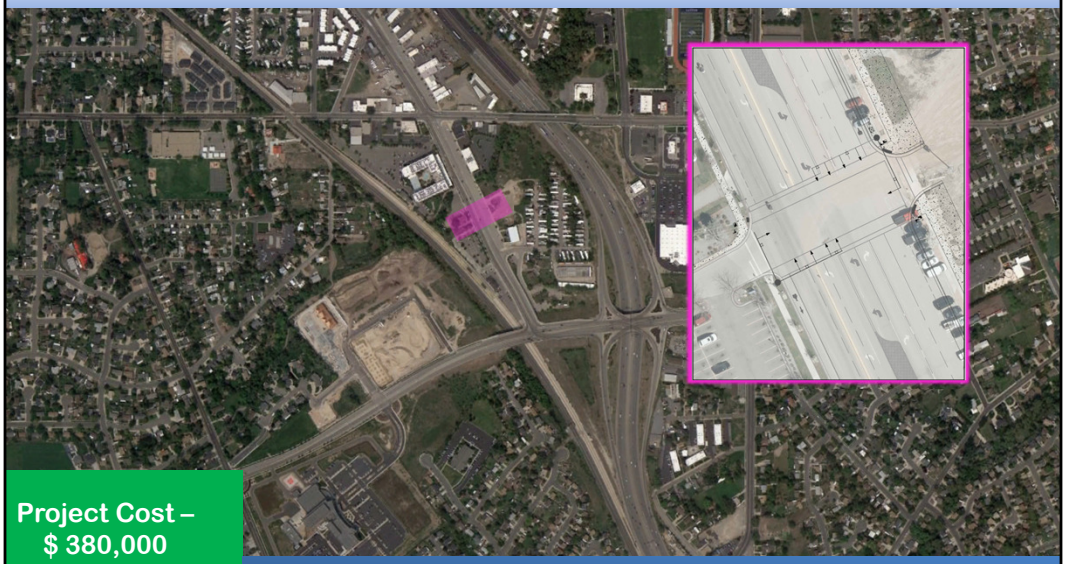
This project will widen 1300 North from 1285 W to 1500 W, and 1500 West from 1230 N to 1750 N, connecting to a CMAQ funded roundabout. The project will add pavement, curb and gutter, and sidewalk along various sections of the corridor. The existing pavement will be completely reconstructed.

1300 North is a 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 corridors 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.

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".

Layton – Layton FrontRunner Station - Traffic Signal
Project Type – Operations

Main Street - Eastside Future Parking Structure to Westside FrontRunner Station – *(0.25 mile)*



Project Cost – $ 380,000

Funds Request – $ 304,000

This intersection is within a Transit Oriented Development (TOD) and contributes to UTA's first/last mile strategy for infrastructure in the downtown area to connect a future UTA Parking Garage, to be located on the east side of Main Street, to the existing UTA FrontRunner Layton Station on the west side.

The proposed traffic signal at this intersection is part of greater planning effort with UDOT and UTA. Layton City has adopted a redesign and reconstruct for South Main Street to enhance pedestrian, bike and vehicular connectivity through the Historic Downtown. There is a proposed UTA Parking Garage to be located on the east side of Main Street that will benefit the FrontRunner Station; this signal will increase the accessibility to the FrontRunner station by providing a safe, direct path from the east side of Main Street. This project promotes alternative modes of transportation other than vehicle usage that could in turn reduce average delay along major corridors and other highly congested areas.

North Salt Lake – Center Street – Minor Widening with AT
Project Type – Other

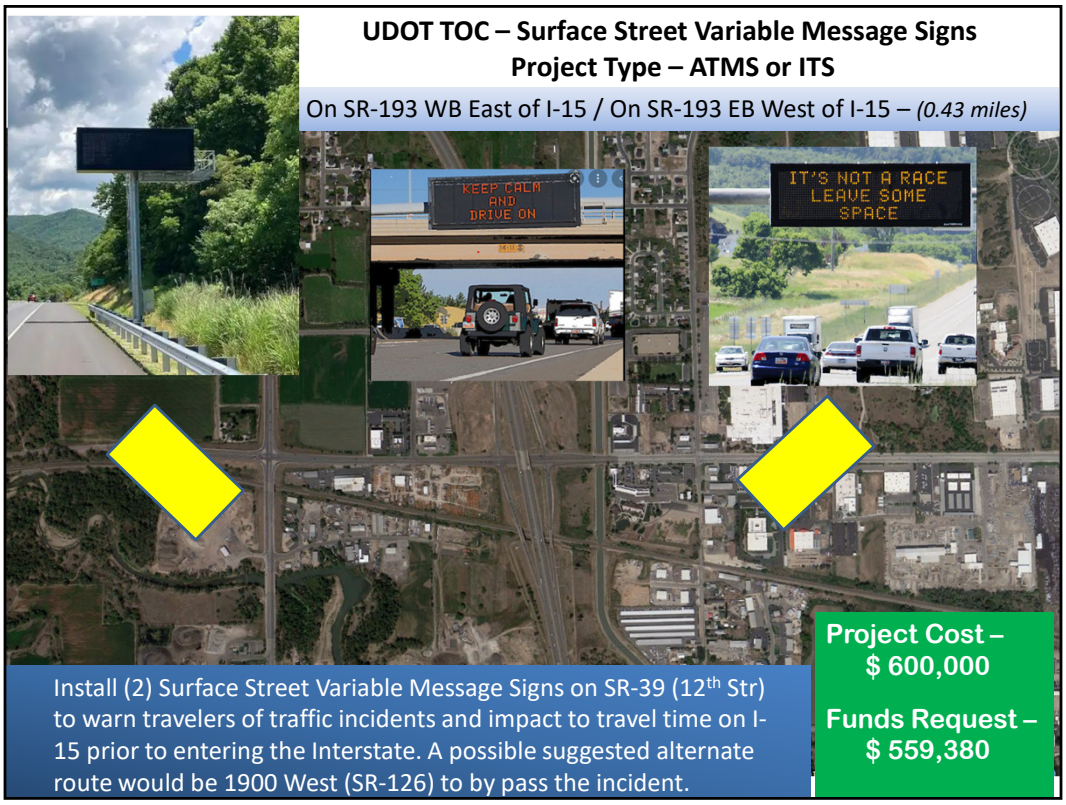
Foxboro Drive to Jordan River Trail – *(0.59 miles)*

