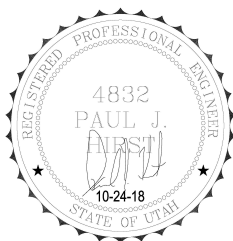


IMPACT FEE CERTIFICATION

As required in Utah Code Title 11 Chapter 36a-306, an impact fee facilities plan requires a written certification.

CRS Engineers certifies that the attached impact fee facilities plan:

1. Includes only the costs of public facilities that are:
 - a. Allowed under the Impact Fees Act; and
 - b. Actually incurred; or
 - c. Projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. Does not include:
 - a. Costs of operation and maintenance of public facilities;
 - b. Costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents; or
 - c. An expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement; and
3. Complies with the Impact Fees Act.



Seal

Date October 24, 2018

INTRODUCTION

The purpose of an Impact Fee Facilities Plan (IFFP) is to identify public facilities that are needed to accommodate development, and to determine which projects may be funded with impact fees. Utah law requires that an IFFP is prepared prior to an impact fee analysis and the establishment of an impact fee. According to Title 11, Chapter 36a-302 of the Utah Code, the IFFP is required to identify the following:

- **The existing level of service**
- **A proposed level of service**
- **Any excess capacity to accommodate future growth at the proposed level of service**
- **The demands placed on existing public facilities by new development**
- **A proposed means by which the local political subdivision will meet those demands**
- **A general consideration of all potential revenue sources to finance the impacts on system improvements**

This analysis incorporates the information provided in the Transportation Master Plan (TMP) for the Ogden Valley area and West Weber County area, as performed by Hales Engineering in 2015. The TMP provides traffic and safety studies for Weber County, and identifies upcoming demands on the existing roadway facilities. Based on future demands, the TMP recommends improvements to accommodate future growth without reducing levels of service and provide increased safety for the traveling public.

This IFFP focuses on the improvements that are projected to be needed over the next ten years. Utah law requires that any impact fees collected for those improvements be spent within six years of being collected. Only capital improvements are included in this plan; all other maintenance and operation costs are assumed to be covered through Weber County General Fund as tax revenues increase because of additional development.

EXISTING LEVEL OF SERVICE (11-36a-302.1. A.I)

Per the Impact Fee Act, level of service is defined as “the defined performance standard or unit of demand for each capital component of a public facility within a service area.” The LOS of a roadway segment or intersection is used to determine if capacity improvements are necessary. LOS is measured on a roadway segment using its daily traffic volume and at an intersection based on the average delay per vehicle or a need to enhance safety. A standard of LOS for this study is between **A and B**. This allows for speeds and wait time and safety to remain as they presently exist for these pristine areas of Weber County.

The Transportation Master Plan designates five primary classifications of roads, including local streets, minor collectors, rural major collectors, rural arterial, and minor arterials. Each classification has a roadway cross section prescribed including number of travel lanes, bike paths, pedestrian ways and shoulder treatments. These improvements are expected to

increase traffic capacity and increase safety for all modes of transportation within the service area.

Improvements to collectors, and arterials are considered “system improvements” per the Utah Impact Fee Law, as these streets serve users from multiple developments. System improvements include anything within the roadway which includes gutter and curb, asphalt, road base, and sub-surface storm water drain utilities, as well as lighting, signing, and noise walls for collectors and arterials. These projects are eligible to be funded with impact fees and are included in this IFFP.

PROPOSED LEVEL OF SERVICE (11-36a-302.1.a.ii)

Projects identified in this document are based upon maintaining the existing level of service which is “LOS A to B.” All proposed roadway additions and enhancements, as represented in the Transportation Master Plan, are based upon keeping the LOS A and B for the areas represented in this study.

EXCESS CAPACITY, DEMANDS, and FUTURE INFRASTRUCTURE

The following required elements of the IFFP are addressed on a project by project segment basis:

- **Excess Capacity required for Future Growth (11-36a-302.1.a.iii)**
- **Demands Based on New Development (11-36a-302.1.a.iv)**
- **Future Infrastructure Required to Meet the Demands of New Development (Future Infrastructure, 11-36a-302.1.a.v)**

The following pages list each qualifying project by a number that will be annotated on the attached map of West Weber Projects and Ogden Valley Projects. The numbering gives the priority assigned to the project, being 1-10 years represented by prefix “1” and 11- 20 years represented by prefix “2”. The number following the dash is for location reference between the explanations of this section, the cost tables, and the area maps.

WEST WEBER COUNTY PROJECTS

West Weber County is a rural community which extends from the corporate limits of the city of West Haven to the shores of the Great Salt Lake. This community consists of a blend of residential, agricultural, and industrial properties. The following projects were recommended by the Transportation Master Plan (TMP) dated December 2014, prepared by Hales Engineering.

1-1. CONNECT 5100 WEST, NORTH AND SOUTH OF 2200 SOUTH

5100 West is currently divided into two segments which are separated by 5700 feet of private land. The southern segment extends from the City of Hooper to 2550 South. The northern segment begins at 1900 South, crosses the Union Pacific Railroad, and terminates at 12th Street. Both segments operate at LOS A. The TMP classifies 5100 West as a Minor Collector, however it does not operate as a collector because it is not continuous.

- **Excess Capacity Required for Future Growth:** The proposed segment of 5100 West is a new road, so it does not have any excess capacity.
- **Demands Based on New Development:** The population of West Weber is expected to double by 2025 (from approximately 4500 to 9250). West Weber also has a potential to double its current industrial employment, which would further increase the traffic demand.
- **Future Infrastructure:** The proposed road would connect the two segments, allowing through traffic all the way from Hooper to 12th Street. Connecting the two segments of 5100 West would allow it to operate as a minor collector. It would also provide an alternate route to 4700 West (SR-134) which already has an Average Weekday Daily Traffic (AWDT) of 5000 vehicles, and is projected to increase to 9000 by 2025. 5100 West is a viable alternative because it has an existing at-grade crossing with the Union Pacific Railroad, and it will likely be the closest road to the North Legacy Highway extension. The proposed improvements will allow 5100 West to continue to operate at LOS A.

