



APPENDIX A: PREVIOUS PUBLIC COMMENT AND NEEDS REVIEW



Previous Public Comment and Needs Review June 2020

OVERVIEW

The below needs summary is based on public comment contained in and needs identified by six transportation-related studies and projects in the Tooele Valley conducted over the past nearly 10 years. These studies include:

- Tooele Valley Long-Range Transportation Plan (2019)
- Tooele County General Plan, including Transportation Plan (2016)
- Tooele County AT Implementation Plan (2018)
- SR-201 to SR-36 Traffic Study (2017)
- Oquirrh Connection Feasibility Study (2017)
- Midvalley Highway EIS (2011)

In addition to reviewing public comments captured via the above study processes, the NE Tooele County Study team coordinated efforts with the concurrent Tooele Transit Study team to consider public feedback received by that team as both studies progressed.

SUMMARY OF NEEDS

Need	Location
Improve safety near the Exit 99 interchange	Lake Point area
Improve reliability of I-80 for commuters	I-80, Exit 99 to SR-201
Improve access to I-80	Stansbury/Lake Point area

POTENTIAL SOLUTIONS AS IDENTIFIED THROUGH PRIOR PUBLIC INPUT

The below represents ideas put forth by the public in prior studies to improve mobility in the study area. The study team will look at other options in addition to those listed below, and welcomes additional ideas from the public.

Potential Solution	Location
Alternative route to I-80 that avoids connecting to SR-36 in Lakepoint	I-80, Exit 99 to SR-201 with connections stretching south
Additional transit options, including rail	NE Tooele County
Additional active transportation routes	NE Tooele County
Additional connections to I-80, including new interchanges and more/better connections to SR-36, Midvalley Highway, etc.	NE Tooele County

DETAILED COMMENT/NEEDS REVIEW

Tooele Valley Regional Long-Range Transportation Plan (2019)

<https://wfrc.org/committees/tooele-valley-rural-planning-organization/#1492467631476-e095f125-9930>

- Public Involvement Process Overview
 - A public comment period on the Tooele Valley Regional Long-Range Transportation Plan ran from Jan. 14, 2019 through Feb. 13, 2019. An interactive map was published on the Wasatch Front Regional Council website identifying proposed highway and bicycle route projects, and key elements of the transit plan. Over 300 comments were received. In addition, an open house was held on Jan. 31 at Tooele City Hall where members of the public were able to speak with RPO members regarding the draft Plan. The comments included agreement with the need for several projects, as well as concerns with aspects of some projects. During corridor and environmental studies on these projects, the comments received through this comment period will be evaluated in more depth.
- Interactive Map Comment Themes (*NOTE: emphasis given to comments re project within the study boundary*)
 - Quantitative
 - 156 of 289 comments (54%) address access to I-80/NE quadrant congestion/flow to SLCounty around the point (Projects = Midvalley, I-80, 201 Extension, Droubay Road, Oquirrh Expressway)
 - 123 of 289 comments (42%) address access to I-80 AT LAKEPOINT (Projects = I-80, 201 Extension, Droubay Road, Oquirrh Expressway)
 - Support
 - Strong support for Midvalley Highway project
 - Support for Droubay Road connection to Lakepoint
 - Strong support for SR-201 Extension / alternative to I-80 at point of the mountain
 - Village Blvd Extension from Midvalley to SR-138
 - More bike routes/bike route integration with improvements
 - Widen I-80 between SR-201 and Exit 99
 - Opposition
 - Droubay extension through Lakepoint
 - Needs
 - Strong emphasis on easing congestion in Lakepoint/Stansbury
 - Safety - need an alternate between SL and Tooele Valleys to maintain connection and for evacuation purposes
 - Safety at Exit 99 where business access SR-36 with no signal
 - More connections to I-80
 - 201 Extension can't just connect back to SR-36 to solve congestion in incidents/emergencies
 - Accelerate current plans due to growth

- Village Blvd extension to Midvalley should be accelerated so Midvalley can provide more benefit
 - Alternate to I-80 between Tooele Valley and SR-201 should not connect to SR-36 or I-80 in order to be a true solution
 - Cost analysis of an easterly or westerly route in Lakepoint
- Concerns
 - Many environmental/historical/community impact concerns about Droubay extension and Oquirrh Expressway; suggestion to move it farther east up the mountain to avoid impacts
 - New/extended roads east of SR-36 in Lakepoint unnecessarily impact homes/lives; go west and impact the “dust bowl of a lake”
 - Wildlife near roads on the east side in Lakepoint
 - Eastern roads in Lakepoint are supporting few property owners interests at the expense of others
- Open House Comment Themes (32 total comments)
 - Support
 - Using existing UPRR corridor for a connection from an “east side highway” to SR-201
 - Opposition
 - East side highway alignment (Oquirrh Expressway)
 - Needs
 - Rail transit options between Tooele and SL Counties; buses still get stuck in traffic, whereas rail would not be constrained by incidents
 - Expanded transit within the valley
 - Address “choke point” on I-80 between Lakepoint and 201
 - Alternate “Exit 99B” that bypasses the Lakepoint signal and traffic associated with the truck stop
 - Concerns
 - Environmental, wildlife and feasibility of Oquirrh Expressway/Droubay extension

Tooele County General Plan Update, including Transportation Plan (2016)

<http://tooeleco.org/wp-content/uploads/2019/12/tc-final-general-plan.pdf>

- Public Involvement Process Overview
 - Identifying key planning issues in Tooele County was an essential component of the planning process, helping to ensure that the general plan accurately addresses anticipated needs and encapsulates the future vision of County residents and stakeholders. As summarized below and detailed in Appendix A, a thorough public involvement process was utilized to capture the pulse of the community. The process incorporated multiple opportunities to provide comments, identify issues and provide feedback throughout the planning process. This included a Steering Committee (four meetings), public scoping meeting and public open house in addition to materials made available on the County’s website with an invitation for online public comment.

- Public Comment Themes (as captured in Appendix A of the County General Plan as adopted on June 21, 2016)
 - Support
 - Connection between SR-36 or an alternate road to SR-201 to provide an alternate to I-80
 - An “east bench road” that parallels the railroad and connects to SR-201
 - Development of light rail as companion to other bottleneck solutions
 - Opposition
 - Droubay extension through Lakepoint; prefer connecting back to SR-36 at Mills Junction
 - Needs
 - Rapid growth is anticipated; transportation needs to keep pace with growth
 - Expanded transit options, including rail to Lakepoint
 - Multi-use trails developed in concert with new alignments
 - Concerns
 - Cost, environmental impact (wildlife, viewshed, etc) of “foothill road”

Tooele County Active Transportation Implementation Plan (2018)

<http://tooeleco.org/wp-content/uploads/2019/07/tcat-final.pdf>

- Summary
 - The subject plan focuses primarily on implementation of the Active Transportation Plan prepared as part of the County Transportation Master Plan, which was completed in concert with the County General Plan update in 2015-16. As such, this plan was not evaluated independently of the public engagement conducted to arrive at the County Transportation and General Plans.

SR-201 to SR-36 Traffic Study (2017)

- Summary
 - This study was a technical analysis of three project options to connect SR-201 to SR-36. Public comment was not part of the scope of the project.

Oquirrh Connection Feasibility Study (2017)

<https://wfrc.org/Studies/OquirrhConnectionFinalReportAppendices.pdf>

- Summary
 - Given that this study focused on a completely different alternative solution to connecting the Tooele and Salt Lake Valleys, the public involvement process and comments were not considered by the study team at any level of detail.

Midvalley Highway EIS (2011)

https://udot-midvalleyhighway.pennapowers.co/wp-content/uploads/2018/05/FEIS_01032011.pdf

- Summary
 - After review of the public comments provided on the DEIS, it was determined not to include these in the drafting of goals and objectives for this study as they were very specific to Midvalley alignments and impacts while the current study is focused primarily on the connection between northeast Tooele County (i.e., north Stansbury and Lakepoint) and Salt Lake County.



APPENDIX B: INITIAL PUBLIC OUTREACH COMMENTS



Comments about goal one and its objectives

Absolutely!

Adding the mid-valley hwy connection to I-80 will take a bunch of traffic off 36, but the biggest impact will come when Village Blvd connects to the mid-valley and both Stansbury and Grantsville residents will benefit.

Additional "commuter" lanes for the westbound traffic (all vehicles not exiting at 99) would help a ton. The lanes would have to have a barrier though so people wouldn't congest the lanes like they are currently with the left

Agree

Appropriate goals and objectives.

As a commuter I agree with these goals. However, is going into/through lake point the best option since more people will be going to stansbury or tooele.

Before Covid-19, the traffic is heavy. I appreciate addition bus times but am still concerned about the growing traffic that seems to increase month after month.

Connect 201 to mountain view Rd/foothill to provide two separate paths into Tooele. Also finish the third lane on at 36 all the way to stansbury park to alleviate traffic.

Create an East and West Stansbury exit off of I-80. This would spread out the traffic tremendously.

DO NOT BUILD A FREEWAY HERE!! Please don't!

Expand 201 to sr 36

Expand I80 to multiple lanes towards the lake, allowing for multiple on/off ramp lanes. Move the 201 interchange (Bridge) East to allow for merging traffic. Keep both I80 and the 201 away from the neighborhoods.

If additional 201 (direct) access is needed tie it into the north part of lake shore north of the TA. Keeping heavy traffic and semi's away from developing neighborhoods.

Expand the highway, ie sr36 and I-80 to three lanes and add roundabouts to replace the stop lights.

Extend the merge lane all the way from Lakepoint to the 201 exit ramp so those who intend to exit on 201 won't need to change lanes. Make I-80 3 lanes from the west Grantsville exit all the way into Salt Lake City.

Extend the third lane from lakepoint sb sr36 all the way to sr38 instead of ending it just south of del taco. The current length of the third lane does very little good to alleviate traffic problems. Also, put a concrete median to prevent crossing traffic at the lake point traffic mess area so that people cannot turn left out of McDonald's etc.

Flex lanes down SR-36. Most people seem to travel with predictable traffic flows.

Good. Don't know if this is primary or secondary objective, but the main concern is single point of failure at point of mountain. One accident between SR-36 and 201 and we loose the whole connection between the counties.

Great goal - We need an alternate route other than I-80 around the mountain incorporated into this traffic goal.

Great goal! Bring 201 all the way into Tooele county with out it merging into I-80. The reason it gets backed up 90% of the time is because an accident or something happens between where the two merge and exit 99 and EVERYTHING STOPS! If 201 didn't have to merge and could go into Tooele county on its own it would stop half the traffic from being stuck.

Have the on-ramp from NB SR-36 to EB I-80 become an extra lane for the entire length of I-80 between SR-36 and SR-201. Also include a third lane on I-80 from the Midvalley Highway (MVH) to SR-36, with the on-ramp from northbound SR-36 to eastbound I-80 becoming a fourth lane to SR-201. A diagram is provided in this Google Maps link:

<https://www.google.com/maps/d/edit?mid=1ge2jx3shK7Z6nwcqAW-j6T4xk1RJAi6H&usp=sharing>

Hello - My name is Morgan Strader. My husband and I just bought a half a million dollar home for our young family in Lake Point. We fell in love with the beautiful view of the mountain from our backyard, and are so happy to be out of the West Valley atmosphere (our previous property), where city sounds and pollution filled the air. We are in TOTAL OPPOSITION to the proposed freeway running through the space we worked so hard for. Not only will it lend to increased pollution, but having a freeway/freeway wall, lends a sense of oppression to the environment.

Here are Comments I saved from last time a survey was done by the WFRC on placing anything on the East Side of Highway 36, many opposed.

CommentThis is almost as bad as the Oquirrh Expressway. Anything east of the tracks should be off limits. Open spaces are a necessity not just for wildlife, but people as well. There is plenty of space from Droubay west.

CommentI don't think a five mile road will help anything. You would have to leave a highway, drive thru a neighborhood, then get onto a new highway that hooks onto the original one you were already on! There's plenty of flat ground west of sr36. Drying it out is cheaper than trying to bulldoze a hillside

CommentTooeele does need an alternate route out of the valley but this road is NOT THE ANSWER. It will disrupt that natural habitat of the wildlife there. It would put travelers in danger of hitting wildlife and getting hurt. It would ruin hiking and horseback riding in the area. It would destroy the beautiful Oquirrh Range that we love. Build the road farther west which would save us taxpayers money.

CommentHere is the map with the original plan for the 201 extension and separate exits. As you can see it does not go through the foothills, wildlife areas, hiking and equestrian activities, native American petroglyphs and more currently there. This is the better plan already evaluated and proposed and it is where the best place to put it is so the impact would be limited. This is what we want for the 201 extension. It connects all the area without the huge impact. I'm addition, why not place it and plan for it in an area that is away from homes while we can and development can plan around it not drop it in areas of huge impact including conservation areas. The west side of 36 would work well like legacy and I15.

[https://www.google.com/url?sa=t&source=web&rct=j&url=http://maps.udot.utah.gov/wadocuments/apps/ProgramBriefing/2/16380.pdf&ved=2ahUKEwi-](https://www.google.com/url?sa=t&source=web&rct=j&url=http://maps.udot.utah.gov/wadocuments/apps/ProgramBriefing/2/16380.pdf&ved=2ahUKEwi-iev2_LfAhUc8YMKHRnkBRkQFjAAegQIBhAB&usg=AOvVaw1WzSJC8bwrksQcgUBg1E4k)

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CommentBuilding this road is a waste of taxpayer dollars. The traffic coming in and out of Tooele County comes from the west side of 36. Building on the east side of 36 is ridiculous, I will destroy the natural landscape and limit access to public lands. Additionally it will increase traffic though the town of Lake Point, who's roads and infrastructure are not capable of supporting any additional traffic. There is plenty of land west of 36 to either add an exit for stansbury park residents to use.

CommentPlease don't build a highway behind my house. My family and I enjoy hikes and walks on that trails behind the house. It will create noise and pollution. Can't we extend the road that already exists on S 36?

CommentIt appears to me that tax money would go a lot further if we did not dig up the mountainside and used

Here is the map with the original plan for the 201 extension and separate exits. As you can see it does not go through the foothills, wildlife areas, hiking and equestrian activities, native American petroglyphs and more currently there. This is the better plan they have already evaluated and proposed and it is where the best place to put it is so the impact would be limited. We should let them know this is what we want for the 201 extension. It connects all the area without the huge impact. In addition, why not place it and plan for it in an area that is away from homes while we can and development can plan around it not drop it in areas of huge impact. The west side of 36 would work well like legacy and I15.

Kennecott and others once told me it would be similar to Legacy Here is the map with the original plan for the 201 extension and separate exits. As you can see it does not go through the foothills, wildlife areas, hiking and equestrian activities, native American petroglyphs and more currently there. This is the better plan they have already evaluated and proposed and it is where the best place to put it is so the impact would be limited. We should let them know this is what we want for the 201 extension. It connects all the area without the huge impact. In addition, why not place it and plan for it in an area that is away from homes while we can and development can plan around it not drop it in areas of huge impact. The west side of 36 would work well like legacy and I15.

Kennecott and others once told me it would be similar to Legacy Highway and I-15.

https://www.google.com/url?sa=t&source=web&rct=j&url=http://maps.udot.utah.gov/wadocuments/apps/ProgramBriefing/2/16380.pdf&ved=2ahUKEwi-ievv2_LfAhUc8YMKHRnkBRkQFjAAegQIBhAB&usg=AOvVaw1WzSjc8bwrksQcgUBg1E4k

If you put it above the railroad on the East of Lake you maximize the impact to existing neighborhoods, trails, recreating resources, cultural, wildlife, open space and more. and I-15.