Project Cost – $ 689,300

Funds Request – $ 585,905

This project would include widening a section of Center Street and installing curb & gutter. This project will also include the installation of sidewalk from 1200 West to the Jordan River Trail on the south side of the road, and the striping of bike lanes from Foxboro Drive to the Jordan River.

Currently, the Jordan River Trail ends at Center St. Once pedestrians and cyclists get to the end of the trail, there is nowhere for them to safely go. Constructing sidewalk in this location & striping bike lanes will provide a non-vehicular route to access the Legacy Trail (regional), the Center Street Trail/Town Center, and also the Redwood Road trail which connects to a grocery store, restaurants, and over 2,500 homes. The City recently included the area west of the Jordan River in its Annexation Policy Plan. With new development and expansion of Cross-E Ranch in that area, it is likely that the bridge over the Jordan River will be widened. The widening of the road and installation of curb & gutter associated with this project is in an effort to get ahead of that bridge expansion and allow for bike lanes. This project should be selected because it has regional significance in regard to active transportation, and also supports planning for future development in the annexation area.ville is requesting $3,000,000 rather that the full project amount. Kaysville will construct both signals and as much of the road as possible with this funding. Kaysville will then complete the remaining portion of the project with their own funding as a separate project.



Placing Surface Street VMS (SSVMS) on SR193 (E700S) prior to the entrance ramps at the I15 interchange provides traveler information of congestion ahead on SB or NB I15. Incidents in this I15 segment show worst-case vehicle delays of 860.24 Veh-Hrs. lasting 198.46 minutes that extended 3.19 miles. That PeMS data set show average delays of 91.95 Veh-Hrs. Determining the VHT Delay to I15 that SSVMS may reduce, the analysis uses the AADT to estimate the number of vehicles entering I15 from SR193 converted to an hourly volume in each direction SB or NB that is 187.5. Converting incident duration (198min) (hr/60) = 3.3hr. Then (187.5x3.3) = 621veh. diverted from I15. The number of veh. in the 3.19-mile queue = 1347. The veh. not entering I15 is (621/1347) = 46.1%. Assuming the SSVMS are 100% effective at rerouting the traffic from SH193, the reduced VHT Delay => (860.24 x .461) = 396.57 Veh-Hr. Delay. Input into the CMAQ spreadsheet to get a Benefit/Cost ratio of 26.4:1. Avg. B/C = 3:1

UDOT TOC – I-84 – Freeway Variable Message Sign
Project Type – ATMS or ITS

Install VMS Sign West of US 89

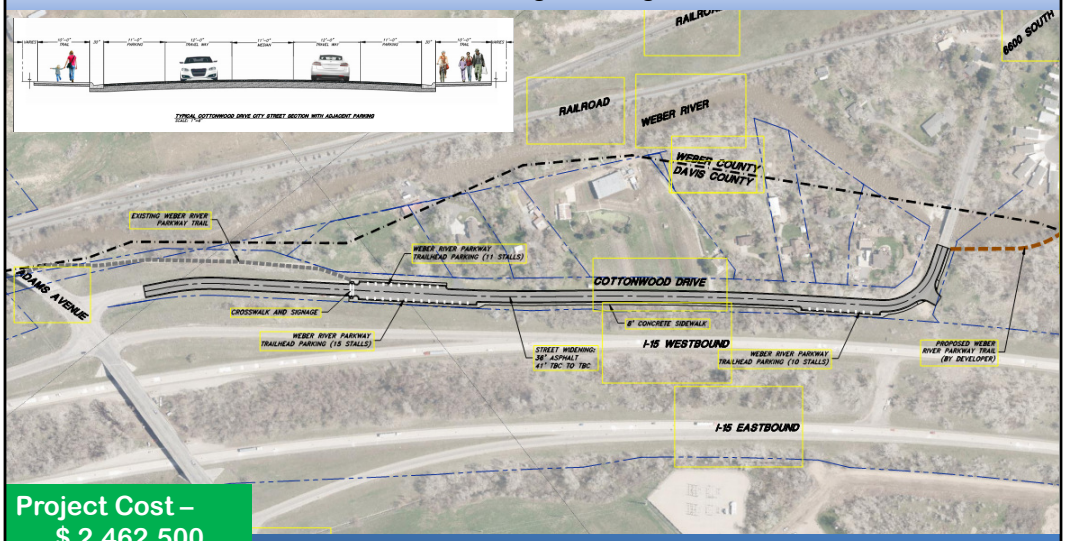
Installing a new Variable Message Sign at this location will provide Real-time traveler information in this area enabling travelers during incidents and inclement weather ahead and so they can off load at the US 89 interchange if needed.