1-2. CONNECT 4300 WEST BETWEEN 400 SOUTH AND 900 SOUTH

4300 West is currently divided into two segments which are separated by 3400 feet of private land. The southern segment extends from 12th Street to 900 South. The northern segment begins at 400 South and terminates at 1000 North. Both segments operate at LOS A. The TMP classifies 4300 West as a Minor Collector, but it does not operate as a collector because it is not continuous.

- **Excess Capacity Required for Future Growth:** The proposed segment of 4300 West is a new road, so it does not have any excess capacity.
- **Demands Based on New Development:** The population of West Weber is expected to double by 2025 (from approximately 4500 to 9250). West Weber also has a potential to double its current industrial employment, which would further increase the traffic demand.

- **Future Infrastructure:** The proposed road would connect two segments of 4300 South, enabling it to serve as a Minor Collector. This would provide better accessibility for the elementary school on 900 South. As population increases this minor collector will function as an alternate travel and school bus route. This will relieve the traffic on 4700 W (SR-134), which currently acts as the primary route to the school. 4300 West will continue to operate at LOS A.

1-3. REALIGN 3600 WEST FROM 12TH STREET TO 900 SOUTH

3600 West is a north/south route that begins at 900 South and dead ends north of 400 South. North of 12th Street, 3500 West curves left and becomes 900 South. In order to continue north, drivers must then make an immediate right turn onto 3600 West. This creates a bottle neck at the corner of 900 South and 3600 West. 3600 West currently operates at LOS A.

- **Excess Capacity Required for Future Growth:** The proposed realignment of 3600 West is a new road, so it does not have any excess capacity.
- **Demands Based on New Development:** The population of West Weber is expected to double by 2025 (from approximately 4500 to 9250). West Weber also has a potential to double its current industrial employment, which would further increase the traffic demand. If no improvements are made to this length of road, LOS will to degrade to LOS C by 2040.
- **Future Infrastructure:** It is proposed that 3600 West be realigned between 12th Street and 900 South to provide a continuous north/south route. Realigning 3600 West will provide safer and more efficient travel. It will continue to operate at LOS A through 2025, and LOS B through 2040.

1-4. REALIGN 400 SOUTH FROM 4100 WEST TO 3600 WEST

400 South currently operates at LOS A.

- **Excess Capacity Required for Future Growth:** The proposed realignment of 400 South is a new road, so it does not have any excess capacity.
- **Demands Based on New Development:** The population of West Weber is expected to double by 2025 (from approximately 4500 to 9250). West Weber also has a potential to double its current industrial employment, which would further increase the traffic demand.
- **Future Infrastructure:** Realigning 400 South will provide safer and more efficient east/west travel. It will operate at LOS A.

1-5 & 1-6. INSTALL TURN POCKETS AT VARIOUS INTERSECTIONS

The majority of the roads in West Weber County do not have turning lanes at intersections. This represents a safety risk; 40 percent of all crashes in West Weber are angle or rear-end impacts, which commonly occur at intersections. According to the TMP, turn lanes are recommended on major collectors and minor arterials at any intersection with a minor collector or higher classification (TMP, Table 3-1). Using this criteria, turn pockets are recommended for two intersections on 4300 West, at 1800 South and 2550 South.

- **Excess Capacity Required for Future Growth:** Intersections do not have any excess capacity. The primary factor under consideration is safety.
- **Demands Based on New Development:** The population of West Weber is expected to double by 2025 (from approximately 4500 to 9250). West Weber also has a potential to double its current industrial employment, which would further increase the traffic demand. This will increase the number of crashes and the amount of congestion at intersections.
- **Future Infrastructure:** Installing turning lanes at the intersections that have been identified will reduce the likelihood of rear-end or angle impact crashes. It will also allow more vehicles to move safely through the intersections.

2-1. WIDEN 1800 S FROM 4700 WEST TO WEST HAVEN CITY LIMITS

1800 South is one of two Urban Major Collectors in West Weber County. It is the closest east/west collector to the 21st Street Freeway Interchange.

- **Excess Capacity Required for Future Growth:** 1800 South currently operates at LOS A/B, with a max AWDT of approximately 3000 vehicles. This is below the LOS B threshold for a Minor Collector (4600 vehicles). However, 1800 South does not meet the minimum typical section for a minor collector (TMP, Figure 3-5). The existing pavement widths are typically 22 feet or less.
- **Demands Based on New Development:** The population of West Weber is expected to double by 2025 (from approximately 4500 to 9250). West Weber also has a potential to double its current industrial employment, which would further increase the traffic demand. This road is one of the more densely populated and will likely have a significant portion of the population increase. By 2025 the traffic volume is estimated to reach over 4000.
- **Future Infrastructure:** In order to accommodate the estimated volume the paved width should be increased to a minimum of 32 feet with 4 feet of unpaved shoulder. This will meet the minimum criteria for a local road. As development continues in the area, further widening will be needed to bring it up to the eventual build out of an Urban Major Collector (TMP, Figure 3-6) by the year 2040.

2-2. WIDEN 2550 SOUTH FROM 5100 WEST TO WEST HAVEN LIMITS

2550 South is one of two Urban Major Collectors in West Weber County. It is the closest east/west collector to the 24th Street Freeway Interchange.

- **Excess Capacity Required for Future Growth:** 2550 South currently operates at LOS A/B, with a max AWDT of approximately 3000 vehicles. This is below the LOS B threshold for a Minor Collector (4600 vehicles). However, 2550 South does not meet the minimum typical section for a minor collector (TMP, Figure 3-5). The existing pavement widths are typically 22 feet or less. Furthermore, 2550 South has the highest safety index of any county road in the West Weber Area (highest likelihood of crashes per mile). The current crash rate is double the state average.
- **Demands Based on New Development:** The population of West Weber is expected to double by 2025 (from approximately 4500 to 9250). West Weber also

has a potential to double its current industrial employment, which would further increase the traffic demand and safety risks. This road is one of the more densely populated and will likely have a significant portion of the population increase. By 2025 the traffic volume is estimated to reach over 4000.