<https://www.google.com/url?sa=t&source=web&rct=j&url=http://maps.udot.utah.gov/wadocuments/apps/ProgramBriefing/2/16380.pdf&ved=2ahUKEwi->

I agree, though it's very vague. With the reduced traffic load, the roads have been much more manageable even with the construction. New alternate routes besides I80 would be best. If one route gets shut down for an accident or major road repair, it can shift to the other route.

I believe we need a reliable safe connection between Tooele and Salt Lake County but not in the area that is

I don't think a road on the east side of the tracks is the best solution to the problem that the Tooele valley has. Just sounds like another bad pinch point for us to deal with.

I don't intend any disrespect but what kinds of comments did you expect for a goal and objectives that are so obviously appropriate and necessary?

I live in Lake Point. I love the idea of another major access road between exit 99 and 201. Just do not put a major highway between Lake Point and the Oquirrh Mountains. We love the trail and mountain access from our

I live in lake point. In fact the proposed road is bordering my back yard. I am absolutely opposed to the idea of a highway behind Iron Horse dr. This is current BLM land with a lot of wildlife and trails for lake point residents. Please reconsider this decision.

I support this goal

I support this goal.

I think a flyover bridge at Mills Junction and SR36 would help improve the flow of traffic in/out of Tooele through the Stansbury park area. This intersection is the location of multiple accidents throughout the year, and reducing the amount of accidents and congestion is critical to maintaining a steady flow of traffic in the area.

I understand the goal to provide a reliable, safe connection between Tooele and Salt Lake Counties, but I do not agree with the location of the road.

I very much agree with this goal. I have lived in Tooele County for 18 years and the transit time has increased and safety has decreased. We need some real help with these issues.

I'd say reduce road downtime but that appears what you were saying with the reduce travel times.

<p>Increase current infrastructure, remove lake point traffic light and extend freeway style transit to stansbury park. Give ingress and egress to lake point via on and off ramps.</p>
<p>It makes more sense to create an exit just past exit 99 & run a 4 lane road to Tooele there. Building a 4 lane road east of the RR tracks will equate to a slaughter house for wildlife in the area, plus you will be putting a major highway in the backyard of a rural residential area. Why would anyone prefer slaughtering wildlife & building a highway in people's backyards to creating one through open farm land?</p>
<p>It might be past time to consider hiring a tunnel boring company to consider tunnels through the Oquirrh Mountains. Two prime spots would be around 5400 S. area on the salt lake side, through the canyon used to access Farnsworth Peak. A second route might be around 80th South, through the Barney's mine area.</p>
<p>Tunnels would serve the whole area, and not just sending all the traffic through Lake Point, which eventually end up in Stansbury Park, or Tooele City.</p>
<p>Looks good</p>
<p>Make additional lanes that bypass the LakePoint and Stansbury/Mills Junction intersections/lights. Lanes dedicated for vehicles going beyond LakePoint and Stansbury to Tooele city. OR Get rid of the lights at those 2 places.</p>
<p>Make SR-36 with exits and no lights</p>
<p>More lanes to make less merging for sr201</p>
<p>Need to add a goal that is - plan for the ongoing and significant growth in the area</p>
<p>Northbound, eliminate the old rest area that has been closed for many years and create a 3 lane highway from exit 99 on-ramp to SR201 East on entrance. Mark the right/3rd lane as an "Exit only" for that entire 3 miles.</p>
<p>One thing I believe that will help make the trip safer. Is to find a new way for trucks to merge onto 36 from TA. They tend to pull out infront of people early in the morning and people slam on their brakes. Maybe a road behind TA to the light would help?</p>
<p>Please address the trucks coming and going from SR 36 to the truck stops.</p>
<p>Please do not build a new road on our beautiful mountain. There are cheaper and more efficient roads to use.</p>
<p>For the most part, traffic is really good from Salt Lake County to Lake Point.</p>
<p>Possibly make another exit west/after exit 99 that could take people straight into Tooele and Grantsville.</p>
<p>Provide an alternate route that can be used when the section between where SR 201 joins i-80 and exit 99 leaves I-80 is closed in either or both directions due to weather or auto accidents.</p>
<p>Realizing that there isn't much land to work with when talking about accommodating additional vehicle traffic at the I-80/201/Lake Point pinch point, whatever solution is ultimately agreed upon will leave some people unhappy. As a homeowner in the Pastures at Saddleback development, I would ask that any highway built between Iron Horse and the Oquirrh mountains would include a wall or some type of sound and light barrier so that we could retain at least some portion of the charm, peace and quiet that brought us to Lake Point in the first place. Thank you,</p>
<p>Reduce speed limit from mile post 97 to mile post 101 to 70 mph to help allow proper lane merges and acceleration lanes</p>
<p>Re-routing the freeway closer to the Oquirrh Mountains does not improve mobility between the counties. It would actually take longer for those that live in Tooele, Stansbury, or Erda to get to the freeway therefore, decreasing mobility. The safety would be better handled by creating a light or more clear signs showing the ways</p>

Safety, along with keeping the east bench traffic to a minimum should be considered when planning heavy use roads. Train travel has proven noisy and pollutes the air, sound travels easily in the area, so adding an east bench road will add to the pollution problem. Perhaps a SR201 road to run behind businesses such as McDonalds could connect to SR138 or, parallel SR201 to an I-80 frontage road then connect up to SR138.
Stop building new homes in Tooele County!
Stop high density building. Stop building home after home after home with nothing to support them..... East fix, get Tooele back to being truly rural
Take the road down by the truck stops. We don't need the highway coming up behind our homes. We moved her because of the country into the mountains.
The flow needs to be improved in both directions. The 3rd lane that is now available as you exit westbound I-80 to go southbound on SR-36 should be extended to UT-138. That route is taken often to Grantsville which is also seeing major growth. Having the third lane extended until UT-138 would alleviate a bottle neck that occurs near the Del Taco in Lake Point on SR-36 every afternoon during rush hour. It may create a smaller bottle neck near Mills Junction as those in the 3rd lane move left to go straight rather than turn onto 138, however it could alleviate many dangerous situations of bottle necking right after the exit from I-80. Combined with the other changes such as the Midvalley Highway, this change in Lake Point is fairly minor but could also make a big impact to keep traffic flowing from Lake Point through the Mills Junction intersection. Many vehicles turn right at that location.
The goal is a bit vague. I would consider reliable to include an alternate connection so when the primary connection is unavailable (accident, construction, nature) that there is an alternate means to connect that is not routing the southern end of the Oquirrh. One suggestion has been somehow connecting 201 to Lake Point. Safe connection is also important. There are so many access points in Lakepoint to SR-36 right by the I-80 ramps that some sort of bypass or limited access (Frontage road) to limit the number of access points onto SR-36 would increase safety in the area.
The goal is a tough challenge. I have thought of this many times as to how I would solve it. The 201 connection is a bust. Anyone who has driven in or out on the 201 as opposed to I-80 knows this. The only solution that I believe would actually provide SOME relieve is for front runner and UDOT combine monetary forces to get front runner from Tooele to the airport. I could go from there anywhere. I-80 and the 201 basically are both already at capacity and still essentially the same road issue.
-The new third lane that begins near Chevron should extend from the 201 feeder onto I-80 all the way to Mills Junction. I'm sure this is the plan, just voicing my opinion. The sooner it is done the better, of course. -Figure out how to remove the stoplight at the Flying J near exit 99. Reducing the number of times traffic is stopped, especially during commute hours will improve flow. -Create another 2- to 3-lane route from the North that doesn't depend on I-80. It is a major bottleneck. In the case of a needed evacuation from the valley there are very few options for those on the East side of the valley...only I-80 to the North and Hwy 36 to the south.
The new Valley View project will not be effective in reducing the congestion at ex. 99 unless the through lanes are fully separated and dedicated, preventing motorists from choking all lanes at ex. 99.

The traffic in that area is already backed up every day. And we all know that the Tooele Valley is expanding. So i'm glad to hear that this study is happening. If a solution is going to be generated, it really should be a permanent solution that takes the next couple decades of expansion into account. In my opinion, there are only two potential solutions. Again, in my opinion, both should be adopted. 1) expand the existing highway (i80n and s) to four or five lanes). Lord knows there is plenty of room. 2) build a highway through middle canyon (or any other canyon in south tooele that makes more sense), connecting Tooele with Heriman and/or west jordan. Remember, the i80 is not a great option for tooele residents that work in say, west jordan or heriman or even south SL. You could cut their travel time from over an hour to something closer to 20 minutes. both of these are quality-of-life solutions (people getting to spend more time with family than stuck in traffic) but this second one is actually more impactful than the first in that it not only saves time, but also provides additional options (shopping, restaurants, ease of visiting family, etc). People love options. Subsidize the cost with SLC and the state. The ability to expand west into Tooele Valley is good for SLC and Utah both. They should help fund. With regard to the rail system, it would be interesting to learn how many people would use it. Remember, we, as Americans, love driving our own cars. If the rail fails to drop commuters off in a convenient location, I would guess that many commuters would continue to drive. I know this is a hard thing to determine so.... your welcome ;) If, however, the rail visits a number of critical nodes in a timely manner, I would guess that MANY Tooele residents would use it. And often. While the rail system is being considered, consider how it could be expanded later on down the road too. I would be careful not to have its terminals in locations that would prevent future

The west side of tooele county is growing why out a highway in the east side how will that improve the growth to the west?

There is a large Elk heard and other wildlife on the side of this mountain. Please keep the Freeway additions west to the existing SR36 area. The expense to add a route on the east side of this Mountain would be greater than using the already existing paths around 36.

There is some confusing lines at the 201/i80 connection ramp that I've noticed traffic piles up a bit.

This goal is critical, especially with the projected growth in the tooele area in the coming years.

This is a great goal to strive for. We do need to have more options available than the single one we currently have in the area. We should explore alternatives for accessing the area as population continues to grow and density of traffic increases.

This is great. I'd love to see safer access from Tooele County to Salt Lake County by bicycle.

To provide a reliable, safe connection between Tooele and Salt Lake County near Lake Point UDOT could extend the Midvalley Highway project down to Tooele or Stockton as a more long-term solution to traffic issues. UDOT could turn Sheep Lane into a freeway. Less people would be impacted in this area and it is a better long-term solution than extending 201 in Lake Point.

It also would not utilize BLM land. BLM can then offer non-motorized hiking trails in its BLM land in Lake Point for recreational use.

It would also be helpful to have the TA truck stop be moved to a less populated area to avoid dangerous collisions with cars. The current TA could be turned into just a gas station and the truck stop can be relocated somewhere with easier on and off access for truckers.

Another option is to look into an East/West highway connection to take place between Tooele and Herriman. It would reduce the congestion that takes place on I-80 and promote more growth as well.

It also would be interesting to see how COVID-19 impacts traffic patterns as many companies are looking more long-term work from home options to take place.

We do not need any more freeways or highways going through lake Point. We already have I 80 and a 201 junction. There is no need to put another highway or freeway between the mountains and the railroad tracks or anywhere in this housing development.
We moved to Lake Point to get away from so much traffic pollution as my son has severe lung disease. Our house is right on Iron horse Dr. the proposed highway would be right behind us. Also, DR Horton assured us nothing would every go in behind us. This is very upsetting as we thought we made a great decision for our families
we need a secondary option to I 80 between 36 and 201
We need another access point into Salt Lake County other than I-80, preferably via an extension of the 201 highway around the mountain and through Lake Point.
We relocated from Salt Lake City to Lake Point because it was off the beaten path and a safe place to raise a family away from a busy freeway and in more open country. Adding this bypass road would greatly make us considering relocating AGAIN. Not only would this be a safety hazard, but add smog and dangerous traffic to the east side of the Oquirrhs while disrupting wildlife.
While improving the commute between the two counties is important, I am admittedly concerned about the nearby BLM land, and thre effect this road would hand on the wildlife and landscape.
Why not make HWY 36 like Bangerter Highway and keep the impact concentrated on the areas that truly need it? The proposed growth in Tooele Valley is not on the east side of 36, resources will be better spent on the west side and expanding 36 to alleviate grid lock.
With the pandemic traffic has cut down drastically. It may stay this way for awhile as many people are switching to working from home permanently.
Would UDot ever consider a flex commuter lane or two like they use on some California freeways. In the morning, the flow of traffic would go east and then mid-day they would switch and allow traffic to go west. That way you get the extra lanes for exactly when you need them the most.
Spot on
Yes, please! This is currently a problem, and having this objective met would be wonderful.
I'm glad this is the top priority. I think if SR 36 connected to I-80 by Adobe rock it would help relieve the bottle neck in lake point. Creating three on ramps to I 80 with the mid valley highway, one in stansbury and the one in Lakepoint would help so much.
Too many cars on such a small highway. It is too dangerous .
Make at least three lanes from the new Grantsville interchange all the way to Salt Lake City and connect the on and off ramps between SR-36 and SR 201 in both directions. Expand Frontrunner to go from Tooele to Park City. Add another highway from Tooele to Salt Lake City either through or over the Oquirrh Mountains
I think that they should make another entrance and exit to I80 about a mile west of the current sr 36 junction. Like where the lake point exit when you are going east it. That way you could exit I80 and avoid the lake point traffic unless you needed to stop for gas or food. Sr 36 needs to be more of a freeway and not a highway with
Develop the Butterfield Canyon to Middle Canyon road as an alternate route into Tooele
I agree with all that
I would suggest leaving SR36 North of Tooele City as it is. Other communities similar to Tooele City have business loops. I would suggest redesigning the interchange at sr201 and incorporate a multi lane interchange and new business loop that follows the railroad tracks along west of the mountain to the north of Tooele city with exits at Droubay Road, Main St. and follow around Tooele to the west and have an exit at the south end at SR36 and any others deemed nessessary. It could then head west to the west side of Grantsville with exits to Grantsville and then join back to I80. This rout would leave plenty of room for proper exits that can be much safer than stop lights. It would also bypass lake point making that area safer for those who need to get to those businesses. I know from personal experience how dangerous that area

This is an excellent goal with objectives that will help that goal be achieved.
One thing that I hope is included in improving mobility and improving safety is consideration of bicycle travel between Tooele and Salt Lake Counties. I have commuted by bicycle through this area for more than a decade. Since there is no alternative I must ride on I-80 to bridge the connection between other roads. Narrow bridges and exit/on ramps are dangerous pinch points that are not designed for bicycle travel. Even when shoulders are significantly wide they often full of debris that create dangerous riding conditions.
I agree with these goals I would say a good amount of people living in Tooele work in Salt Lake County or travel there at least once a week. I know before all of this Covid I was a daily commuter. Each of these objectives would be good places to get started.
Sounds great.....but too broad to focus on anything worthwhile.
Provide a better exit to lakepoint so that through traffice on i80 west can continue without being stopped by people exiting.
The whole SR-36 is nuts. People don't pay attention, is just so hard to get to and from work.
I think this is a great goal and much needed as Tooele County continues to grow
Wrap 201 around the mountain and connect it to anaconda. ROW and houses will need to be purchased to have enough lanes for growth.
Change the layout of the Lakepoint exit 99. Have one exit go through Lakepoint and another that bypasses Lakepoint and connects to Hwy 36 south of Lakepoint. This would reduce the amount of traffic going through Lakepoint. I understand that is part of the purpose of the Midvalley Hwy, however the Midvalley Hwy is pretty far out of the way for those commuting to and from Tooele and Stockton, it benefits Stansbury Park, Erda and Grantsville commuters more than Tooele and Stockton commuters. Or tunnel through the mountain. Ha ha how many people have already suggested that?!
My family works and goes to school in Kaysville, Murray, west valley and Bountiful so this freeway really affects us when anything happens. I know there is a mountain in the way but we need more then one road in and out of here. Eventually Btfl was able to get legacy, that made a huge difference, I have heard rumors of a bridge going over the great salt lake that I think would also be a great alternative if you can get through the tree huggers ;). And get something that could withstand the salt. I know my husband had to take an alternative to work when the freeway closed last year due to a fire, he had to go through Lehi adding another hour to his normally 30 minute drive, is there a way to possibly go through middle canyon and make a scenic highway like legacy through there? Keep the speed limit low and prohibit trucks?
The truck stop at Lake Point needs to be relocated. It needs to be somewhere outside of Lake Point or there need to be more exits and entrances to I80 in Tooele county. Everything bottlenecks in that one stop at Lake Point between Tooele and Salt Lake (or going west on I80) and that is what needs to be addressed. Since the truck stop only really serves traffic going east/west along I80 having it in Lake Point is one of the worst places to do so. Also, the entrances and exits for traffic using the truck stops isn't designed to handle the kind of traffic that uses it now. Trucks leaving the truck stop going west on I80 have less than a football length of distance to cross multiple lanes competing with traffic that has a speed limit of 55 right there. 202 should also have it's own highway that connects on the east side of Lake Point instead of everything merging onto I80 by the Marina.
Need to move the exit to the light at saddle back. Coming off the exit people are going to fast and the semi trucks can't get over fast enough to not cut people off getting on or off of I-80
Also improve accessibility during an emergency situation between the 2 counties.

