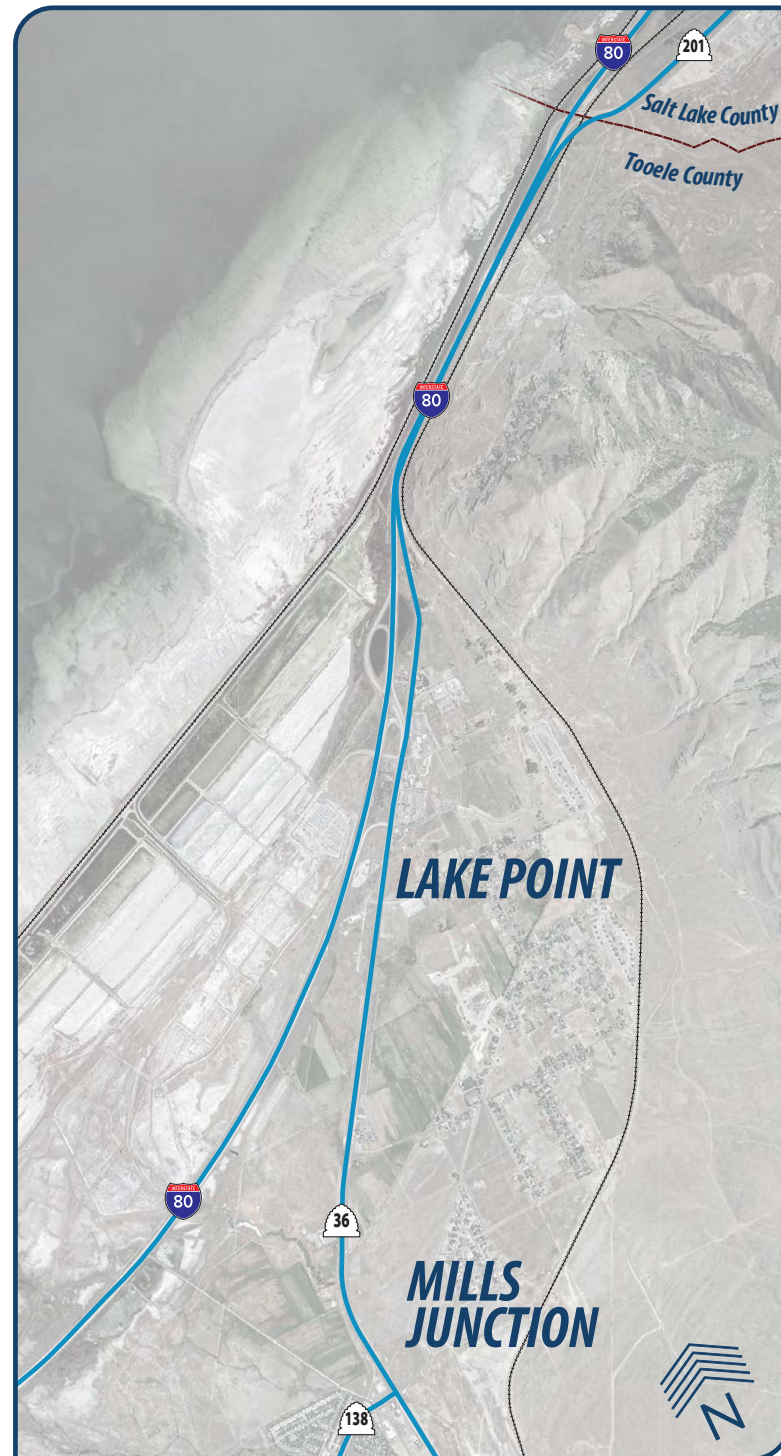


# THE PROCESS

UDOT and Tooele County have **PARTNERED TOGETHER** on this study using the “Solutions Development” process.



