
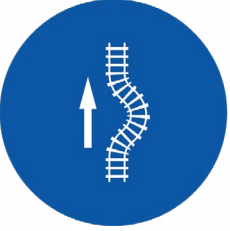





Overview

Utah is growing fast. Widening roads will not be sufficient to keep pace with our growth. To keep Utah moving, UTA and UDOT are expanding FrontRunner. FrontRunner is currently at 90% capacity during peak commute times.

The FrontRunner 2X project will:

-  Add double tracking in 11 strategic locations.
-  Realign track in one location.
-  Construct one new station.
-  Build a new maintenance facility.
-  Add 10 new train sets to the line.



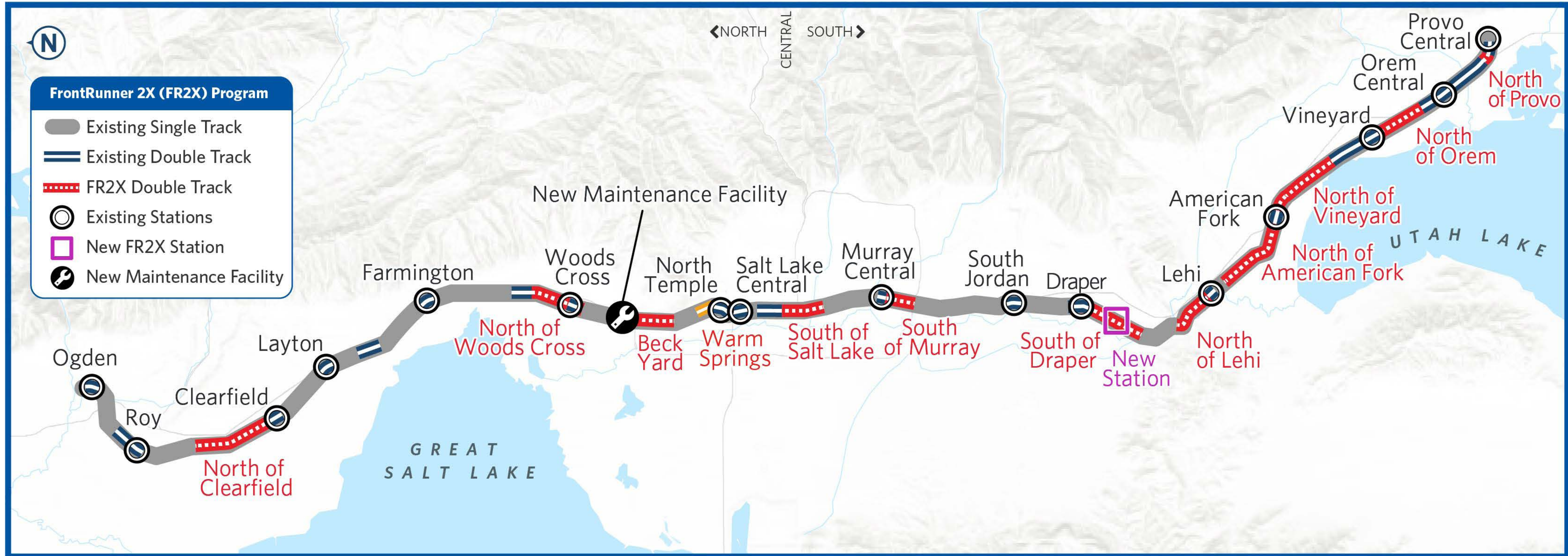
North of Provo

The North of Provo section will extend double track 0.7 mile from existing double track north of 900 West of the Provo Station.

It will connect existing double track sections in the area.



FrontRunner 2X



The FrontRunner 2X project will implement double tracking in 11 strategic locations, realign track in one location, add one new station and a maintenance facility, and add 10 new train sets along the FrontRunner line to increase train frequency and travel time reliability.

Project Benefits

FrontRunner provides more transportation choices, reduces traffic congestion, and improves air quality.