Project Cost – $ 750,000
Funds Request – $ 699,225

Placing a Freeway Variable Message Sign (VMS) on I84 EB near MP 86.9 allows travelers to offload onto US89 should there be an incident ahead. PeMS data shows incidents between US89 and Echo Jct. produced vehicle delays up to 334.5 veh-hrs. averaging 72.8 veh-hrs for the data set. One location shows incidents averaged 334.5 veh-hrs delay on (3) different occasions with a queue of 2.5 miles. This location is on I84 EB, MP 119.36 near Echo Junction. Assuming a new VMS would divert traffic appropriately and avoid any incident-related delay on I-84, the averaged Benefit/Cost (B/C) ratio would be 4.7 to 1 for all incidents in the data. If the Worst-Case Scenario at MP 119.36, and 334.5 veh-hrs is input into the CMAQ spreadsheet, a B/C ratio of 21.5 to 1 is produced. VMS provide dynamic traveler information that is most useful for incident and congestion avoidance. VMS show best B/C ratios using Reduced VHT/incident. This shows their effectiveness in Air Quality improvement.

South Weber City – Cottonwood Roadway Reconstruct w/ Minor Widening
Project Type – Reconstruction

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



Project Cost – $ 2,462,500

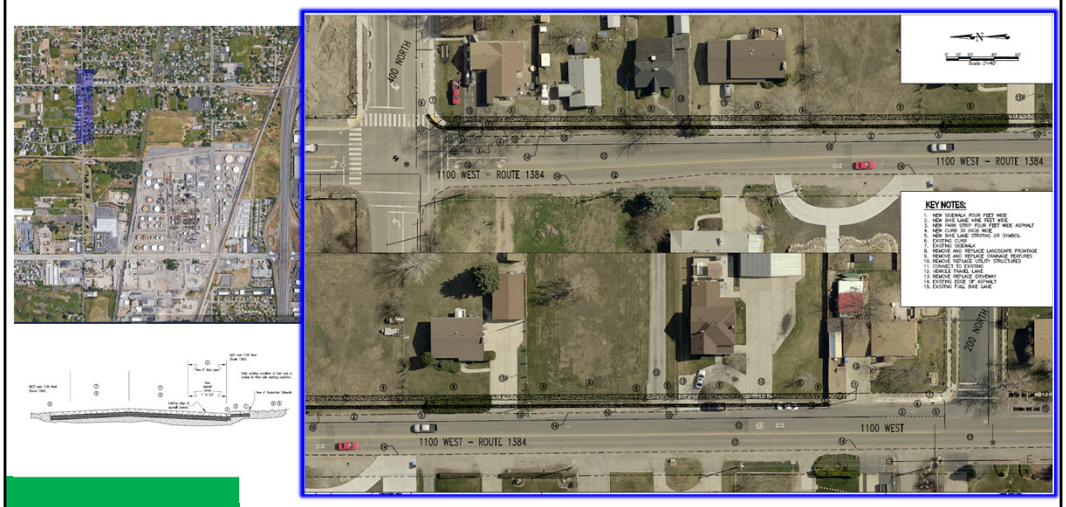
Funds Request – $ 2,179,251

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.

The main purpose of this project is to reconstruct and improve the existing Cottonwood Drive roadway to better provide off street access and parking for the Weber River trail system. This particular section of road is highly used throughout the year and at any given time of day. The current facilities is inadiquate such that the conditions are unsafe for all forms of transportation (e.g. motorists, pedestrian, etc.). This project, along with the other planned phases, will also join the trail with the regionally planned trail network and create connectivity.

West Bountiful – 1100 West – Roadway Improvements w/ Minor Widening
Project Type – Reconstruction

200 North to 400 North - *(0.15 miles)*



Project Cost – $ 1,048,300

Funds Request – $ 657,218

Roadway improvement include widening 1100 West to a uniform cross section with sidewalk, curb, gutter and bike lanes, eliminating the gap between West Bountiful and the Woods Cross FrontRunner Station and providing safety to bicyclist, pedestrians, an vehicles.

The project improves safety by providing separation between vehicle traffic and bicycle /pedestrian traffic by widening 1100 W and installing curb/gutter. Sidewalk and separate bike lane improvements provide for pedestrian and bicycle access between West Bountiful and the Woods Cross Frontrunner Station (and soon bus rapid transit). Due to the HollyFrontier Refinery presence on 800 W, 1100 W is the safest and best route for alternative transportation options exiting West Bountiful. This project completes the final gap of 0.15 miles of infrastructure along 1100 W from 400 N to 500 S. As the 400 N overpass is the only way in the area for pedestrians and bicyclists to avoid freight train traffic, this project also completes an alternative transportation route for anyone trying to access the Frontrunner Station from the north side of Bountiful.

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

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

Project Cost –
$ 3,942,600

Funds Request –
$ 3,000,000

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.

Safety is driving the improvement of 1100 West. As a major north-south transportation corridor for three communities (Woods Cross, North Salt Lake, and West Bountiful) 1100 West is a nightmare waiting to happen. Located in a populated area the road travels through neighborhoods and industrial areas. The road is narrow, with no shoulders and no sidewalks. Large amounts of industrial traffic share the roads with residential traffic and pedestrians as they walk, bike and drive to work, school, and to access the A1 drain trail system. With large numbers of tractor trailers using the narrow road 1100 West has become an alternate route to Redwood Road, and I-15 which in turn brings additional traffic to the area. This project will improve mobility, safety, and site access. It will connect two previous WFRC STP projects - 1500 South and 2600 South. With this project's development, 1100 West will be a safe, consistent transportation corridor for all users.