Commuter traffic needs to be considered a high priority in this unique bedroom community situation. It is imperative to assist the flow of traffic through Lakepoint. The TA truck stop needs a frontage road/connector to the light at the Flying J intersection, or a flyover ramp to the west freeway entrance. Also Stop allowing turns from the median. This is not a small town interchange anymore, it is high velocity traffic. Another road and/or lane directly to 201 would help to get some traffic out of Lakepoint and a much needed alternate way to get out of here. Along those lines, a direct lane on I-80 for 201 traffic only with a barrier. Stop allowing cars to merge onto 201 at the last minute cutting off trucks and vehicles would assist the regular freeway flow. There has to be an alternate for emergency egress, one road in and one road out is a disaster and a danger for the county.

1. The interchange in Lakepoint needs to be redesigned. There is too much traffic in this area with the businesses in these areas. The road to access the Travel Center of America truck stop is too close to the onramp to I-80 West and eastbound. This entryway should be closed and access should be granted from Saddleback Rd.

2. The onramp to I-80 Westbound has no advance signage. It is not until you are near the I-80 split to access west or eastbound where you see the I-80 westbound direction. This causes last-minute lane changes specifically with large semi with trailers causing traffic to nearly stop to allow the truck to access the onramp to I-80 westbound. There needs to be standard overhead signage placed before the exit to allow traffic adequate time to merge into the appropriate lane.

3. Ultimately the best choice, though costly would be to implement train service from SR 138 to Salt Lake

I would say the goal should be modified to "Provide two reliable, safe connections between Tooele and Salt Lake Counties near Lake Point". A single connection is always going to be susceptible to closure and a second one significantly reduces the probability of this.

Semi's and automobiles don't mix well. Semi's coming off I-80 trying to turn left into truck stops. Upon leaving Flying J, Semi's attempt to merge while figuring out how to get on I-80 going the right direction, all while cars are

A big offender of this is the Clinton Landing Road that puts Semi's going 5-10 mph right onto the onramp. I've seen many slow moving trucks trying to time the gap in cars from those exiting and doing 50-60 on a curve and those speeding up to enter I80. I'd recommend a right turn only with a merge lane for those getting on Eastbound I80 and all other traffic get diverted behind the other businesses over to Saddleback Blvd. There's already some paths cut through there for cars not wanting to risk their lives.

I have noticed a few things that would be helpful to increase safety on I-80 Eastbound, between the Lake Point on ramp and the 201 exit. Some sort of active warning sign, possibly triggered by some type of traffic sensor, to warn of slow traffic as cars come around the mountain curve. There have been several times that as drivers immediately accelerate to freeway speed, from the Lake Point I-80 E on-ramp, they get around that mountain point and are faced with much slower or even stopped traffic. At this point it is sometimes too late to slow down from 75mph to a much slower 30-40mph, or less. This has caused many chain-reaction accidents from drivers unable to slow down quickly enough to avoid rear-ending a slow car or semi truck ahead.

Another issue that we should address, and try to remedy, is the semi trucks that need to access I-80 Westbound and I-80 Eastbound from the TA on Clinton Landing Road. These trucks have absolutely no time to accelerate from that point and cars on Northbound SR36 are forced to quickly slow down or even stop as these large trucks enter the road. There is also no way for the Northbound cars to know if the truck is trying to access the I-80 Eastbound entrance Or the I-80 Westbound entrance. I have seen many near misses as Northbound cars assume the truck is entering the Eastbound I-80 on-ramp, but then end up slamming on their brakes to avoid an accident as the semi truck crosses into the left lane to the I-80 Westbound freeway on-ramp. Of course this is no place to put a traffic signal, so maybe creating a secondary road, connecting the TA directly to Saddleback Road, would be a viable option. Requiring the trucks to enter SR36 from the existing intersection and traffic signal at Saddleback would be much safer. This would also be beneficial for semi trucks exiting from Westbound I-80 onto SR36, who would like to go to the TA truck stop. These trucks would be able to turn left at the Saddleback Road intersection and take this secondary road to the TA from there. This would eliminate the need for these trucks to

I think it is wise to think about mobility but mass transit might be the better way to move toward because there are so many people moving in and there is only so much room on the roads and also the trucks which are needed but a very big problem for the interstate and in Lakepoint.

I would like to see the extra lane on I-80 go all the way from Tooele to Salt Lake City and not just to the 201. Too many vehicles including trucks cruise too slow in the left lane slowing down all traffic.

The extra lane by McDonald's in Lake Point has been a welcome addition.

Possible commuter train

Alternative road east of existing sr36 connecting to 201

Agreed, safety is a concern at SR-36. The issue I see daily is semi trucks leaving the truck stop making a rift turn almost hitting cars daily. We need a frontage road to make the semis use the light at Saddleback.

I don't see how what you're doing will help in any sustainable way. The problem is between Exit 99 and SR-36.

Safety near I-80 and SR-36 are my biggest concern. For the businesses that have been there before the light was installed are left at a huge disadvantage due to the speeds and impatient drivers.

Reroute traffic from the TA truck stop and close current road or add stop light at the entrance to ram for I-80 eastbound. Many horrible accidents there because of semi trucks creeping across the road blocking all traffic lanes right as people are trying to accelerate to enter highway.

IAdd a third traffic lane from highway 80 entrance at Lakepoint up to the 201. Entering highway is frightening because semis creep under speed limit but passenger cars speed 85 mph and there's no room for error on that

Definitely a needed goal

Great goal and objectives! I am in complete agreement. I wonder, though, what the plan is to improve mobility, reduce travel times, and improve safety? It's difficult to provide meaningful comments about these things. Of course we all want them, but the question is "how will that happen?" And that is when the comments will be interesting. I don't think anyone would say "I want less mobility, longer travel times, and less safety".

Agree.

It would be nice if I-36 could be made more like bangerter highway with less lights and exits that dropped off and/or continuing intersections. I think the first stop light off of exit 99 is scary at times but I don't know if making that intersection like say, 90th south and bangerter is a viable option. The intersection at mills junction to I-38 could also use some love. It is rough during rush hour.

The trucks that merge onto I-36

from the JA on the east side of I-36 and try to head west need a better route, there are FAR too many near misses in that area with all the traffic trying to merge onto I-80 east at the same time. Maybe there could be a flyover to head west?

I agree with these objectives

The I80, SR36 area...The TA entrance needs to be rerouted to Saddleback Road. A 3rd lane needs to be added from Saddleback Road to Sr201. The I80 Onramp at sr36 needs to be straightened out somewhat. The exit to SR36 on east bound I80 can also be a semi truck only onramp for the trucks leaving the ta and flying J.

Please make this happen ASAP! It's so crowded and so unsafe for us in Tooele county.

I think you need to widen I80 plus provide a second route out of Tooele Valley. Right now there is only one road between Exit 99 and SR201. Curve I80 northward using an elevated highway. Use existing I80 lanes to connect SR201 to SR36 at Lake Point as well as space to install a Front Runner type mass transit train between Tooele and SL. If necessary for safety purposes have I80 bypass current Exit 99 and exit at the new Mid Valley exit. In this scenario if someone wanted Exit 99 access it would be via new SR201 extension. This would permit you to widen I80 to add more lanes accommodating the additional traffic the Inland Port will create.

A barrier between opposing lanes is needed between the light at the flying jay and the exit 99 to ramp. Too many close calls.

Providing alternate "escape" or "evacuation routes to Salt Lake City other than one major freeway. Providing a second alternative highway or road for evacuation measures out of the county to salt lake. Using I-80 and creating a second highway perhaps further up the hill and connecting above lake point into drouby road. Improving drouby road by creating two lanes north and south from point of the mountain to lake point to anaconda/smelter road two lanes each direction.

As you know a frontage road is desperately needed between 201 and 36. To bypass accidents and backed up traffic. Cheapest salution is a 2 lane frontage from 201 to the light in lake point. By hugging the mtn. 2nd and more expensive is a frontage that comes off the curve of 201 to i80 westbout on ramp that take you to and connects into the overpass just past the exit ramp or refeed it into the lakepoint exit. Only have it opened if theres an accident or spills. In that case if accidents have that strech of i80 closed. Traffic can be diverted off i80 at sr22 to 201 then all traffic can run the auxillary emergency lane to the lake point exit. And feed back onto the existing exit. This auxillary can be used for emergencies only. But can be blocked most the time. A gate like thing can swing into place opening the auxillary and shutting off the onramp to i80. When dont it can be flipped to

I agree with these.

Test 2 for Goal One

Test For Goal One

Adding the mid-valley hwy connection to I-80 will take a bunch of traffic off 36, but the biggest impact will come when Village Blvd connects to the mid-valley and both Stansbury and Grantsville residents will benefit.

There is a large Elk heard and other wildlife on the side of this mountain. Please keep the Freeway additions west to the existing SR36 area. The expense to add a route on the east side of this Mountain would be greater than using the already existing paths around 36.

Extend the merge lane all the way from Lakepoint to the 201 exit ramp so those who intend to exit on 201 won't need to change lanes. Make I-80 3 lanes from the west Grantsville exit all the way into Salt Lake City.

Make additional lanes that bypass the LakePoint and Stansbury/Mills Junction intersections/lights. Lanes dedicated for vehicles going beyond LakePoint and Stansbury to Tooele city. Or get rid of the lights at those 2

This goal is critical, especially with the projected growth in the tooele area in the coming years.
It might be past time to consider hiring a tunnel boring company to consider tunnels through the Oquirrh Mountains. Two prime spots would be around 5400 S. area on the salt lake side, through the canyon used to access Farnsworth Peak. A second route might be around 80th South, through the Barney's mine area. Tunnels would serve the whole area, and not just sending all the traffic through Lake Point, which eventually end up in
I support this goal.
One thing I believe that will help make the trip safer. Is to find a new way for trucks to merge onto 36 from TA. They tend to pull out infront of people early in the morning and people slam on their brakes. Maybe a road behind TA to the light would help?
It's long overdue. We need some kind of transportation from Tooele to SLC and suburbs. Larger cities have buses, trains, etc. to get people in and out of the city. If we don't have the land to add more lanes to I-80, why not build overhead to accommodate either car/bus lanes or even train tracks like in Chicago? If we really want to reduce pollution, then we have to provide a way for people to get into/out of the city without driving cars.
1. I would like to see the entrance/exit to TA truck stop closed to traffic, diverting it to a road East of Flying J. 2. if the road at the TA truck can't be closed add another lane for semi at exit 99 eastbound. 3. Add a dividing lanes at with cement barriers at exit 99 and I-80, 1 mile prior to exit 99. This would prevent traffic from cutting over at the last minute. 4. Utilize the overpass north of Chevron gas station at exit 99 for west bound traffic.
Comments about goal two and its objectives
This should be goal 3
Even with the current group of "no-growth" no matter what, growth is coming this way, the current character of this community is going to change. With the right infrastructure giving companies easier access to commercial, industrial and recreational land the growth could have some positive impact.
Agree
I agree with these goals, but I think an objective should not only be to minimize impact to trails, but to invest in additional trails. A bike trail is needed at the SR 36 and I-80 intersection to allow cyclist a safe method for travel to SLC. This could be done by providing a bike trail to Saltair and then the side roads could safely be utilized (these side roads are already greatly used by cyclist).
These are great goals. I'm interested to see how you'll achieve this as you'll be removing blm trails and land from a quite community and inserting an intrusive freeway.
No complaints on this goal.
Following the above will accomplish this
The proposed highway east of Lake Point would be extremely expensive to build. It is on BLM land and is very rocky, with minimal access around the point of the mountain. This would disrupt the natural wildlife habitat in the area and also drive away a significant amount of residents who moved here to be next to BLM land.
DO NOT BUILD A FREEWAY HERE!! Please don't!
Add an additional extension by the rr tracks
Extended i80 Northwest to bypass the Lake Point exit.
In which area?
A lot of the reason people moved out here is for that BLM mountainside. A busy road could cut them off from it.
What trails...? We would like trails... I would say this goal should be last.
That's great to minimize as much impact to the environment but we still have to impact something to get an alternate route around the mountain.
This is nice. But we also have to realize the Tooele County is growing very fast! We have to add some changes and/or roads to help all the growth! We can do so by limiting change awesome. But I'd rather see help with the

Combine SR-201 and the Midvalley Highway (slated to be SR-179) into a single route designation while creating a pair of auxiliary lanes between SR-36 and SR-201. The diagram and explanation are found in the following link:

<https://www.google.com/maps/d/edit?mid=1ge2jx3shK7Z6nwcqAW-j6T4xk1RJAi6H&usp=sharing>

I propose the existing freeway to the North West be expanded. There is plenty of land for the expansion, with less impact on neighborhoods. It may also give businesses on the North West side a chance to rebuild/remodel, drawing in more, and new customers. Increasing financial circulation. People who can afford the newer, pricier homes love to put money into newer and nicer spaces. Even if it's simply a new Arby's.

Here are Comments I saved from last time a survey was done by the WFRC on placing anything on the East Side of Highway 36, many opposed.

ToSR-201 extension

CommentThis is almost as bad as the Oquirrh Expressway. Anything east of the tracks should be off limits. Open spaces are a necessity not just for wildlife, but people as well. There is plenty of space from Droubay west.

CommentI don't think a five mile road will help anything. You would have to leave a highway, drive thru a neighborhood, then get onto a new highway that hooks onto the original one you were already on! There's plenty of flat ground west of sr36. Drying it out is cheaper than trying to bulldoze a hillside

CommentTooeele does need an alternate route out of the valley but this road is NOT THE ANSWER. It will disrupt that natural habitat of the wildlife there. It would put travelers in danger of hitting wildlife and getting hurt. It would ruin hiking and horseback riding in the area. It would destroy the beautiful Oquirrh Range that we love. Build the road farther west which would save us taxpayers money.

CommentHere is the map with the original plan for the 201 extension and separate exits. As you can see it does not go through the foothills, wildlife areas, hiking and equestrian activities, native American petroglyphs and more currently there. This is the better plan already evaluated and proposed and it is where the best place to put it is so the impact would be limited. This is what we want for the 201 extension. It connects all the area without the huge impact. In addition, why not place it and plan for it in an area that is away from homes while we can and development can plan around it not drop it in areas of huge impact including conservation areas. The west side of 36 would work well like legacy and I15.

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CommentBuilding this road is a waste of taxpayer dollars. The traffic coming in and out of Tooele County comes from the west side of 36. Building on the east side of 36 is ridiculous, I will destroy the natural landscape and limit access to public lands. Additionally it will increase traffic through the town of Lake Point, whose roads and infrastructure are not capable of supporting any additional traffic. There is plenty of land west of 36 to either add an exit for Stansbury Park residents to use.