2019		
	FrontRunner	I-15
Ogden to North Temple	53 minutes	38 minutes
Provo to North Temple	69 minutes	58 minutes

2050		
	FrontRunner	I-15
Ogden to North Temple	49 minutes (-4 minutes)	57 minutes (+19 minutes)
Provo to North Temple	68 minutes (-1 minute)	84 minutes (+26 minutes)

By 2050, FrontRunner will be **17% faster** (on average, during peak hours) than the same trip on I-15.

Right-of-Way Acquisition Process

Property Identification:

- UDOT identifies specific parcels of land required for the project.
- The impact on existing property is assessed and documented.

Valuation and Appraisal:

- The property is valued to establish fair market value or “Just Compensation.”
- This involves a detailed appraisal process, where a qualified state-certified independent appraiser determines the property value and any potential damages.
- This value is then reviewed by an additional state-certified appraiser for accuracy.

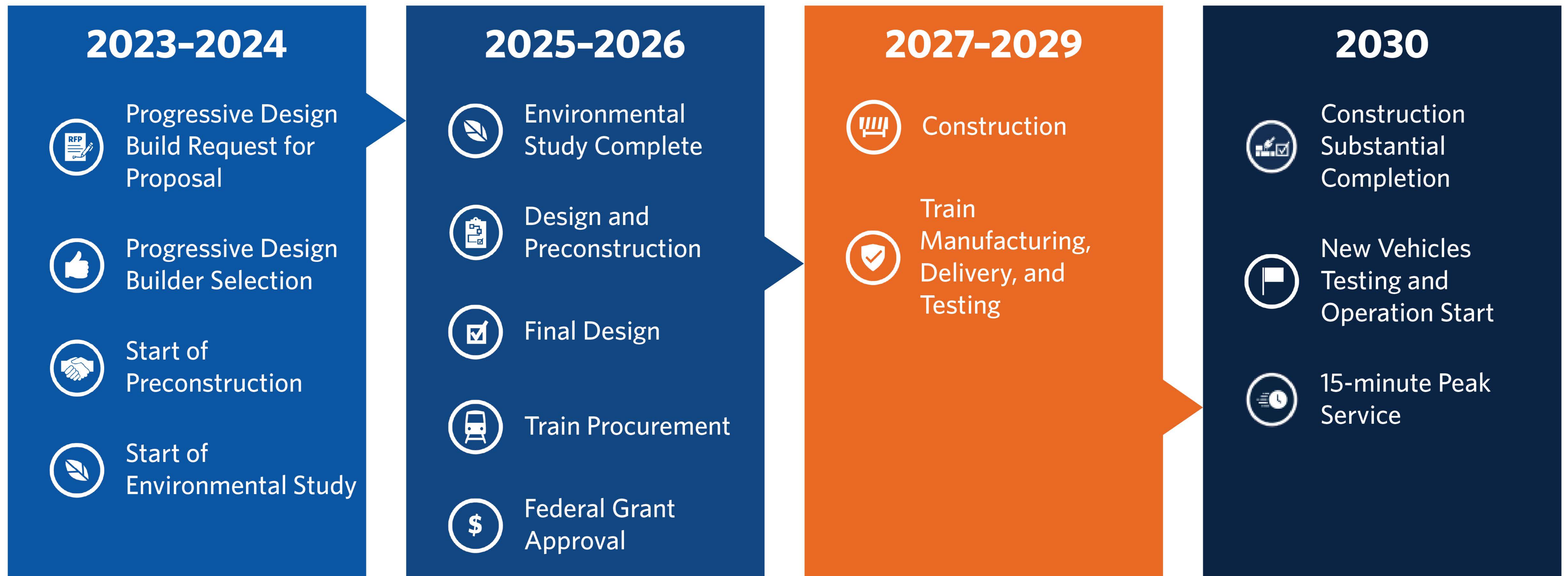
Offer and Negotiation:

- An official purchase offer will be presented to the impacted property owner(s) and/or their agents.
- UDOT negotiates with the property owner and/or their agents to reach a final agreement.