- **Future Infrastructure:** In order to accommodate the estimated volume and increase the safety of the road, the paved width should be increased to a minimum of 32 feet with 4 feet of unpaved shoulder. This will meet the minimum criteria for a local road. As development continues in the area, further widening will be needed to bring it up to the eventual build out of an Urban Major Collector (TMP, Figure 3-6) by the year 2040.

OGDEN VALLEY PROJECTS

Ogden Valley is a unique rural community in Weber County. Its mountainous location combined with seasonal resorts for summer and winter recreation produce higher traffic than most other rural areas. The following projects were recommended by the Transportation Master Plan (TMP) dated September 2014, prepared by Hales Engineering.

1-1. REALIGN 8600 EAST FROM 500 SOUTH TO 1300 SOUTH

8600 East currently operates at LOS A, with an Average Weekday Daily Traffic (AWDT) of approximately 1000 vehicles. The TMP classifies this street as a Minor Collector, however it does not meet the typical section for a Minor Collector (TMP, Figure 3-5). Existing pavement widths are typically 20' or less. Furthermore, 8600 East has six 90 degree turns within 3500 feet; this increases the congestion and accident potential on this road.

- **Excess Capacity Required for Future Growth:** The realigned length of 8600 East is a new road, so it does not have any excess capacity.
- **Demands Based on New Development:** The number of households near 8600 East is projected to increase from 106 to 307 by 2025. This will significantly increase the amount of traffic on 8600 East.
- **Future Infrastructure:** Realigning 8600 East to reduce the number of sharp turns and widening it to meet the minimum footprint of a Minor Collector will ensure a safe and efficient route to meet future demands and maintain LOS A.

1-2. REALIGN INTERSECTION AT 9500 EAST AND 1300 SOUTH

Both 9500 East and 1300 South currently operate at LOS A, with an AWDT of approximately 1000 vehicles. The TMP classifies both roads as Minor Collectors, but these streets do not meet the typical section for a Minor Collector. Existing pavement widths are typically 20' or less. The current intersection consists of three 90 degree turns within 2000 feet. This increases accident potential, reduces speeds, and increases the amount of time each vehicle takes to turn.

- **Excess Capacity Required for Future Growth:** The realigned intersection does not have any excess capacity because it is a new road.
- **Demands Based on New Development:** The number of households near 9500 East and 1300 South is projected to increase from 106 to 307 by 2025. This will significantly increase the amount of traffic on both of these roads.
- **Future Infrastructure:** Realigning the intersection to reduce the number of sharp turns will ensure a safe and efficient route to meet future demands and maintain LOS A.

1-3. EXTEND 4100 NORTH TO SR-158

4100 North currently operates at LOS A, with an AWDT of approximately 2000 vehicles. The majority of the traffic from 4100 North and the North Canyon Divide

is funneled onto Hwy 162. This contributes to the congestion and safety risks on County Road Highway 162.

- **Excess Capacity Required for Future Growth:** The proposed length of 4100 North is a new road, so it does not have any excess capacity.
- **Demands Based on New Development:** As of 2014, the number of residential units within a mile of 4100 N was 2300 and the number of vehicles using the North Ogden Divide was approximately 2000. By 2025 it is estimated that the number of housing units will increase to 6454 and the number of vehicles using the North Ogden Divide will increase to 2500. If no improvements are made, all the traffic in the area must pass through the intersection at Hwy 162 and SR-158. The segment of Highway 162 between 4100 North and SR-158 is the most congested and accident prone roadway in the valley. This segment of Hwy 162 will degrade to an LOS C.
- **Future Infrastructure:** Extending 4100 North to SR-158 provides an alternate route for vehicles to bypass Hwy 162. This provides greater accessibility to the resorts in the area, and reduces the amount of traffic on Hwy 162.

1-4. WIDEN HIGHWAY 162 FROM 2900 NORTH TO 4100 NORTH

Highway 162 is the highest volume county road in Ogden Valley. It is a two lane highway that spans most of the valley. Its footprint most closely matches that of a Minor Collector, however it operates as a Major Collector. This segment of highway also suffers from the highest safety index (highest likelihood of crashes per mile) out of all the roads in Ogden Valley.

- **Excess Capacity Required for Future Growth:** County Road Highway 162 currently operates at LOS B, with an AWDT of approximately 4000 vehicles, and an excess capacity of 1700 vehicles.
- **Demands Based on New Development:** The estimated AWDT for 2025 will increase to over 6000 vehicles. This will exceed the current capacity for Highway 162 at LOS B.
- **Future Infrastructure:** Widening Highway 162 to meet the standards for a Rural Major Collector (3 lanes) will increase the capacity from 5700 to 8600, maintaining a LOS B. It will also improve the safety index by providing turning lanes, shoulders, and dedicated bike lanes.

1-5 TO 1-15. INSTALL TURN POCKETS AT VARIOUS INTERSECTIONS

The majority of the roads in Ogden Valley do not have turning lanes at intersections. This increases congestion and represents a safety risk. According to the TMP, turn lanes are recommended on major collectors and minor arterials at any intersection with a minor collector or higher classification. Furthermore, 40 percent of all crashes were angle or rear-end impacts, which commonly occur at intersections.

- **Excess Capacity Required for Future Growth:** Intersections do not have any excess capacity. The primary factor under consideration is safety.

- **Demands Based on New Development:** The number of housing units across Ogden Valley is estimated to increase by 97% by 2025. This will increase the number of crashes and the amount of congestion at intersections.
- **Future Infrastructure:** Installing turning lanes at the intersections that have been identified will reduce the likelihood of rear-end or angle impact crashes. It will also allow more vehicles to move through the intersections.

ALL REVENUE SOURCES TO FINANCE IMPACTS

Projects considered in this report do not have any funding other than general tax funds from the County and perhaps B and C sales tax revenue. State road system segments are not considered in this IFFP.

PROJECT COSTS ATTRIBUTABLE TO FUTURE GROWTH

Due to the rural nature of both Ogden Valley and West Weber County, the minimum standard for all new roads will be that of a Local Street (TMP, Figure 3-4). This will provide the basic infrastructure needed to serve localized developments. This portion will be paid for by individual developers, and is ineligible for Impact Fees to be collected. However, this cost has been included in the Cost Estimate as “Project” costs for planning purposes. For roadways classified as collectors or arterials, any improvements beyond the Local Street standard is considered a “System” cost and is Impact Fee eligible. Improvements to existing roads are considered Impact Fee eligible if new developments will create additional demands on the system that exceed its capacity or present a traffic hazard.