Ogden City – 2nd Street – Reconstruction w/ Minor Widening
Project Type - Reconstruction

Washington Blvd to Monroe Blvd – *(0.83 miles)*

Project Cost – $ 6,801,400

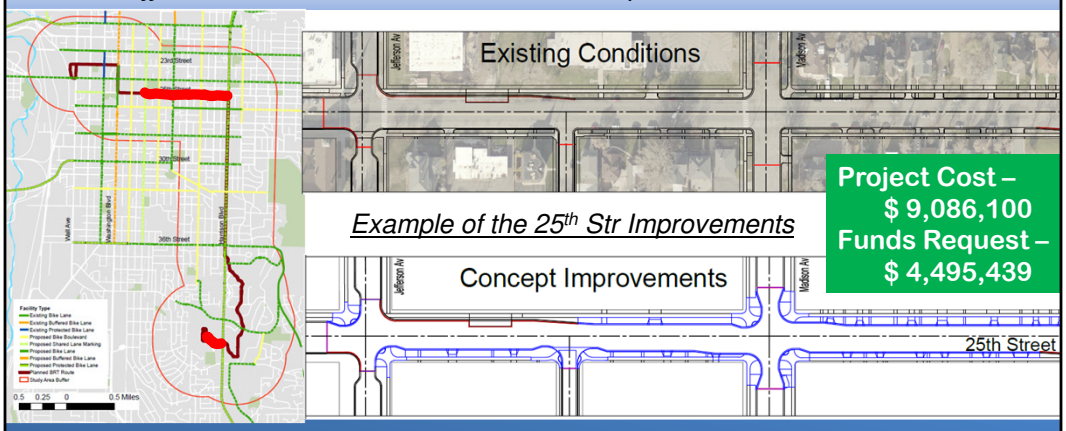
Funds Request – $ 5,242,136

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.

The improvements to the 2nd/Harrison intersection along with the I-15 Pioneer Avenue interchange effectivly link Harrison Bl, Monroe Bl, Washington Bl and Wall Avenue to I-15. 2nd Street has seen an increase in traffic since the Harrison Project was completed in 2017. There are many issues this project could resolve: 1) Increase seperation 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) Install sidewalk on both sides of 2nd Street serving transit users, general public and school age pedestrians 5) Improve intersection alignments and remove antiquated storm drain inlets 6) Offset roadway widening by added two midblock crossings retaining community connectivity 7) Resolve excessive crown and small corner radii 7) Install better street lighting and RRFBs to serve vulnerable roadway users.

Ogden City – 25th Street & 4400 South BRT Route – Reconstruction
Project Type - Reconstruction

25th; Jefferson Ave to Harrison Blvd & 4400 So; Mckay Dee to Harrison Blvd – (0.91 miles)

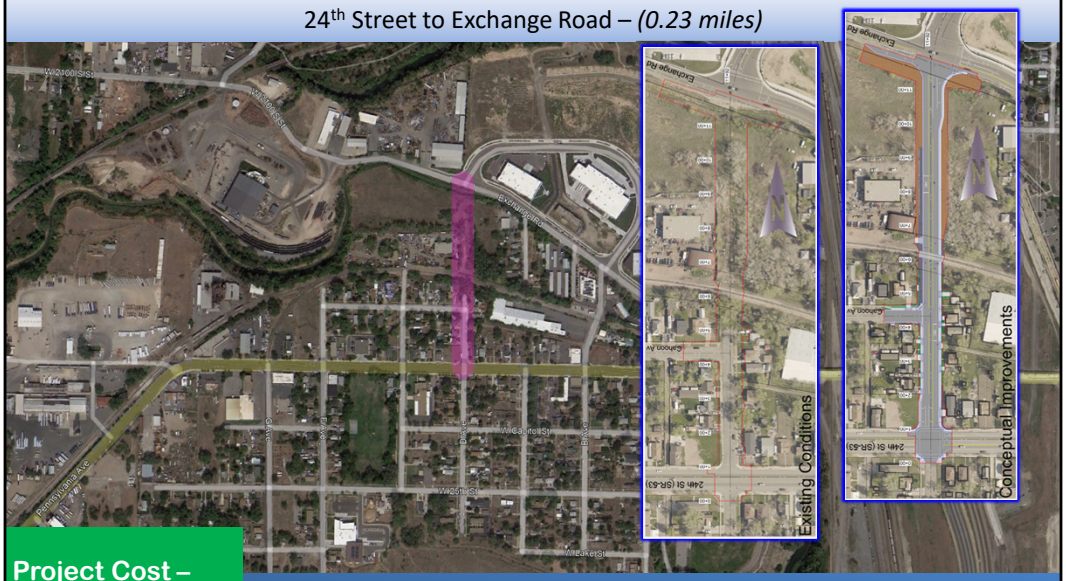


The WSU-Mckay Dee BRT bus rapid transit is a significant transit investment project presently under construction. While many of the roadways the BRT will operate on are being improved, two Ogden City segments 25th & 4400 were not programmed for reconstruction as part of the BRT. A majority of this funding request is tied directly towards increasing the roadway typical section enough to handle the stresses of the BRT system. Secondary improvements are related to pedestrian safety, lighting, drainage and landscaping aesthetics.

