



Trilon

VISUALIZATION Showcase

Firm Branding
Project Branding
Proposal Graphics
Technical Documents
Public Involvement
Client Projects
3D Renderings
Websites
Events
Video



Trilon Team



alta

DRMP

cph

HMB

Mannik
Smith
GROUP

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL

FUSS&O'NEILL

Horrocks.

Naik
GROUP

WAGGONER

WILSON
ENGINEERS

17 Graphic Designers

10 Layout Designer

3 Motion Graphics/ Video

3 Web Designers

Color Palette

main color

secondary colors

Typography

MONTERRAT

The five boxing wizards jump quickly.

The five boxing wizards jump quickly.

The five boxing wizards jump quickly.

NEW Self-service collateral (Corporate Overviews and end-market booklets)

FIRM

Branding

NEW Self-service collateral (Corporate Tri-fold)

BUILDING STRONGER
COMMUNITIES TOGETHER

3:26 PM

Friday,
April 25

NOW

86

SAT

91

SUN

93

PROJECT HIGHLIGHT

866.609.0688
cphcorp.com

CHICK-FIL-A EXPANSIONS

CPh is partnering with Chick-fil-A in their expansion of restaurants and provides expertise in Civil Engineering, Architectural Design, MEP Engineering, and Structural Engineering

LIFE AT CPH

Company's LinkedIn Platform

cph



GETTING THE LEAD OUT



1

Behind the scenes of lead service line replacement

Step inside: City notifies homeowner.

- Verification
 - » Confirming lead service material.
- Assessment
 - » Analyzing basement layout.
 - » Identifying challenges.
- Schedule replacement with homeowner.

3

Doing the work

Temporary disruption

- Landscape is disrupted. Homeowner experiences inconvenience during excavation.
- Water will be temporarily out of service during construction.



2

Common challenges and solutions

Overcoming obstacles:

- Proximity to sewer service line
 - Solution:** Relocate water service away from sewer service.
 - Why:** Illinois Environmental Protection Agency requires 10 feet of separation.

Clearing the way

- Solution:** Removing or working around shelving, debris, water heaters, etc.
- The pipes need to be easily accessed.



4

Cheers!

- The task is finished. Homeowner and residence have been notified.



FIRM Branding

FUSS & O'NEILL THE BEGINNING...

Hayden Griswold, the Founder of Fuss & O'Neill starts a part-time surveying business from his home at 122 Oakland St, Manchester, CT.



1924



The first Macy's Thanksgiving Day Parade was held in New York City.

The first flight around the world took place, touching down at Sand Point Field in Seattle on 9-28-24.



Boston Bruins became the first NHL team to play in the United States.

FIRM Branding



Proposal For

Small Professional Engineering

FUSS & O'NEILL

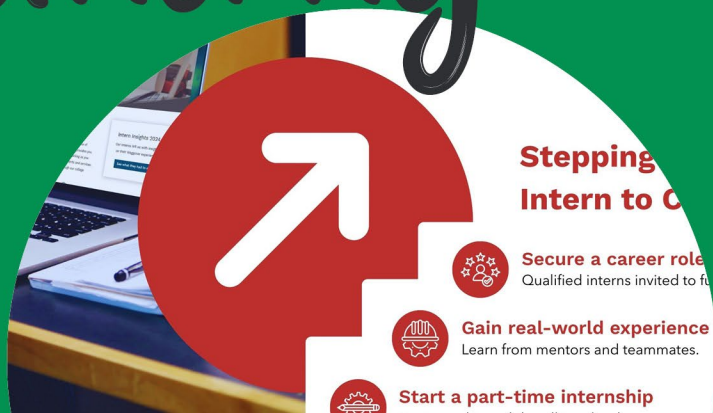


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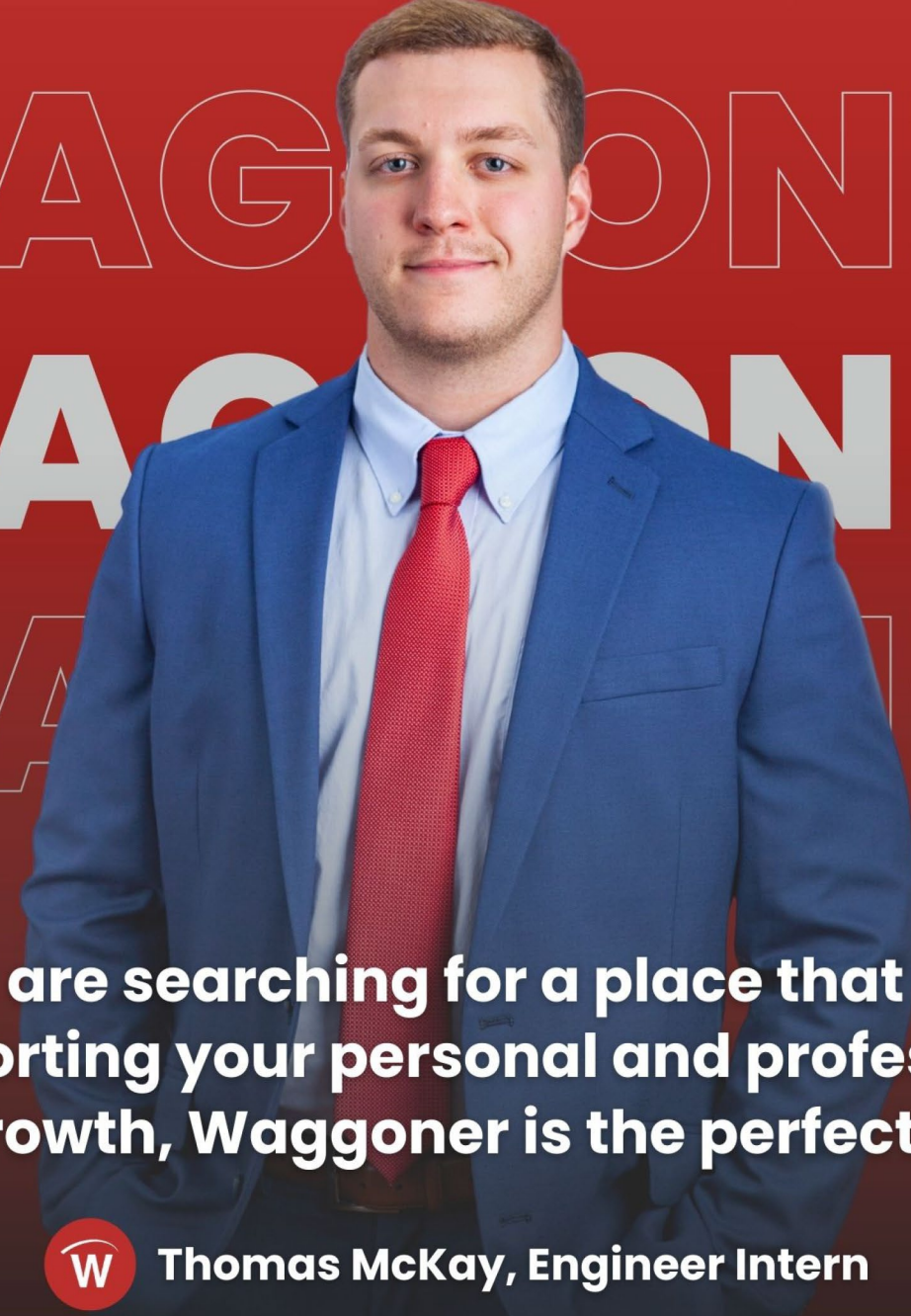
Speaking Engagements



FIRM Branding



WAGGONER
WAGGONER
WAGGONER



“

If you are searching for a place that values supporting your personal and professional growth, Waggoner is the perfect fit.



Thomas McKay, Engineer Intern





PROPOSAL & PROJECT Branding



JEREMY RANCH
ROUNDABOUTS

BANGERTE

BRIDGING
NEVADA'S
FUTURE
NDOT'S PREMIER BRIDGE MOVE



LOCAL LINK
Connect to Your Community



ROML

SR 9
EXPRESSWAY
I-15 TO SOUTHERN PARKWAY

CULDESAC CANYON
LAPWAI CREEK BRIDGES AND PASSING LANE PH2





BANGERTER

brand

HEADER: **HELVETICA BLACK CONDENSED OBLIQUE**

SUB HEADER: AVANTGARDE MD BT, TRACKING OF 200



01D304
EE7623
5B87DA
003A63



BANGERTER Branding

Each sub-brand will represent each individual project corridor. The sub-brand will include the Bangerter logo, location or project name, and the orange UDOT tick-marks.