FUTURE GROWTH COSTS

West Weber County Table 1 and **Ogden Valley** Table 2 provide cost allocation for each project segment. Each cost is subdivided onto the following categories:

- *10 year System Impact*
- *Buildout Impact*
- *Weber County Total*
- *Developer Total*

10 Year System Impact is defined as Impact Fee eligible project costs that could be collected within the next 10 year period.

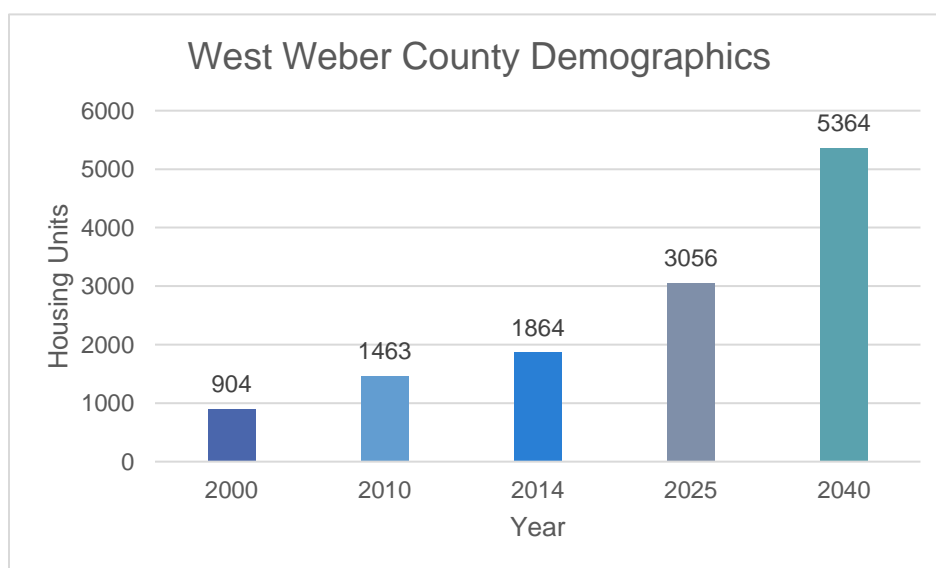
Buildout Impact consist of Impact Fee eligible project costs that could be considered within the period of year 11 to year 20.

Weber County Total are costs for needed improvements from the Transportation Master Plan that are considered necessary but not growth related.

Developer Total costs are for improvement required by growth that the County could expect the developer to pay.

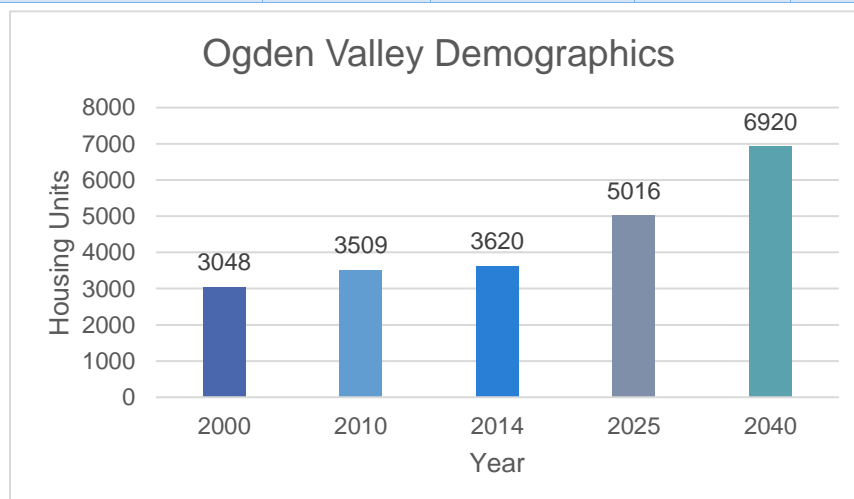
West Weber County Projects Table 1

Item No.	Improvement Description	Total Cost	10 Year System Impact	Buildout Impact	Weber County Total	Developer Total
1-1	Connect 5100 W. north and south of 2200 S.	\$2,135,673	\$167,076	\$204,204	\$35,013	\$1,729,380
1-2	Connect 4300 W. between 400 S. and 900 S.	\$1,400,859	\$112,005	\$136,895	\$0	\$1,151,959
1-3	Realign 3600 W from 12th St. to 900 S.	\$1,294,344	\$103,489	\$126,486	\$0	\$1,064,369
1-4	Realign 400 S. from 4100 W. to 3600 W.	\$1,388,841	\$118,746	\$145,134	\$0	\$1,124,961
1-5	Install turn lanes on 4300 W. & 2550 S.	\$407,077	\$183,185	\$223,892	\$0	\$0
1-6	Install turn lanes on 4300 W. & 1800 S.	\$407,077	\$183,185	\$223,892	\$0	\$0
2-1	Widen 1800 S. from 4700 W. to West Haven limits	\$7,361,179	\$2,268,128	\$4,536,256	\$556,796	\$0
2-2	Widen 2550 S. from 5100 W. to West Haven limits	\$7,222,289	\$2,225,333	\$4,450,666	\$546,290	\$0
	Totals	\$21,617,338	\$5,361,145	\$10,047,425	\$1,138,099	\$5,070,669