## UTAH'S TRANSPORTATION VISION

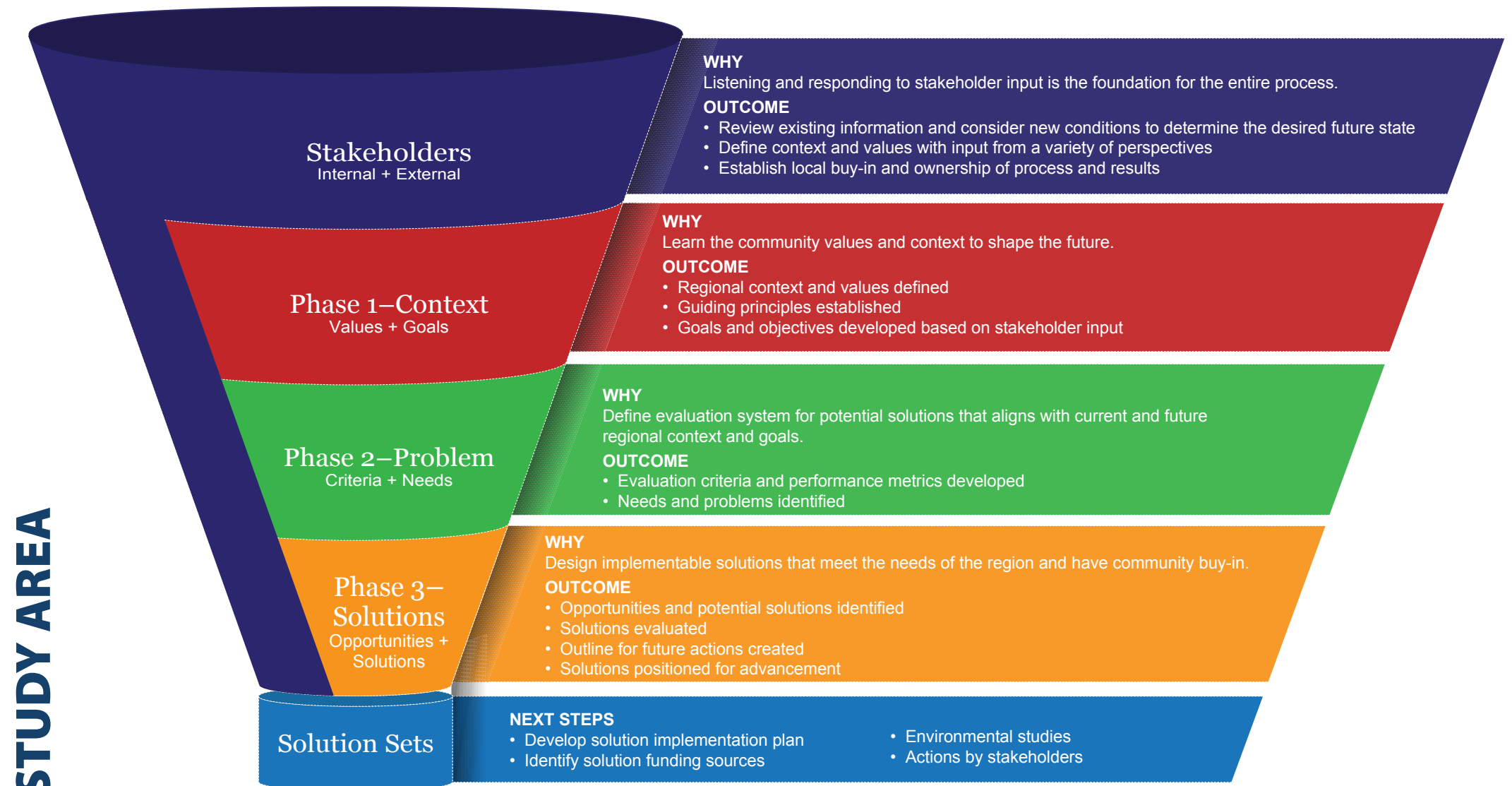
Pathway to Quality of Life

## SOLUTIONS DEVELOPMENT

As part of UDOT's mission to enhance quality of life, Solutions Development is a planning process that aims to clearly understand the unique context of a focused area and develop tailored solutions that align with the community's vision and needs.

The process includes:

- Learning with a variety of stakeholders to understand goals and objectives
- Defining problems, opportunities and performance measures to inform potential strategies and solutions
- Designing custom solution sets and moving them forward toward implementation



NE Tooele County

# GOALS & OBJECTIVES

The study **GOALS** and **OBJECTIVES** are reflections of the **FEEDBACK** that has been gathered from the community.