BANGERTER
600 WEST INTERCHANGE

Location Font: AvantGarde Mid BT, Tracking varies for length of text.

BANGERTER
600 WEST INTERCHANGE

Line up the location title to be in the center line of the tick marks

Match the size of the font to the beginning of the B in Bangerter and end at the R and before the tick marks.

templates

Project Material Templates

Go to www.bangerterprojects.com/#pi/svf7h

Download fonts, logos, and templates for use on your project.

Examples:



Business card



PPT Presentation/Boards



Door hanger



Letterhead



Mailer

BANGERTER
600 WEST INTERCHANGE

Logo





BRIDGING VECINOS



LOS VECINOS Branding



COLOR PALETTE

Color Usage

Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed do eiusmod tempor incididunt ut labore et dolore magna aliqua. Ut enim ad minim veniam, quis nostrud exercitation ullamco laboris nisi ut aliquip ex ea commodo consequat.

Primary

BOSQUE GREEN	CYPRESS	SAGE	MIST	TERRACOTTA
#285952 PMS 626 C	#013942 PMS 309 C	#96AA94 PMS 5635 C	#E8F1EE PMS 7416 C	#E47756 PMS 7416 C

Secondary

DESERT	SKY BLUE	AGAVE	PRICKLY PEAR	THISTLE
#C156E4	#56B5E4	#56E4CC	#E45656	#9556E4

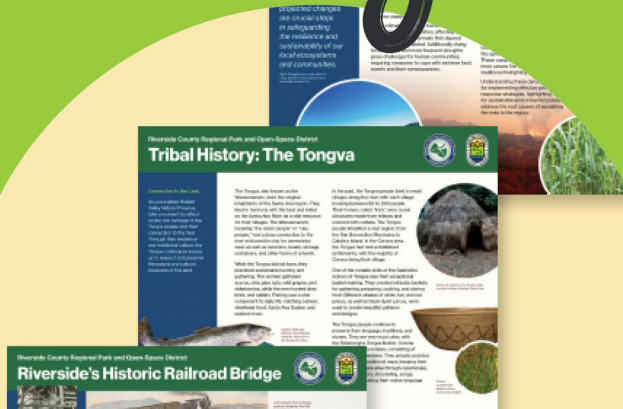
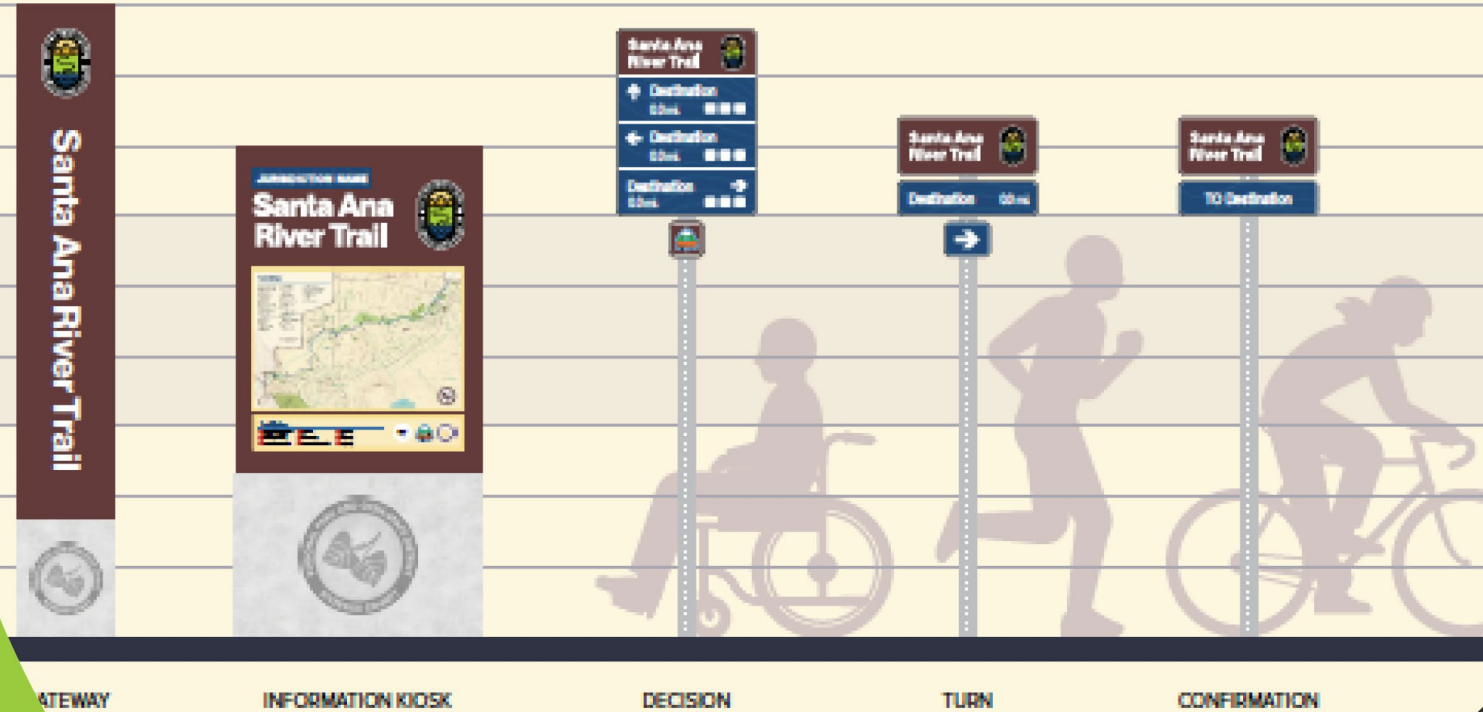
Gradients

PRICKLY PEAR DESERT	TERRACOTTA DESERT	BOSQUE DESERT	SKY BLUE MIST	THISTLE MIST
#E45656 #C156E4	#E47756 #C156E4	#285952 #C156E4	#E8F1EE #E8F1EE	#9556E4 #E8F1EE





SANTA ANA TRAIL Branding





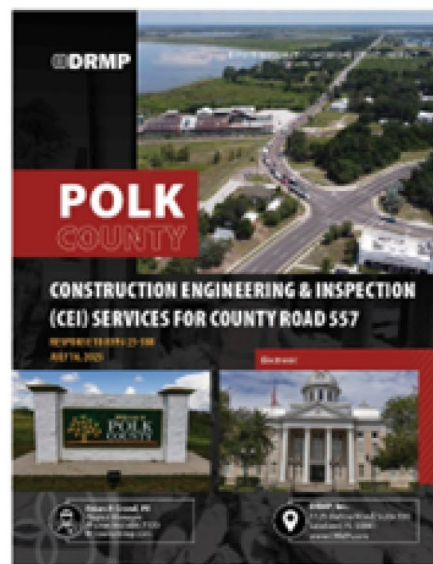
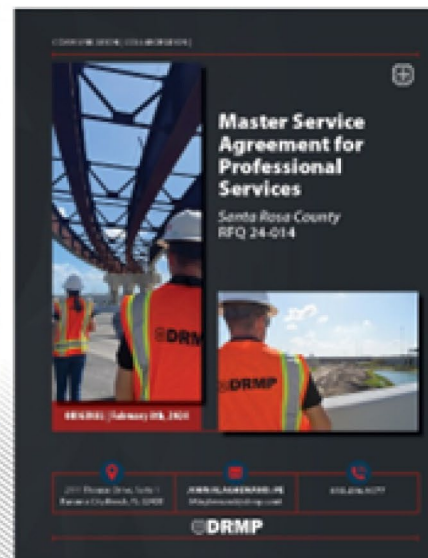
Proposal and Page Layouts



