

Welcome to the  
North Legacy  
Transportation Corridor Study  
Open House

October 25, 2007

Please Sign-In

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# About the Corridor Study

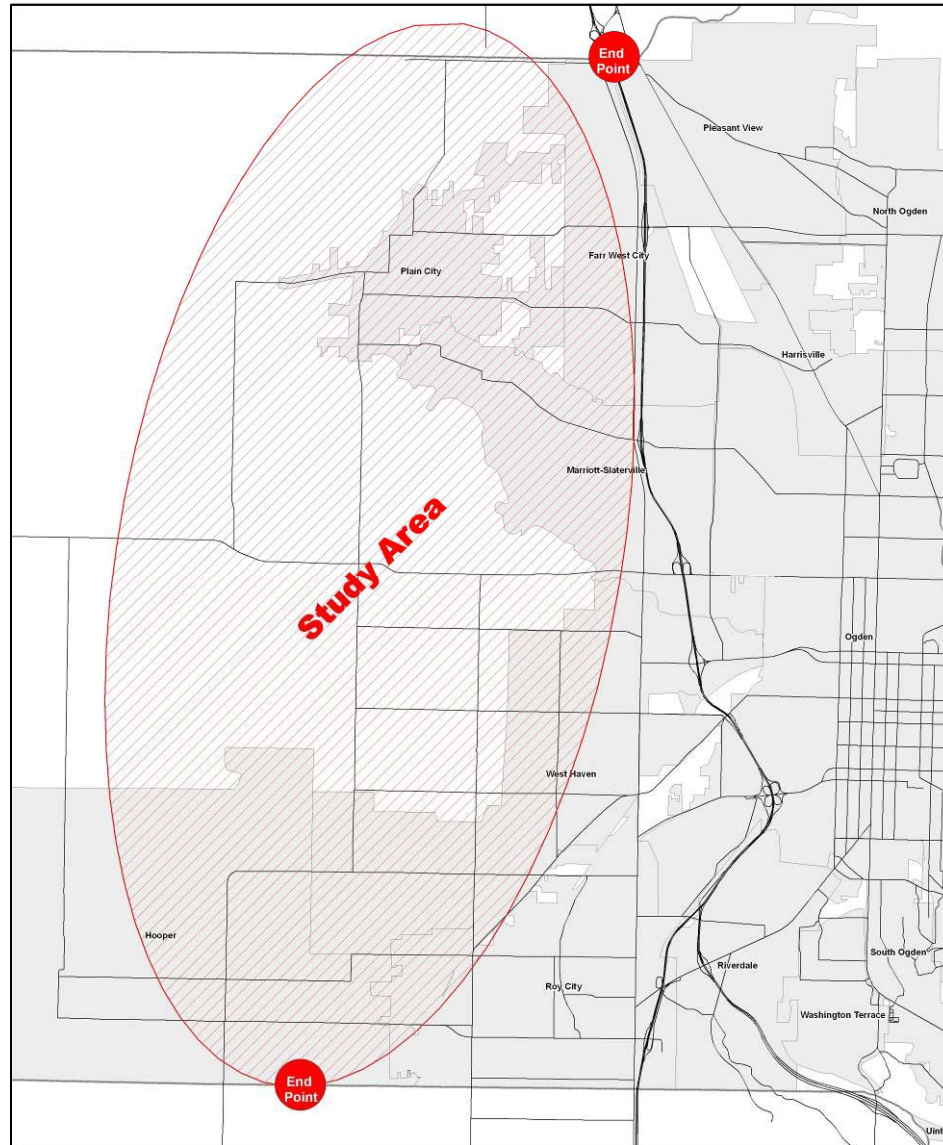
# Study Purpose

- To identify and evaluate potential transportation corridors for a future roadway
- The corridor must:
  - Begin at approx. 5100 West at Davis/Weber County line
  - End at approx. 4000 North near the Weber/Box Elder County line
- Develop corridor options that meet current and future needs
- Avoid or minimize impacts to communities and the environment

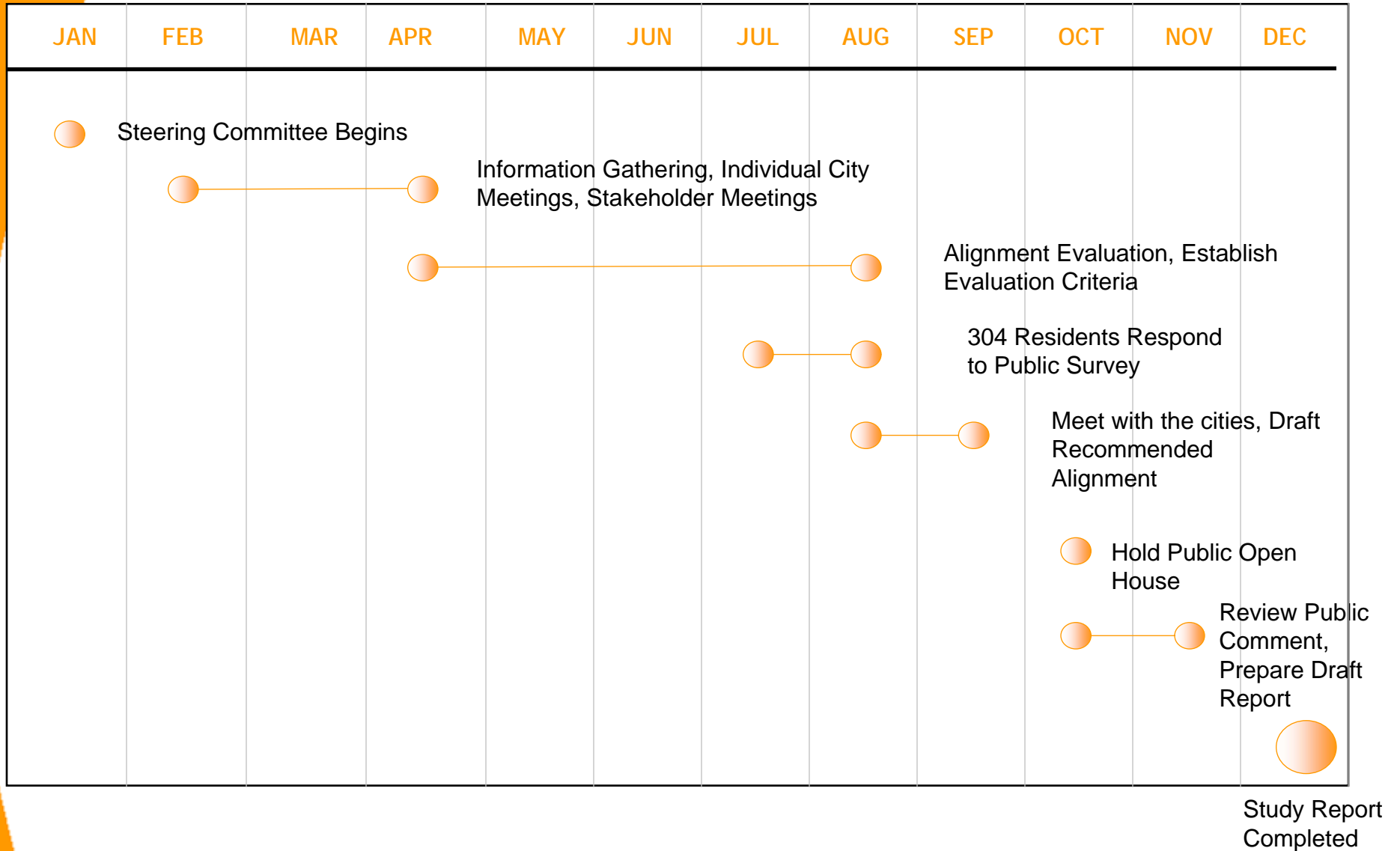
## Study Team

<b>Wasatch Front Regional Council</b>	<b>Utah Department of Transportation</b>
<b>Weber, Davis, &amp; Box Elder Counties</b>	<b>Farr West City</b>
<b>Hooper City</b>	<b>Marriott-Slaterville City</b>
<b>Plain City</b>	<b>City of West Haven</b>
<b>Utah Legislative Representative</b>	<b>Utah Transportation Commission</b>