Ogden Valley Projects Table 2

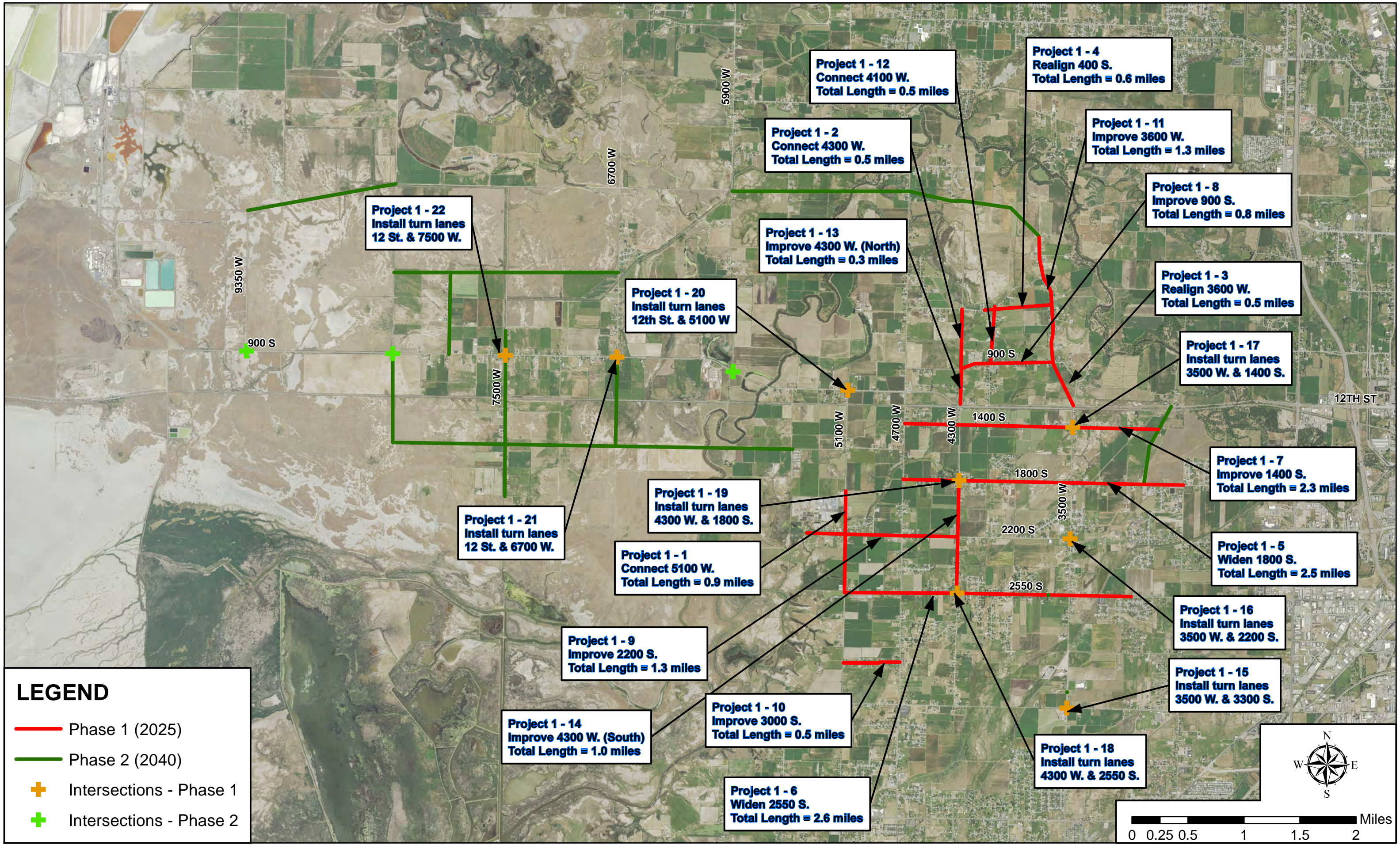
Item No.	Improvement Description	Total Cost	10 Year System Impact	Buildout Impact	Weber County Total	Developer Total
1-1	Realign 8600 E from 500 S to 1300 S	\$4,199,956	\$985,064	\$1,203,968	\$0	\$2,010,924
1-2	Realign Intersection at 9500 E and 1300 S	\$941,549	\$60,582	\$74,044	\$0	\$806,923
1-3	Extend 4100 N to SR-158	\$4,131,112	\$677,539	\$828,104	\$0	\$2,625,469
1-4	Improve Hwy 162 from 2900 N to 4100 N	\$5,312,079	\$3,820,032	\$955,008	\$537,039	\$0
1-5	Install Turn Pocket at 4100 N & 2900 E	\$778,663	\$316,630	\$386,992	\$75,041	\$0
1-6	Install Turn Pocket at 4100 N & 3300 E	\$778,663	\$316,630	\$386,992	\$75,041	\$0
1-7	Install Turn Pocket at 4100 N & 4000 E	\$778,663	\$316,630	\$386,992	\$75,041	\$0
1-8	Install Turn Pocket at Hwy 162 & 4100 N	\$512,135	\$206,369	\$252,229	\$53,537	\$0
1-9	Install Turn Pocket at Hwy 162 & 3500 E	\$512,135	\$207,415	\$253,507	\$51,214	\$0
1-10	Install Turn Pocket at Hwy 162 & 3300 N	\$512,135	\$207,415	\$253,507	\$51,214	\$0
1-11	Install Turn Pocket at Hwy 162 & 4550 E	\$512,135	\$207,415	\$253,507	\$51,214	\$0
1-12	Install Turn Pocket at Hwy 162 & 2200 N	\$778,663	\$316,630	\$386,992	\$75,041	\$0
1-13	Install Turn Pocket at 1900 N & 5900 E	\$497,912	\$199,414	\$243,728	\$54,770	\$0
1-14	Install Turn Pocket at 1900 N & 7100 E	\$497,912	\$199,414	\$243,728	\$54,770	\$0
1-15	Install Turn Pocket at 500 N & 7800 E	\$427,497	\$184,679	\$225,718	\$17,100	\$0
Totals		\$21,171,208	\$8,221,855	\$6,335,014	\$1,171,023	\$5,443,316