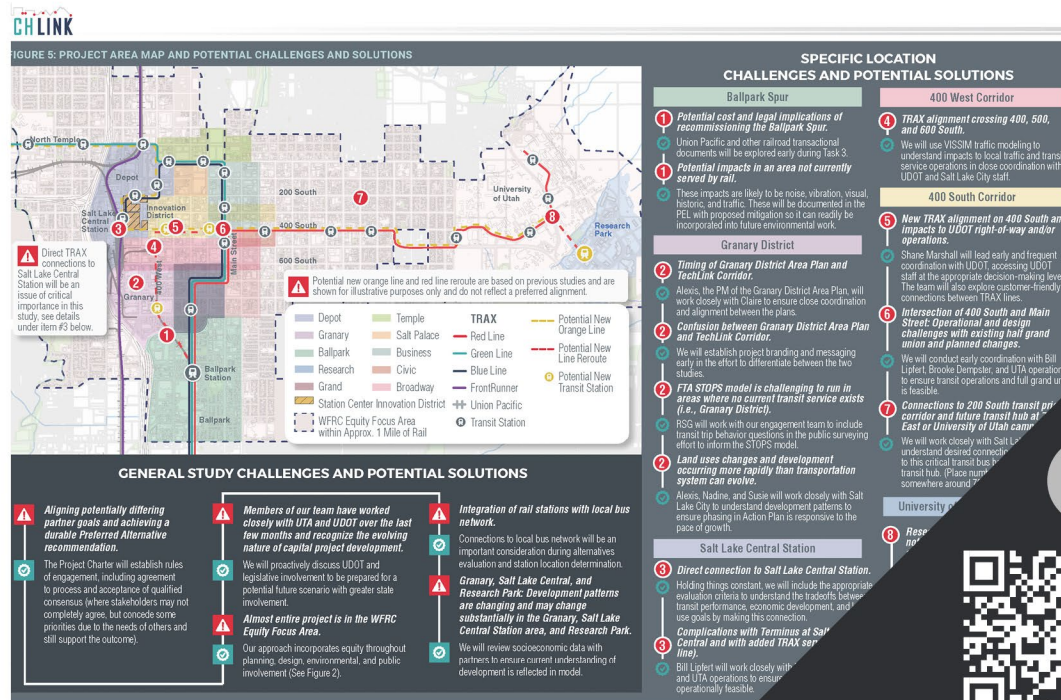
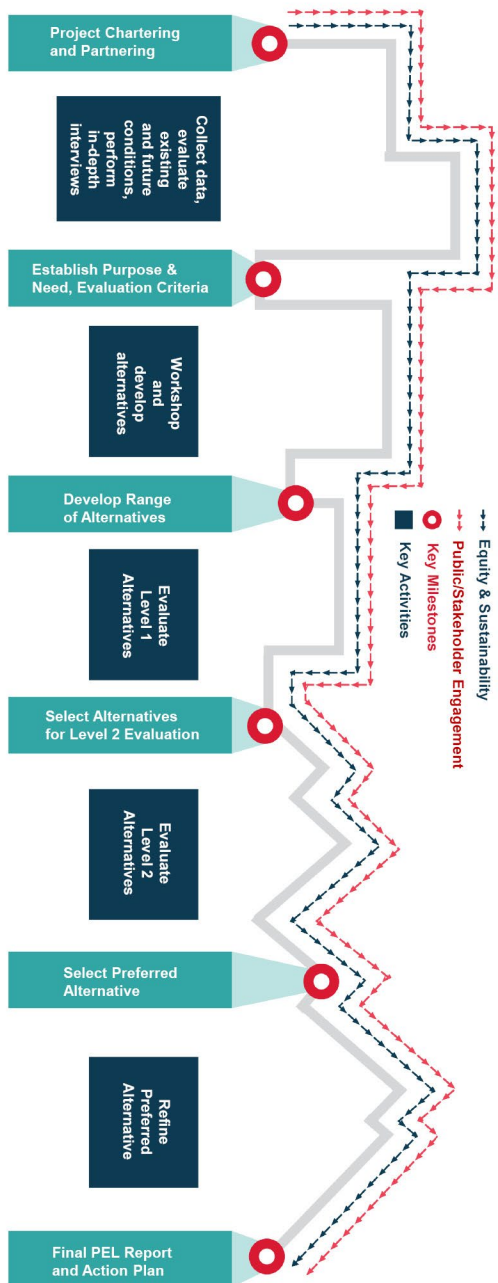
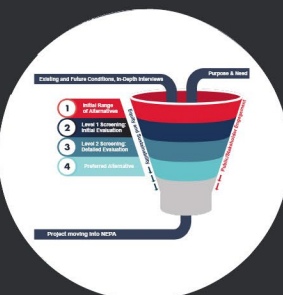
Infographics - Flowchart



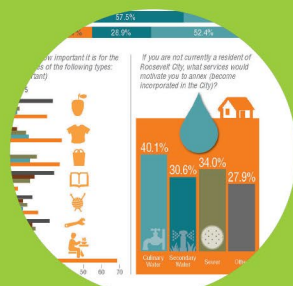
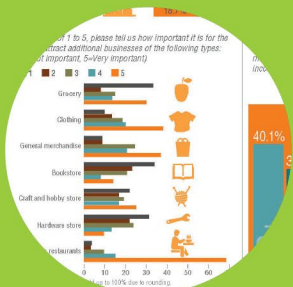
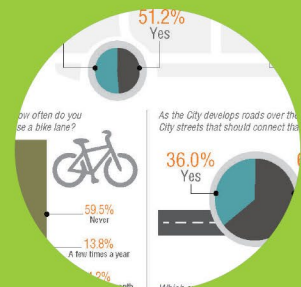
MARKETING Proposals



TECHLINK Proposal

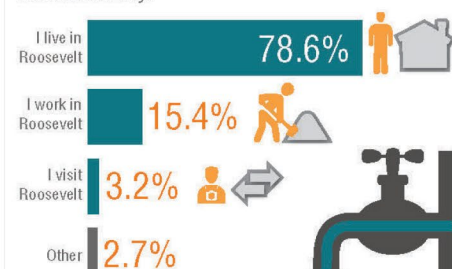


ROOSEVELT Tech Docs

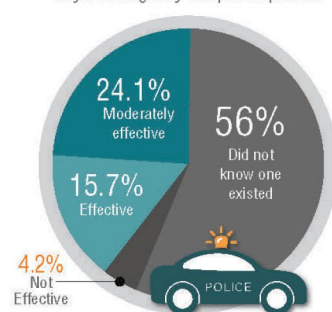


ROOSEVELT CITY MASTER PLAN SURVEY

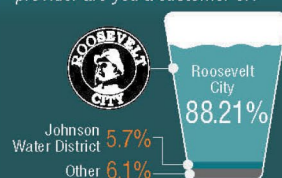
What is your relationship to Roosevelt City?



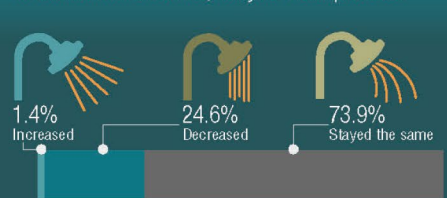
How effective do you feel Roosevelt City's Emergency Response plan is?



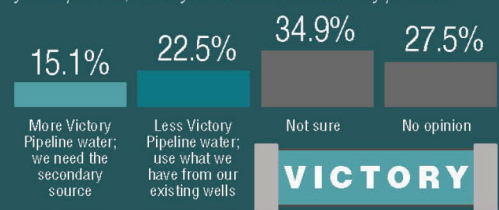
Which public water service provider are you a customer of?



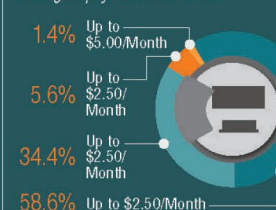
In the last twelve months, has your water pressure:



Roosevelt City has recently incorporated water from the **Victory Pipeline** into its culinary water system. Some residents have noticed a change in taste and/or smell with the additional source. Based on your experience, would you recommend that the city purchase:



If the City could provide an online portal that would show your daily water usage, what would you be willing to pay for that service?

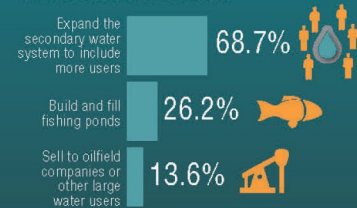


NOTE: Numbers may not add up to 100% due to rounding.

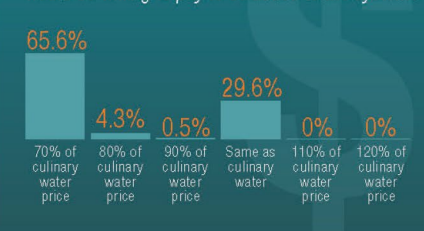


ROOSEVELT CITY MASTER PLAN SURVEY

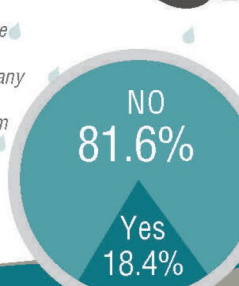
Roosevelt City will soon have an additional 1500 acre-feet of water available in its secondary water system. How do you feel that water should be used?