*Provide a reliable and safe connection between Tooele and Salt Lake Counties near Lake Point*

**Improve safety** near the interchange of I-80 and S.R. 36

**Reduce vehicle and transit travel times** between Tooele and Salt Lake Counties



**Improve mobility** between Tooele and Salt Lake Counties

*Consider the character of the surrounding community and potential growth consistent with existing general plans*

**Minimize impact** to existing neighborhoods, trails and recreational resources



**Minimize impact** to wetlands, threatened and endangered species, and other wildlife, cultural resources, open space and view sheds



*Improve access to I-80 as a major ingress / egress to the Tooele Valley*

**Minimize congestion** associated with connections to I-80





# ISSUES & AREA PROJECTS

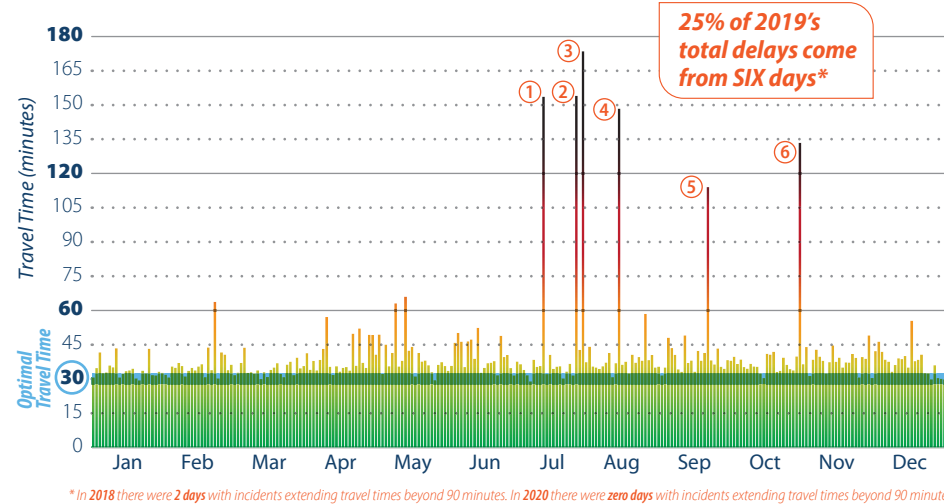
**TRAVEL TIME** is a key indicator of transportation performance.

The **QUEUE LENGTH** estimates how far vehicles could back up during peak traffic hours.

UDOT, Tooele County, and UTA are **IMPROVING TRANSPORTATION** throughout Tooele Valley.