Agreements and Relocation:

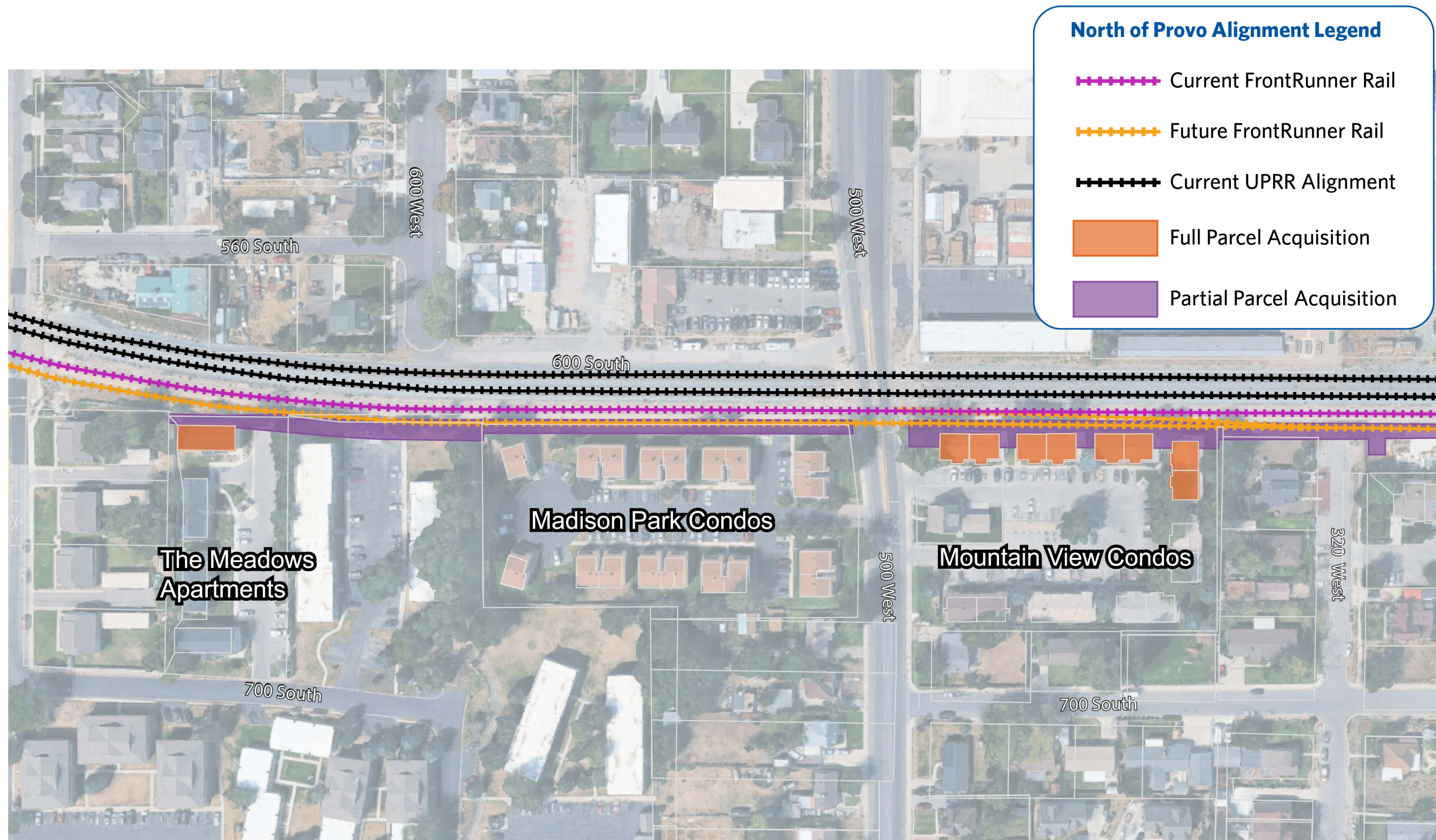
- Successful negotiations result in the execution of a real estate purchase contract.
- Property owners who are displaced by the project may receive relocation assistance.