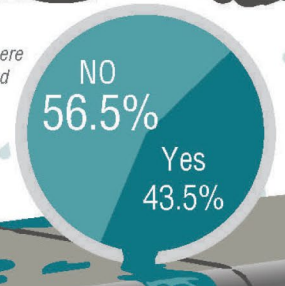
If you're not currently on Roosevelt City's secondary water system, what is the most you would be willing to pay to be added to the system?



In the last five years, have experienced any problems resulting from storm water?



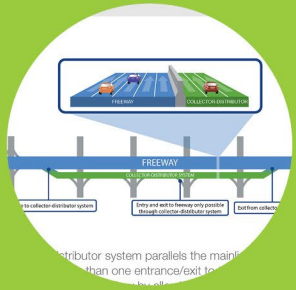
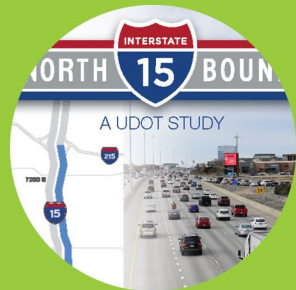
Are there any public areas where you have noticed flooding from storm water?



NOTE: Numbers may not add up to 100% due to rounding.



I-15 Tech Docs



I-15 NORTHBOUND

BANGERTE HIGHWAY TO I-215

SALT LAKE COUNTY, UTAH

VOLUME 1

CHAPTERS 1-5, APPENDIX A and B

ENVIRONMENTAL ASSESSMENT

NOVEMBER 2018

UDOT PROJECT NUMBER: S-I15-7(341)295
PIN: 15669

ALTERNATIVES SCREENING PROCESS

REDUCES MORNING CONGESTION?
Provides LOS D or better on northbound I-15 from Bangerter Highway to I-215 during the AM peak in 2040

IMPROVES SAFETY?
Reduces the number of crashes on northbound I-15 from Bangerter Highway to I-215

REDUCES EVENING CONGESTION?
Provides LOS D or better on northbound I-15 from Bangerter Highway to I-215 during the PM peak in 2040

Alternative Selected for Further Study

ALTERNATIVE 7

Construct **auxiliary lanes** for northbound I-15 from the Bangerter Highway entrance ramp to the I-215 east/westbound entrance ramps.

LEGEND
Freeway (I-15)
Additional Auxiliary Lane
Existing Interchange

Alternative 7
Construct **auxiliary lanes** for northbound I-15 from the Bangerter Highway entrance ramp to the I-215 east/westbound entrance ramps.

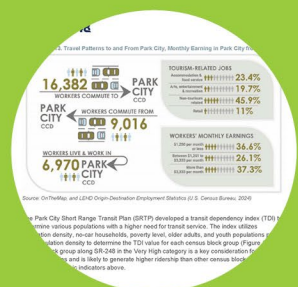
REDUCES MORNING CONGESTION?
Provides LOS D or better on northbound I-15 from Bangerter Highway to I-215 during the AM peak in 2040

Eliminate from further study

Alternative **eliminated from further study** because it does not sufficiently reduce morning congestion.



SR-248 Tech Docs



e-create 248

Systemwide transit performance varies depending on the season, and corridor congestion exacerbates the reliability of service. A new bus service on SR-248 was activated in the winter season in 2022 and 2023 with Silver (Route 6), Grey (Route 7), and Brown (Route 8) bus routes. Data is still new, but the service has experienced unreliability in travel times and on-time performance (Figure 11).

Figure 11. Park City Transit 2023 On-Time Performance Analysis



Source: Annual Transit Performance Statistics (PCMC, 2023)

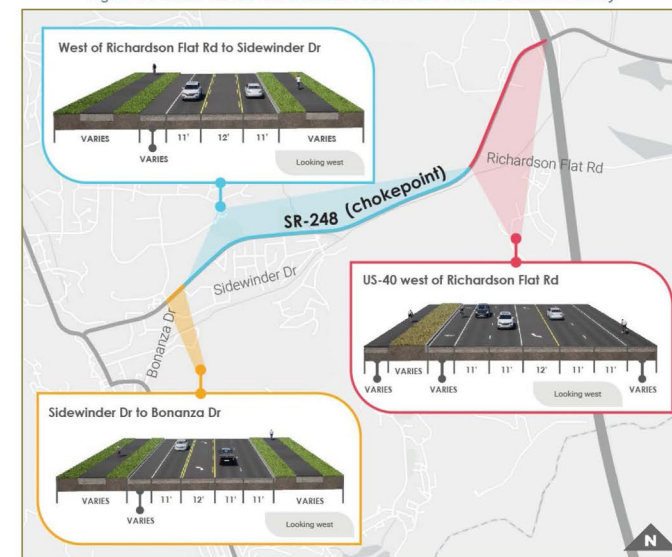
3.1.2.2 Project Need: Shoulder-running buses transitioning into mixed-flow traffic limits the ability to provide contiguous transit service and decreases transit reliability.

Roadway Cross-section Constraints

HVT transit serving the region with commuter routes and PCT buses serving the Richardson Flat Park and Ride near Quinn's Junction, can operate in the existing 12-foot roadway shoulders during peak times on the eastern segment of the corridor, bypassing stopped traffic; however, as those shoulders end, the requirement to merge into mixed-flow traffic west of Richardson Flat Road requires the transit vehicles to continue operating in congested conditions, which can lead to unreliability and schedule delays. (Figure 12).

e-create 248

Figure 12. Varied Transit Cross-section Exacerbates Transit Service Reliability



Geographic Constraints

Additionally, the expansion of transportation facilities within the study area through added capacity will be constrained by steep topography, wetlands, and protected open space.

According to the Federal Emergency Management Agency (FEMA) maps, the study area overlies the 100-year floodplain that is associated with Silver Creek. As a tributary to the Weber River, Silver Creek is considered a jurisdictional Water of the United States (WOTUS), protected under the Clean Water Act. Wetlands are most likely found along SR-248 but may also exist near Bonanza Drive and Deer Valley Drive.

200 WEST PI



MAKING 200 WEST A BETTER STREET FOR ALL USERS

200 West and 300 South: A Protected Intersection

Downtown Salt Lake City is getting its first protected intersection at 200 West and 300 South. This new intersection design offers increased safety for people walking and bicycling. The combination of extended concrete islands and painted markings creates a clear and sensible environment for users on foot, on bicycle or in cars, and provides plenty of time and space for people to see and react to one another.

In selecting this layout, a full range of possibilities were assessed to address a practical problem: how can people on foot, on bikes, and in cars interact predictably at this intersection? The clear, separated travel paths for pedestrians, cyclists, and drivers make this design the most beneficial to all users of the intersection, while also preserving parking spaces.

For more information, please visit www.slcgov.com/200west



When you are **walking**:

- 1 Use pedestrian refuge islands to shorten crossing distance
- 2 Watch for people on bicycles before crossing the protected bike lanes, even if you have the right-of-way
- 3 Do not block or stand in the protected bike lanes
- 4 Do not walk in the protected bike lanes

When crossing:

- Use existing pedestrian push-buttons at corners and advance to the pedestrian safety islands while waiting for the walk symbol, to shorten crossing distances

When you are **bicycling**:

- 5 Watch for people walking
- 6 Yield to people walking at crosswalks
- 7 Watch for people exiting parked cars
- 8 Watch for crossing vehicle traffic at intersections, even if you have the right-of-way
- 9 After yielding to people walking at crosswalks, advance to the end of the corner island to cross with the green light

When turning:

- Signal your intentions
- Though you are not required to use the protected bike lane, you will likely find it more comfortable and quicker, especially during peak commute times

When you are **driving**:

- 10 Watch for people on bicycles before opening your door
- 11 Park only in designated spaces outside of the protected bike lanes
- 12 When turning, yield to people walking and bicycling

When turning:

- If a bicyclist is in a protected green area at the intersection and ready to cross, they have priority at the intersection
- When the light turns green, wait until people walking and bicycling have crossed before turning across the bike lane and crosswalk

Schedule

Spring 2015
Final Design

Summer 2015 *Expected start late July
Road resurfacing - The Salt Lake City Streets Division will resurface pavement on the street to improve asphalt quality.



Spring/Summer 2015

Utility Upgrades - from February to July 2015, Questar will be installing a new gas main on 200 West from 100 South to 300 South.