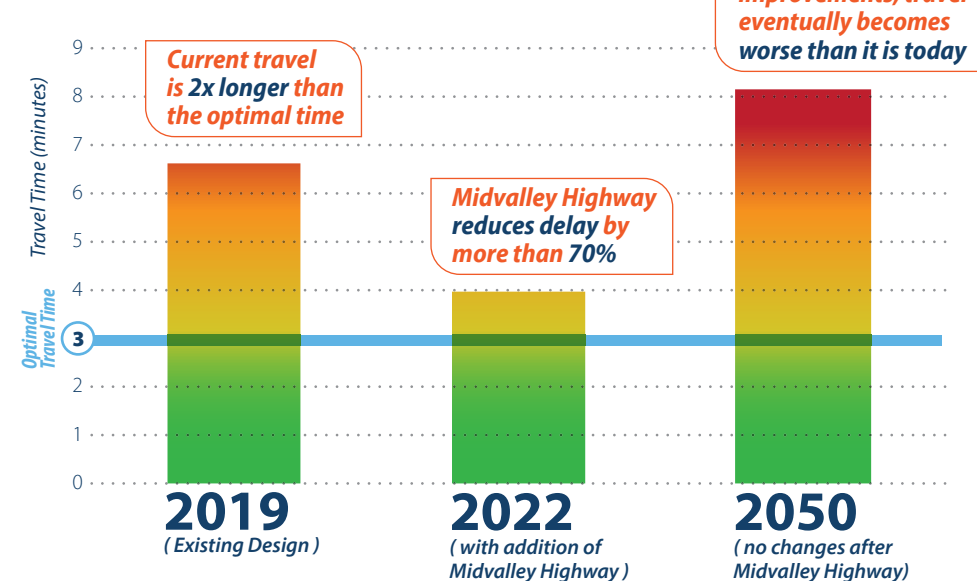
## Average Travel Time

Salt Lake City to Tooele, 2019

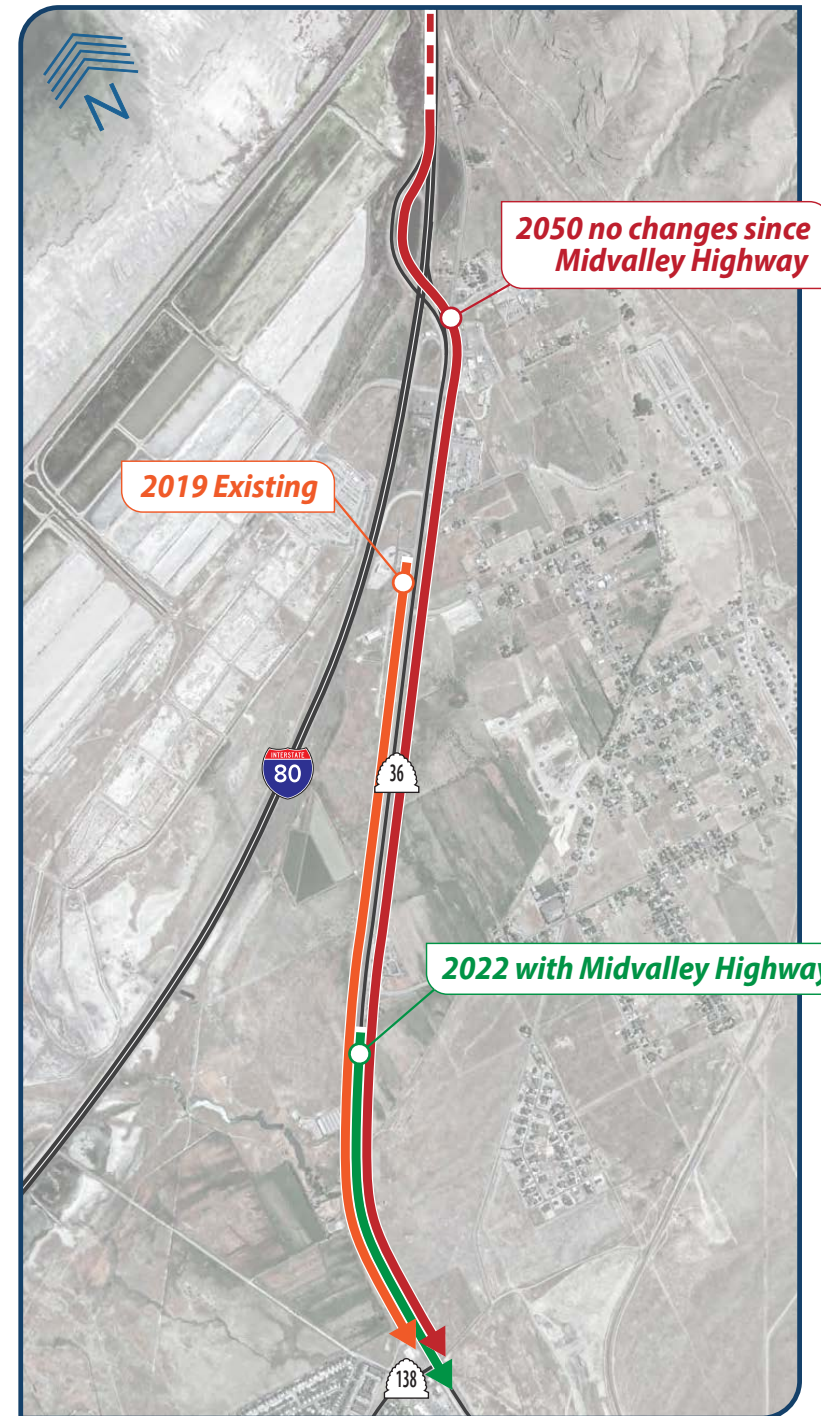


## Average Travel Time, S.R. 36

I-80 to Mills Junction (southbound)



## QUEUE LENGTH



## Midvalley Highway

- Provides additional access to I-80 from Tooele Valley
- Reduces delays by over 70% for southbound S.R. 36

## I-80 Westbound Auxiliary Lane

- Decreases lane closure incident delay by 80%
- Increases I-80 westbound capacity by 50%

## I-80 Black Rock Bridges

- Adds southbound auxiliary lane on S.R. 36 to Saddleback
- Widens I-80 bridge for future lanes on I-80

## NE Tooele Area Study

Will identify potential transportation solutions for:

- More reliable & safer travel between Salt Lake & Tooele Counties
- Improved access to I-80

## Tooele County Transit Study

Identify opportunities for:

- Transit services to meet growth demands
- Improved regional mobility

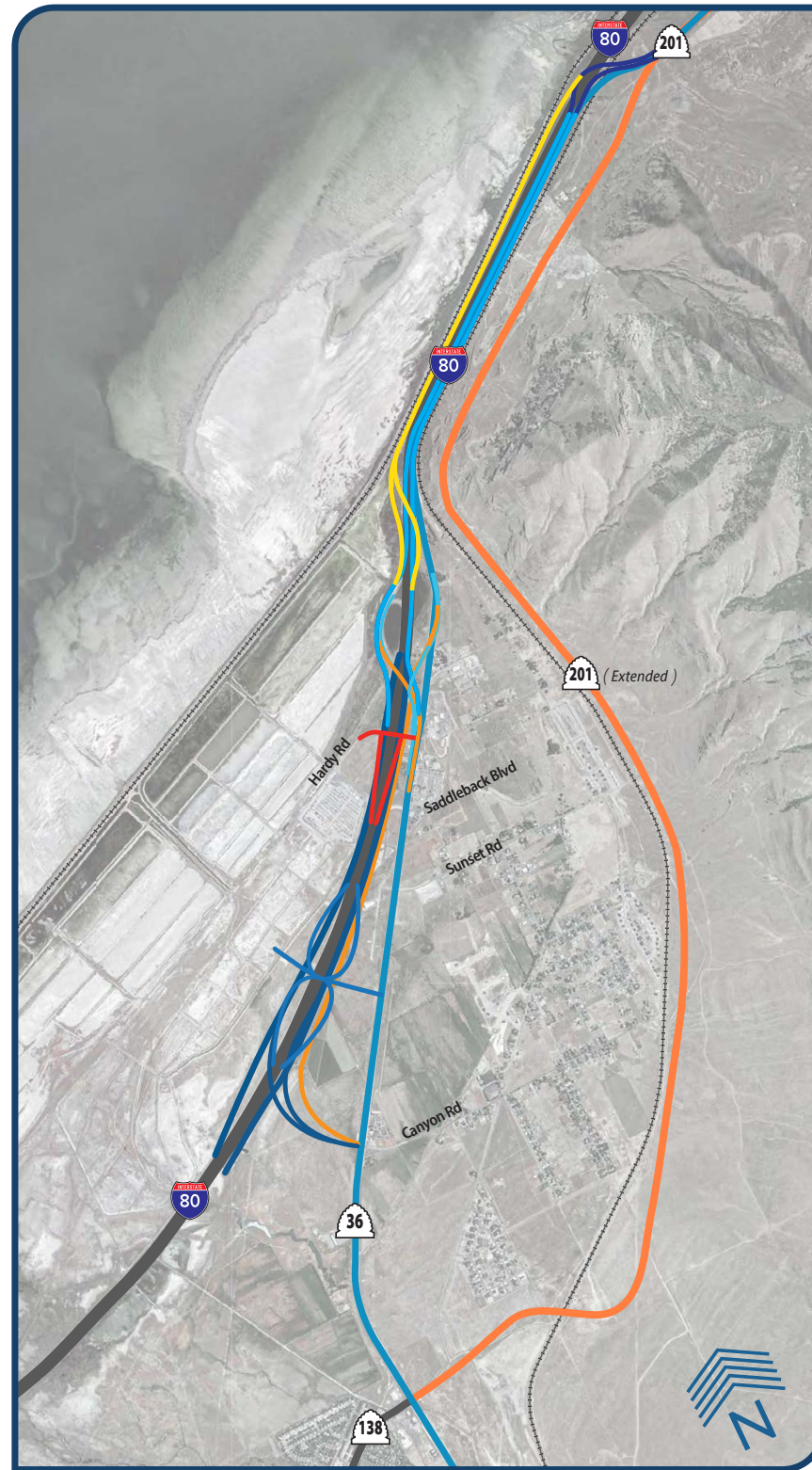
## Mills Junction Intersection

- Widen and realign East leg (Pole Canyon Road)
- Improved safety and traffic signal operations



# SOLUTIONS CONSIDERED

We considered 18 POTENTIAL SOLUTIONS in the area. Each solution was EVALUATED against the Goals and Objectives.



## SOUTHWEST AREA

### *S.R. 36 from I-80 to Mills Junction*

- **Direct S.R. 36 Connection**
- **S.R. 201 Couplet**  
with One-Way S.R. 36 Connection
- **S.R. 36 Connection**  
with One-Way Split
- **S.R. 36 Connection**  
with Two-Way Westerly Connection
- **S.R. 36 Connection**  
with Two-Way Easterly Connection
- **New I-80 Interchange**  
with **Direct S.R. 201 to S.R. 36 Connection**
- **New I-80 Interchange**  
with **S.R. 201 Couplet**
- **I-80 Collector-Distributor System**  
with **Direct S.R. 201 to S.R. 36 Connection**
- **I-80 Frontage Road System**

## NORTHEAST AREA

### *I-80 from S.R. 201 to S.R. 36*

- **Additional Lanes** on I-80
- **Barrier Separated Lanes** on I-80
- **Reversible Lanes** on I-80
- **S.R. 201 Couplet Extension**
- **S.R. 201 Extension**  
Between I-80 & Southeast Railroad Tracks
- **S.R. 201 Extension**  
Between I-80 & Southeast Railroad Tracks  
with Reversible Lane
- **S.R. 201 Extension**  
Between I-80 & Northwest RR Tracks
- **Elevated S.R. 201 Extension** Over I-80  
( Double Decker Freeway )
- **S.R. 201 Extension**  
East of Southeast RR Tracks

\* ALL improvements include widening on S.R. 36 and an eastbound auxilliary lane on I-80.