25th Street and 4400 South will undergo a massive increase in ESALs (Equivalent Single Axle Load) inherent to the BRT. Data suggests one fully loaded electric BRT bus is equivalent to 13,000 single passenger vehicle loads. Should the BRT have busses operating on 15-minute intervals over a 12-hour timeframe, the equivalent single passenger vehicle loading on 25th Street would approach 1.25 million. Considering the detrimental effect such loads will have on the roadway in its present condition, it serves the public interest to increase the roadway typical sections to better able to handle these loads.

Weber – Ogden – D Avenue Connection – New Construction
Project Type – Capacity

24th Street to Exchange Road – *(0.23 miles)*



Project Cost – $ 6,088,600

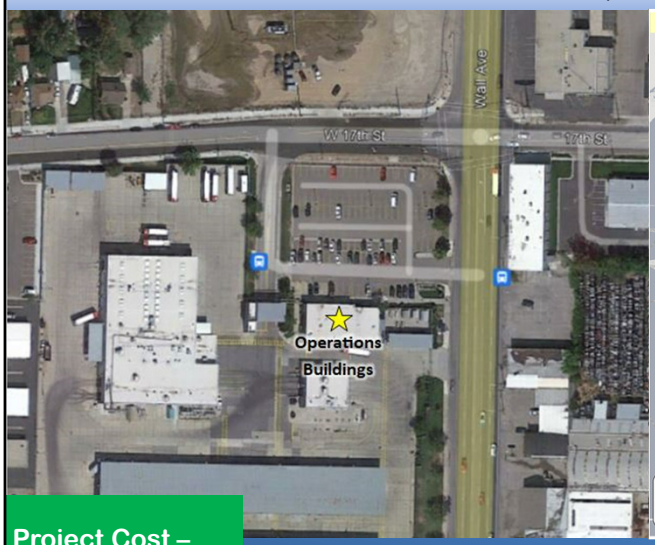
Funds Request – $ 4,801,338

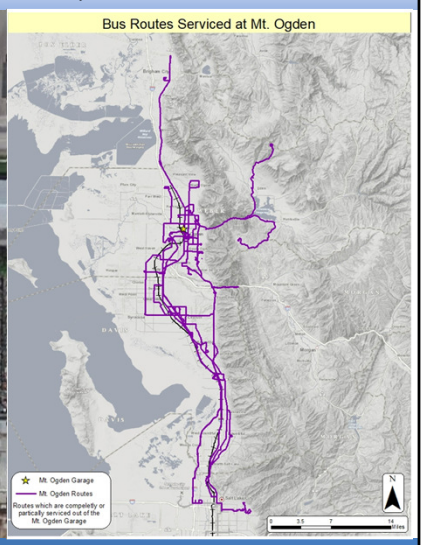
Project will construct a new 2-lane facility connecting 24th Street, Cahoon Avenue, and Exchange Road. Facility will include drainage, curb, gutter, and sidewalk. This project will also improve Public Safety and local connectivity in the area.

As discussed in the purpose and need statement, D Avenue is better suited to connect future development along Exchange Road and the "two halves" of the west Ogden community than B Avenue. Currently, many waste collection services use SR-53 to B Avenue to access the Weber County Waste Transfer Facility. Because the train blocks Exchange road during the day multiple times, this route is preferred over accessing from 21st Street. Recent subdivisions and improvements around Exchange Road will attract large industrial/commercial development in this area. Public safety and local connectivity are the targets of this project.