# North Legacy Area Map



# 2007 Schedule



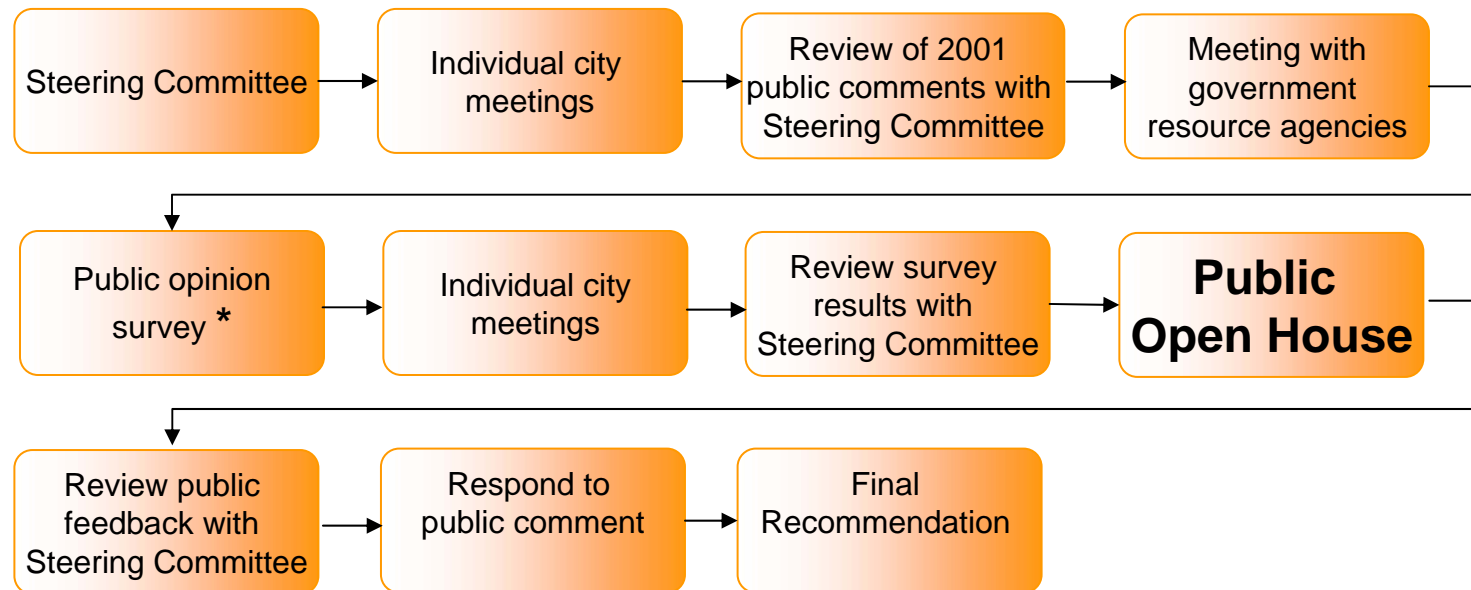


# What We Heard

# Public Involvement

*87% of residents said that officials should plan for North Legacy*

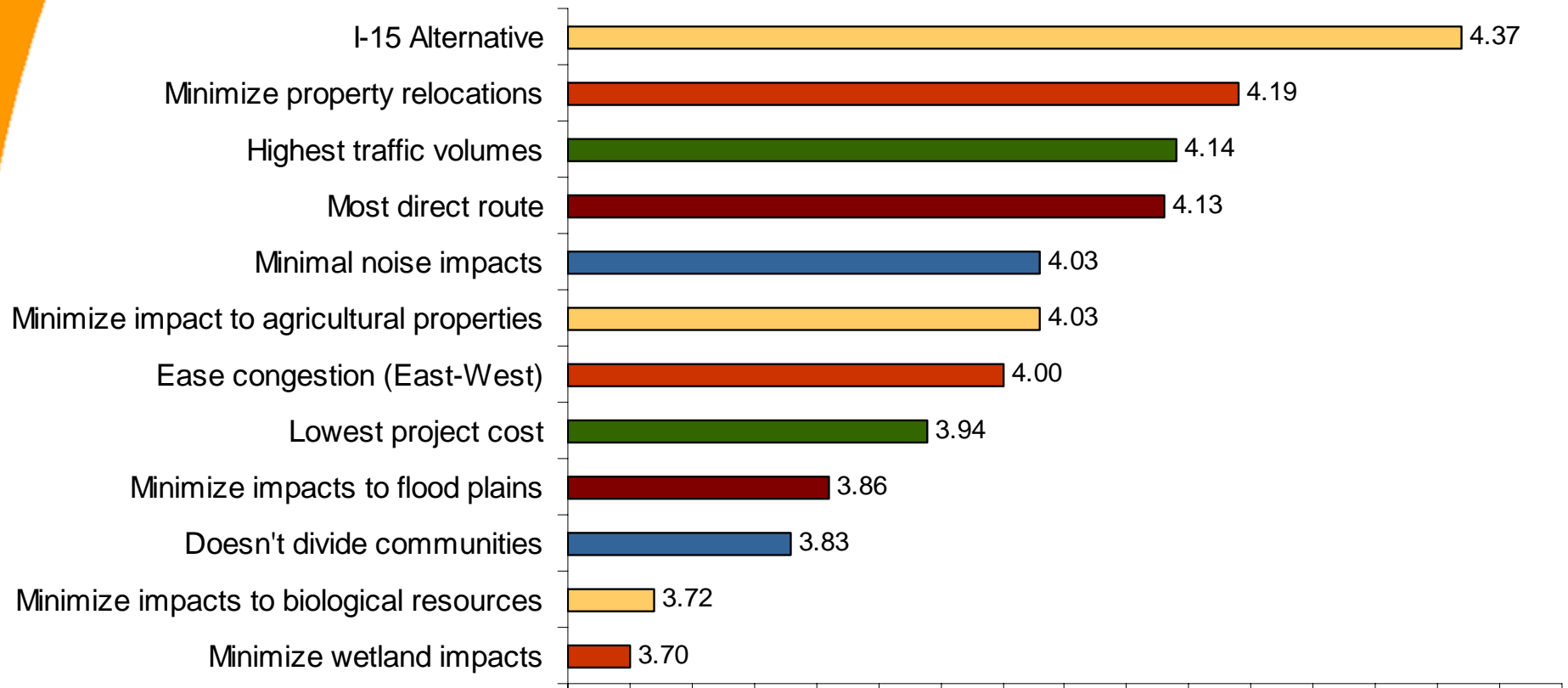
## Public Involvement Process:



\* Statistically accurate survey of 304 residents within the corridor

# Public Issues of Importance

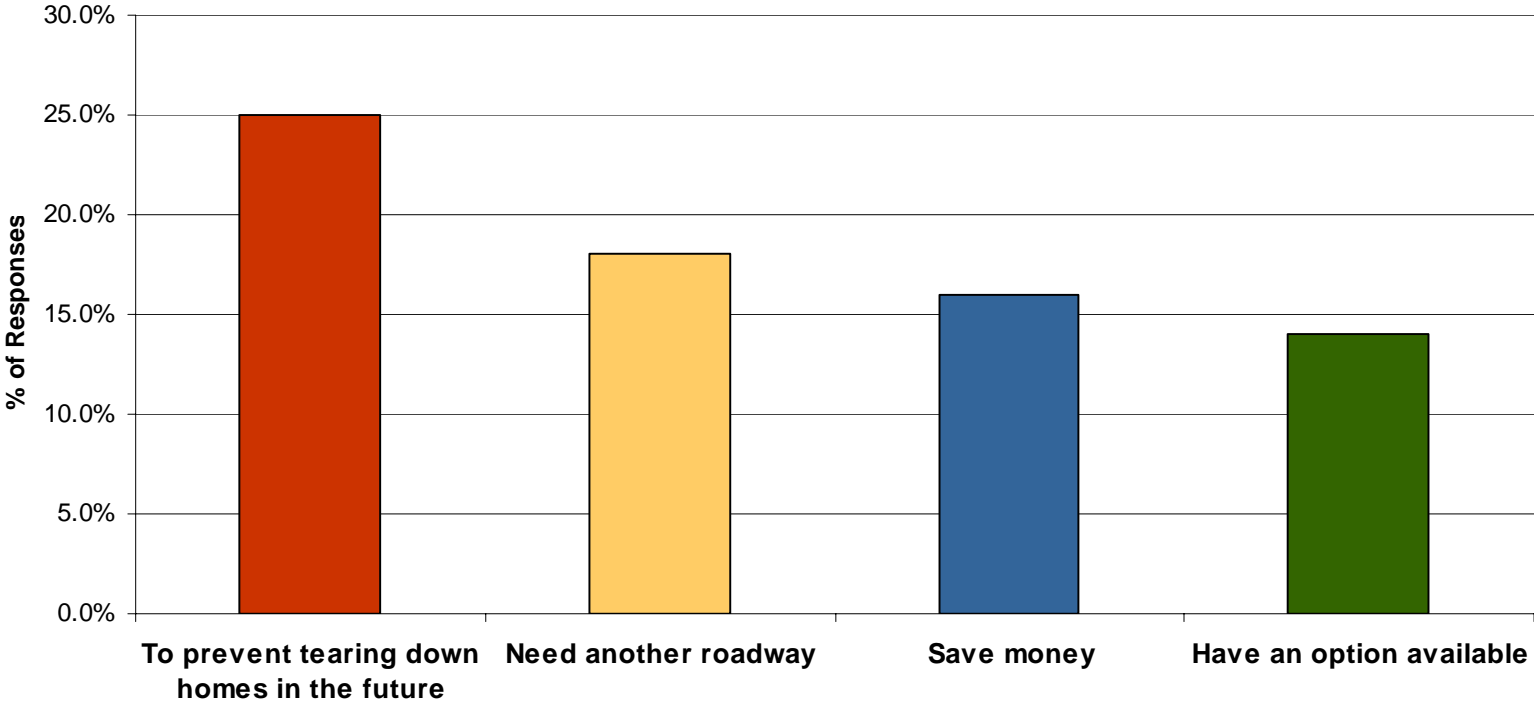
Ranked using a 1 - 5 scale with one meaning "Not at all important" and five meaning "Very important."



# Corridor Preservation

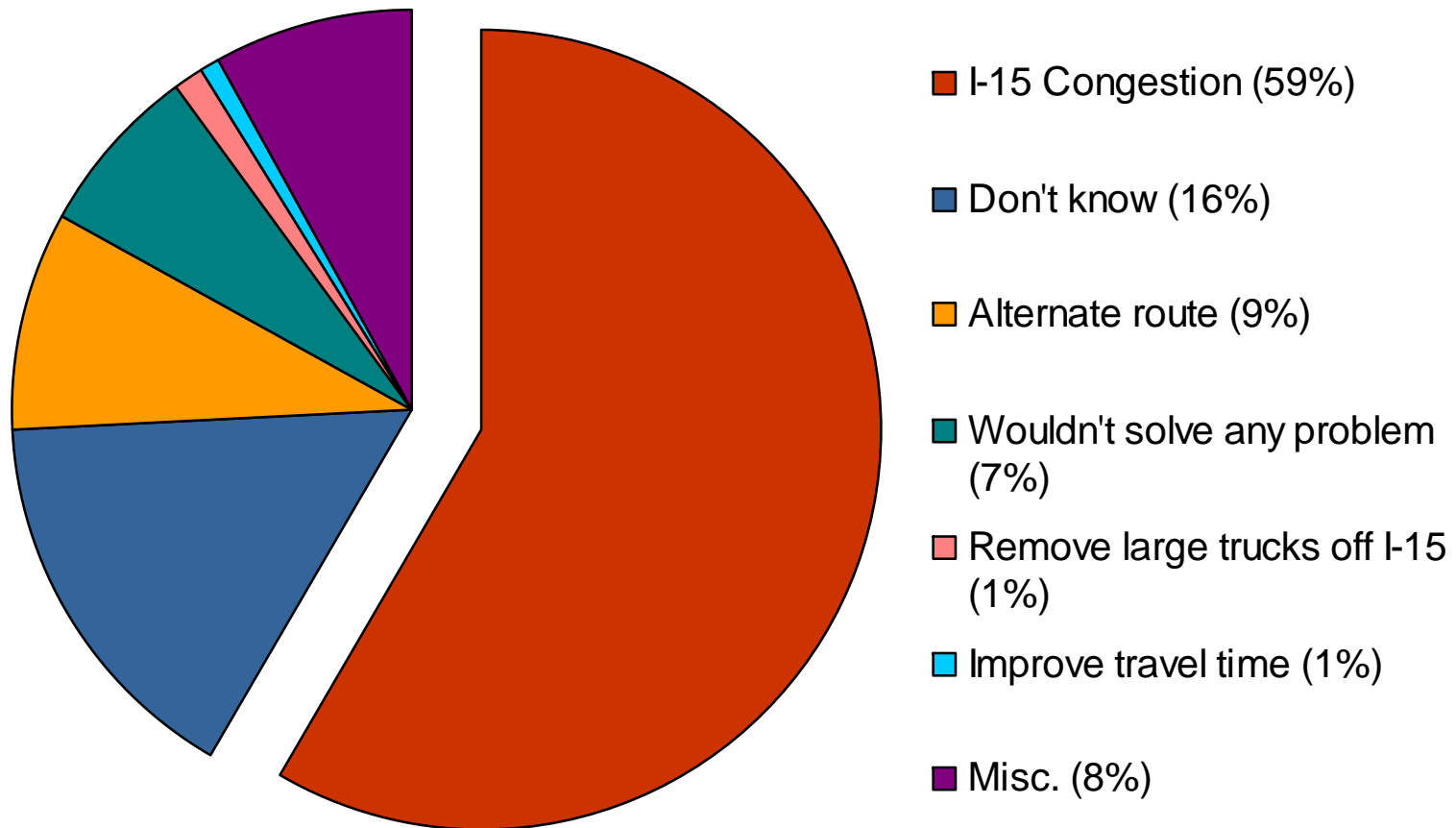
78% of the public stated that it was 'very important' or 'important' to preserve a corridor for North Legacy.

Why should a corridor be preserved?