West Weber County					
<i>Existing Transportation System</i>					
Road	Length (ft)	Width	Surface Type	Estimated Value	Classification
2900 West - from 1800 S to West Haven Boundary	7400	20	Asphalt	\$ 330,780	Minor Collector
3500 West - from West Haven Boundary to 900 S	16400	48	Asphalt	\$ 2,715,840	Urban Major Collector
3600 West - from 900 S to 200 N	6200	24	Asphalt	\$ 332,568	Minor Collector
4100 West - from 12th St to 400 S	4600	22	Asphalt	\$ 226,182	Local
4300 West - from 3300 S to 700 N	20900	20	Asphalt (75%)	\$ 774,345	Minor Collector
4700 West (SR-134) - from 3300 S to Plain City Boundary	25400	24	Asphalt	\$ 1,362,456	State Route
5100 West - from 3300 S to 2550 S & 1800 S to 12 St	10600	24	Asphalt	\$ 568,584	Minor Collector
5900 West - from 12th St to Plain City Boundary	16300	22	Asphalt	\$ 801,471	Minor Collector
6700 West - from 12th St to 1900 N	16100	22	Asphalt	\$ 791,637	Minor Collector
7500 West - from 2200 S to 700 N	16200	22	Asphalt	\$ 796,554	Minor Collector
8300 West - from 12th St to 700 N	16100	22	Asphalt	\$ 791,637	Minor Collector
9350 West - from 12th St to 400 N	6600	24	Asphalt	\$ 354,024	Minor Collector
3300 South - from West Haven Boundary to 5100 W	12200	22	Asphalt	\$ 599,874	Minor Collector
2550 South - from West Haven Boundary to 5100 W	15600	24	Asphalt	\$ 836,784	Urban Major Collector
2200 South - from 3500 W to 5200 W	11800	22	Asphalt	\$ 580,206	Minor Collector
1800 South - from West Haven Boundary to 4700 W	15900	24	Asphalt	\$ 852,876	Urban Major Collector
1600 South - from 4700 W to 5900 W	5300	20	Asphalt	\$ 236,910	Minor Collector
1400 South - from 2900 W to 4700 W	12000	22	Asphalt	\$ 590,040	Minor Collector
12th Street (SR-39) - from West Haven Boundary to 4700 W	15600	24	Asphalt	\$ 836,784	State Route
12th Street - from 4700 W to Little Mountain	34300	24	Asphalt	\$ 3,679,704	Rural Major Collector
900 South - from 3500 W to 4700 W	7500	22	Asphalt	\$ 368,775	Minor Collector
400 South - from 3600 W to 4700 W	6900	24	Asphalt	\$ 370,116	Minor Collector
700 North - from 5900 W to 8300 W	15900	22	Dirt (67%)	\$ 425,007	Minor Collector

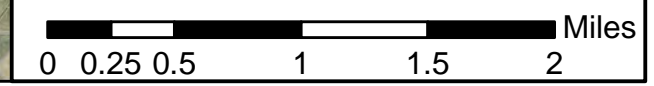
Ogden Valley					
<i>Existing Transportation Network</i>					
Road	Length (ft)	Width	Surface Type	Estimated Value	Classification
1300 South - from 8600 E to 9500 E	3400	20	Asphalt	\$ 151,980	Minor Collector
Ogden Canyon (SR - 39) - from Pineview Dam to 100 S	26500	43	Asphalt	\$ 5,093,565	State Route
500 South - from SR-39 to 9500 E	11100	22	Asphalt	\$ 545,787	Minor Collector
100 South (SR - 39) - from 7800 E to 10450 E	15600	27	Asphalt	\$ 1,255,176	State Route
1900 North - from 7100 E to 2200 N	12500	24	Asphalt	\$ 670,500	Urban Major Collector
2200 North - from SR-158 to 1900 N	2800	24	Asphalt	\$ 150,192	Minor Collector
3300 North - from Hwy 162 to 2900 E	7100	24	Asphalt	\$ 380,844	Minor Collector
4100 North - from 2900 E to 4200 E	9200	24	Asphalt	\$ 493,488	Minor Arterial
5400 North - from 3300 E to 3550 E	5800	22	Asphalt	\$ 285,186	Minor Collector
9500 East - from 1300 S to 100 S	6000	20	Asphalt	\$ 268,200	Minor Collector
8600 East - from 1300 S to 300 N	9300	20	Asphalt (90%)	\$ 387,252	Minor Collector
7800 East- from 7100 E to 1900 N	16400	22	Asphalt (60%)	\$ 585,578	Minor Collector
7100 East - from 100 S to 1900 N	15000	24	Asphalt	\$ 804,600	Minor Arterial
5900 East - from 1900 N to Pineview Reservoir	6700	22	Asphalt	\$ 329,439	Minor Collector
Wolf Creek Dr (SR-158) - from Pineview Dam to Snowflake Dr	37500	28	Asphalt	\$ 2,346,750	State Route
Sheep Creek Dr (4000 East) - from Hwy 162 to Sheep Creek Crossing	13800	24	Asphalt	\$ 740,232	Minor Collector
3500 East - from Viking Dr to Hwy 162	5000	24	Asphalt	\$ 268,200	Minor Collector
3300 East - from 4100 N to 5400 N	8900	26	Asphalt	\$ 517,179	Minor Collector
2900 East - from 3300 N to 3300 E	11400	22	Asphalt	\$ 560,538	Minor Collector
Hwy 162 - from 2200 N to 4100 N	19500	24	Asphalt	\$ 1,045,980	Urban Major Collector