Summer/Fall 2015

Street layout changes - following resurfacing, the street's layout will change to one auto travel lane in each direction. Parking will be shifted away from curbs, separating auto traffic from curbside bike lanes.



CONTACT INFORMATION

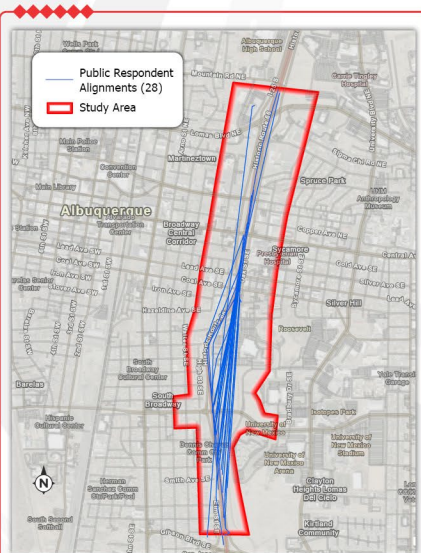
Phone : 801-535-6630
Email : 200westimprovements@gmail.com
Web : slcgov.com/200west



Whether
you're
walking,
bicycling,
or driving,
always
follow traffic
laws.



Initial Public Comments from Fall 2023



163

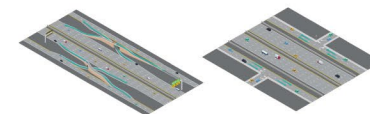
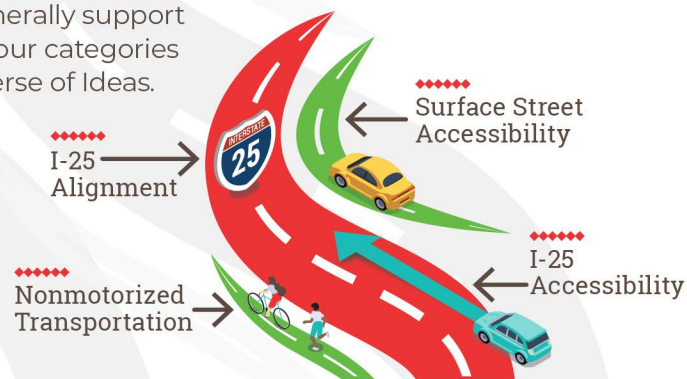
Total Comments

Surveys (physical or online)	95
Emails	50
Live Q&As	10
Comment Forms	6
Phone Calls	1
Letter	1

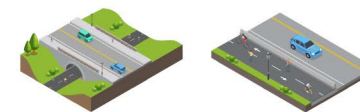


Individuals generally support improving all four categories from the Universe of Ideas.

General feedback through open-ended comments included a desire to shift I-25 to the east with a common concern around impacts to residential and/or historic properties. **28 alignment sketches** were submitted to the Universe of Ideas.



Individuals were most familiar with One-Way Frontage Roads and Braided Ramps as solutions to improve I-25 accessibility.



Individuals are most comfortable using Barrier-Separated Shared-Use Paths and Grade-Separated Crossings.

Better access to Avenida Cesar Chavez, Central Avenue and Lead Avenue were the most requested surface street



I-25 GIBSON

PI



I-25 GIBSON

Interchange Reconstruction Project

NOISE BALLOTING RESULTS

BALLOT

The I-25 Gibson Interchange Reconstruction project team implemented a formal noise balloting process to understand the opinions of those most impacted by the proposed noise wall.

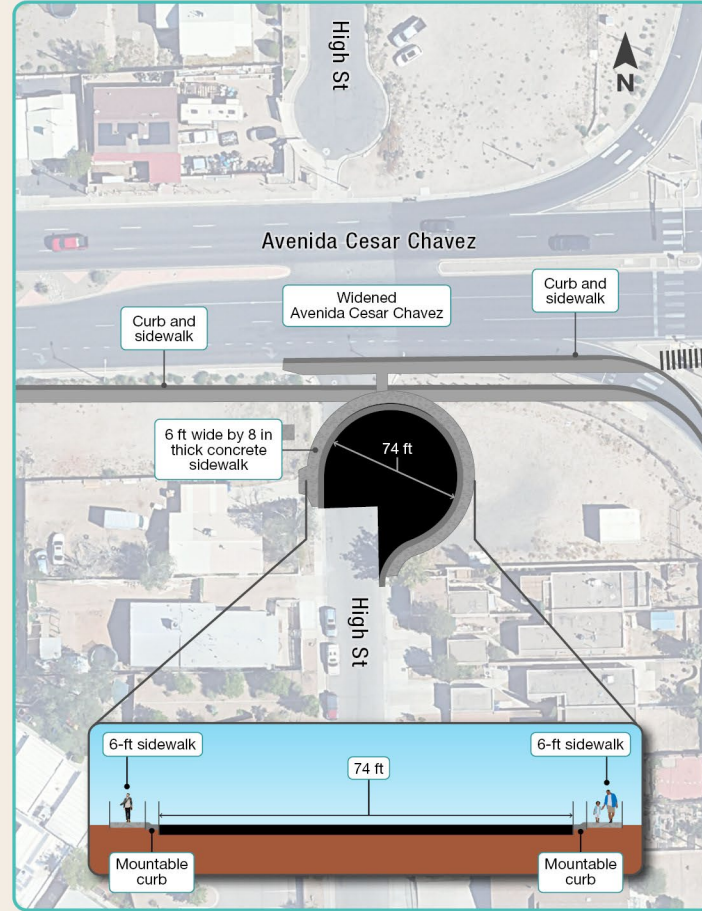
This process offered property owners and tenants the opportunity to voice their preferences regarding the noise wall's proposed implementation. The project team provided information packets to the affected properties and hosted meetings with individuals by request.

Over **85%** of respondents expressed their support for the addition of a noise wall.

An NMDOT Project | CN A301890



HIGH STREET CUL-DE-SAC



Construction timeline and design are subject to change.



I-25 Gibson Interchange Reconstruction Project

Thank you for providing your comments!

The I-25 Gibson Interchange Reconstruction project team has carefully reviewed, documented, and summarized all public comments received during the second open comment period from Sept. 17 through Oct. 18, 2024.

Click below to learn about the public comments!

September Public Meeting

Click below to sign up for updates and stay involved throughout the project and future construction.

Sign up

Scroll down to learn more about the project.

Project Overview

The New Mexico Department of Transportation (NMDOT) is planning transportation improvements to I-25 at the Gibson Boulevard interchange and between Sunport Boulevard and Avenida Cesar Chavez as part of the I-25 Gibson Interchange Reconstruction Project.

The improvements will enhance safety and improve efficiency for all modes of transportation, including drivers, cyclists, and pedestrians. The project is also replacing aging infrastructure. This area was studied previously in 2014 and 2016 as part of wider I-25 corridor studies - [click here](#) to learn more.

The Preferred Alternative that came from the 2016 study included:

- A new I-25 bridge over Gibson Boulevard, including a new interchange design.
- Minor enhancements to Gibson Boulevard between Edith Boulevard and University Boulevard.
- Additional lanes and frontage road improvements along I-25 between Sunport Boulevard and Avenida Cesar Chavez.
- Improvements to bicycle and pedestrian facilities.



The project team will be conducting the environmental review and documentation process phase (Phase 1C), and will begin development of a preliminary or 30% design (Phase 1D) of the Preferred Alternative through summer 2025. The project will then be advertised to a **Design-Build** aiming to finalize a contract in 2027 with construction begin in 2027.

What is Phase 1C and Phase 1D? To learn more about the NMDOT Process called The Location and Construction Procedures, [click here](#).

The NMDOT strives to strike a balance between transportation improvement and values.



Client

Overlana TRAIL

People to Remember

Since 1876, civic leaders and dignitaries from every facet of society have been laid to rest at Woodlawn. Elaborate mausoleums and monuments pay tribute to the many individuals who helped shape Toledo.

STANAHAN
Cecil Stanahan (1876-1945)
Mayor of Toledo

STANAHAN
John Stanahan (1876-1945)
Mayor of Toledo

MININGER
Charles Mininger (1876-1945)
Mayor of Toledo

GUNCKEL
Mark Gunckel (1876-1945)
Mayor of Toledo

WOODLAWN
Woodlawn Cemetery is a classic example of a rural or "garden" cemetery, that emphasizes nature and art with lush landscapes. The winding paths, lakes, gently undulating land, a rich blend of flora, and funerary architecture were specifically designed to provide sanctuary, adornment, and beauty.