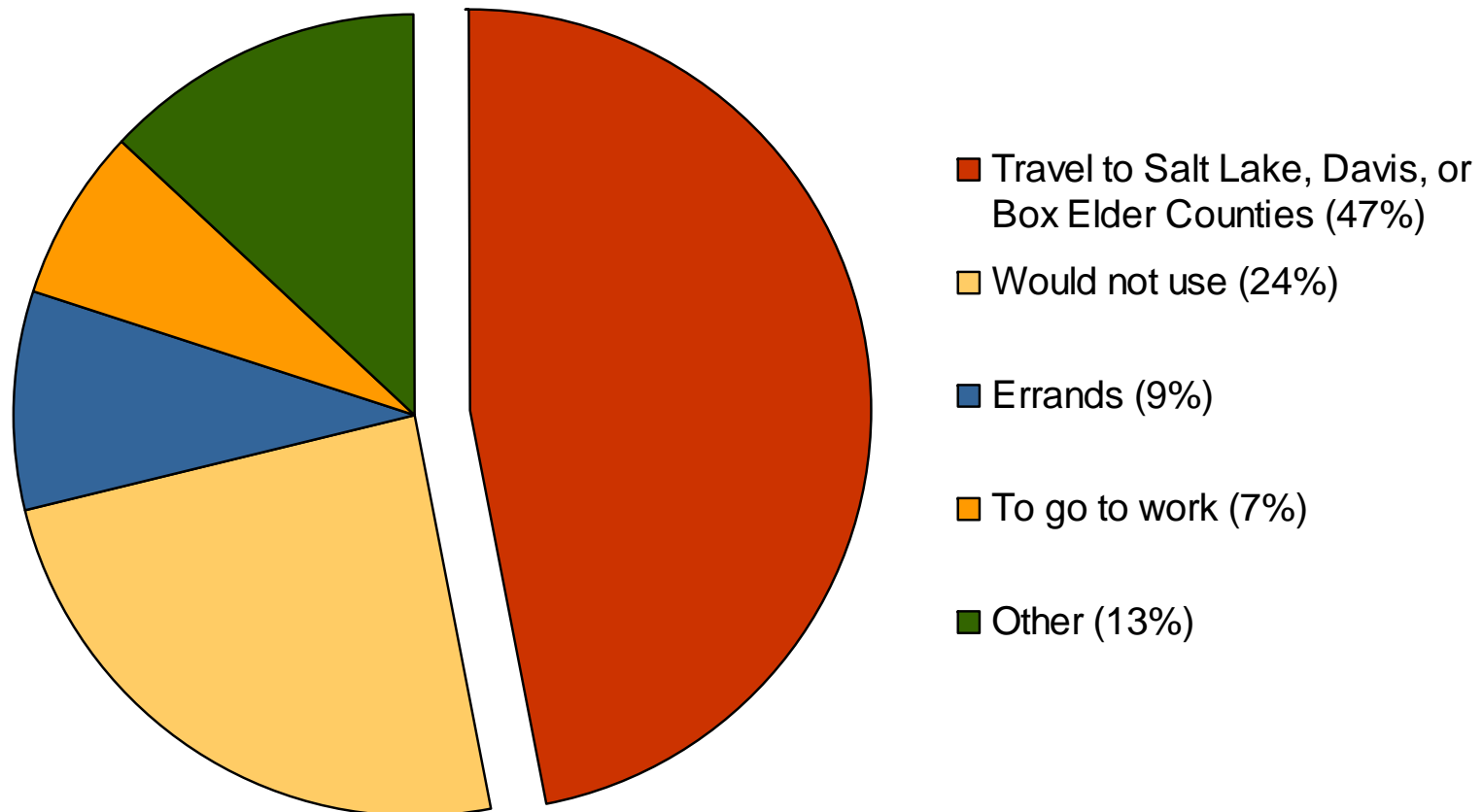
# North Legacy Solution

What transportation problem will North Legacy solve?



# North Legacy Usage

How would you use North Legacy?



# What We Heard

***We asked: What questions or concerns do you have for those planning a North Legacy roadway?***



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# Corridors Considered

# What We Studied

The Steering Committee evaluated over 20 potential alignments based on the following 3 primary factors and 17 sub-factors.

Purpose & Need	Environmental Impacts	Cost & Constructability
<i>The recommended alignment must:</i>	<i>The recommended alignment must:</i>	<i>The recommended alignment must:</i>
Support planned growth of each community	Minimize housing and property impacts	Provide the most direct route
Serve the highest traffic volume	Maintain protected agricultural properties	Minimize the need to impact developed land and houses
Serve the highest volume from each community	Support a rural lifestyle	Minimize the need for bridges and road structures
Reduce traffic on I-15	Minimize wetland and floodplain impacts	Minimize the need to build or alter the existing transportation system
Complement east-west mobility	Minimize other biological impacts	
	Minimize impact to historic properties	
	Minimize bisecting communities	
	Minimize noise and air quality impacts	

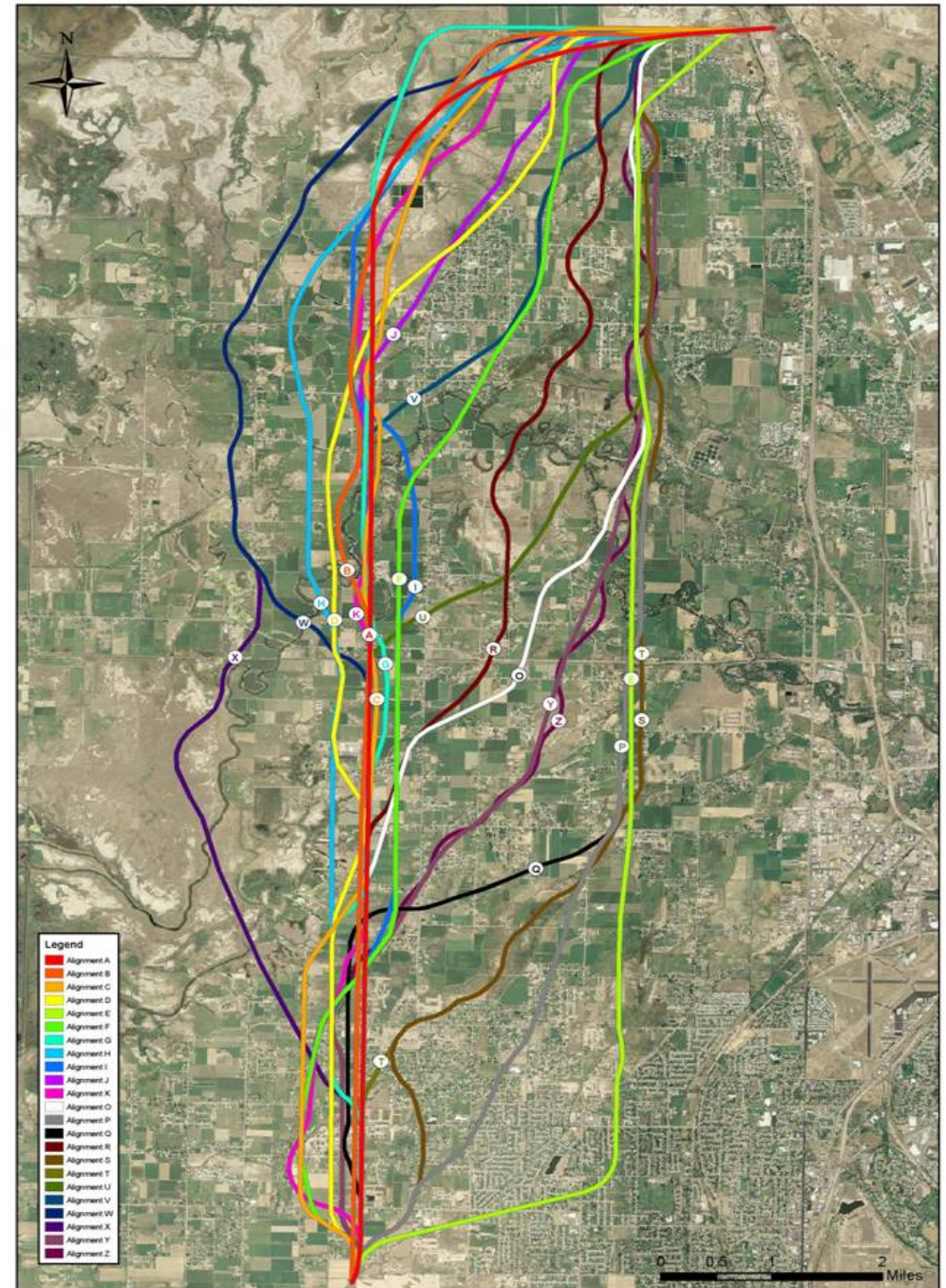


# Our Process

- All identified corridor options were mapped and evaluated
- Corridor options were evaluated using criteria developed by the Steering Committee
- Corridors with the highest ranking and greatest community support were selected for more detailed analysis
- The Steering Committee selected a Recommended Alignment and is seeking public comment on the alignment

