



Green River, UT - Civil

Project Location: Green River, Utah

Team Members Needed: Please see description and responsibilities of team members needed (at a minimum):

1. Responsible Engineer in Charge (REIC) - *Four years of professional experience in traffic and roadway design*
2. Quality Assurance Manager (QAM) - *Four years of experience*
3. Project Lead
4. Traffic planners, traffic engineers, roadway geometricians, cost estimators

Full descriptions and role/responsibilities are linked and can be found on our website. Outside of those listed above, additional general project team members are welcome.

Project Background: Green River is in need of safe streets, curbs, gutters, sidewalks, and crosswalks for its downtown area. The town has plans to build an industrial park to concentrate truck traffic outside of town, but construction of the industrial park and restoration of the blighted downtown requires new roads and utilities.

Description of the Community: The city, which is home to 800 residents, has experienced economic hardship with the closures of railroads and military bases, leaving many skilled workers unemployed. Community has had difficulties and delays in managing public spaces due to lack of capacity, leaving the downtown area blighted.

The community is focused along Main Street which is a 4 lane divided arterial (approximately 80 feet wide) that runs for 4.4 miles from freeway interchanges at either end of the street. The majority of the town is arranged along the central portion of Main Street (1.2 miles) from the Green River to Broadway. Broadway leads to the train station on the south edge of town.

The central portion of Main Street is straight with one long broad curve on the east end. The road is wide open with structures set well back from the road right of way. This alignment and the street width encourage traffic to traverse this 1.2 miles at unsafe speeds resulting in accidents and fatalities. Pedestrian safety is further compromised by the lack of any traffic signals or signed crosswalks. Citizens heading to the parks or Town Hall and students heading to school are forced to dodge uncontrolled traffic while trying to cross the road. Additionally only a portion of Main Street has sidewalks and only a very few cross streets have sidewalks. Over 1,800 trucks drive through its main street daily, accelerating the deterioration of the already damaged pavement surfaces.

The community is seeking grants for the repair and upgrade of Main Street as part of a community revitalization plan. In order to maximize their success for these grants, the

community needs a comprehensive plan accompanied by appropriate documentation and cost estimates for the improvements to Main Street. A new city manager has recently started and the community is well aligned on these project objectives and goals.

Project Scope of Work: The initial work effort will involve a Corridor Safety Study for Main Street. This study would include a safety audit of Main Street leading to recommendations for traffic calming measures, heavy truck mitigation, and safe pedestrian crossing. A concept level geometric plan for Main Street would be included in the study. This safety study would be conducted in tandem with other corridor revitalization work undertaken by community partners and the community. After the initial safety study is delivered, the team would provide continued support as a thought partner and in an advisory role as the community addresses other priorities.

Timeline: The goal is to have the safety study complete in 12 months.

Contact: If you are interested in volunteering for learning more, please contact us at CECinfo@ewb-usa.org.