WEST WEBER COUNTY PHASE 1 PROPOSED PROJECTS

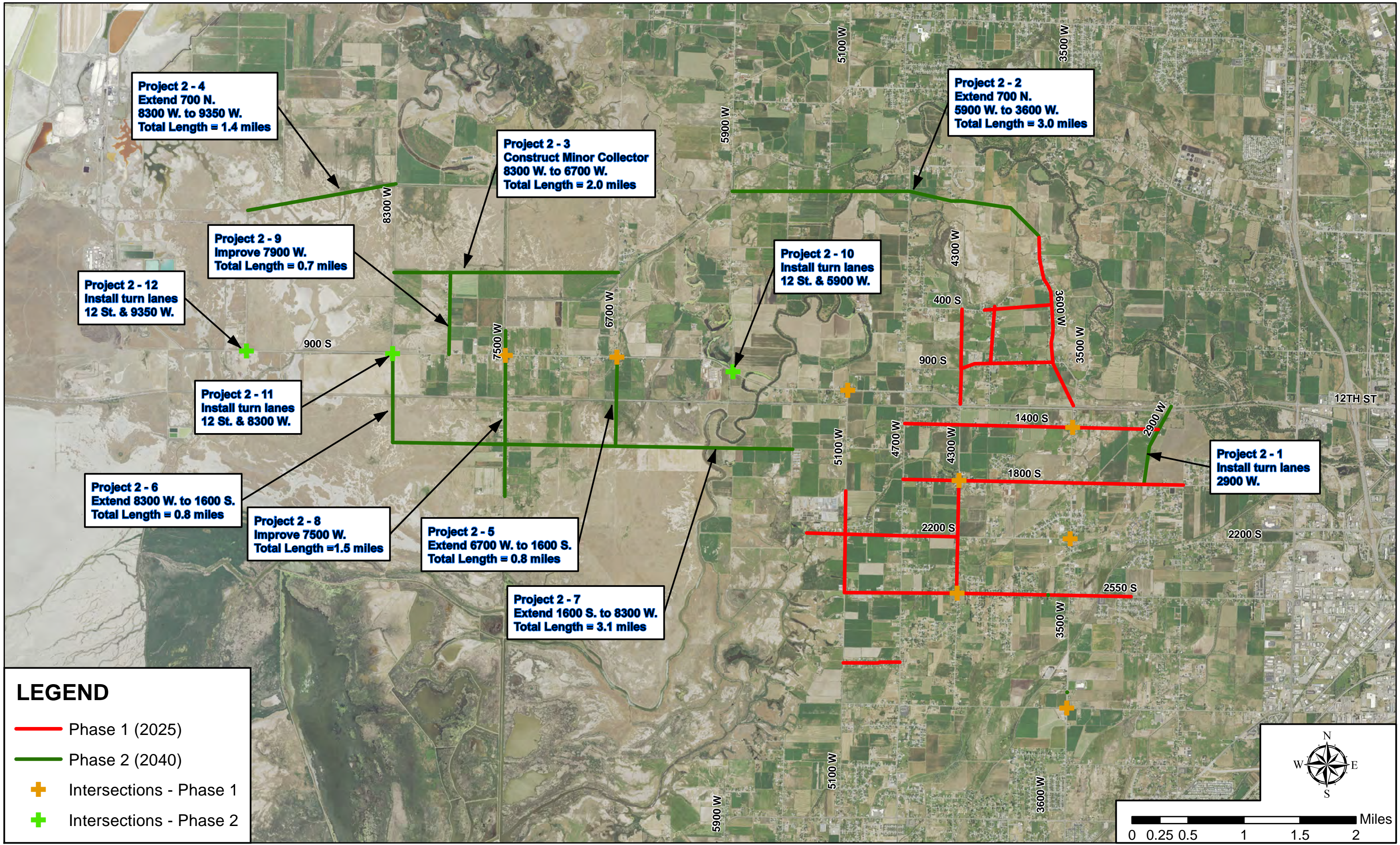


LEGEND

- Phase 1 (2025)
- Phase 2 (2040)
- + Intersections - Phase 1
- + Intersections - Phase 2