# Corridors Considered

- 23 alignment options were considered and evaluated in the screening process
- Screening evaluation included a detailed review of a roadway's purpose and need, impacts, and planning level costs at a regional level
- Four alignments were selected by the Steering Committee for further study: F, J, T & Y
- Further study of these alignments included more site specific review at the community level





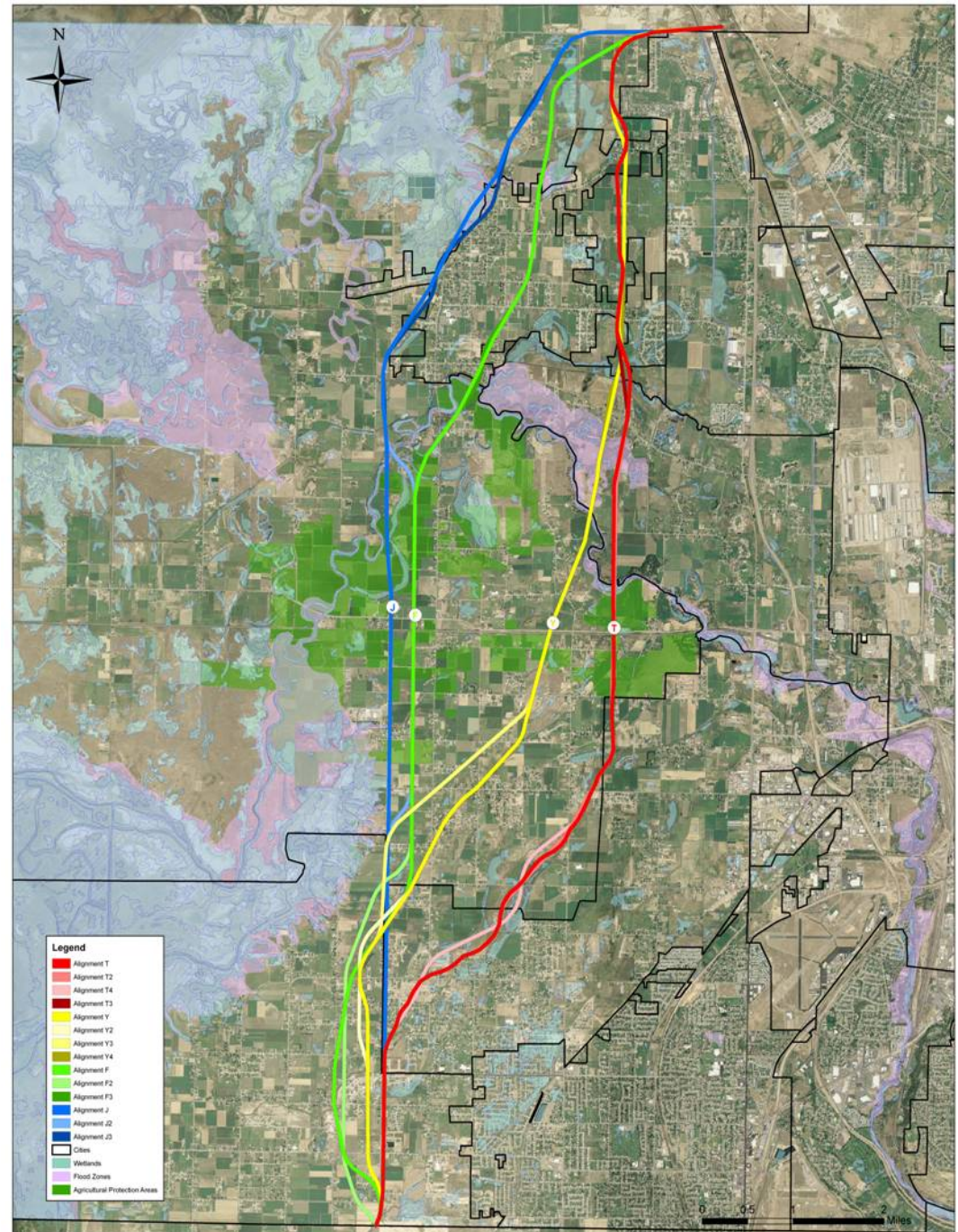
# Four Alternatives: F, J, T, and Y Evaluated in Greater Detail

Each community viewed the screened alignments to further examine subjective factors such as:

- Consistency with local plans
- Support of planned growth
- Preservation of rural character
- Ability to complement east-west transportation plans

# Four Alternatives Evaluated in Greater Detail

- Best unique alignments carried forward
- Short list of alignments selected as highest scoring or most supported by Steering Committee
- Alignment variations still being examined
- Short list of alignments reviewed in meetings with each city and county
- Pending developments and subjective factors discussed and considered