Project Timeline



**Construction schedules are subject to change due to materials availability and inclement weather.*

Right-of-Way Impacts



Meadow Apartments

- 1 Full Acquisition (4 residences)

Madison Park Condos







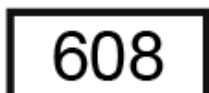
- Partial Acquisition (adjacent land strip)

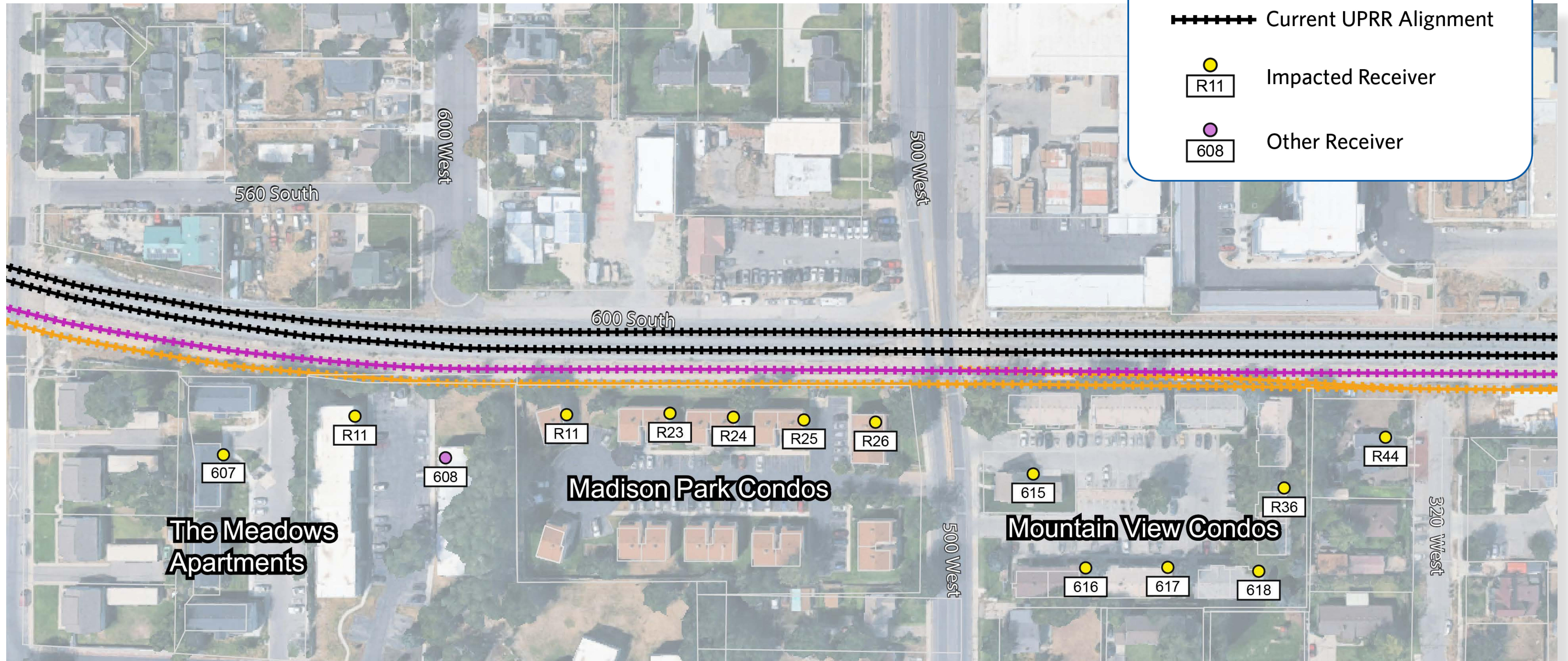
Mountain View Condos

- 4 Full Acquisitions (16 residences)