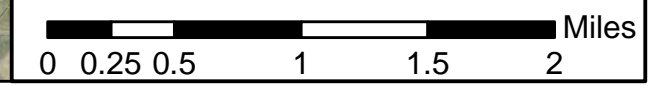


WEST WEBER COUNTY PHASE 2 PROPOSED PROJECTS

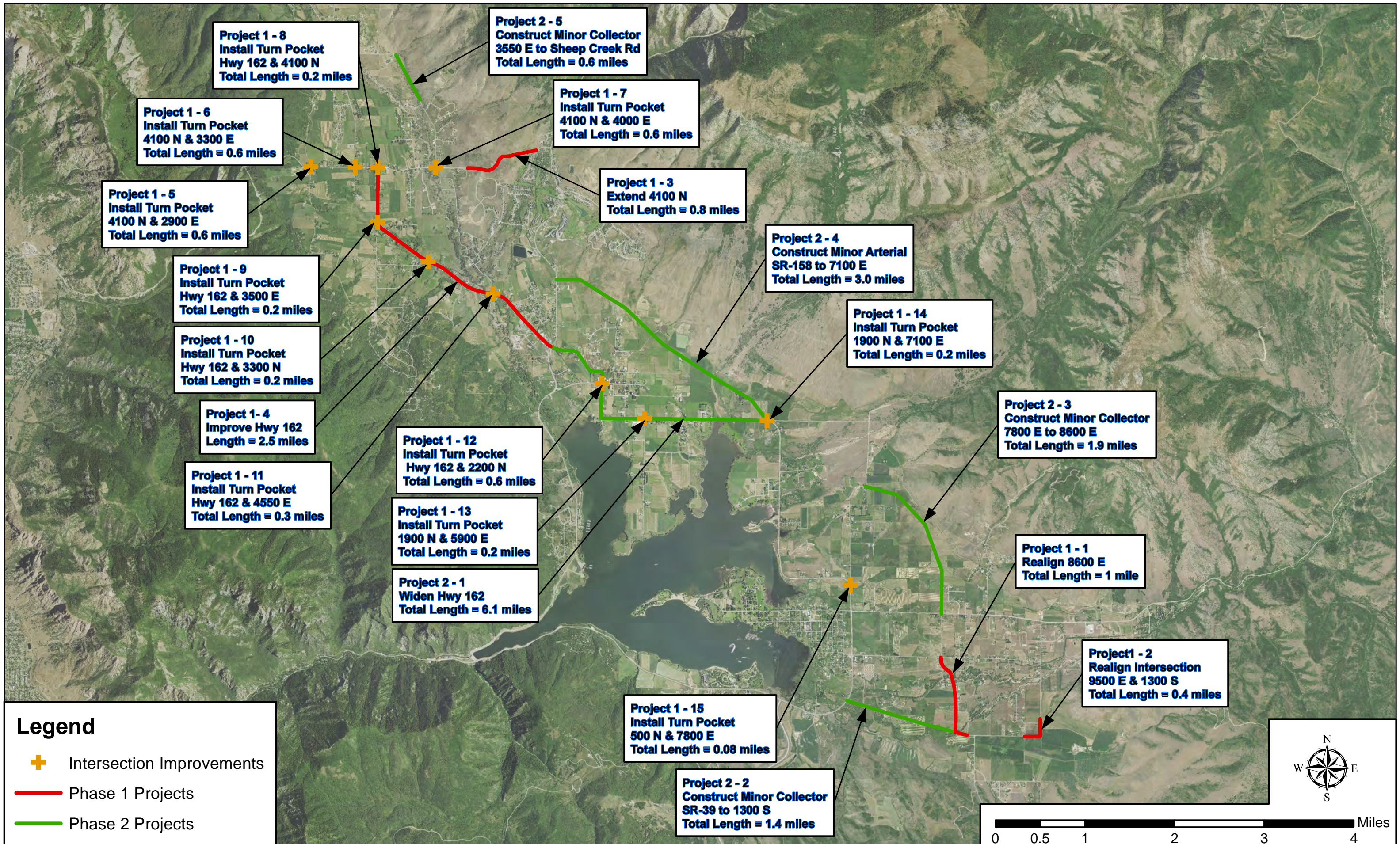


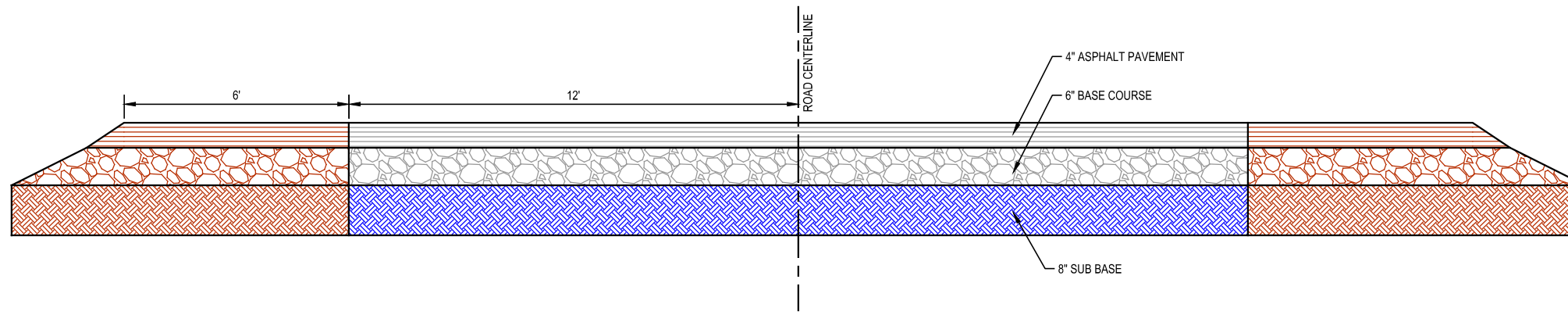
LEGEND

- Phase 1 (2025)
- Phase 2 (2040)
- + Intersections - Phase 1
- + Intersections - Phase 2



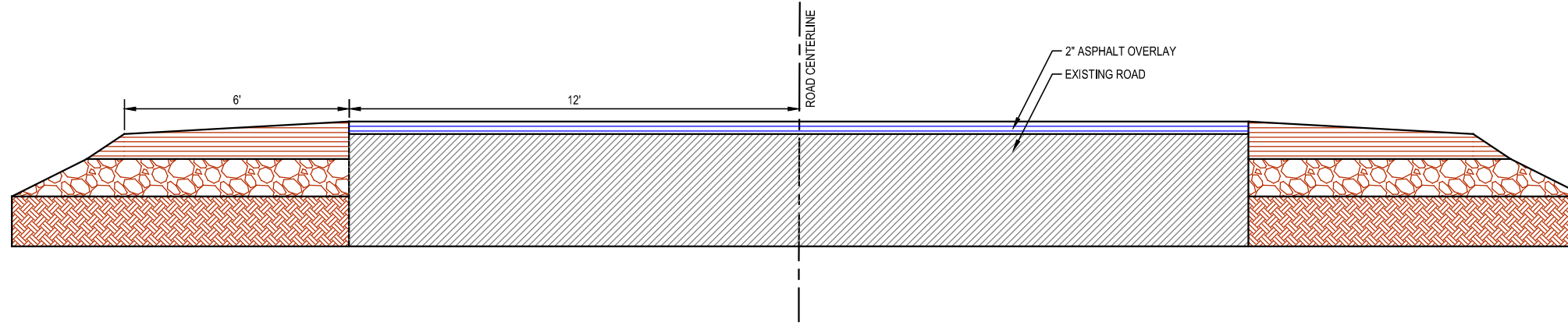
OGDEN VALLEY PROPOSED PROJECTS





A
1
EXISTING GRAVEL ROAD SECTION
SCALE: NONE

- LEGEND**
- SYSTEM COST
 - PROJECT COST
 - EXISTING DEFICIENCY



B
1
EXISTING PAVED ROAD SECTION
SCALE: NONE

P:\13020C Zion's Bank-Weber County Impact\Drawings\Transportation\SECTION EXHIBIT.dwg, 10/26/2015 4:33:24 PM, tbass

EXHIBIT

NO.	REVISION	DATE

IF THE ABOVE SCALE BAR DOES NOT MEASURE 1-INCH IN LENGTH, DO NOT USE THIS DRAWING FOR SCALING PURPOSES. DIMENSIONS AND MEASUREMENTS SPECIFIED IN THE DRAWING TAKE PRECEDENCE TO SCALED MEASUREMENTS.

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PROJECT NO. P. HIRST
 PROJECT MANAGER P. HIRST
 CHECKED BY P. HIRST
 DRAWN BY T. BASS
 DRAWING SCALE 1:2
 ISSUE DATE OCTOBER 26, 2015

**CALDWELL
RICHARDS
SORENSEN**

ANSWERS TO INFRASTRUCTURE

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ZION'S BANK/WEBER COUNTY
WEBER COUNTY IMPACT FEE STUDY
 ROAD SECTION EXHIBIT

WEST WEBER COUNTY

WEBER COUNTY, UTAH

PROJECT NUMBER
13020C

SHEET
1 OF **1**

SHEET NUMBER
EX - 1