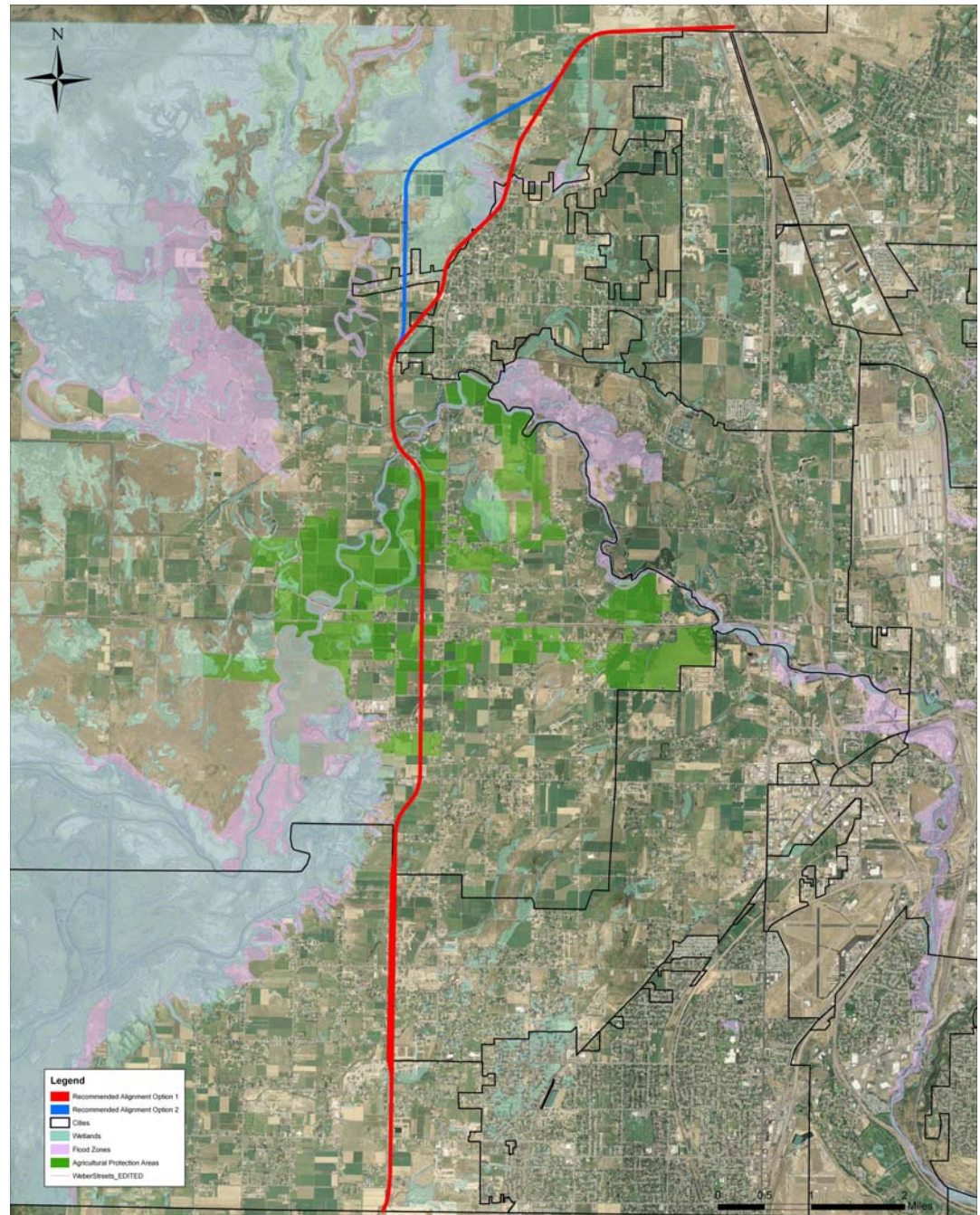
# Recommended Alignment

## Option 1 Impacts

- Wetlands 25 Acres (National Wetlands Inventory)
- Agriculture Protection Areas 42 Acres
- Floodplains 8 Acres
- Number of Properties 416
- Number of Structures 139
- Total length 15.0 Miles

## Option 2 Impacts

- Wetlands 50 Acres (National Wetlands Inventory)
- Agriculture Protection Areas 42 Acres
- Floodplains 11 Acres
- Number of Properties 349
- Number of Structures 123
- Total length 15.4 Miles





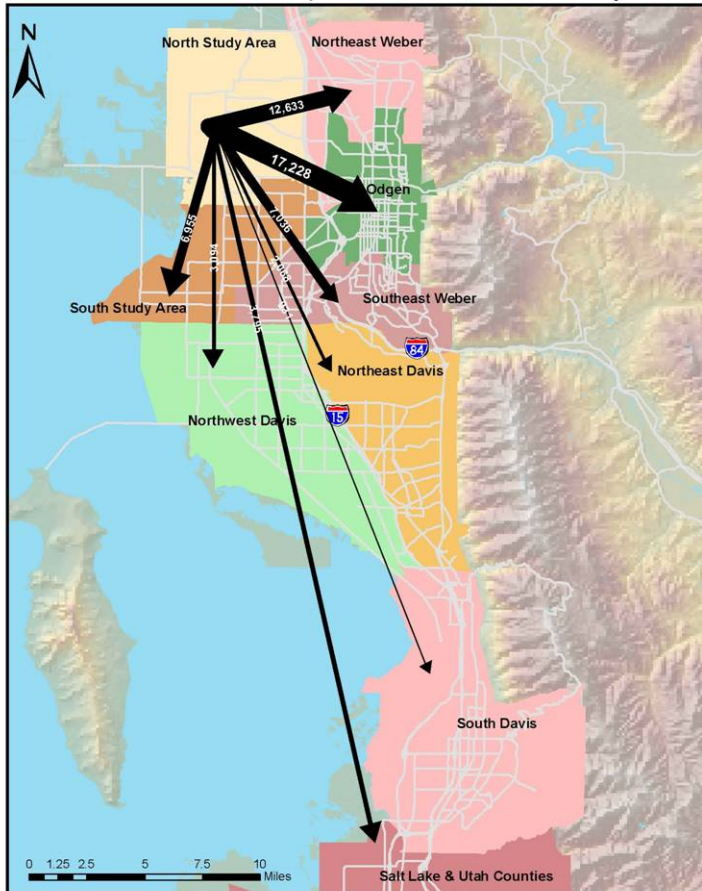
# What the Data Said

# Alternatives Data

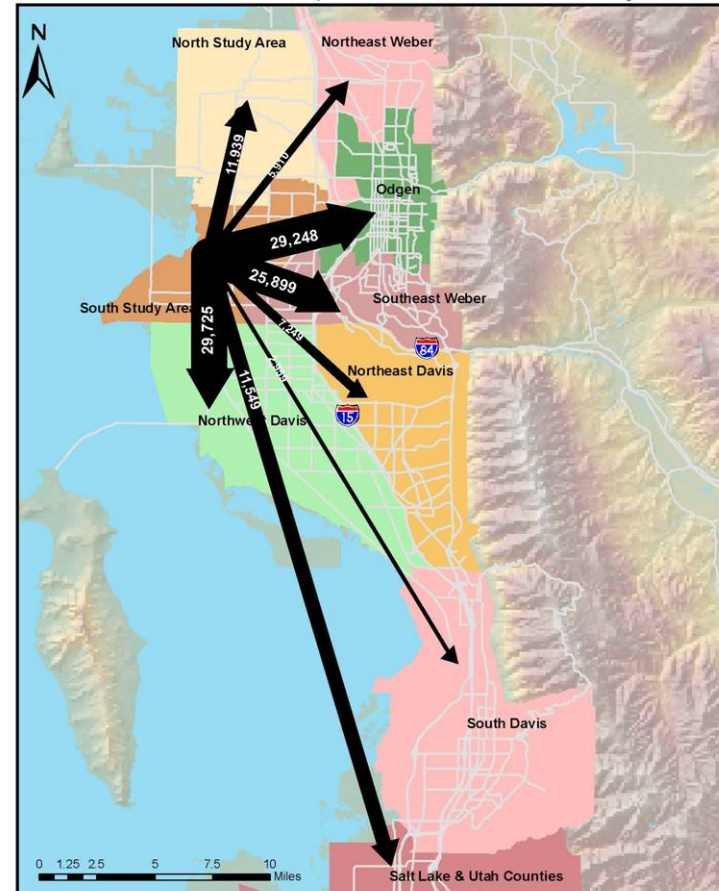
ACTUAL NUMBERS																
	Support Planned Growth	Serves Highest Future Traffic Volume	Serves Highest Future Traffic Volume from Study Area	Provides I-15 Alternative	Support Local East/West Plans	Property Impacts	Agricultural Protected Area Impacts	Structure Impacts	Support/ Preserve Rural Lifestyle	Flood Plain Impacts	Wetland Impacts	Noise and Air Quality Impacts	Historic Property Impacts	Bisecting Communities	Total Cost	Provides Most Direct Route
Alignment	(Subjective)	(Number of trips)	(Number)	(Subjective)	(Subjective)	(Number)	(Acres)	(Number)	(Subjective)	(Acres)	(Acres)	(Number)	(Number)	(Number)	(Millions)	(Miles)
A	4	16,000	13,300	3,900	3	339	52	134	3	26	64	380	0	6	\$336	15.24
B	4	16,000	13,300	3,900	3	290	32	124	3	29	56	342	0	4	\$338	15.51
C	4	16,000	13,300	3,900	4	376	52	140	3	18	43	336	0	6	\$343	15.55
D	4	16,000	13,300	3,900	3	345	39	114	3	23	43	367	0	4	\$331	15.29
E	3	30,000	24,000	6,800	5	499	25	199	3	14	14	819	0	8	\$352	15.03
F	3	17,500	12,000	5,700	5	350	59	123	3	4	15	434	0	5	\$324	14.79
G	4	16,000	13,300	3,900	3	277	44	73	3	37	53	265	0	6	\$332	16.04
H	4	16,000	13,300	3,900	3	235	39	72	3	53	76	260	0	4	\$324	15.63
I	4	16,000	13,300	3,900	3	276	39	85	3	25	58	303	0	5	\$330	15.75
J	4	16,000	13,300	3,900	4	297	50	105	3	18	43	324	1	6	\$320	14.82
K	4	16,000	13,300	3,900	3	300	50	85	3	16	42	271	0	6	\$330	15.72
O	3	20,000	12,000	5,800	5	317	27	124	4	18	15	320	0	6	\$321	14.58
P	3	29,500	23,100	6,700	5	347	25	142	5	12	10	401	0	6	\$323	14.39
Q	3	29,000	23,100	6,700	5	319	25	82	5	12	12	271	0	5	\$322	15.32
R	3	18,800	13,000	5,700	5	314	48	124	4	12	18	344	1	6	\$325	14.81
S	3	29,200	23,000	6,700	5	307	29	113	5	13	7	321	1	7	\$325	15.01
T	3	29,200	23,000	6,700	5	281	29	101	5	13	7	268	1	6	\$318	14.79
U	3	18,000	13,000	5,700	5	337	45	133	4	12	14	417	0	6	\$328	14.80
V	3	17,000	13,400	5,700	5	364	50	156	5	2	19	481	1	6	\$333	14.69
W	3	10,000	6,000	600	3	317	55	109	3	51	57	354	0	6	\$353	16.61
X	3	10,000	6,000	600	3	237	39	50	5	94	73	189	0	4	\$339	16.83
Y	3	24,000	12,000	6,200	5	339	6	117	5	16	11	368	1	5	\$317	14.48
Z	3	24,000	12,000	6,200	5	341	9	123	5	12	6	396	1	5	\$327	14.92