Woodlawn welcomes bicyclists and hikers.

Overlana TRAIL

Joe E. Brown

From Big Top to Big Screen
Joseph Evans Brown was born on July 28, 1892 in Holgate, Ohio and moved to Toledo as a young child. He worked as a Toledo newsboy at the age of 7 before joining the circus at age 10. He later toured with the Vaudeville and Burlesque circuits before launching a successful film career in 1927. He was honored with a star on the Hollywood Walk of Fame in 1936.

Did you know?
Joe E. Brown teleported the troops during World War II, and would jump his way to any place groups could be gathered. He traveled over 200,000 miles performing in 742 USO shows overseas.

For his contributions in boosting morale among our armed forces, December 7, 1945 was named Joe E. Brown day in Toledo.

For the Love of Baseball
A talented slugger, Brown was in the Torrey League and played semi pro baseball in Ohio and Indiana. He also participated in several exhibition games with the Boston Red Sox and the New York Yankees. Brown played with many different teams in Toledo including the Young Avondales, Needham's All-Stars, Crowley's All-Stars, the Melvins, Pogemeyer's Theds, Allen Dapost's Mexcas, Jack Hagerty's Tiffin Club, and the OVERLANDS.

Oakland Field was officially dedicated as Joe E. Brown Park on May 25, 1958.

Schneider Park GOALS

COMMUNITY CATALYST
An adjacent brownfield (underutilized) parcel was acquired for the park expansion allowing for enhanced improvements including a new road re-routing vehicular flow through the site, new parking lots, new grass and turf fields, and installation of additional park amenities that are fully accessible to all visitors.

YOU JUST PARKED ON RECYCLED TIRES!
Recycled tires have a multitude of civil engineering applications. Including backfill for retaining walls and bridge abutments, or sub-grade fill and embankments. They can also be used for erosion control, stormwater runoff, and sound barriers. Processing is required to make tires usable as a modifier or additive. The steel and fiber must be removed from the tire and then the remaining tire must be reduced in size to small particles for blending into the asphalt binder or mixture.

INCLUSION SOLUTIONS
Misgitch provides multiple benefits to communities. These include ADA-accessible, hard-court surfaces allow for everyone, at every skill level, to experience "the beautiful game".

Environmental Protection Agency
A \$300,000 grant from Ohio EPA was used to construct the parking lots using recycled tires. Rubberized asphalt is durable, reduces noise, and is more skid resistant than standard paving materials. Research shows that with shorter construction times, lower maintenance costs, and a higher cost-benefit ratio, asphalt made from recycled tires is economically sound.

Schneider Park GOALS

REINVENT THE WHEEL!
Learn about the park's use of recycled tires for the parking lots.

WHAT LIES BEHIND?
Learn about the park's stormwater management system and baselining facilities.

IT TAKES A VILLAGE
An Ohio EPA Targeted Brownfield Assessment grant helped fund environmental assessments and geotechnical evaluation activities. A Scrap Tire Recycling grant, also from Ohio EPA, was used to construct the parking lots of recycled tires. The Lucas County Land Bank awarded a grant for the demolition of a former ODOT facility and parking lots along Schneider Road. The Great Lakes Restoration Initiative grant was used to create a sustainable stormwater management system. The City of Toledo provided District Improvement Program funding to support park improvements. Toledo's ASERA (Federal relief) funds were dedicated to park improvements. U.S. Congressionally Directed Spending appropriation was requested and received, to help project progress. The Toledo Mudlarks Helping Hero funds were donated for lighted mini-pitches.

BEYOND FUNCTION
Schneider Park's commitment to sustainability continues with the remaining of retired wind turbine blades into upcycled amenities. With a generous donation from canvas, a northeast Ohio manufacturer of unique public space furnishings, several benches, planters, and hybrids around the park create gathering places and functional art to enhance the sustainable landscape design. Among the collection at Schneider Park are the Dose, Gus, Faye, and Finley. Each handcrafted piece has a unique QR code and story.

Can you spot them?
rose, gus, faye, finley

JERMAIN PARK Ottawa River Restoration

WETLAND BENEFITS
Wetlands play an important role in water quality, flood control and biological diversity by:

- Absorbing nutrients such as nitrogen and phosphorus out of the water
- Reducing flooding by holding water during heavy rain events
- Providing habitat for thousands of plants and animals
- Improving recreation such as fishing, birdwatching, and animal viewing

Streambank Erosion
Stabilizing eroding streambanks helps to reduce the amount of sediment entering streams and rivers and improves waterway conditions by keeping the channel open, clean, and silt-free.

Benthic Communities
Benthic macroinvertebrates are freshwater organisms including dragonflies, snails, mussels, worms, and insects that live in, and on the stream and river bottom. These organisms are a key food source for many fish species.

Fish Habitat Benefits
Healthy fish habitats benefit both aquatic and terrestrial species, helping them to reproduce, grow, feed, and find shelter. These habitats also help to filter pollutants and restore natural environments.

Native Planting
The ecosystem is enhanced by the planting of native flora including American sycamore and swamp white oak tree species, sedge, dogwood and buttonbush shrub species, and swamp milkweed and heep sedge wetland species.

FUNDING ASSISTANCE
The City of Toledo received financial support in the amount of \$1.17 million through the Great Lakes Restoration Initiative as part of their efforts to clean up Areas of Concern (AOC). Funding comes from NOAA through a Regional Partnership with the Great Lakes Commission.

PARK HISTORY
Jermain Park is located on land purchased by the City in 1915. Prior to the natural area it is today, the land was an amusement park from 1900-1914. The Ottawa River and surrounding floodplain wetlands have and continue to support a variety of native species, including rare plant species.

JERMAIN PARK Ottawa River Restoration

WATER QUALITY AND ECOSYSTEM BENEFITS
This restoration project enhances 2.7 acres of wetlands and improves in-stream conditions in the Ottawa River watershed, increasing habitat for fish and wildlife. The project also includes native plantings to stabilize 1,000 linear feet of eroding streambank, and 550 feet of riparian buffer improvements to address the harm to fish populations and benthic communities.

WOOD IS GOOD
Aside from providing refuge for various species, woody habitats help regulate water temperature by shading areas within the stream. Large woody debris, the logs or branches within streams and rivers are also important homes for aquatic organisms.

BENDWAY WEIRS
These partially submerged, upstream-angled stone structures are built on the outer streambank in order to control and redirect currents through a bend. They also help to minimize erosion.

LUNKERS
LUNKERS are constructed structures that provide streambank stability and fish habitat cover and resting areas in streams and rivers. These artificial structures resemble stacked wooden platforms and are designed to mimic natural streambank cavities, typically placed near the bank or slightly submerged. LUNKERS are engineered to withstand water flow and minimize erosion.

TREES APLENTY
Not only can trees reduce the total amount and rate of stormwater runoff, but they can also improve the water quality of runoff. As part of this project, nearly 500 individual trees were planted within and adjacent to the floodplain areas.

FUNDING ASSISTANCE
The City of Toledo received financial support in the amount of \$1.17 million through the Great Lakes Restoration Initiative as part of their efforts to clean up Areas of Concern (AOC). Funding comes from NOAA through a Regional Partnership with the Great Lakes Commission.