\*\* Solutions include a potential option for vehicles to drive the shoulders during freeway incidents.



# RECOMMENDED SOLUTIONS

Based on their performance against the goals and objectives, **FOUR POTENTIAL SOLUTIONS** have been recommended for **ADDITIONAL STUDY** and community **FEEDBACK**.

VEHICLE TRAVEL TIME*
12 minutes
INCIDENT DELAY*
80 minutes
POTENTIAL WETLAND IMPACTS
0 acres

PRIMARY FACTORS

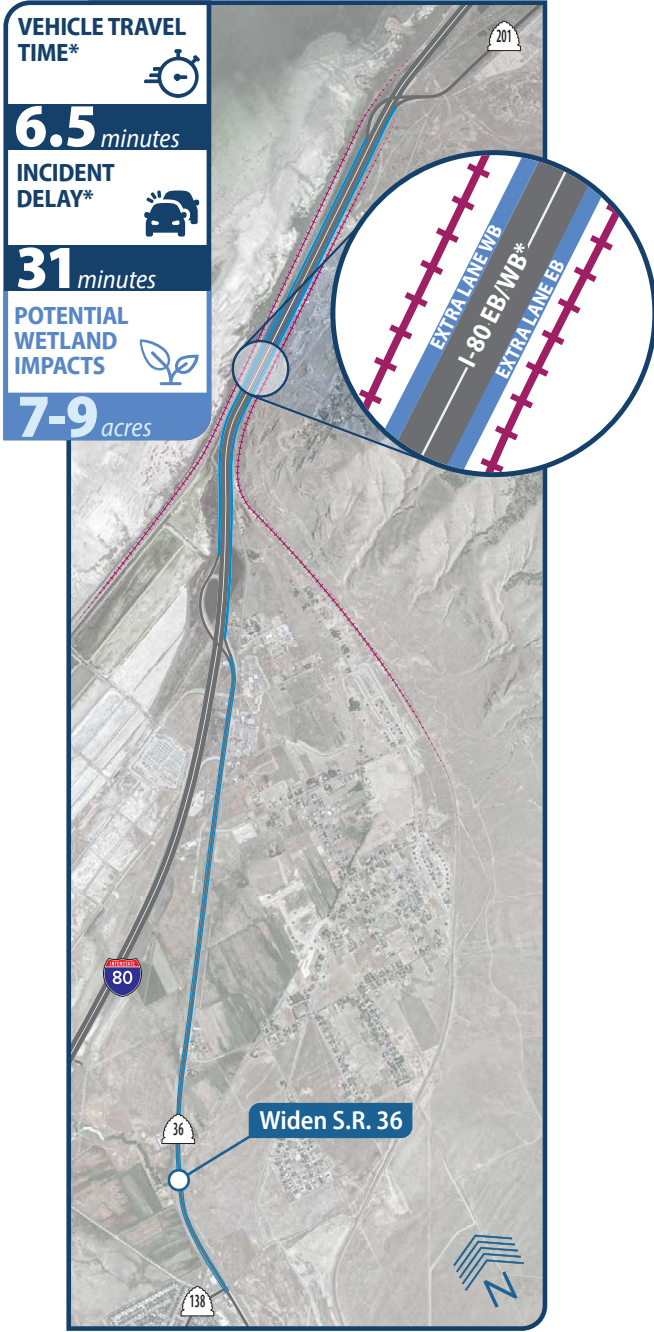
## WITHOUT IMPROVEMENT

\* **Vehicle Travel Time:** Average travel time from S.R. 201 to Mills Junction (2050 estimates)