CommentPlease don't build a highway behind my house. My family and I enjoy hikes and walks on that trails

<p>Here is the map with the original plan for the 201 extension and separate exits. As you can see it does not go through the foothills, wildlife areas, hiking and equestrian activities, native American petroglyphs and more currently there. This is the better plan they have already evaluated and proposed and it is where the best place to put it is so the impact would be limited. We should let them know this is what we want for the 201 extension. It connects all the area without the huge impact. In addition, why not place it and plan for it in an area that is away from homes while we can and development can plan around it not drop it in areas of huge impact. The west side of 36 would work well like legacy and I15.</p> <p>Kennecott and others once told me it would be similar to Legacy Highway and I-15.</p> <p>https://www.google.com/url?sa=t&source=web&rct=j&url=http://maps.udot.utah.gov/wadocuments/apps/ProgramBriefing/2/16380.pdf&ved=2ahUKEwi-ievv2_LfAhUc8YMKHRnkBRkQFjAAegQIBhAB&usg=AOvVaw1WzSjc8bwrksQcgUBg1E4k</p> <p>If you put it above the railroad on the East of Lake you maximize the impact to existing neighborhoods, trails, recreating resources, cultural, wildlife, open space and more.</p>
This one isn't as important to me. If traffic flows needs to be moved, do it.
A love of the families who have moved to Lake Point have moved here for specific benefits. For example, air pollution from vehicle will make it harder for my kids to breathe. We moved out of Salt Lake County specifically for that reason just to be possibly facing that problem again. Quality of life matters!!
Ditto the comments made under goal one. Additionally, while both Goal Two Objectives are important, the need to protect people (i.e. neighborhoods) is so much more important than protecting the items listed in the second objective, it's almost offensive to see them listed under one goal.
Yes, please put the access road further west than Lake Point and not on the east side where the homes and trails
Wildlife in the lake point area will be impacted.
I support thy goal
I support this goal.
Unsure how to respond to this. I don't think the proposed suggestions I made have any impact on this goal.
This will have a negative impact to existing neighborhoods. There are wetlands in the area as well.
Since the county general plan keeps changing not sure about this one. But being respectful to the more rural areas of the county would be awesome.
Sounds good
Missing the mark on putting in another south bound lane between sr-36 and SR-201. Two entrance and exits within 1/8 mile would congest traffic more so. Wildlife is already impacted between saddleback PUD and rail
How is building a highway in the backyard of a rural residential neighborhood "minimizing impact" to a neighborhood & to a wild open area east of the RR tracks?
Cancel the Oquirrh Expressway you guys have planned, if you care at all about the existing community and the wild life. Such a road would completely cut off any wild life to the area.
Further, Unless you exclusively travel on highway 36 or 138, existing main roads in the area are not wide enough. Most of the major roads in the Stansbury or Erda area (Erda way, Bryan Road, Drouby Road, Church Road, etc.)need to be completely rebuilt to modern standards and width, including emergency lanes that do not currently
Don't worry about wetlands and such. That area is ugly....who wants to preserve that view and smell....not !!!
Correct on minimizing impact to neighborhoods
This shouldn't be an issue. Create the infrastructure we desperately need.
Not that important. Secondary route is needed.
Maximize current infrastructure to support higher and faster traffic volume.
Both seem like good goals
Build more than needed for future growth so we are not rebuilding every 10 years

This is the lowest priority for me; however, I understand the need for this goal.
Impact to our neighborhood would devastate our area. We have horse trails and farms here. Please do not build a road here. We built here for peace and quiet. Our voices strongly suggest that we do not want this to happen.
This will negatively impact our wildlife that live on this mountain. Please don't build here.
A freeway along the BLM land will be devastating to the wildlife up in the mountain. Having an exit after exit 99 is a better option.
The area where it is proposed to expand I-80 just became home to two very large home developments with another phase in the works. moving the freeway to this location decreases the safety for these residents as well as limits the use of the current recreational trails surrounding the neighborhoods. These neighborhoods have taken careful consideration to still provide areas for the local wildlife as well as provide residents with adequate, usable space while preserving the BLM land. A freeway would greatly impact all of these neighborhoods and severely reduce our property values that have recently increased in value due to the new developments. Not to mention, many of these residents would likely list their homes on the market and move away from the area if
Quality of life to the growing community, along with an established traffic corridor should be considered here. Establishing a corridor for traffic without running thru communities will keep children safe, reduce noise, pollution and the inability to increase future road size. East roads will reduce open space, impact views and impact property values.
Stop building new homes in Tooele County
Stop high density building. Stop building home after home after home with nothing to support them..... East fix, get Tooele back to being truly rural
Our community wouldn't be safe with cars driving by. My neighborhood wouldn't be safe at all.
I think there are potentially 2 areas of concern here. One is if there is an alternate route connecting say 201 to Lakepoint, minimize the impact to both the Oquirrh foothills and the new housing that is parallel with the railroad track.
The second would be if, as one of the studies looked at, a mid Oquirrh access like the tunnel or widening/lowering of middle/butterfield canyons to create an alternate route. This type of project would really need to look at how to execute with minimal affect to wildlife and recreation, such as camping and hiking in the area
The growth of Tooele will continue. Personally I'm believe with the lack of water sources available it will become stunted at best in the not so distant future. If this inland port plan goes through, the traffic at the 201/I-80 pinch will basically shut down I-80 forcing trucking routes to take a completely different path while changing the demographics here completely.
The Tooele county commissioners appear to be dead set on increasing the population of North Tooele county at an unsustainable and reckless rate.
I'm not sure that this is what this goal refers to but, as we expand, it seems to me that building new restaurants and other retail centers on the 36 as close to the 80 as possible, will prevent traffic from spilling into Stansbury Park and Tooele neighborhoods. For example, I would hesitate to start building many new retail centers between Stansbury Park and Grantsville (unless the new exit will provide access to this without commuters being forced to travel through residential Stansbury Park. in which case, what I am saying is to keep retail centers on or as close to the 80 and the 36 and/or new/upcoming exist as possible). That being said, feel free to drop a couple nice restaurants walking distance from my place :)
Looks fine
Important, and doable. For example, droubay road could be used as another north south corridor, reducing congestion on SR36 and could be brought up as a connection to a future expansion of 201 into tooele.

While considering the options there is a greater need to improve commuting in the area if we fail to plan further ahead now the cost only increases as does the likelihood of needing to impact negatively the wildlife and also neighborhoods. We do need to have more options available than the single one we currently have in the area. We should explore alternatives for accessing the area as population continues to grow and density of traffic

These wetlands are gorgeous and very important.

I am opposed to 201 being extended on BLM land east of the train tracks. My home backs up to this area and its value would be greatly impacted.

The county assessor's office has informed me that there has not been a highway development in the valley comparable in nature to the one proposed in extending 201 in the BLM land (Bangerter Highway does not compare). The homes located in Lake Point near the train tracks are some of the highest valued in the entire county. Bringing a highway in would increase noise, pollution and devalue homes. If there was no other solution, a sound wall would be necessary to try to dampen the noise although a freeway could be better located at the Midvalley Highway project using Sheep Lane to extend to Tooele. It would be better for this highway to be somewhere more centrally located like Sheep Lane where Grantsville, Stansbury Park, Erda and Tooele can all be accessed.

It would negatively impact wildlife that live on the mountain as well as a freeway would take over their natural habitat and reduce population sizes of native wildlife.

It would also change the rural, small town feel that Lake Point has. The developer (DR Horton) who developed the homes in Lake Point made claims that BLM land could never be used for freeway infrastructure. So residents moved there under this false assumption. There are some medically fragile individuals (lung issues) who live in this neighborhood to move away from dense pollution. They will now have to find another home that meets their health needs that they were falsely led to believe would be free of a freeway development.

BLM land can be developed for recreational use and has proposed non-motorized trails to be a wonderful

More freeways bring more smog and noise in a peaceful and clean environment. A majority of everywhere moved here to get away from all of that.

we need a secondary option to I 80 between 36 and 201

I agree with this goal, as I care deeply for the wildlife and landscape of the mountains, wetlands, and lake. If this road is necessary, I would ask that an alternative route be explored that will not affect the land.

The highway to the east of Lake Point would run through BLM land, horse trails, walking and hiking trails, and could disturb petroglyphs which should be protected! Deer and elk herds that are very prevalent in the area, the accidents related to hitting animals should be considered.

The property value of residents on Iron horse drive will decrease Drastically.

Putting the corridor on the west of sr36 would have much less impact than putting it up on the mountain above the train tracks, displacing wildlife, marring the mountain, affecting the surrounding neighborhoods with increased traffic and noise. Putting it west of sr36 is an industrial type area that already has both i80 and sr36

Putting a major road in Lake Point, east of the train tracks on BLM labs is would have a negative impact. Wildlife including deer, fox and coyote would be affected. Horse trails are located east of the tracks and a najie road would destroy that. Also the neighborhoods in Lake Point would become an island surrounded by loud traffic to the west and potentially the east. This would completely shut the residents within taking away their trails and

Please no more building/roads on east side of train tracks. The animals have already been push back. Let's keep the mountain a mountain! The deer and elk have not been seen since they started building. 😞

Less concerned with this one than 3....

I'd definitely like to see these things happen, but I think this part is not a huge problem.

Thank you
Neighborhood impact means more than wetland impact because of the danger with the amount of traffic we
Growth involves impact, unfortunately
No comment
This would be great if trails and recreational resources existed in the area. They would need to be created before the impact could be minimized. As I mentioned in my comments for Goal #1. There is no alternative to I-80 for bicycle transportation. A bike path from Hwy 201 to Lakepoint would be an enormous help in this area. Hwy 36 is also the only legitimate connection between Lake Point and Erda. A paved alternative in this area would also be
I am always for the least amount of impact on the environment, I know things can't be done without impact but the less the better.
Yes! All important points!
Enlarge and improve burmester rosd so that more traffic is able to use it lessening traffic on the road between grantsville and stansbury.
That is all very important. We are constantly taking away from nature without even thinking about how it how it effects everything.
Wrap 201 around the mountain and connect it to anaconda. ROW and houses will need to be purchased to have enough lanes for growth. Also approve Midvalley hwy phases 2 & 3!
Yes, I do not want to add another freeway but I came from the Bountiful area and loved Legacy, it is very scenic and I really do not mind only driving 55, it has been a great alternative for that area i think if we can find an area in this area it would be great to add a road similar to that
If plans go forward with the LDS temple and high density housing in Tooele there will be a need for various entrances and exits to I80 beyond one for Lake Point, Grantsville and the new one connecting with 138.
Stuff needs to be done now to save open spaces and wetlands. Growth is happening now and only going to get
Let's discuss the enormous impact of allowing an LDS temple with high density neighborhoods to be built at one of the busier intersections on SR-36? How was that ever allowed? How is UDOT and the county going to manage the traffic there? Also it is a school zone. This was a terrible reckless decision? Of all the open land in this county, nobody needs more traffic dumping onto tiny Erda Way? What in the world? The existing road plans are too little, too late. It was a fun, quaint thought 5 years ago, maybe expand Sheep Lane? Or add an off ramp from Stansbury? Now there's an urgent situation and danger to the community due to lack of road expansion. Wetlands were impacted years ago when the county allowed multiple housing developments to be built surrounding Stansbury and Lakepoint. The county didn't give a thought to protection or saving those open areas. And now we need roads to meet the demand. Simple as that. If the county wanted "character" they shouldn't have bulldozed all the land. Consider adding a mass transit hub before all the land is filled with houses. Fast train to SLC. With progress comes change, sorry to the folks that will get a new road in their back yard. But this is a commuter county, and roads need to evolve around that aspect.
Now is the time to implement large scale projects. The county of Tooele is growing at a rapid speed. Now is the time to transition SR 138 and the Lake Point community prior to existing growth and development in the proposed areas. There should be minimal impacts to wildlife, wetlands, and endangered species in these areas.
Those are very broad statements but it sounds good.
I think the wetlands will be minimal. The mid valley highway is not in the greatest place but I don't think it impacted wetlands that much either. We are unfortunately growing too fast and that means more traffic so we need to have us all think begged and more sustainable.
Better infrastructure needs to be put in place before tons of high density residential is built.
It's important to consider the needs of the traffic but also the impact to the area.

County is growing rapidly in Lakepoint and Stansbury Park in particular, adding hundreds of cars to already bottlenecked highway entrance. Impact to environment should be secondary to safety of residents traveling roads. Human lives matter.
Growth is crazy in Tooele county and there's basically one road in and out, I'm curious how limiting impact will work. Keeping the rural feel is important.
I think these are lofty objectives but at some point what happens when there is a direct conflict between what we perceive as our needs and a wetland or open space? Who/what wins in that situation?
Agree
All of these are worthy objectives. I am sure it is not easy to balance all this stuff, thank you for trying.
I agree with these objectives
Not sure on this one.
Please focus in human lives before wildlife. There seems to be an accident weekly where a life is claimed on I-80 between Tooele and salt lake. Please help make it safer for us then help the wildlife. Also, please add a Road from tractor supply to i80. It would be perfect for us Stansbury people to get off and help keep the road open for Tooele people.
In Tooele county in the area from 201 to mills junction, there are no trails or recreational resources that exist and are used enough to really alter any decisions that would be best for safe roads for our community.
Extremely important however the fact remains Tooele will continue to grow in population. Tooele county had always been behind the ball in planning for the future population growth. Make the necessary road infrastructure now to accommodate populations increasing Tooele city population over 100,000. Creating infrastructure now to plan for Tooele county to have over 200,000 homes in ten years.
Creating infrastructure so when your main routes Midvalley Highway, SR36 are cut off there are alternate evacuation artery roads out of the area. Learn from other areas like Saratoga springs in the congestion of evacuating only 13,000 homes. Make the improvements for ingress and egress routes out of Tooele county for
I agree with these.
Test 2 for Goal Two
Test for Goal Two
Even with the current group of "no-growth" no matter what, growth is coming this way, the current character of this community is going to change. With the right infrastructure giving companies easier access to commercial, industrial and recreational land the growth could have some positive impact.
In which area?
This shouldn't be an issue. Create the infrastructure we desperately need.
Important, and doable. For example, droubay road could be used as another north south corridor, reading congestion on SR36 and could be brought up as a connection to a future expansion of 201 into tooele.
Cancel the Oquirrh Expressway you guys have planned, if you care at all about the existing community and the wild life. Such a road would completely cut off any wild life to the area. Further, Unless you exclusively travel on highway 36 or 138, existing main roads in the area are not wide enough. Most of the major roads in the Stansbury or Erda area (Erda way, Bryan Road, Drouby Road, Church Road, etc.)need to be completely rebuilt to modern standards and width, including emergency lanes that do not currently exist.
I support this goal.
Build more than needed for future growth so we are not rebuilding every 10 years
Above suggestion would minimize any impacts.
I support this, but better roads and routes than what we have are the priority. Excepted is protection of threatened and endangered species - that takes priority over all of this.
Comments about goal three and its objectives
This should be goal 2

A possible exit on the road just west of Tractor Supply may be a great solution to the bottle neck in Lake Point. The possibility of 201 connecting directly to hwy 36 could also be a great option. With the growth of Saddleback, possible Rio Tinto project, Wild Horse Ranches, Ivory Homes, Temple Site development just on the north end of the County it would be nice to plan for the quick growth with extra lanes, ped/bike paths so UDOT doesn't have to tear it up like the hwy 92 exit (Alpine Hwy). This county will not have that kind of growth but planning for a population that is 10 or 20 years out may be beneficial.
Why not provide an additional route to the county? One option that has been discussed is routing sr 201 around the mountain.
Agree
I agree with the goal. UDOT should seriously be considering the benefits of a front runner type system from Lake Point/Stansbury to the airport. This would significantly decrease the congestion and improve air quality. Tooele county is going to continue to grow and this would be a proactive reaction, rather than always being reactive. The prison being built near I-80 will also increase the vehicle traffic and a rail system would be beneficial for the
Simple enough goal. Seems like the reason for the entire project.
The overramp coming into Tooele is a good step forward, still need more to alleviate rush hour traffic and alternative routes with accidents and such.
Remove the 201/I80 connection and make them two separate roads
DO NOT BUILD A FREEWAY HERE!! Please don't!
Change the i-80 west bridge to 3 lanes and make the eastbound off ramp have a fly over on that same intersection to go west bound on the I 80
Same as previous 2.
Add another exit from I-80
Add a merge lane on the northbound and southbound sides from Mills Junction to Lakepoint, allowing vehicles exiting businesses.
Most people are trying to get west of SR-36. Seems like flex lanes to Tooele, or widening SR-36 and maybe doing a commuter lane on the side like SR-92 in Lehi.
Primary objective is to add redundancy and eliminate single point of failure.
I think you are on the right track. The lane coming from 201 not having to merge will help the I-80 flow. The extra lane on SR36 through the truck stop area is great, however, it should be extended all the way to 138 going to Grantsville. We still need an alternate route around the mountain. If there is an accident on I-80 we need another way around.
Put a fly over bridge at Mills junction so the 138 can go up and over and merge into 36. Leave the turning lane for those going from 36 to 138. However make the 3rd lane follow all the way from I-80 to mills junction. Since it stops short people are always speeding past and cutting off to "get ahead" Have the 3rd lane end at mills junction. And if you had a flyover then 36 would not have to stop at the intersection and would keep things
An auxiliary lane pair between SR-36 & SR-201 would serve as a frontage road by effectively only widening I-80 between SR-36 and SR-201. A more detailed description is found in the following link:
https://www.google.com/maps/d/edit?mid=1ge2jx3shK7Z6nwcqAW-j6T4xk1RJAi6H&usp=sharing
Expand the existing free way to the North West. People who move here have already considered the commute time and distance. We are in TOTAL OPPOSITION to the proposed freeway behind the new community at

Here are Comments I saved from last time a survey was done by the WFRC on placing anything on the East Side of Highway 36, many opposed.