# Travel Patterns

Travel Patterns All Trips from the North Study Area



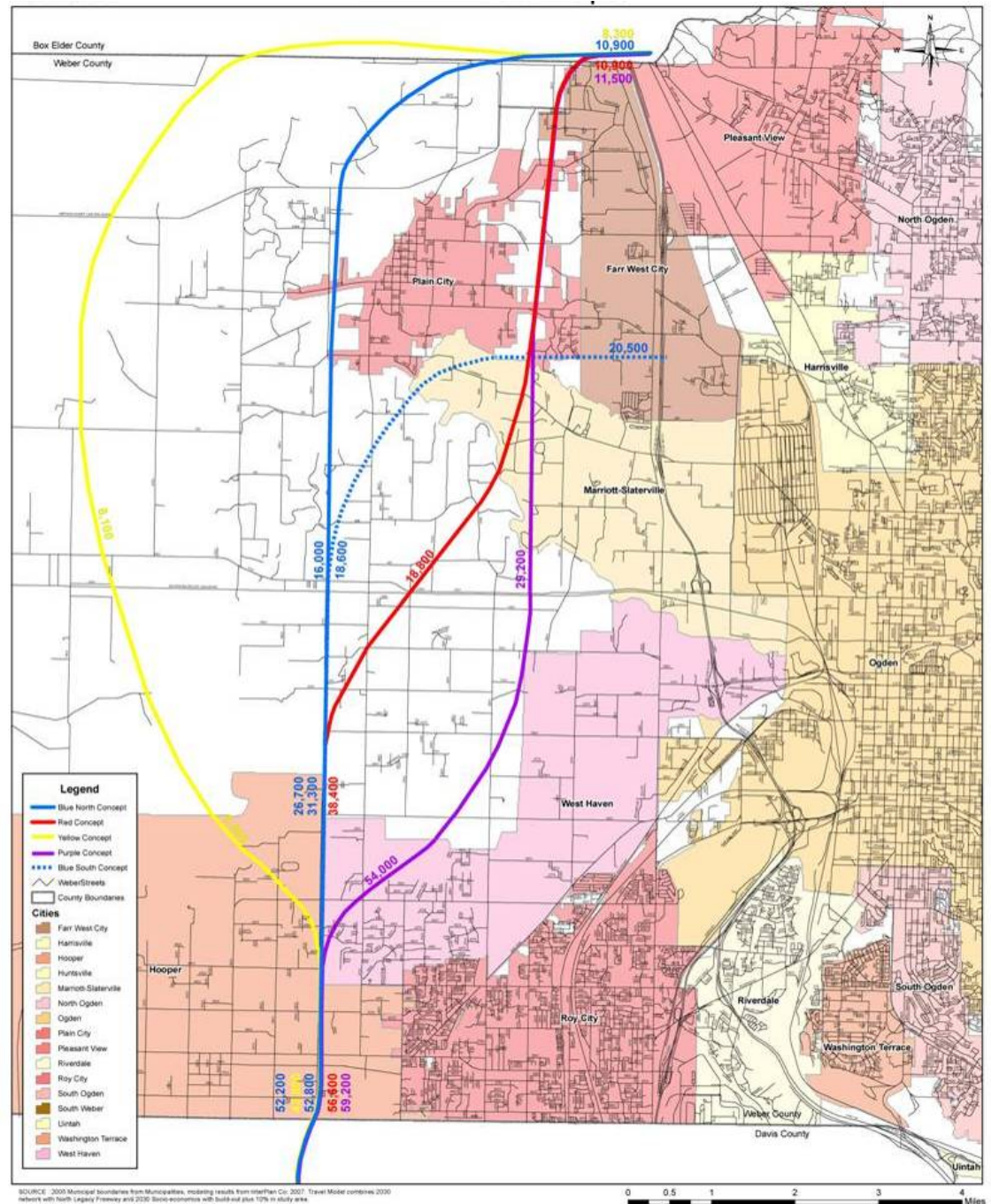
Travel Patterns All Trips from the South Study Area