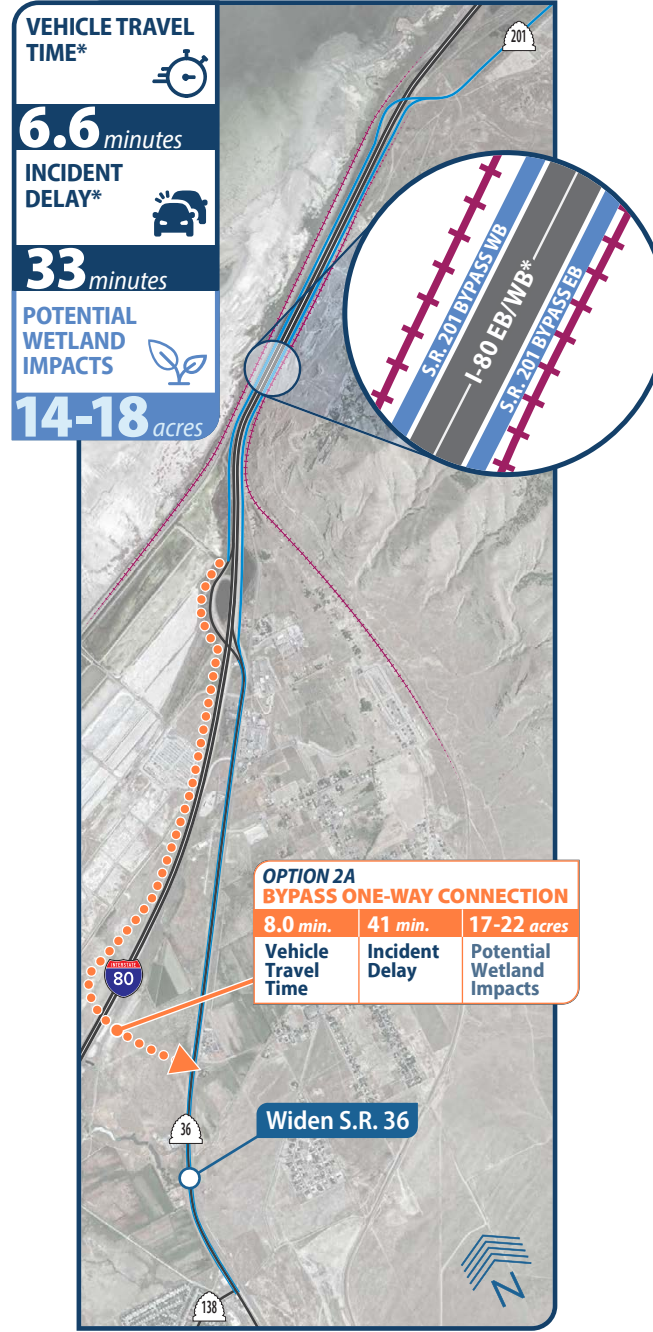
\* **Incident Delay:** Computer models of an incident that would close two lanes on I-80 (2050 estimates)

\* **I-80 EB/WB:** All solutions also include an eastbound auxiliary lane from S.R. 36 to S.R. 201

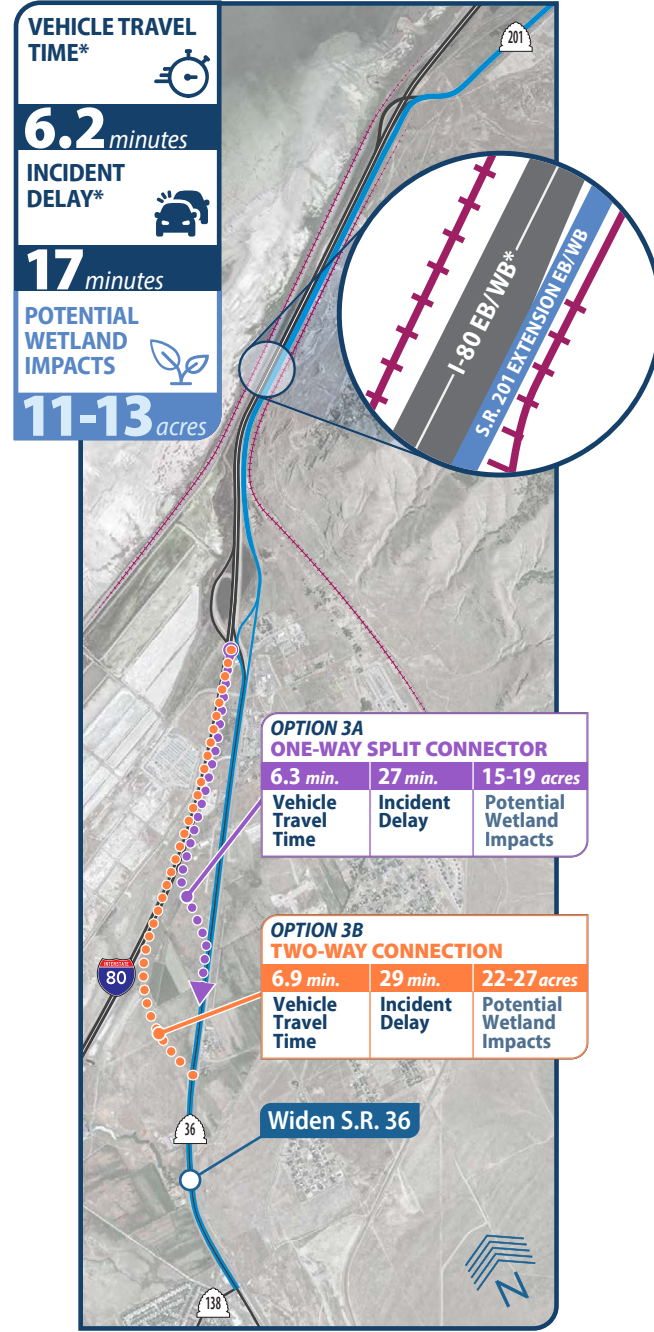
Cost of Solutions & Environmental Impacts will be evaluated in future studies