ToSR-201 extension

Leave Comment

CommentThis is almost as bad as the Oquirrh Expressway. Anything east of the tracks should be off limits. Open spaces are a necessity not just for wildlife, but people as well. There is plenty of space from Droubay west.

CommentI don't think a five mile road will help anything. You would have to leave a highway, drive thru a neighborhood, then get onto a new highway that hooks onto the original one you were already on! There's plenty of flat ground west of sr36. Drying it out is cheaper than trying to bulldoze a hillside

CommentTooeele does need an alternate route out of the valley but this road is NOT THE ANSWER. It will disrupt that natural habitat of the wildlife there. It would put travelers in danger of hitting wildlife and getting hurt. It would ruin hiking and horseback riding in the area. It would destroy the beautiful Oquirrh Range that we love. Build the road farther west which would save us taxpayers money.

CommentHere is the map with the original plan for the 201 extension and separate exits. As you can see it does not go through the foothills, wildlife areas, hiking and equestrian activities, native American petroglyphs and more currently there. This is the better plan already evaluated and proposed and it is where the best place to put it is so the impact would be limited. This is what we want for the 201 extension. It connects all the area without the huge impact. I'm addition, why not place it and plan for it in an area that is away from homes while we can and development can plan around it not drop it in areas of huge impact including conservation areas. The west side of 36 would work well like legacy and I15.

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[iev2_LfAhUc8YMKHRnkBRkQFjAAegQIBhAB&usg=AOvVaw1WzSjc8bwrksQcgUBg1E4k](https://www.google.com/url?sa=t&source=web&rct=j&url=http://maps.udot.utah.gov/wadocuments/apps/ProgramBriefing/2/16380.pdf&ved=2ahUKEwi-iev2_LfAhUc8YMKHRnkBRkQFjAAegQIBhAB&usg=AOvVaw1WzSjc8bwrksQcgUBg1E4k)

CommentBuilding this road is a waste of taxpayer dollars. The traffic coming in and out of Tooele County comes from the west side of 36. Building on the east side of 36 is ridiculous, I will destroy the natural landscape and limit access to public lands. Additionally it will increase traffic though the town of Lake Point, who's roads and infrastructure are not capable of supporting any additional traffic. There is plenty of land west of 36 to either add an exit for stansbury park residents to use.

~~CommentPlease don't build a highway behind my house. My family and I enjoy hikes and walks on that trails~~

Here is the map with the original plan for the 201 extension and separate exits. As you can see it does not go through the foothills, wildlife areas, hiking and equestrian activities, native American petroglyphs and more currently there. This is the better plan they have already evaluated and proposed and it is where the best place to put it is so the impact would be limited. We should let them know this is what we want for the 201 extension. It connects all the area without the huge impact. I'm addition, why not place it and plan for it in an area that is away from homes while we can and development can plan around it not drop it in areas of huge impact. The west side of 36 would work well like legacy and I15.

Kennecott and others once told me it would be similar to Legacy Highway and I-15.

[https://www.google.com/url?sa=t&source=web&rct=j&url=http://maps.udot.utah.gov/wadocuments/apps/ProgramBriefing/2/16380.pdf&ved=2ahUKEwi-](https://www.google.com/url?sa=t&source=web&rct=j&url=http://maps.udot.utah.gov/wadocuments/apps/ProgramBriefing/2/16380.pdf&ved=2ahUKEwi-iev2_LfAhUc8YMKHRnkBRkQFjAAegQIBhAB&usg=AOvVaw1WzSjc8bwrksQcgUBg1E4k)

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If you put it above the railroad on the East of Lake you maximize the impact to existing neighborhoods, trails, recreating resources, cultural, wildlife, open space and more.

I think the Clinton Landing intersection with SR36 needs to be redone. There should be NO left turns. The turn lane headed north on SR36 and turning right onto Clinton should be longer and not so sharp. Anyone leaving the TA Truckstop that needs to head south (left) on SR36 or WB I-80 should be redirected behind Texaco and Flying J to Saddleback to utilize the light. Anyone leaving the TA Truckstop that needs to head onto EB I-80 should have a long merge lane. Semi's need more space. It would be nice to have a longer onramp to EB I-80, straighten it out so everyone (not just those with lead feet) can get up to speed.
It's been nice to have the extra lane on SB SR36 so that business traffic doesn't impede the rest of the flow.
Yes, we do need to minimize congestion but the area that is purposed it not a good place for that to happen especially because it is in a family oriented area as well as the wild life that will be greatly affected by this change!! This is the worst place to consider putting a highway!!
This seems pretty similar to Goal One and, as such, yes, is obviously needed.
Totally agree! Maybe a commuter access option that changes directions? Better access to I80 is great, but I think I would rather have a secondary major access road besides I-80 the the north end of Tooele Valley for access to Salt Lake.
Open up SR-36 to more lanes.
This is vital
I support this goal and think it should be prioritized. There is not much else direction to grow except westward, and commuting is a major safety issue.
I think an on/off ramp west of MM99 is legitimately needed. I'm a firefighter in this area and have responded to a number of crashes due to the commercial traffic in the area, and it's simply not safe. I think an additional on/off ramp is needed at MM98 that bypasses lake point altogether.
I am fine with improving access, but I believe there other solutions which could be more cost effective and beneficial to the community.
This would be great.
I agree
Remove lake point Light. Improved traffic flow gets vehicles off of exit 99 off ramp. Widen current sr-36 plenty of room to widen road.
Again, another exit farther west would seem more reasonable, for Tooele residents, Grantsville residents, Stansbury residents & Lake Point residents. That exit would create another clear shot all the way to Tooele, giving residents of the valley choices on routes to take. With the new 3rd lane on I-80 from exit 102 to exit 99 this would alleviate even more congestion.
More options to exit/enter i-80. Midvalely highway is a nice start. The interchange to highway 36 needs to be rethought/redesigned as it is still dangerous as hell deal with exit 99. before all the land around Exit 99 and around Saddleback is sold to developers. Making Saddleback a freeway interchange to all directions on I-80
Correct
Make another option for those coming from 201 W bound so they don't even need to touch I-80 to get to Tooele Valley. Include a lane or lanes dedicated to going to Tooele city, bypassing the bottleneck lights in LakePoint and Mills Junction/Stansbury.
Need 201 to go through independently of I-80. Would give 2nd route if I80 closes due to emergency. Make Droubay a highway similar to the current SR-36 that connects to 201 to Vine St.
Change so vehicles cannot enter SR 36 from Pilot they need a road that connects Pilot to the road that has the light at Flying J. Or vehicles should only be allowed to go East on I80 from Pilot.
More lanes for ingress and egress. Remove lights at lakepoint and make exits. Turn 36 into a freeway. Also frontage road to help with accidents as well.

The lights at lakepoint and mills junction before covid caused a ton of delays. Please make sure the calibration is good to go! Otherwise they are decent
Find a way to make the onramp to eb I-80 less congested with slow moving trucks coming and going from the truck stops.
Lake Point doesn't have a problem. It's Tooele that has this problem. Don't make Tooele's problem Lake Point's problem.
Make I-80 wider as well as another way into Tooele directly
Provide an alternate route that can be used when the section between where SR 201 joins i-80 and exit 99 leaves I-80 is closed in either or both directions due to weather or auto accidents.
Cut off direct access to sr36 from truck stops to sr36 by creating backside frontage road leading to saddleback light to 4 way stop with an additional red light for right turn (northbound) for big truck access
Minimizing congestion would be more effective by adding another lane on the freeway or creating more of a division between the 2- freeways. Creating a new freeway will not provide less congestion and may in fact increase it due to commuters trying to switch between I-80 and 201.
If the Tooele satellite Inland Port becomes a reality, the mid-valley highway will become heavily used by commercial trucking. The Mid-Valley highway should be for commuters, include on/off ramps without stop lights, and doing so will encourage commuters to prefer it to SR36.
Stop building new homes in Tooele County
Stop high density building. Stop building home after home after home with nothing to support them..... East fix, get Tooele back to being truly rural
Move your road down in Clinton road? It doesn't need to come up in the fault line by the mountain. You have plenty of room west of the Tooele exit to add more roads to avoid congestion.
Seems similar to goal one. Again an alternate route and potentially a bypass/frontage road on SR-36 would help this. In addition the slip lane should help some with the ingress/egress between exit 99 and 201.
To minimize congestion pay more attention to what the needs of the community are as opposed to developers lobbying to improve there land values. This would include minimizing unnecessary intersections on the new mid valley road. New stops and stop lights don't help. I would suggest big improvements to the Burmester road to handle increased volume and less congested access to Main Street. Most people living in Grantsville would use this if it were more accessible and drivable. Just take a drive down it and imagine your coming home from work in traffic with a bunch of other cars.
-The Sheep's Lane exit is a great idea. The sooner it can be finished the better.
An alternate route to SLC/beyond, via I-80 would be a much greater improvement.
Expand the 36 to several lanes. There's plenty of room. DEFINITELY expand the entrance to the 80 and exit to tooele to more than what they are now (I think they're both 2 lanes).
How does putting a highway on the East side of valley help the growth that is happening west?
Adding a lane will temporarily help. But tooele is growing fast.
Also important. Unfortunately the proposed satellite inland port will negate any commuter benefit of the mid valley onramp due to all the semi traffic it will bring down that road if approved.
We do need to have more options available than the single one we currently have in the area. We should explore alternatives for accessing the area as population continues to grow and density of traffic increases. This should be a much higher priority of goals and there should be more access connections and alternatives to I80 into the Amen to that.
Create another East/West connection point at Tooele & Herriman. Only another East/West connection can improve the congestion at connections to I-80 in the longterm.
The access to Tooele is good enough and does just as it is.

With the pandemic traffic has slowed way down and many people are switching to working from home permanently so this might not be necessary anymore
we need a secondary option to I 80 between 36 and 201
Until the new Midvalley Highway (Stansbury Park) offramp on I-80 is complete it is unknown how much traffic that will free up from Exit 99 interchange.
A shorter commute would be nice, but how much of this road would cut through the wetlands, the mountain, or the lake, as well as the surrounding neighborhoods? Such concerns me.
2 off/on ramps from the current ramps to Lake Point and the proposed ramps could increase congestion as people merge. The off ramps need to be speed further apart, to the west where the growth is actually
With the new Midvalley exit west of exit 99 being built it will already significantly decrease the traffic to I-80.
Tooele valley is only going to increase in population growth which means we need to increase the available volume on our roadways NOW and not 5 years after the problem started.
This has to be done before the either two goals can be accomplished. In fact this should be the main goal. We need to have a bridge over lake point so we aren't hitting lights as soon as we get off the freeway. Also adding that half a third lane created more issues since it doesn't go all the way up. I am so tired of being stopped in traffic once I hit Factory Flooring until I pass the Maverik. The lights have to go.
Add another on/off ramp. Connect it to the highway from tooele to Grantsville
This should be 1A or 2 at worst
Yes, please!!
I'm glad this is the top priority. I think if SR 36 connected to I-80 by Adobe rock it would help relieve the bottle neck in lake point. Creating three on ramps to I 80 with the mid valley highway, one in stansbury and the one in Lakepoint would help so much.
Need to clear the congestion on and off the highways to I-80. People are dying every month.
Make SR-36 go straight from Stansbury Park to I-80 without going through Lake Point.
I suggest the new 3rd lane off I-80 into the valley be extended all the way to Mills Junction. I feel this would significantly reduce congestion on Hwy 36 as it approaches Mills Junction and it would also reduce the bottleneck that you moved from the off ramp of I-80 up to where the lane terminates and merges back to two lanes.
Provide an alternate route to Tooele from Salt Lake in addition to I-80, such as Butterfield Canyon to Middle Canyon road.
If there's an accident you are often stuck for hours
Tooele Valley needs alternative access to the valley other than I-80 or driving all the way around the mountain to Lehi. A road over the mountain into Herriman would provide an alternative. If we ever have to evacuate for some reason it will be nearly impossible given the limited access/exits points to the valley. Please pave and improve Middle and Butterfield canyons.
Definitely need to reduce the congestion if there is a way to teach people how to merge off of the 201 and onto I-80 west bound I honestly think that will solve a good amount of the congestion.
You already blew this, when the new bridge was only constructed with 3 lanes!! It's useless already! Put 10 lanes on I-80 and the chokepoints are still the off ramps! Just shows the complete incompetence of UDOT and
Improve the exit and on ramp from highway 36. Truck stop area needs a frontage road to the light so that trucks can more easily and safely exit and enter highway 36
Something has to happen. The growth in Tooele county is nuts. All these people moving to the suburbs. No thought has been given to the impact it has on the traffic. Unless widening the roads counts. All that did was cause more accidents.
We definitely need more options for getting to I-80
Wrap 201 around the mountain and connect it to anaconda. ROW and houses will need to be purchased to have enough lanes for growth. Also approve Midvalley hwy phases 2 & 3!
This should be goal 1