# 2030 Traffic Volume

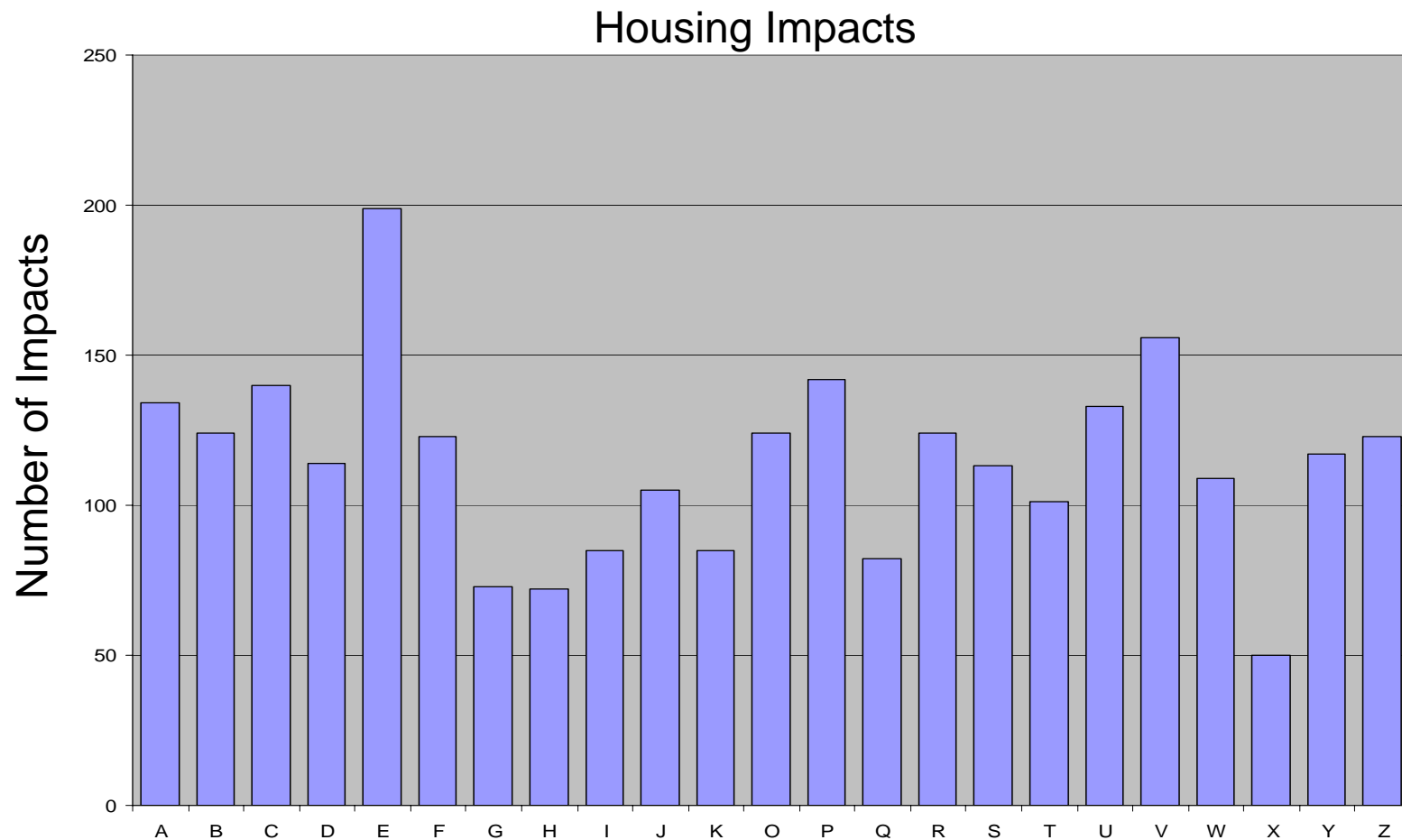
The regional travel demand model was used to evaluate the potential traffic benefits of each alternative.

Detailed existing and future travel patterns were also evaluated for each community.



# Impact Analysis

Impacts on individual land parcels and existing houses were evaluated and quantified for each alignment option.



# Alternatives Grading

Alignment	Primary Rating					
	Purpose and Need		Environmental Impacts		Cost and Construct-ability	
	Score	Grade	Score	Grade	Score	Grade
A	57	E	50	E	60	D
B	57	E	65	D	60	D
C	57	E	52	E	60	D
D	57	E	60	D	60	D
E	83	B	50	E	80	B
F	65	D	60	D	80	B
G	57	E	58	E	60	D
H	57	E	62	D	60	D
I	57	E	61	D	60	D
J	57	E	57	E	80	B
K	57	E	59	E	60	D
O	70	C	69	D	80	B
P	83	B	64	D	80	B
Q	83	B	72	C	60	D
R	62	D	64	D	80	B
S	83	B	68	D	80	B
T	83	B	69	D	80	B
U	62	D	59	E	80	B
V	66	D	58	E	80	B
W	32	F	55	E	40	F
X	30	F	66	D	40	F
Y	70	C	72	C	80	B
Z	70	C	72	C	80	B

Overall Rating					
Relative Weighting of Purpose and Need/ Impacts/ Cost and Constructability					
50 / 30 / 20		30 / 60 / 10		34 / 33 / 33	
Score	Grade	Score	Grade	Score	Grade
56	E	53	E	56	E
60	D	62	D	61	D
56	E	54	E	56	E
59	E	59	E	59	E
73	C	63	D	71	C
67	D	64	D	68	D
58	E	58	E	58	E
59	E	60	D	60	E
59	E	60	E	59	E
62	D	59	E	65	D
58	E	59	E	59	E
72	C	70	C	73	C
77	C	71	C	76	C
75	C	74	C	72	C
66	D	65	D	69	D
78	C	74	C	77	C
78	C	74	C	77	C
65	D	62	D	67	D
66	D	63	D	68	D
41	F	47	F	42	F
43	F	53	E	45	F
73	C	72	C	74	C
73	C	72	C	74	C

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What's Next?



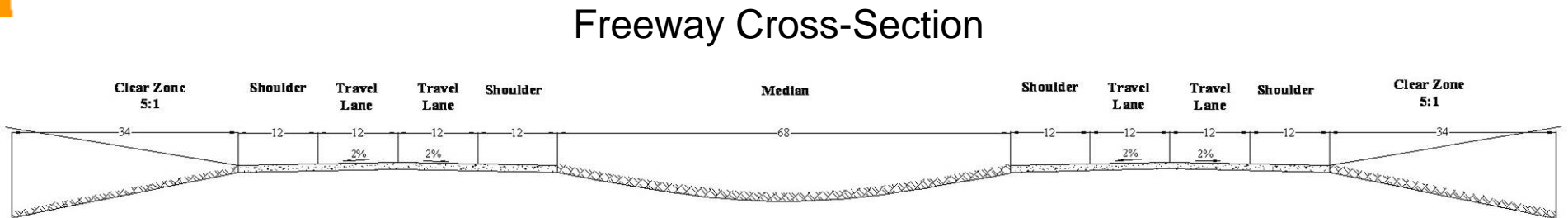
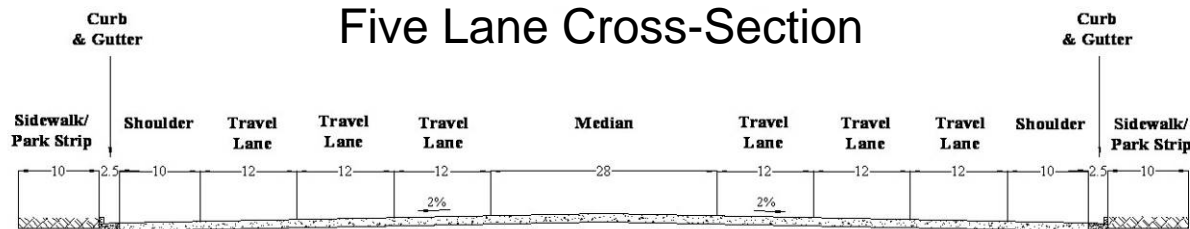
# Access Control

- For a five lane road, access would be limited to major collector and minor arterial streets. No individual driveways would be permitted.
- For a freeway, access would only occur at grade separated interchanges at on and off ramps. No individual driveways would be permitted.

# Roadway Type

**Question:** What type of Roadway will North Legacy be in Weber County?

**Answer:** Initial construction of North Legacy through North Davis and Weber Counties will most likely be an arterial street with traffic signals. Preserved right-of-way will allow North Legacy to be upgraded to a freeway in the future.





# Next Steps

- Evaluate and consider public comment to aid in selection of the final recommended corridor alignment
- Complete study documenting recommended corridor alignment
- Each city to amend their General Plan to include Study recommendations
- Each city to limit new development from building within recommended alignment through planning and zoning regulations
- Environmental Impact Statement (EIS) likely to be completed 3 to 5 years prior to construction

# Legacy Roadway Construction Phases