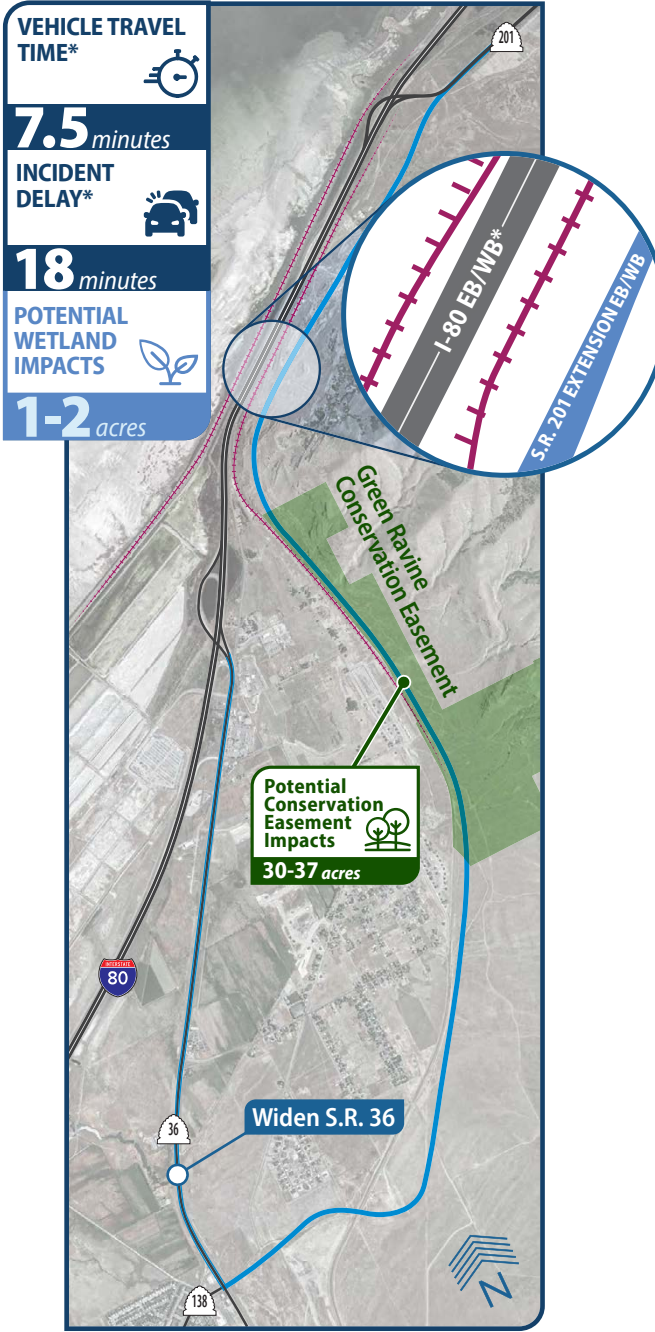
**1 ADDITIONAL LANES ON I-80**



**2 S.R. 201 BYPASS**



**3 S.R. 201 EXTENSION**  
Between I-80 & Railroad



**4 S.R. 201 EXTENSION**  
East of railroad tracks

# WHAT'S NEXT

*FEEDBACK from the COMMUNITY guides our NEXT STEPS.*

**REVIEW** *Feedback from the Public*

*Prepare* **FINAL STUDY** *Report*

**ENVIRONMENTAL** *Review*

( Will require funding )