Only option I can think of is to continue the 201 Hwy going west and ending at Lakepoint. With limited real estate around the point of that mountain, I don't know if that is even an option without moving I-80 over the lake.
I have noticed the trucks utilize those gas stations and restaurants and have a very hard time merging into traffic to get onto the freeway, it is not a gradual thing it is pretty quick they are having to get up to speed so not many are willing to let them out due to the slow down. I see some open space by the Arby's/Mcdonalds area that I was wondering why another on/off ramp or just an on ramp could be added to help with the trucks. People could get on over there and that other ramp could be used more for the trucks.
Commercial traffic and residential traffic all complete on the same entrances, exits going back and forth on I80. I think Utah should do lanes for commercial trucks like they do in California and/or HOV lanes on I80. If the truck stop were located in Grantsville instead of Lake Point a huge chunk of that competition would go away right there. 201 needs an option to go in and out of Tooele on top of merging with I80 near the marina. Having a new entrance and exit west of Lake Point will help traffic getting on I80 from Stansbury but those roads that connect to it will need to turn into roads similar to SR36. The biggest issue is that almost everything have to use the same roads that horrible bottle neck at the same locations no matter how the get between Tooele and Salt Lake.
Take Village Blvd straight out to I-80 and build an exit. This would eliminate a lot of traffic from Stansbury and grantsville residents going through lake point and into tooele.
Add 201 dedicated lanes. There has to be a way to keep traffic flowing on I-80 around exit 99. Another off ramp is vital, the new one for Stansbury is too little, too late. You're already behind the curve. Mass transit? The flyover off ramp of exit 99 to Lakepoint is a disaster of epic proportions. Westbound traffic combined with commuters dumping into Lakepoint. What could go wrong? Create a ramp for westbound traffic to safely leave Lakepoint. Or a median. Something to separate westbound traffic from eastbound on that flyover ramp. It's unbelievably dangerous. When one drives through the SLC valley on I-15 the amount of work, money, and thought process on those freeways exits and off ramps is exceptional. Why in the world is some of that engineering magic not being put to use for exit 99 and the Tooele roadways? I am not a road master, but the TA truck stop entrance must be closed and a frontage road created to the light for them. Median down the center of Lakepoint, no turning. Frontage roads for the businesses on both sides is a
On the onramp to I-80 eastbound, the gore is too long to allow the number of vehicles safe access onto the freeway. Typically vehicles have to exit the gore illegally prior to the official entrance to the freeway to avoid accidents and traffic backup. Reducing the length of the gore to all traffic to access the freeway sooner would alleviate backups and traffic accidents. Due to the heavy traffic, vehicles are not able to reach freeway speeds thus resulting in vehicles entering the freeway well below safe speeds for the freeway. SR-138 at SR 36 should be redesigned to a Bangerter Highway style type road to allow vehicles unrestricted access traveling north and southbound, eliminating the need for a 4 way stop at this busy highway. As the county is experiencing rapid growth now is the time to implement this strategy prior to more development taking place at this intersection.
I think this goal is a little specific. I think that relying on I-80 alone is foolish. I think the goal should be to improve ingress/egress to Tooele from Salt Lake City. This can be accomplished by other methods than I-80. A second connection from Tooele to Salt Lake would be a better option in my opinion.
The open space is starting to fill in, we need to plan ahead for much larger populations. Bad planning means that the space for infrastructure later will already be taken.
If we could make it so the trucks don't pull out into traffic like they do to get on to I-80 that would help. Can there be a road that leads to the stoplight instead. Also that stoplight hinders flow of traffic coming off of I-80. If there was an overpass or something I think that would be good. I am sure these are all very tough things to try to work out. If we weren't growing so fast you might have some time to make some good plans but I know it is so hard to Jeep up and there are no easy answers.
The I-80 exit near Sheep Lane can't come soon enough!

We need the mid-valley Highway now.
The Sheep Lane access will help those in Grantsville and west Erda, but it will likely not offload the pressure at Exit 99 substantially - especially with the growth we expect. Maybe you get lucky with an influx of One thing that would help is to close the immediate access to the TA truck stop. That intersection is dangerous and it creates bottlenecks and headaches for truckers.
I would love to see a front runner to Tooele County. Building roads and adding lanes will never end with all the growth yet a commuter train could take a lot of the cars off the road and provide a safe option for commuters
See above. Need vast improvements to I-80 access beginning with SR36 entrance ramp. MOST important to address lack of safety caused by the undirected heavy semi truck traffic at the i80 entrance in Lakepoint . A traffic light should be added to safely allow semis to exit/enter the TA truck stop or a new safer entrance/exit needs to be created farther from the highway on ramp.
I-80 itself doesn't seem to be the big issue, it's highway 36. Having only that one way to get to and from I-80 without a major detour is a problem.
More connections to I-80 from Tooele County, a wider freeway, and better mass transit options are going to be key to well-managed growth in Tooele County. The Mid-Valley Highway is a great step in the right direction but I am concerned it will quickly become inadequate. What can be done now (before traffic exists on it) to make it suitable for Grantsville and Stansbury Park (both growing communities) so it doesn't need to undergo construction while being trafficked?
Agree
Again, if making I-36 more like bangerter is an option, I think it would help access to I-80.
I agree
A 3rd lane places at high traffic areas should help. A 3rd lane along sr36 to stansbury will also ease traffic. Flex lanes may help but are very confusing..
This is nice.
See objective one comment.
There has to be a secondary evacuation highway out of the county to the north to salt lake.
I agree with these.
Test 3 for Goal Three
Test for Goal Three
A possible exit on the road just west of Tractor Supply may be a great solution to the bottle neck in Lake Point. The possibility of 201 connecting directly to hwy 36 could also be a great option. With the growth of Saddleback, possible Rio Tinto project, Wild Horse Ranches, Ivory Homes, Temple Site development just on the north end of the County it would be nice to plan for the quick growth with extra lanes, ped/bike paths so UDOT doesn't have to tear it up like the hwy 92 exit (Alpine Hwy). This county will not have that kind of growth but planning for a population that is 10 or 20 years out may be beneficial.
Add a merge lane on the northbound and southbound sides from Mills Junction to Lakepoint, allowing vehicles exiting businesses.
Make another option for those coming from 201 W bound so they don't even need to touch I-80 to get to Tooele Valley. Include a lane or lanes dedicated to going to Tooele city, bypassing the bottleneck lights in LakePoint and Mills Junction/Stansbury.
Also important. Unfortunately the proposed satellite inland port will negate any commuter benefit of the mid valley onramp due to all the semi traffic it will bring down that road if approved.
More options to exit/enter i-80. Midvalely highway is a nice start. The interchange to highway 36 needs to be rethought/redesigned as it is still dangerous as hell deal with exit 99. before all the land around Exit 99 and around Saddleback is sold to developers. Making Saddleback a freeway interchange to all directions on I-80 might

I support this goal and think it should be prioritized. There is not much else direction to grow except westward, and commuting is a major safety issue.
The lights at lakepoint and mills junction before covid caused a ton of delays. Please make sure the calibration is good to go! Otherwise they are decent
As noted above, building above existing I-80 would solve so many problems.
As I said above, this is imparative. SR-36 should have additional lanes and additional onramp/offramp lanes. Traffic backups seems to currently be measured in miles, which is unacceptable.
Comments about needs
More lanes and new exits would work better than a brand new highway that wouldn't be utilized.
Again, all of the needs listed can be met with alternative solutions. The proposed highway is not the best solution.
You can improve these things without making more freeways and highways through quiet housing developments.
We would love to see the main flow of traffic routed away from Lake Point where cars pull on and off highways near gas stations and McDonalds. We need another nearby way of getting to I-80. The midvalley highway is not a great option for most people that live in Stansbury Park, Erda, and Tooele. It will help get Grantsville traffic away from Lake Point is all. It is way too far away from the typical route. Please consider making a new on/off ramp 1.5 miles west of the current Lake Point exit. We want to be able to avoid the dangerous area of Lake Point businesses. Getting commuters off of that area will keep those who want food/gas safer to pull on/off the highway. Thanks for all you are doing to serve Tooele County.
Do serious improvements to burmester road to relieve congestion and safety issues at other egress points. While this will not solve the biggest problem which is the pinch point of the mountain over all traffic flow should ease. My personal concept my be a little more radical than what you may be picturing. I propose redirection to a further West Point on Main Street. I would nearly need to send a picture.
Don't build a freeway extension behind houses, build by I-80 near the salt lake
Stop high density building. Stop building home after home after home with nothing to support them..... East fix, get Tooele back to being truly rural
Yes, I do agree that there needs to be better access but not in the area purposed. Please look at other options!!
While I agree that improved access and safety are important, I also would ask that you consider the effects that would be had on thre local wildlife (which includes several endangered species of plants and animals), and the people who live on Lakeshore, many of whom are young families, with little children who could easily wander into the road when thre parent isn't looking.
It looks like that is being worked on
I-80 needs to be expanded
Plan for on going and significant growth
Improve safety and not allowing tractor trailers to cross two lanes of traffic from TA gas station to WB I-80. Frontage road extending Clinton landing to sr-201 to help with traffic closures from accidents. Both Wb and EB .
Agree with needs.
Agreed, but once again a consideration for Safe access for cyclist to SLC and a proactive approach to mass transit (rail system, front runner, etc.).
Agreed. We need more than one way in and out of the northeast part of the valley. I would continue to have 201 and I-80 connect where they currently do on the west end but also have 201 continue west along the mountain separately and wrap around into Tooele Valley.
Improving access to lake point is not a prime objective as access is already in place. The infrastructure is needed to better reach stansbury and tooele.

Please don't add the highway east of the railroad tracks in Lake Point. We moved here so we had the nature for my kids to grow up in. You are harming the beautiful nature this area has to offer. Move the roads down below where the road exists near the truck stops. Please don't add the highway!!
Semi truck from TA cutting across to WB I-80 can be very hazardous. A frontage road would help between exit 99 and SR-201. More lanes would also help merging on I-80. Removing Lake point Light and adding freeway type exit would help traffic flow and speed to Stansbury/Erda.
Give the road a "face lift". Update the road itself, and plan for bigger entrances and exits.
I lived in west valley before moving here and by the bangeter Highway and it was so noisy. I do not want this behind my home. Not only for noise but I don't think we need it in the east side of the valley
Having the 201 directly tie into the Lake Point exit (mm99) for both East and west bound traffic but at minimum west bound. To bypass I80 traffic
All of those would be addressed by another exit west of exit 99.
There needs to be a sound wall constructed if 201 is extended down to Tooele since it is close to homes and would impact them.
Build a highway over or thru the mountain. Invest in the future.
Agreed.
I'm excited to see how the new exit helps with the traffic. I think most of grantsville and Stansbury drivers will be getting off there. Maybe a new grantsville exit? Their exit is so far from the city center. Also 201 would be faster/better with no lights. Maybe do over passes like on Bangerter.
Add a bridge at the flying j light to avoid stops right before/after freeway speeds.
Add 3rd lane on both sides to help with traffic in case of an accident.
Between the new exit and finishing the 3rd lane on sr36 to stansbury that will help. I do think the 3rd lane needs to be on both sides.
Exit 99 should be moved further west to bypass the truck stops/restaurants at Lake Point. There is to much traffic moving across SR 36. You can still create an exit to access the truck stops and restaurants, just in a much safer
All yes... those needs are absolute before you can really grow this county even more.
I'd like to see a second route if possible, so that when I80 is closed there is another way home that is not unreasonably long. Right now the only work around is going around to Lehi and that's just not reasonable.
We need more lanes on I80, and a Trax line
I80 EAST & WEST BOUND LAKE POINT. The concern I have is the east bound & west bound split coming off of Sr 36 to i80& the big rigs trying to get on there, I've almost slammed into multiple trucks pulling out into fast moving traffic & or trying to go west bound on i80 they need a better run up so they are up to traffic speeds or they need a better route to get back on to i80.
I80 to & from tooele needs wider & maybe a secondary choice like 201 connecting directly to sr36
Stop building new homes in Tooele County
I really truly believe if we had 201 come all the way in to Tooele county. Even come in behind Lake Point and connect to 36 in Stansbury Park. Add the flyover at Mills junction and make the 3rd lane go the whole way in. And once the new Grantaville exit (maybe even give a road to go towards Stansbury Park off of that). I believe that all of these would alleviate so much of the congestion!! Give multiple routes for people to use instead of
Agree
Widen I-80 and use the suggestions I made above. I think the valley needs these solutions.
Don't waste space with trans. A road strait to 201 would help.

There's a lot more high-density housing proposed for the Stansbury/Erda area. How is UDOT planning ahead for the additional traffic? We all know it's coming so let's not bury our heads in the sand. Midvalley Highway is too far to the west for anyone in Lakepoint/Stansbury/East Erda to even use. It's not practical. It'll remove Grantsville traffic from SR138 is all. From Mills Junction, it's a 5 mile backtrack west and then 5 miles east to get we need a secondary option to I 80 between 36 and 201
It would be good to connect 201 all the way so drivers don't have to go on I-80 at all.
Kind of like Leagcy and I-15. Drivers have options. 201 and I-80 could follow the same methodology.
Quick as Possible! Maybe a commuter train from Lake point to SLC UTA support on weekends and later in day.
Having traffic merge to I80 to then exit the freeway leads to more trouble than if there was a dedicated route avoiding merging then exiting so near each other. Having traffic that is flowing through the area able to avoid one of the merges would alleviate some of the problems in the area. Further having stop lights and traffic accesses so near the ramps to exit and enter results in further problems this would be better solved by making those entrances or exits on frontage roads or away from the off/on ramps. Further the traffic flow is even more disrupted because there is only one road/way to enter or exit from the main city centers, adding additional or 'beltway' types of road now before costs increase exponentially makes more sense than to have to expend the money higher later while costing time and frustration prior to this. Adding roadways even with tunnels into or out of the area would provide safer commuting as well ease the burden on I80 especially when accidents occur in 3 lanes from the i80 past Stansbury Park
Agreed. Again, need to reduce single point of failure. A new freeway interchange is being added to I-80 but it really just serves Grantsville and the Tooele depot. It goes out of its way to connect with Stansbury which would really have reduced bottleneck in Lake Point. Need to add Stansbury connection to new interchange.
These are valid needs.
Widen out the existing roads by 2x and I-80 as well. Eliminate the on-ramp to NB I-80, and use both lanes to exit. Move the NB 1-80 section to Saddleback. This would double traffic throughput on this exit, and make infinitely safer to travel.
On the 201 bypass you guys are planning, parallel to I-80 is a nice idea. But along with your plan, the number of lanes of both 1-80 and 201 also need to be increased by a minimum double. (2 to 4 lanes on 80, 201 could easily
I have a relatively simple plan that could drastically improve the safety through the commercial area of sr36 in Lake point while still allowing access to the businesses. Contact me for details as it would eliminate the majority of major accidents in the area due to turning or crossing traffic. Also need an alternate for when I80 is shut down due to fatalities, etc. These always seem to occur between lake point and the 201 merge, blocking all access through the area.
Make additional lanes that bypass the LakePoint and Stansbury/Mills Junction intersections/lights. Lanes dedicated for vehicles going beyond LakePoint and Stansbury to Tooele city. OR Get rid of the lights at those 2 places.
A demand for developers or UDOT to add additional ped/bike trails anytime a new road is developed or an old road updated. Tooele County should have a ped/bike trail that connects to the Salt Lake Marina that would connect Tooele to Salt Lake. There may still be access needed from 5600 west past the airport to north temple.
The exit 99 is weird in various ways. Also, an additional access road to Salt Lake besides I-80 is needed.
I would urge Udot to think of other ways to meet these needs rather than creating more problems by re-routing a freeway close to homes and wildlife.
We need safe bicycle access. It likely won't improve traffic a lot, but it will add to the quality of life for Utah

Also in reverse is the traffic caused by the traffic lights on 36. Adding the 3rd lane has reduced the issue but also pushed it further down to Mills Junction. The big thing though is the lack of additional passages between exit 99 and the 201. When that corridor is shut down the only other way into tooele is hours away.

See goal #1

There needs to be an additional roadway to access the Tooele County area. Currently there is one way in or out on the North side. When I-80 is closed it leaves NO way to access anything west of Salt Lake. Utah needs for East-West and West-East Bound Highways-Freeways.

These are all great improvements. We still need a reliable solution for an alternate route other than I-80 around, through or over the mountain.

UDOT needs to keep Tooele County ingress/egress to/from Salt Lake County as a priority as planned and forthcoming new subdivisions are built out the traffic will become worse. I wish that UDOT would get ahead of the growth and improve conditions immediately not after the fact.

Provide an alternate route that can be used when the section between where SR 201 joins i-80 and exit 99 leaves I-80 is closed in either or both directions due to weather or auto accidents.