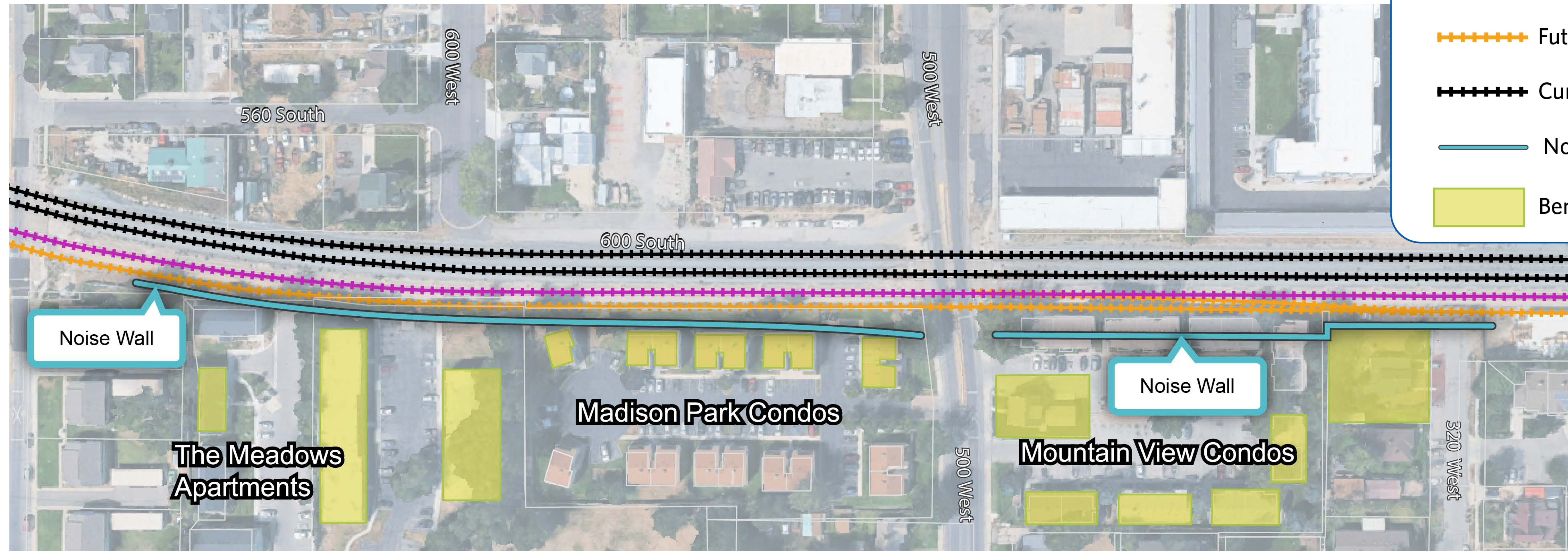
Noise Impacts

North of Provo Alignment Legend

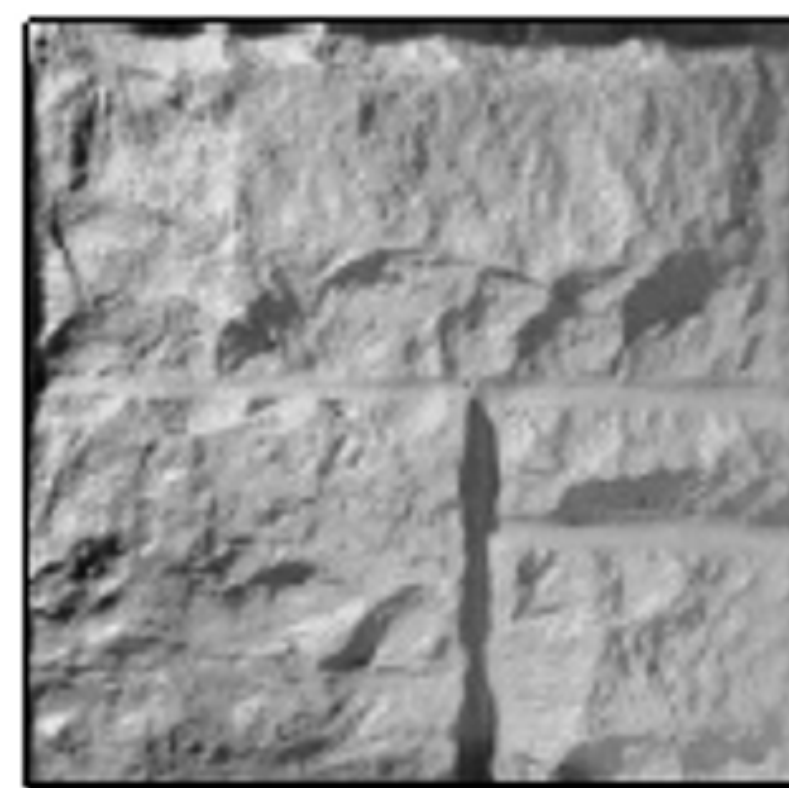
-  Current FrontRunner Rail
-  Future FrontRunner Rail
-  Current UPRR Alignment
-  Impacted Receiver

-  Other Receiver




Noise Wall Locations



Noise Wall Examples



Ashlar Stone





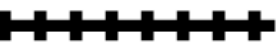


Stacked Stone

- Noise wall would adequately mitigate noise increases from the project and is feasible per UTA's criteria.
- Wall would be 12 to 13 feet above track elevation.
- Different options for wall texture can be discussed.

Vibration Impacts

- Vibration impacts due to the proximity of additional track and emergency crossovers.
- Total of 9 impacted properties (excluding 5 buildings removed).

North of Provo Alignment Legend



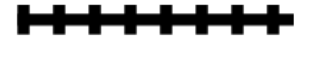


-  Current FrontRunner Rail
-  Future FrontRunner Rail
-  Current UPRR Alignment
-  R22 Impacted Receiver
-  R84 Impacted Receiver to be Relocated



Vibration Mitigation

- Proposed mitigation measures:
 - Spring rail frogs at the crossovers
 - Ballast mat placed under the new FrontRunner track west of 500 W.
- These features adequately mitigate vibration increases from the project

North of Provo Alignment Legend

-  Current FrontRunner Rail
-  Future FrontRunner Rail
-  Current UPRR Alignment
-  Ballast Mat
-  Spring Rail Frog



Noise Wall Survey and Public Comment

January 15-29, 2026

Who can comment?

- Any stakeholder is invited to comment on noise walls. All comments will be considered.