UTA – Ogden – Mt. Ogden Facility Expansion
Project Type – Transit

135 West & 17th Street – *(0.15 miles)*



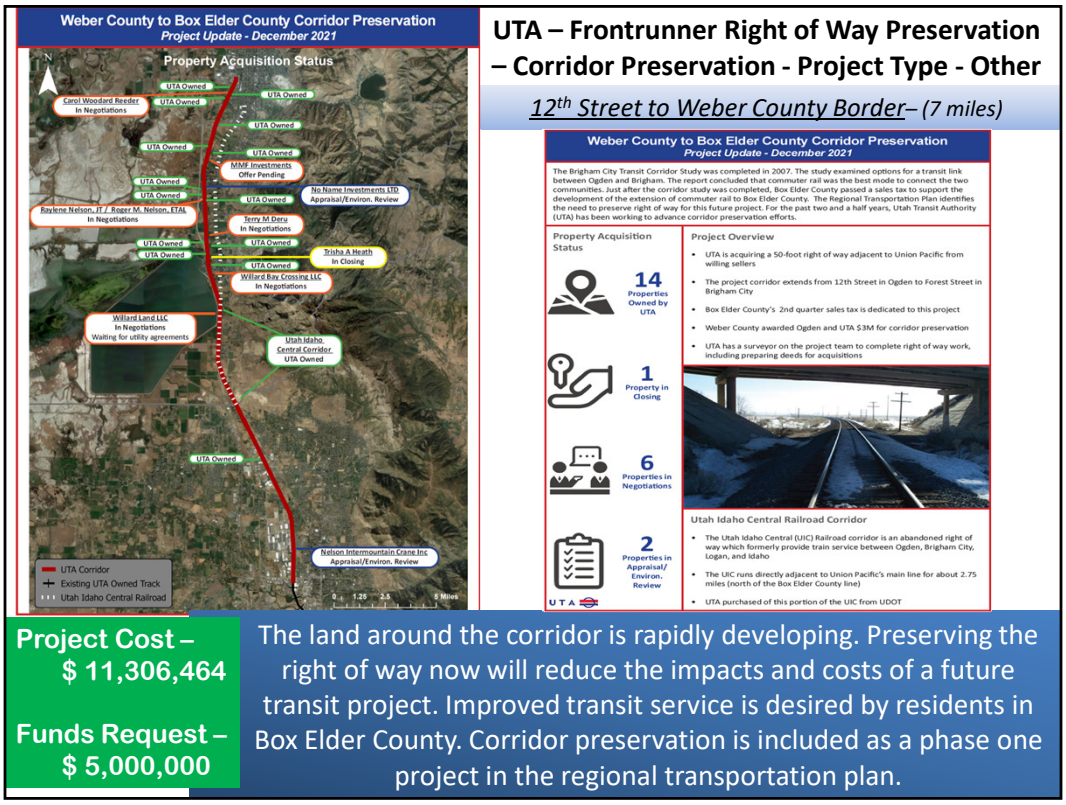


Project Cost – $ 3,719,400

Funds Request – $ 3,000,000

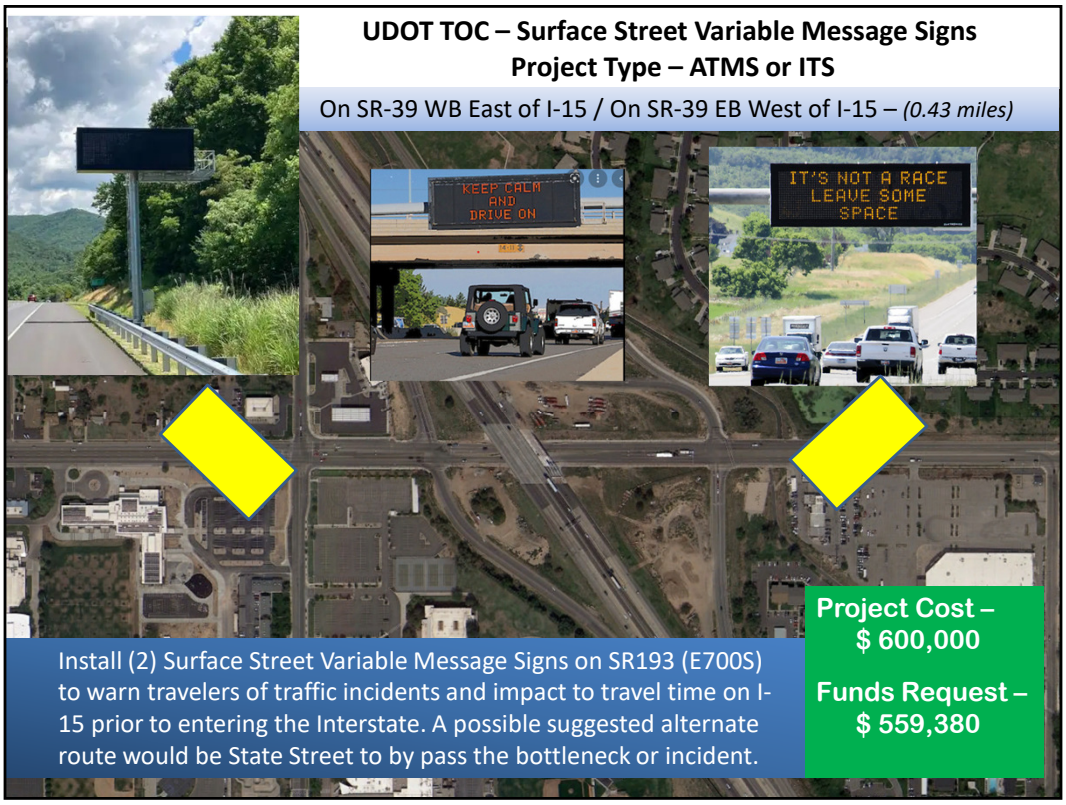
UTA's Mt. Ogden bus facility was originally built in 1985. The operations building is undersized and outdated. Upgrading and expanding this facility will provide a better experience for Mt. Ogden's operators and administrative staff, in addition to allowing for future growth.

As the Wasatch Front's population grows, transit service will have to expand to meet the demand. As a result, additional buses, light rail vehicles, and commuter trains will be required. The maintenance of UTA's fleet and infrastructure is vital to provide safe and efficient service to the public. UTA's Mt. Ogden facility is over 35 years and is in need of upgrades and approximately a doubling of its size. This project will support the operations of the transit system in Box Elder, Weber, and Davis County. It also allows for expansion of the facility. Improvements would directly benefit UTA employees.



The land around the corridor is rapidly developing. Preserving the right of way now will reduce the impacts and costs of a future transit project. Improved transit service is desired by residents in Box Elder County. Corridor preservation is included as a phase one project in the regional transportation plan.

WFRC's regional transportation plan identifies the need to preserve the corridor between Ogden and Brigham City for future transit service. UTA is working with willing sellers to purchase a 50-foot corridor adjacent to Union Pacific's Track. The requested funding will support corridor preservation in Weber County.