The needs are accurate but the last thing we need is another useless band-aid. I've been commuting back and forth through here for almost 20 years now. It was a joke back then and it still is.

The idea of adding a brief 3rd lane southbound SR-36 was a joke. People now flock to it so that can pass and you see people almost getting hit regularly.

2nd high hazard are the people who whip out to the far left lane on east bound I-80 accelerate to 85+mph then dart back in to the SR-201 exit. There needs to be a 3rd lane like you are adding west bound I-80. Run a 3rd lane from Exit 99 east bound I-80 to SR 201 exit. It will give the semi-trucks more time to blend all the faster traffic a safer blend as well.

Take all left hand traffic out of the Lake Point area. Install frontage roads and a concrete barrier down the middle

Yes, the entrance to the i80 west from the 201 definitely needs to be expanded to two or more lanes. I am not aware of safety issues regarding the 99 exit. I have never seen or experienced a traffic incident there.

The main difficult issue is the limited space available for transit routes between the northern tip of the Oquirrh mountains and the Great Salt Lake. My suggestion would free up key space for a new road in that already crowded transit corridor. The UP railroad presently splits its westbound routes to distant points in Los Angeles and San Francisco at the Kennecott smelter where the rail lines cross. The track to LA continues on along the mountains passing through Lake Point, Stansbury Park, Erda, and Tooele. The San Francisco bound track runs under I-80 then along beside the freeway and the Great Salt Lake, and on westward though Wendover. But, there is also another rail line, which was previously used by the Tooele Valley Railroad which ran from Burmester [exit 88] on I-80 through Tooele, and on up to the old Tooele Smelter in the Pine Canyon area. I believe that Tooele County still owns the majority of that railroad right-of-way. Whatever the County doesn't still own they could re-purchase or re-acquire through eminent domain. The very northern portion near Burmester is currently used by UP to temporarily store empty rail cars. A new business who has recently entered the picture along the Sheep Lane corridor, has evidently expressed interest in having Union Pacific restore the Tooele Valley rail line, so that they would have rail service to their new future facility's location. If Union Pacific would do that, they could actually abandon the portion of their LA bound line between Kennecott and Tooele City. Then instead utilize the former Tooele Valley rail line by turning southward at Burmester and joining the current UP track at the former Warner Station in Tooele, then proceed on toward LA. The key result of this is that the freed-up rail right-of-way between Kennecott and Tooele could be lowered, widened and turned into at least a nice two-lane roadway, which would provide an alternative route to and from the SL Valley, that is especially needed whenever I-80 is shut down due to bad accidents. I realize this is kind of a cryptic description of the proposal, but hopefully it

Those things are needed, but an alternate route is a key to making it all happen. Connecting 36 to 201 would provide a bypass.
Reducing the traffic at exit 99 would be the best way.
Agree
Make SR-36 go straight from Stansbury Park to I-80 without going through Lake Point or make it three lanes in both directions from Bates Canyon Rd. to I-80
The tooele valley will continue to grow exponentially over the years and I believe the solution would be a double decker freeway, a raised bridge/road above the existing section of I-80 starting before exit 99 that would allow traffic continuing west on I 80 beyond exit 99 to get up out of the traffic exiting for lake Point, stansbury and tooele. I've seen these types of freeways in Japan where they have built them right on top of existing freeways. I know the cost would be a lot to say the least, but it would be worth the investment now to do it right instead of redesigning the interchange every few years to accommodate the growing population.
Develop the Butterfield Canyon to Middle Canyon road as an alternate route into Tooele
I agree
Would it be worth considering extending SR201 around the mountain, parallel to the existing railroad tracks on the south side of I-80 and connect directly to SR36 in the Tooele valley. Therefore bypassing the need to use the bridge and merge with I-80 to exit 99 into Lakepoint. Also, proposing an access road that runs behind all businesses at Exit99 (Lakepoint) that would connect the traffic to the light by the flying-J. It seems it would lower the congestion and danger of semi-trucks and cars entering and exiting that part of a 6 lane highway.
Provide better bicycle infrastructure. I know I am one of very few people that rides a bike from Salt to Tooele. However, there are others and more would do so if they felt safe. Even from a recreational standpoint, safe passage for bicycles would result in more cyclist riding around the mountain. This can result in posit impact on the Tooele Valley economy.
I agree with each of these. I do feel some additional opportunities you could include would be a safe passage path such as the one at parleys summit for animals to crossover. There is a lot of road kill on 1-80. Second a suggestion on how to improve traffic flow would be to create a double decker highway. (think of a bridge like in New York) I know we don't have the space to go wider with the mountain and the lake so a stacked approach
MORE LANES MORE LANES MORE LANES!! PERIOD!! Overall I-80 is in pretty good shape, but the chokepoints are ridiculous.!!
Agree with those needs at minimum
I definitely agree with the needs and the need will continue as Tooele County grows. Approving the funding for phase 2 and 3 of mid valley would help significantly
Wrap 201 around the mountain and connect it to anaconda. ROW and houses will need to be purchased to have enough lanes for growth. Also approve Midvalley hwy phases 2 & 3! These will reduce traffic in the area and be consistent with the steady growth the county has been seeing for years.
We need more than one access to 1-80. The mid valley highway with access at the south end of Tooele needs to be a higher priority.
There does need to be another option heading west if I-80 is blocked for any reason. There currently is not even a frontage road as an option and with the growing population of Tooele county just on the other side of the mountain, there should be.

I commute in the early morning but have come across a couple wrecks that have forced me to turn around and call in sick due to no alternative routes, I think making it easier for the diesels to get out needs to be addressed. I am hoping the additional lane coming into tooele will help a bit with the backups that happen when there are accidents in that area. but only time will tell with that. I have only been in this area for a year so I don't have much to add but dealt with this struggle for years coming from the bountiful area.
I think one of the biggest needs is that Utah needs to use paint that commuters can actually see in the dark and when weather occurs.
Need easier and more access to I-80 so you don't have to drive through the entire county to get to the freeway.
Create an access road to the TA truck stop and Clinton landing rd accessible from saddleback boulevard only and remove access to 36 from Clinton landing rd. In my opinion all businesses on 36 from saddleback boulevard to exit 99 should be only accessible via access road off of 36.
Agree with the above needs. Also need to take a look at main arteries, don't allow a temple to have high density housing on SR36.
Make Sheep Lane a real road to an I80 on-ramp.
I think a second path of ingress/egress is needed. Not just improving the existing one.
I-80 is frequently blocked for hours, when an accident occurs. Commuters are stuck, without a bypass or detour.
I'm glad the issues are being addressed but as soon as what's needed today are complete, they're already
I have noticed a few things that would be helpful to improve safety on I-80 Eastbound, between the Lake Point on ramp and the 201 exit. Some sort of active warning sign, possibly triggered by some type of traffic sensor, to warn of slow traffic as cars come around the mountain curve. There have been several times that as drivers immediately accelerate to freeway speed, from the Lake Point I-80 E on-ramp, they get around that mountain point and are faced with much slower or even stopped traffic. At this point it is sometimes too late to slow down from 75mph to a much slower 30-40mph, or less. This has caused many chain-reaction accidents from drivers unable to slow down quickly enough to avoid rear-ending a slow car or semi truck ahead.
Another issue that we should address, and try to remedy, is the semi trucks that need to access I-80 Westbound and I-80 Eastbound from the TA on Clinton Landing Road. These trucks have absolutely no time to accelerate from that point and cars on Northbound SR36 are forced to quickly slow down or even stop as these large trucks enter the road. There is also no way for the Northbound cars to know if the truck is trying to access the I-80 Eastbound entrance Or the I-80 Westbound entrance. I have seen many near misses as Northbound cars assume the truck is entering the Eastbound I-80 on-ramp, but then end up slamming on their brakes to avoid an accident as the semi truck crosses into the left lane to the I-80 Westbound freeway on-ramp. Of course this is no place to put a traffic signal, so maybe creating a secondary road, connecting the TA directly to Saddleback Road, would be a viable option. Requiring the trucks to enter SR36 from the existing intersection and traffic signal at Saddleback would be much safer. This would also be beneficial for semi trucks exiting from Westbound I-80 onto SR36, who would like to go to the TA truck stop. These trucks would be able to turn left at the Saddleback Road intersection and take this secondary road to the TA from there. This would eliminate the need for these trucks to turn left across SR36, in front of Northbound SR36 traffic, especially at high-traffic times.
Yes safety needs to be improved right there at the interchange. Trucks I think are the biggest issue. I am glad you are making a lane that goes right into 36 which will help a lot I think but the problem is with how many cars there are. The last problem is there is no frontage road by 80 so if there is a wreck commuters are stuck. That needs to be addressed somehow.
I think there is a need for better commute ALL the way to SLC.
We are growing enough that we need access to light rail/commuter rail. Tooeleans are efficient and loyal users of mass transit. They would take advantage of an asset like this. Moreover, it would put a sizable dent in the air pollution from the commuters. I have heard rumors that UTA is looking at it. Please consider this. At the very least, look at increasing the bus routes and van pools out here. We are VERY underserved by UTA.

The only comment that I have has to do with the safety of the intersection coming right out of the TA truck stop. In the last week I have had to slam on my breaks to avoid other cars as I was traveling to get on I-80, because a truck driver pulled put and needed to enter the overpass. Truckers are too impatient to wait for traffic because it is nearly impossible for them to get a on opportunity to travel safely without traffic. If somehow a road could be created connecting the TA truck stop to the road with the light bu the Flying J then I feel that safety could be improved. Truckers wanting to go east bound on I80 would be forced to enter the highway at the light safely.
Safety in the Lake Point area coming/going to I-80 is a huge issue. My family owns a business that has been in the area for over 30 years and I fear for my life anytime I go to the business off SR-36. People drive 60-70miles an hour in the area and have no regard for others.
Lakepoint to SR201 also needs a third lane to handle commuter traffic. It's a very dangerous stretch of highway at peak commute time.
Those are the highest needs, I agree. I would add that heading into Tooele from I-80 during the evening commute is a particular problem as well. So I would add southbound highway 36 as a needed improvement.
Agree
Thanks for listening!
Adding an exit to I-80 at Sheep Lane will only reduce traffic at Exit 99 by a small percentage. It is too far west to be beneficial for those that live in Stansbury, Tooele, and south of Tooele. The additional lane from the 201 merge with I-80 to exit 99 should help with congestion, even more beneficial would be for that third lane to continue to Mills Junction. Semis pulling out of the TA truck stop and immediately crossing two lanes to get on WB I-80 create a hazard for other drivers, an alternate solution needs to be put in place.
The area between Sr36 and Sr201 needs to be priority after the Midvalley bypass.
YES! Yes! Yes! To all of these but especially exit 99. It's terribly unsafe. Too high of speed with opposing traffic and people merging in front of others last minute to get off the exit.
A third lane all the way from exit 99 to mills junction would GREATLY improve traffic flow. Right now for some reason, you get off i80 into a 3 lane road then it jumps back to a two lane road. With 3 lanes all the way to mills junction. You would have a continuous flow. Thank you
I agree with these.
Test 2 for Needs
Test for Needs
demand for developers or UDOT to add additional ped/bike trails anytime a new road is developed or an old road updated. Tooele County should have a ped/bike trail that connects to the Salt Lake Marina that would connect Tooele to Salt Lake. There may still be access needed from 5600 west past the airport to north temple.
Make additional lanes that bypass the LakePoint and Stansbury/Mills Junction intersections/lights. Lanes dedicated for vehicles going beyond LakePoint and Stansbury to Tooele city
I have a relatively simple plan that could drastically improve the safety through the commercial area of sr36 in Lake point while still allowing access to the businesses. Contact me for details as it would eliminate the majority of major accidents in the area due to turning or crossing traffic. Also need an alternate for when I80 is shut down due to fatalities, etc. These always seem to occur between lake point and the 201 merge, blocking all access
Widen out the existing roads by 2x and I-80 as well. Eliminate the on-ramp to NB I-80, and use both lanes to exit. Move the NB 1-80 section to Saddleback. This would double traffic throughput on this exit, and make infinitely safer to travel. On the 201 bypass you guys are planning, parallel to I-80 is a nice idea. But along with your plan, the number of lanes of both 1-80 and 201 also need to be increased by a minimum double. (2 to 4 lanes on 80, 201 could easily handle 3 lanes with all of the current rush hour traffic levels
These are valid needs.
Agreed. Again, need to reduce single point of failure. A new freeway interchange is being added to I-80 but it really just serves Grantsville and the Tooele depot. It goes out of its way to connect with Stansbury which would really have reduced bottleneck in Lake Point. Need to add Stansbury connection to new interchange.

I would like to see additional transportation provided to everyone in Tooele County, including unincorporated areas. Also, buses should run more than once or twice a day into and out of SLC. And lastly, don't reduce bus/train service on holidays. In large cities, transportation is increased in order to provide shopping opportunities. Also, there are a lot of people who have to work on holidays and this is a grave disservice to them

I agree with these, also, alternates in and out of the valley is needed. Perhaps improving the butterfield canyon

Map Comments - <https://arcg.is/1zfTu1>

Needs to be eliminated and moved to saddleback road.

A truck only onramp on saddleback blvd for semi's leaving the Flying J and TA.

Add traffic light or close this access and create safer access to the TA. Semi trucks creep out of here in front of cars speeding and accelerating towards highway entrance ramp. Many times they block all 4 lanes as they creep across #SR36 to travel west bound on I-80. This is a hotspot for deadly accidents.

Since there are many roads, businesses, and driveways off SR-36...Consider making Sr-36 similar to what has been done to Bangeter over the past few years so the local traffic and high speed traffic aren't inter-mixed.

The TA needs the entrance and exit move to here.

I feel a rail system would be really helpful through here. I feel that if people saw that they could get there faster by rail they might take it.

Direct connection to SR-201 to SR-36 that does not utilize I-80

The bridge should have been 3-4 lanes into lake point. MINIMUM!! It's useless with the current upgrades happening to the 201 interchange.

Propose to continue SR201 around the mountain side, parallel to the railroad tracks that run on the south side of I-80.

It could then connect at some point around the mountain in the Tooele valley onto SR36.

This would make an alternative roadway to I-80 and the bottleneck between Tooele and SLC valleys and take traffic off the bridge to exit99 at Lakepoint.

Propose an access road behind all businesses on both sides of SR36 through Lakepoint that connect to the light at Saddleback Blvd. Therefore, safely getting all vehicles especially Semi Trucks back on the Highway without crossing 2-6 lanes of oncoming traffic at 50+mph.

We need rail access at least identified. Residents of Tooele would use it.

Continue 3rd lane that was recently put in on Southbound SR-36 all the way to Mills Junction starting as a turn only lane from the billboard at the turn just past the self storage business. Just from daily commute observation 25% to 30% of traffic makes a right turn at Mills Junction.

Add Eastbound I-80 bypass to SR-201

Go from 2 lane to 4 lane road between SR-36 to at least Village Blvd to accommodate growth in Stansbury Park. Install traffic light at Village Blvd & SR-138. This will be needed when the Sheep Ln interchange is completed.

Allowing left hand turns on this part of the road is death waiting to happen. The implementation of frontage roads that drive that traffic to the lights would be safer and improve flow.

In the morning when the semi-truck are trying to get out of the TA truck stop to go West bound they just pull out in front of everyone and cross 3 lanes to get there because there is never a break to let them in.

Instead of connecting 201 to I-80, continue it around the mountain along the Kennecott Road that already exists. This will allow an additional access to Tooele County when the I-80 has accidents, construction, or any other delays or closures. This road could continue all the way through Tooele by connect it to Droubay Rd.