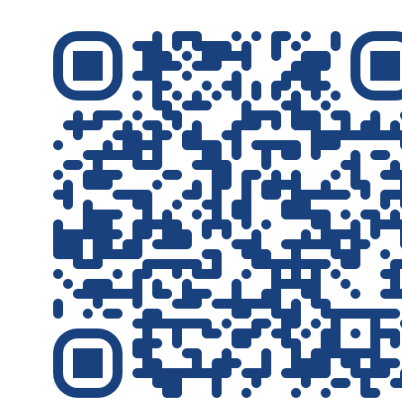
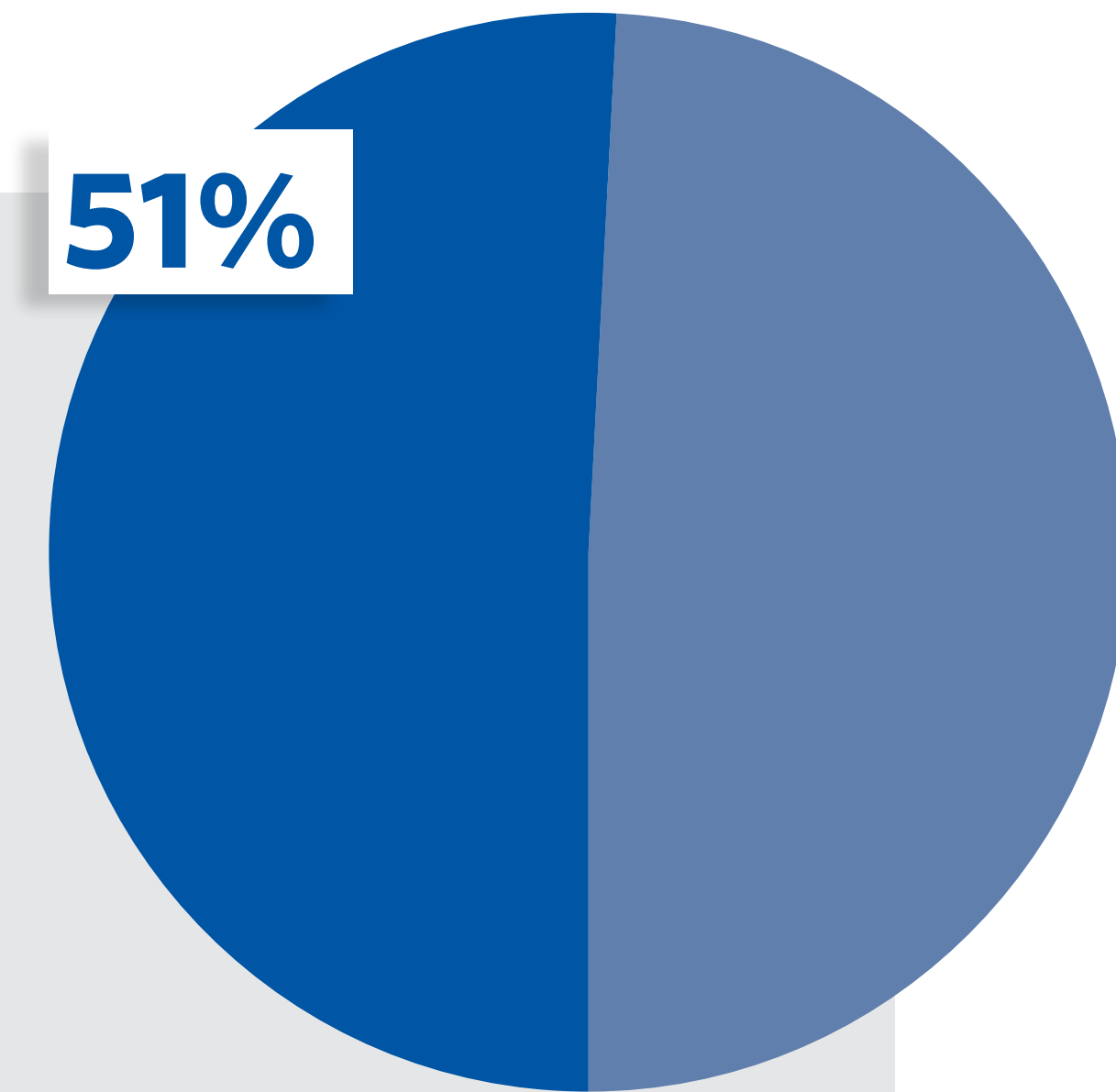
Who can vote?

- Only votes by benefited receivers will be tallied by the project team.

A benefited receiver is a property owner whose property would receive the noise reduction goal with the proposed noise mitigation measure.

If a majority of benefited receivers oppose the noise wall then **it won't be built** and will not be considered in the future.

51%



Scan the code to view the FTA Transit Noise and Vibration Impact Assessment Manual

or visit bit.ly/provonoise

If a survey is not returned, it will be assumed that the property owner is not opposed to a noise wall.

Noise Wall Survey and Public Comment

January 15-29, 2026

Submit Comment and Survey

Complete form and submit in person

Indicate if you are a benefited receiver or other stakeholder type, drop it in the comment box.

Complete form and mail


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 888-882-0373

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