TRANSPLAN 50

Client

PARTNERING AGENCIES



ANDREW JACKSON
AOG Executive Director

SHAWN SEAGER
MPO Director

BOB ALLEN
Program Manager

CHAD ECCLES
Transit Planner

SHAWN ELIOT
Senior Planning Manager

MELANIE HAWS
Executive Assistant



ANDREA OLSON
Planning Director

ROBERT CLAYTON
Region 3 Director

SUSAN HARDY
Air Quality Planner

TIM HERETH
Transportation Modeler

KORY IMAN
GIS Administrator

SARAH LAWLESS
GIS Analyst

SHAUNA MECHAM
Planner

JIM PRICE
Active Transportation Planner



LAURA HANSEN
Director of Planning

MARY DELAMARE-SCHAEFER
Regional General Manager

PARTNERING AGENCIES
UTA | LIDOT

TransPlan50

MOUNTAINLAND ASSOCIATION
OF GOVERNMENTS
2019-2050 REGIONAL
TRANSPORTATION PLAN

FOR THE PROVO/OREM
URBAN AREA

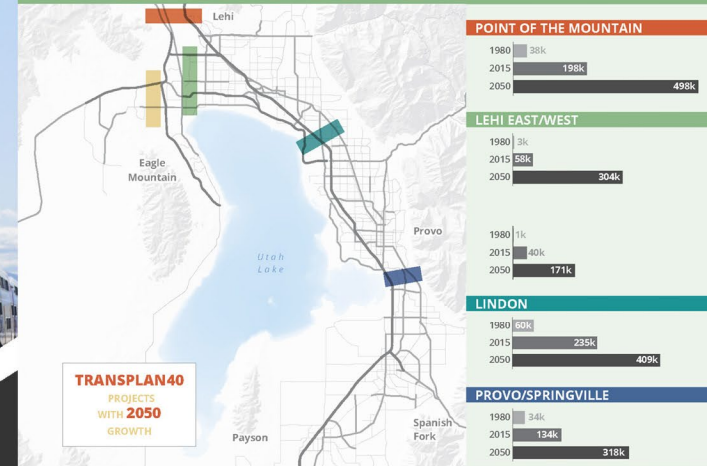


GOAL 1

Update the Regional Highway System to a Metropolitan Grid-Based Network

TRANSPORTATION CHOKE POINTS

Utah County has a unique geography with its towering mountains, lakes, and wetlands. These features create a unique geographic environment making transportation connections a challenge. In the county, there are five areas where transportation corridors must traverse within narrow strips of land bordered by these features called transportation choke points. The following data represents the TransPlan40 projects with 2050 growth. Congestion increases exponentially without system improvements.



POINT OF THE MOUNTAIN CHOKO POINT

The Lehi area has some of the most challenging issues to transportation in the region. There are multiple choke points in Lehi impacting both north/south and east/west regional traffic. This coupled with high residential and commercial growth and being the center point of two metropolitan areas converging, only adds to the problem. The Point of the Mountain Choke Point is the narrow strip of land between Salt Lake and Utah counties. In the future, this area has more traffic, and more people traverse it than any other area in the region. Future projects proposed within TransPlan50 include improvements to I-15 and FrontRunner Commuter Rail, constructing the Mountain View Freeway, and Light Rail.

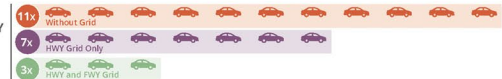


CONGESTION

COUNTY COMPARISON TODAY



UTAH COUNTY 2050

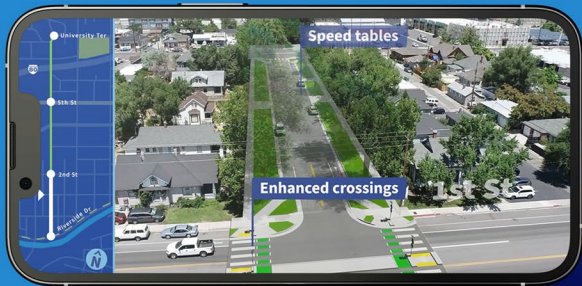


THE BENEFITS OF RELIEVING REGIONAL CONGESTION BY COMPLETING THE GRID NETWORK AND THE PROJECTS LISTED IN TRANSPLAN50 ARE GREAT.

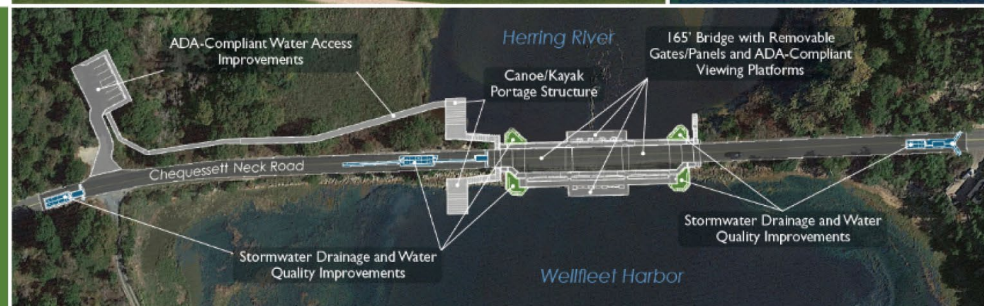
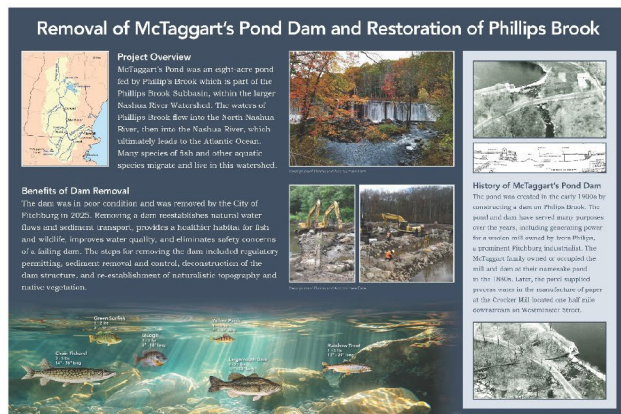


BIGGEST LITTLE BIKE NETWORK

Client



alta



FUSS & O'NEILL

Client

Infrastructure Program Priorities

Washington, D.C.
November 2024



M E R I D I A N

Watershed Plan-Environmental Assessment

MULTIPLE WATERSHEDS IN BOLIVAR AND SUNFLOWER COUNTIES

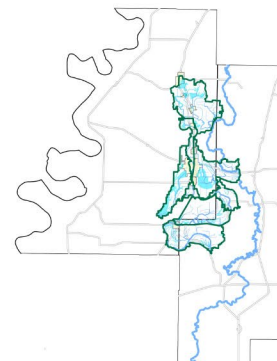


THE WATERSHED APPROACH TO FLOOD DAMAGE REDUCTION

Purpose: The purpose of this project is to address flood prevention and damage reduction in the Beaver Bayou-Mound Bayou, City of Cleveland—Bear Pen Canal and Pecan Bayou, Headwaters Jones Bayou, Lead Bayou—Big Sunflower, Middle Porter Bayou, and Upper Porter Bayou Watersheds through development of a Watershed Plan—Environmental Assessment (EA). The Watershed Plan-EA will evaluate the impacts of different flood reduction strategies and recommend those that provide the most benefits to the natural and human environments.

Background: Flooding has been a persistent problem throughout the six watersheds included in this evaluation. The streams and bayous that drain these watersheds are tributaries of the Big Sunflower River to the east and the Bogue Phalia River to the west. These flood events cause damage to infrastructure, homes, businesses, ecosystems, and agricultural land. In 2021, Bolivar County had the highest number of crop acres impacted at 355,505, followed by neighboring Sunflower County with 193,500. During that same year, Bolivar and Sunflower Counties had the highest estimated damages reported, with \$176,457,993 and \$128,353,205, respectfully.

Funding: The USDA—Natural Resources Conservation Service (NRCS) has allocated funding for completion of the Plan-EA, through the Watershed and Flood Prevention Operations program, authorized in Public Law 83-566. The Mississippi Soil and Water Conservation Commission, through a cooperative agreement with NRCS, is conducting the Plan-EA. The Bolivar County Board of Supervisors has agreed to serve as the Sponsor for the project.



GOALS



Reduce repetitive and localized flood damages without causing increased flooding in other areas.



Improve water quality for streams with high nutrient and sediment loads.



Recommend implementation of rural and urban water quality BMPs.



Canton Gateway Park COMMUNITY MEETING

The City of Canton will hold a Community Meeting to discuss initiative for the Canton Gateway Park.

Your input is needed! Please fill out survey cards distributed during the meeting and return to Waggoner Engineering.

Monday, December 4, 2023
Interactive Presentation
3:30 p.m. - 4:30 p.m.

Canton City Hall | 226 E. Peace Street | Canton, MS 39046

Discussion Topics

- Long-term Vision
- Existing & Future Land Use
- Infrastructure
- Project Funding
- Economic Development

Who Should Attend

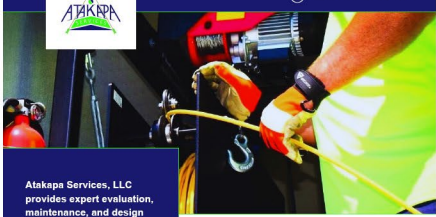
- Canton Residents
- Canton Business Owners
- City & County Officials
- Community Organizations
- Developers

Questions? Please contact any of the following officials at 601-859-4331.