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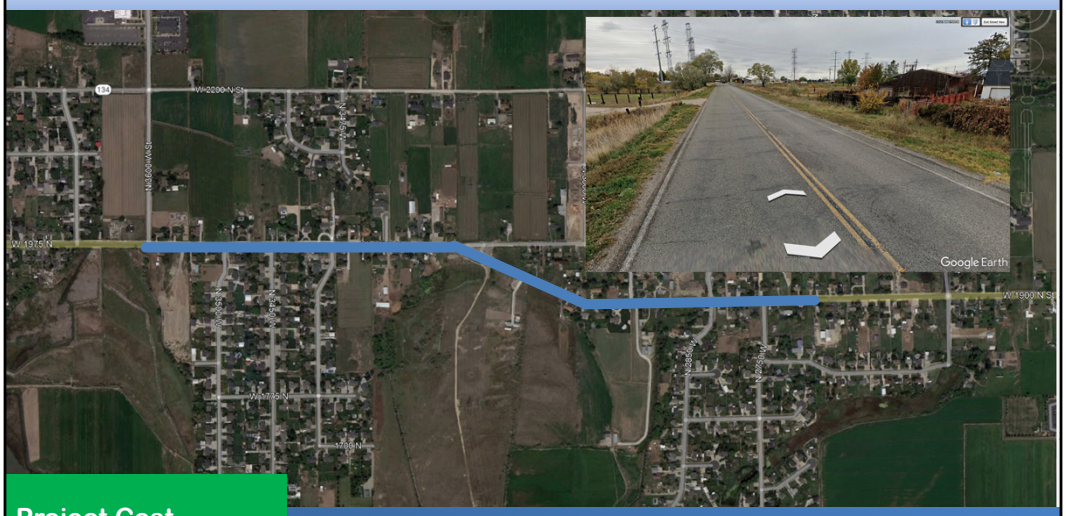
Plain City – 1900/ 1975 North – Reconstruct/ Minor Widening
Project Type - Reconstruction

2700 West to 3600 West – *(1.5 miles)*



Project Cost –
$ 5,165,595

Funds Request –
$ 4,815,884

This project would reconstruct 1900/ 1975 North to include wider travel lanes, center turn lane, bike lanes, street lighting, curb, gutter, and sidewalks on the northside. The roadway is currently a narrow 25 foot two lane section with limited shoulders. This project will improve safety for vehicles and pedestrians

Ii is a major collector in a growing area. The right of way is already owned by the City. Currently there are gaps in the sidewalk and roadway widening that cause a potential safety hazard as more and more traffic is added to the road. This road serves Plain City as well as other communities in western Weber County as well as portions of unincorporated weber county.

Weber County – 12th Street - Reconstruct & Minor Widening
Project Type – Reconstruction

10000 West to 7100 West – *(3.48 miles)*

Project Cost –
$ 26,159,600

Funds Request –
$ 15,759,600

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.

The County has begun work to preserve the corridor for this widening project. The power lines have been relocated already with a previous phase of construction. The road is a main west to east thoroughfare. This is the last phase of the overall 12th Street expansion. WACOG has spent approximately $35 million to construct the previous phases of this overall project.

Weber County – 2550 South - Reconstruct & Minor Widening
Project Type – Reconstruction

3500 West to 4300 West – *(1.0 mile)*

Project Cost – $ 12,483,700

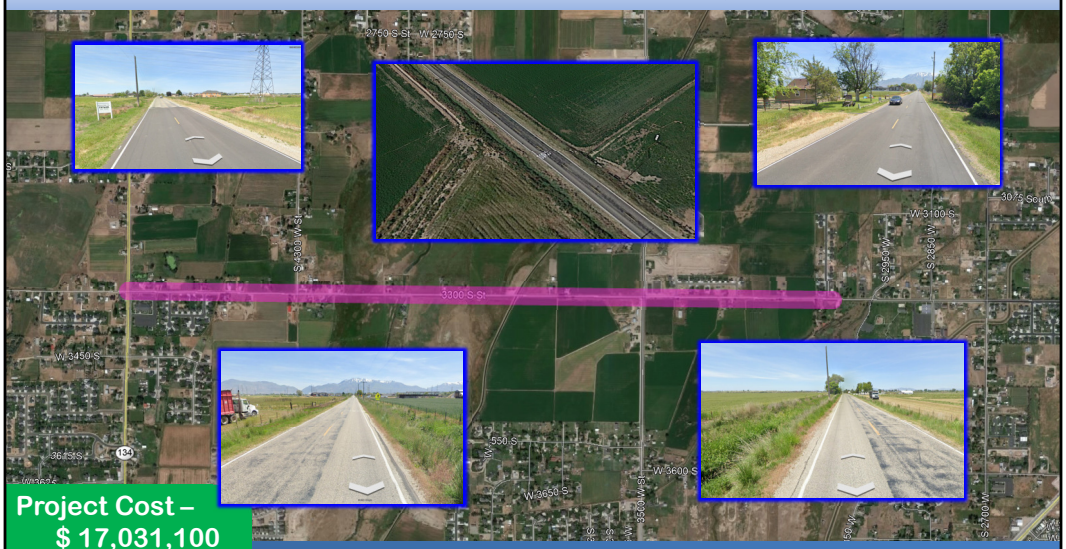
Funds Request – $ 6,783,700

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.

West Haven has recently completed a similar project of widening 2550 South up to 3500 West. We are proposing to continue this widening project. The reconfiguration of the interchange at 25th Street and I-15 will increase the demand to use this corridor as a west-east collector to the freeway. Local funds are currently being used to preserve the corridor.