- Mayor William Truly
- Word 7 Alderman - Lafayette Wiles
- Word 5 Alderman - Tim Taylor
- Parks & Recreation Director - Alvin Davis



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- Sanitary Sewer Evaluation Surveys (SSES)
- Large Diameter Pipe Inspections
- Lateral Service Line Inspections
- Manhole Inspections
- High-Pressure Sewer and Storm Drain Cleaning
- Well Well Cleaning
- Cross Bore Locating
- Hydro Excavation
- Dye Testing
- Smoke Testing
- PACF Defect Coding
- Flow Monitoring
- Infiltration Point Location
- Manhole and Pipeline Rehabilitation Design
- GIS Mapping
- GIS Database Management
- Engineering Support
- Rehabilitation Support



At Atakapa, we know strong infrastructure is key to healthy communities. Our services help cities move quickly from finding problems to fixing them, with real, visible results.

ACT QUICKLY TODAY AND PLAN CONFIDENTLY FOR TOMORROW





SUMMERLIN PARKWAY 3D





I-15 NORTHBOUND 3D







LANDSCAPE 3D





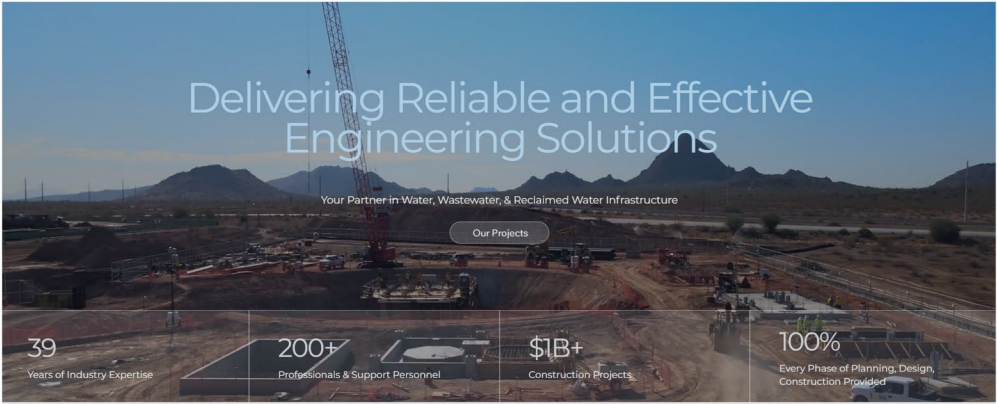
Water Treatment Plants (WTP)



Project Gallery

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Wilson's track record of successful project deliveries reflects our commitment to providing clients with exceptional service and helping them achieve their project goals. This, along with a strategic vision for growth and market leadership, drives us to elevate engineering standards continually for the benefit of our clients and, ultimately, the communities we serve.



Wilson Engineers (Wilson) attracts top talent eager to make a difference in our industry. We value, encourage, and support the development of our team's technical and professional skills through an initiative that provides unique professional development programs, backed and promoted by leadership.

Work with Us



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Executive Leadership

Since 1985, Wilson's leadership team has been devoted to providing innovative engineering solutions with honesty and integrity. We collaborate closely with clients and empower them to achieve their project goals. With over 250 years of collective experience, we are passionate about elevating engineering standards and committed to delivering exceptional service for the benefit of our clients and, ultimately, the communities we serve.



Uday Gandhi, PE

Principal

Get to Know Uday



Steve Todd, PE

Principal

Get to Know Steve



Phil Noonan, PE

Principal

Get to Know Phil



Mike Johnson, PE

Principal

Get to Know Mike



Alan Palmquist, PE

Principal Associate

Get to Know Alan



Sreeram Rengaraj, PE

Principal Associate

Get to Know Sreeram



Craig Ramsey, PE

Principal Associate

Get to Know Craig



Gus Lopez, PE

Principal Associate

Get to Know Gus



Sherry Harris, CDT

Director of Operations

Get to Know Sherry



Kim Kusa

Director of Finance and Accounting

Get to Know Kim



Christi Miller, SHRM

Director of Human Resources

Get to Know Christi

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MVC Web

**MOUNTAIN VIEW CORRIDOR**

HOME SL COUNTY UT COUNTY TRAILS HISTORY MAP FAQ ENVIRONMENTAL STAY INFORMED

CONNECTING COMMUNITIES

Mountain View Corridor is using a phased construction approach designed to balance transportation needs with available funds. Initial construction began with frontage roads to establish the corridor. Future construction will fill in the remainder of space between the northbound and southbound lanes of the corridor to achieve a fully functional freeway. Mountain View Corridor will eventually be a 35-mile freeway from I-80 in Salt Lake County to SR-73 in Utah County.

SALT LAKE COUNTY UPDATES UTAH COUNTY UPDATES

CONTACT US

Have a question? Contact the project team!



385-386-VIEW (8439)



mountainview@utah.gov

MOUNTAIN VIEW CORRIDOR

PHASED CONSTRUCTION APPROACH

Mountain View Corridor is using a phased construction approach designed to balance transportation needs with available funds. Initial construction includes two lanes in each direction with signalized intersections and biking and walking trails. Future construction phases will build out the remainder of the corridor by converting intersections to interchanges and adding inside lanes to achieve a fully functional freeway.



35

Miles of Freeway

27

Miles of Multi-Use Trails

35

Pedestrian Bridges & Crossings

EXPLORE MOUNTAIN VIEW CORRIDOR



MOUNTAIN VIEW CORRIDOR

EXISTING MVC TRAIL NETWORK

MVC currently includes a 27-mile multi-use trail and 22 pedestrian and bicycle bridges and crossings, which run adjacent to the entire corridor. Additionally, there are nine miles of striped bike lanes that run in each direction from Porter Rockwell Boulevard to Old Bingham Highway.



27

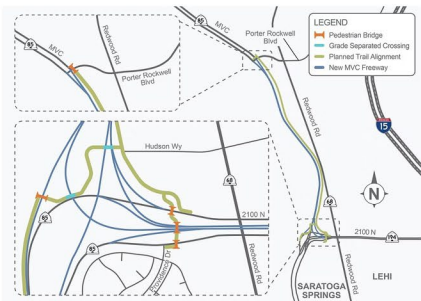
Miles of Multi-Use Trail

22

Pedestrian & Bicycle Bridges

9

Miles of Striped Bike Lanes



2100 North - Porter Rockwell Boulevard Trail Network

REVISED RECORD OF DECISION

After the original Record of Decision was signed in 2008, a revised Record of Decision was signed January 2020.

[PDF](#)

INTERACTIVE MAP

Use the interactive map to view the completed and planned construction for Mountain View Corridor.

[INTERACTIVE MAP](#)

PROJECT AREA MAP

View the static project area maps to explore upcoming construction areas and planned improvements.

[PROJECT AREA](#)

MILESTONE MOMENTS

Learn about the history of Mountain View Corridor and the progress that has been made throughout the years.

[MILESTONE MOMENTS](#)



EXPLORE

THE MOUNTAIN VIEW CORRIDOR TRAIL NETWORK

Take full advantage of the dedicated trail systems. MVC currently includes a 27-mile multi-use trail and 22 pedestrian and bicycle bridges and crossings, which run adjacent to the entire corridor. Additionally, there are nine miles of striped bike lanes that run in each direction from Porter Rockwell Boulevard to Old Bingham Highway.

There will be an additional six miles of trail added as the MVC roadway segments are completed. Trail will be added between Porter Rockwell Boulevard and 2100 North (four miles) and California Avenue and I-80 (two miles).

END TRAIL PLANNING

END TRAIL CONSTRUCTION



EDUCATION

SAFETY FIRST

Keep the following in mind when driving on or near Mountain View Corridor.

- Remember that the corridor roads running north and south are one-way only.
- Prepare to stop when you see flashing yellow lights when approaching an intersection.
- Plan for two different traffic signals when traveling east or west across the corridor.
- As you would on any other road, be aware of your surroundings, avoid distractions and drive safely.



OTHER SAFETY MESSAGES

ZERO FATALITIES - THINK SAFETY - TRAVELWISE - UDOT

NAVIGATE

- HOME
- SL COUNTY
- UT COUNTY
- TRAILS
- HISTORY
- ENG
- MAP
- ENVIRONMENTAL
- STAY INFORMED

STAY INFORMED

For more information on Mountain View Corridor, contact a project representative.

385-386-VIEW (8439)

mountainview@utah.gov





WASHTO Conference





ROADS & STREETS Conference



Horrocks.

KEEPING
TRANSPORTATION
HOT





DREAM BIG

Conference Event





Video









Thank you!