Weber County – 3300 South - Reconstruct & Minor Widening
Project Type – Reconstruction

3300 West to 4700 West – *(1.76 miles)*

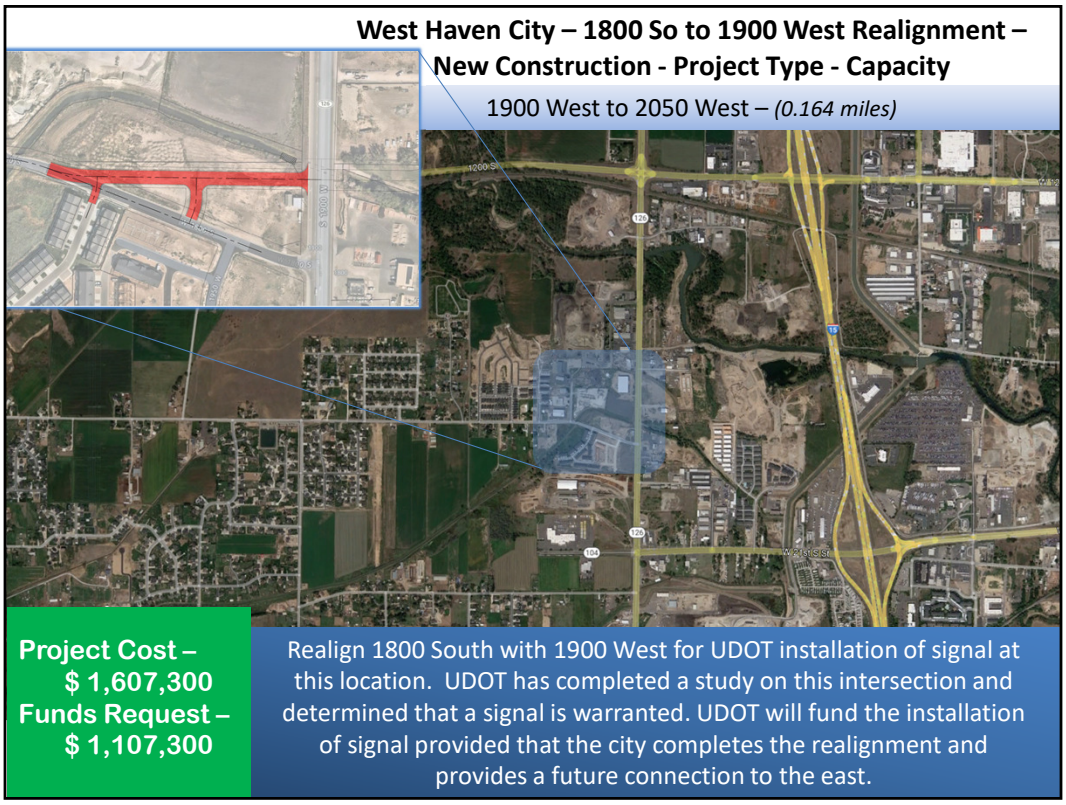


Project Cost – $ 17,031,100

Funds Request – $ 15,556,100

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.

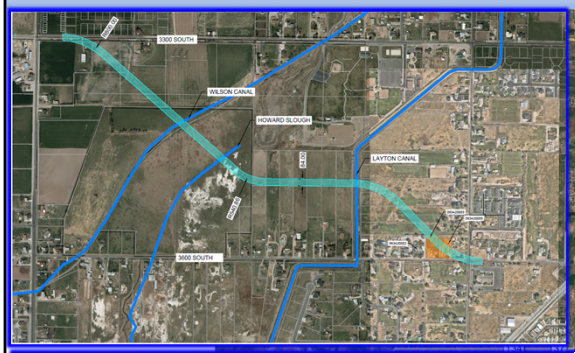
The County has begun work to preserve the corridor for this widening project. There is significant amounts of open ground that will develop in the coming years connecting through multiple jurisdictions. The crash numbers are not high but the road is dangerous.

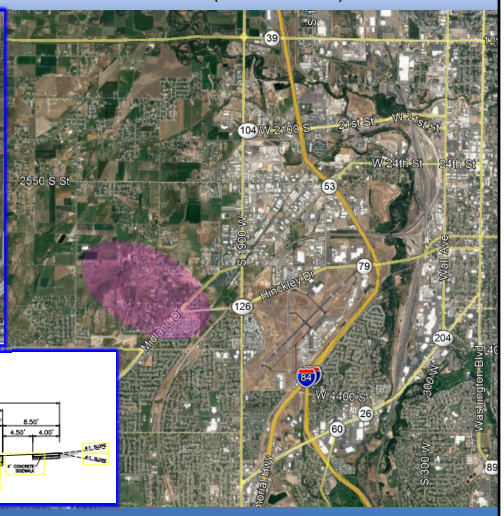


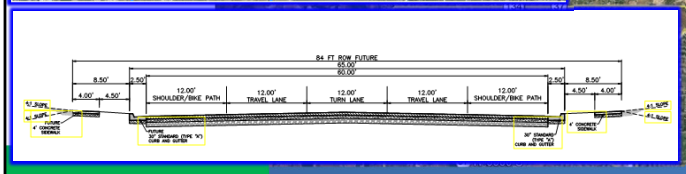
Realign 1800 South in anticipation and cooperation with UDOT installing a signal at this location. UDOT has completed a study on existing 1800 South intersection and determined that a signal is warranted. UDOT will fund the installation of the signal if the city completes the necessary realignment to improve the connection to 1900 West from the west side and provide a future alignment on the connection from the east. The City's intent is to complete the western improvements as soon as possible to get the signal installed to improve traffic and safety. The eastern connection will be planned for the future.

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 – $ 15,018,300
Funds Request – $ 14,001,561

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.

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.