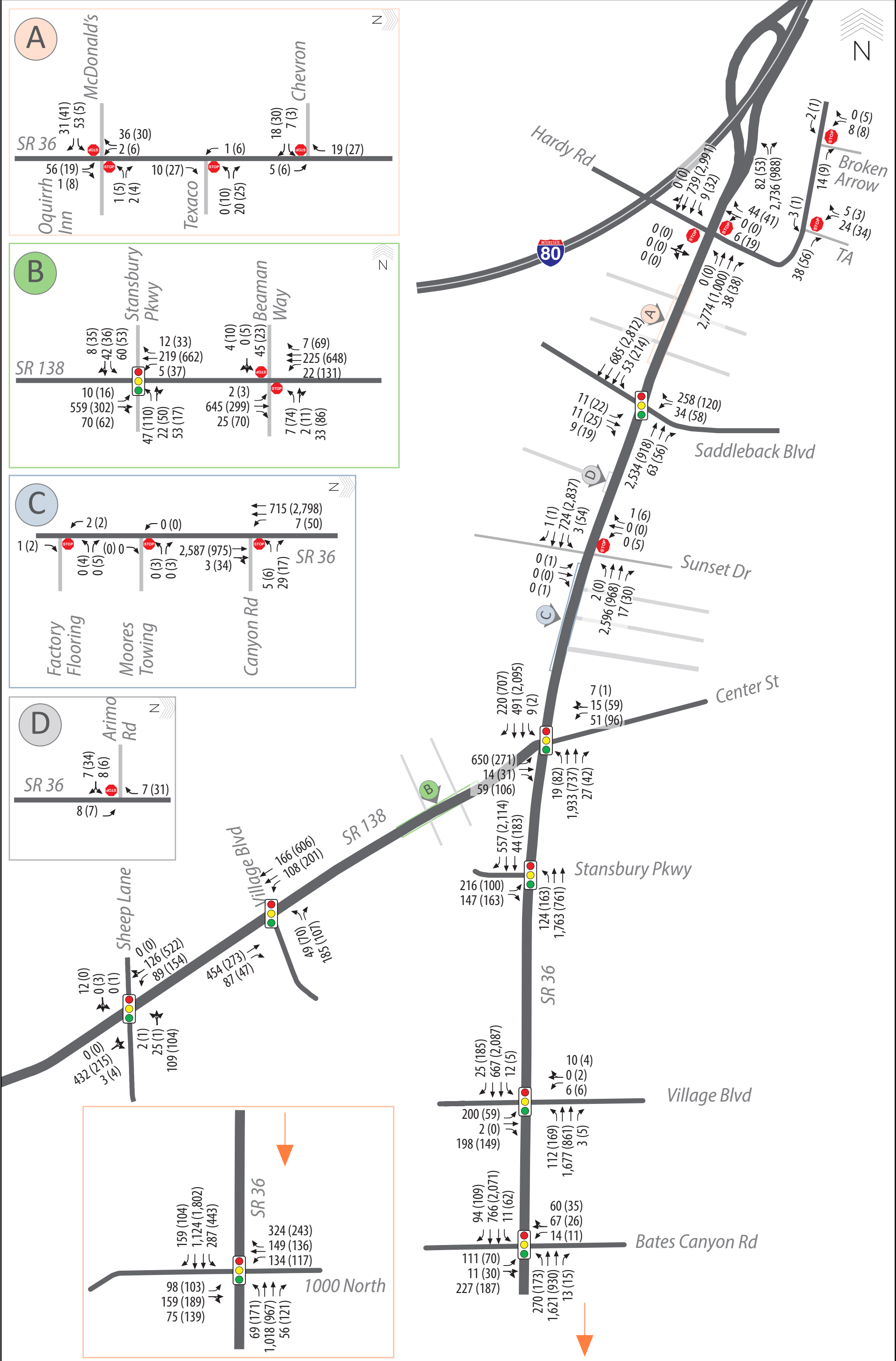
Create an exit and entrance for Semi's ONLY using the 4 way stop light. Installing a road that connects the TA and Flying J without using Highway 36. This road would be behind the TA/Flying J. Then restrict the regular on/off ramps to be used for personal vehicles only. This would make both roads safer for ALL vehicles using I-80. The use of the existing roads would cut costs to build these ramps.

Tooele needs a AmTrak system. This will cut down traffic and get the residents to the city quickly. Residents already have an extremely long commute time, and the bus system takes twice as long to get to their jobs. This makes using the bus system difficult. The AmTrak system would be used by many more because of the time saved. This would reduce the traffic considerably.



APPENDIX C: EXISTING PEAK HOUR TRAFFIC VOLUMES



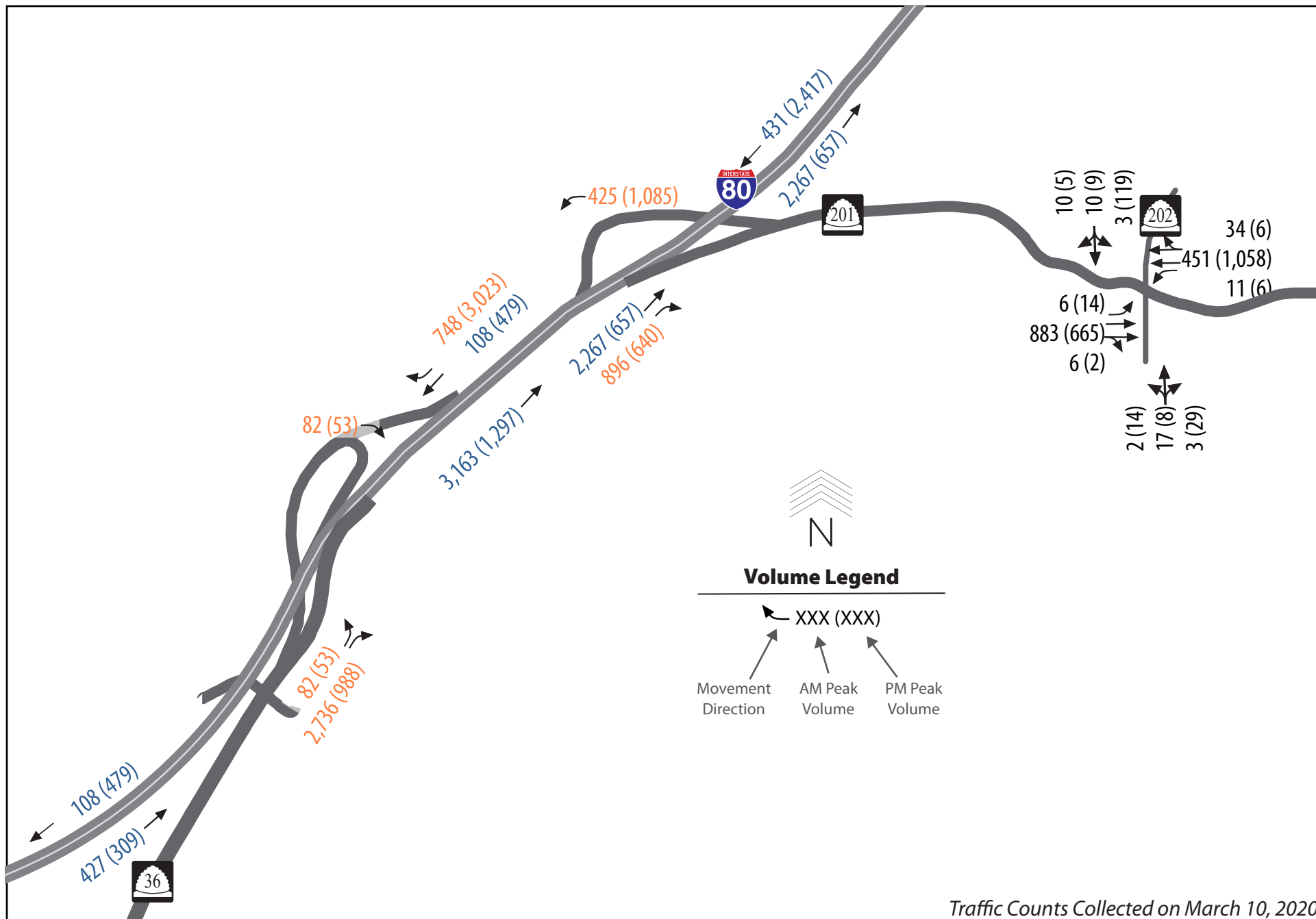


AM (PM) Peak Hour

Traffic Counts Collected on March 10, 2020

2020 Existing Weekday Peak Hour Volumes

Northeast Tooele County Study



Traffic Counts Collected on March 10, 2020

2020 Existing Weekday Peak Hour Volumes

Northeast Tooele County Study



APPENDIX D: DETAILED EXISTING VISSIM RESULTS



VISSIM Link Results Comparison

NETooele County Area Plan

Existing AM

Link Peak Results

Number of Runs: 10

I-80 EB								V: Speed (mph), K: Density (vpmpl), and LOS										
				Q: Hr Flow Rate / Lane			Length	Max 15-min. Interval				Segment Peak Hour				Peak Hour: 15:30		
ID	Location	Seg Type	Ln	Demand	Served	% Served	(ft)	V	K	LOS	Begin	V	K	LOS	Begin	V	K	LOS
8	Basic Segment west of SR 36	B	2.0	210	210	99%	3,925	79	3	A	15:45	79	3	A	15:30	79	3	A
9	Merge Segment East of SR-36 O	M	3.0	1,060	1,030	97%	1,500	62	15	B	16:00	63	15	B	15:30	63	15	B
10	Basic Segment Between SR-201	B	2.0	1,580	1,550	98%	8,325	74	21	C	16:15	75	21	C	15:30	75	21	C
11	Diverge Segment West of SR-20	D	3.0	1,050	1,030	97%	2,200	77	12	B	16:15	77	12	B	15:30	77	12	B
12	Basic Segment East of SR-201	B	2.0	1,130	1,110	98%	2,575	77	15	B	16:15	77	14	B	15:30	77	14	B

I-80 WB								V: Speed (mph), K: Density (vpmpl), and LOS										
			Q: Hr Flow Rate / Lane				Length	Max 15-min. Interval				Segment Peak Hour				Peak Hour: 15:30		
ID	Location	Seg Type	Ln	Demand	Served	% Served	(ft)	V	K	LOS	Begin	V	K	LOS	Begin	V	K	LOS
1	Basic Segment East of SR-201	B	2.0	220	210	99%	2,350	78	3	A	15:45	78	3	A	15:30	78	3	A
2	Merge Segment West of SR-201	M	3.0	290	280	99%	2,450	74	4	A	16:00	74	4	A	15:30	74	4	A
3	Basic Segment Between SR-201	B	2.0	430	420	99%	6,175	78	6	A	15:45	78	5	A	15:30	78	5	A
4	Diverge Segment East of SR-36	D	3.0	290	280	100%	2,025	78	5	A	15:45	78	5	A	15:30	78	5	A
5	Basic Segment between SR-36	B	2.0	50	50	101%	2,475	80	1	A	16:00	79	1	A	15:30	79	1	A
6	Merge Segment West of SR-36	M	3.0	60	60	97%	500	70	1	A	15:30	70	1	A	15:30	70	1	A
7	Basic Segment west of SR-36	B	2.0	100	100	100%	2,375	79	1	A	15:30	79	1	A	15:30	79	1	A

Existing PM

Link Peak Results

Number of Runs: 10

I-80 EB								V: Speed (mph), K: Density (vpmpl), and LOS										
		Q: Hr Flow Rate / Lane					Length	Max 15-min. Interval				Segment Peak Hour				Peak Hour: 15:30		
ID	Location	Seg Type	Ln	Demand	Served	% Served	(ft)	V	K	LOS	Begin	V	K	LOS	Begin	V	K	LOS
8	Basic Segment west of SR 36	B	2.0	150	150	100%	3,925	80	2	A	16:00	80	2	A	15:30	80	2	A
9	Merge Segment East of SR-36 O	M	3.0	440	430	99%	1,500	75	5	A	15:45	74	5	A	15:30	74	5	A
10	Basic Segment Between SR-201	B	2.0	650	650	100%	8,325	78	8	A	15:45	78	8	A	15:30	78	8	A
11	Diverge Segment West of SR-20	D	3.0	430	430	100%	2,200	77	6	A	15:45	77	6	A	15:30	77	6	A
12	Basic Segment East of SR-201	B	2.0	330	320	98%	2,575	79	4	A	16:15	79	4	A	15:30	79	4	A

I-80 WB								V: Speed (mph), K: Density (vpmpl), and LOS											
		Q: Hr Flow Rate / Lane					Length	Max 15-min. Interval				Segment Peak Hour				Peak Hour: 15:30			
ID	Location	Seg Type	Ln	Demand	Served	% Served	(ft)	V	K	LOS	Begin	V	K	LOS	Begin	V	K	LOS	
1	Basic Segment East of SR-201	B	2.0	1,210	1,210	100%	2,350	78	16	B	16:00	78	15	B	15:30	78	15	B	
2	Merge Segment West of SR-201	M	3.0	1,170	1,160	99%	2,450	74	13	B	16:00	74	13	B	15:30	74	13	B	
3	Basic Segment Between SR-201	B	2.0	1,750	1,740	100%	6,175	74	24	C	16:00	75	23	C	15:30	75	23	C	
4	Diverge Segment East of SR-36	D	3.0	1,170	1,160	100%	2,025	74	21	C	16:00	74	20	C	15:30	74	20	C	
5	Basic Segment between SR-36	B	2.0	240	230	97%	2,475	79	3	A	15:45	79	3	A	15:30	79	3	A	
6	Merge Segment West of SR-36	M	3.0	180	170	96%	500	76	1	A	16:00	75	1	A	15:30	75	1	A	
7	Basic Segment west of SR-36	B	2.0	270	260	98%	2,375	79	3	A	16:00	79	3	A	15:30	79	3	A	

NE Tooele County Area Plan

VISSIM Volume, Queue,
and Delay Results

Existing AM_ SR36 & SR138 Model

LOSCategory: Unsignalized

1: Broken Arrow & SR36				Delay / LOS			
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
NBL	8	8	100%	0	0	5	A
NB	8	8	100%			5	A
EBR	14	12	86%	0	0	1	A
EB	14	12	86%			1	A
WBL	2	2	100%	0	0	0	A
WB	2	2	100%			0	A
Total	24	22	92%			2	A

Node Letter: E VISSIM ID: 1

LOSCategory: Unsignalized

2: TA Rd & SR36				Delay / LOS			
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
NBL	24	23	96%	0	25	6	A
NBR	5	5	100%	0	25	6	A
NB	29	28	97%			6	A
EBR	38	39	103%	0	0	1	A
EB	38	39	103%			1	A
WBL	3	4	133%	0	0	1	A
WB	3	4	133%			1	A
Total	70	71	101%			3	A

Node Letter: F VISSIM ID: 2

LOSCategory: Unsignalized

3: EHardy Rd & SR36				Delay / LOS			
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
WBL	6	2	33%	0	25	45	E
WBR	44	45	102%	0	50	30	D
WB	50	47	94%			30	D
Total	50	47	94%			30	D

Node Letter: D VISSIM ID: 3

LOSCategory: Unsignalized

5: W Chevron & SR36				Delay / LOS			
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
EBL	7	7	100%	0	0	1	A
EBR	18	17	94%	0	0	0	A
EB	25	24	96%			1	A
Total	25	24	96%			0	A

Node Letter: G VISSIM ID: 5

Existing PM_ SR36 & SR138 Model

LOSCategory: Unsignalized

1: Broken Arrow & SR36				Delay / LOS			
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
NBL	8	6	75%	0	0	5	A
NBR	5	6	120%	0	0	5	A
NB	13	12	92%			5	A
EBR	9	6	67%	0	0	0	A
EB	9	6	67%			1	A
WBL	1	2	200%	0	0	0	A
WB	1	2	200%			0	A
Total	23	20	87%			3	A

Node Letter: E VISSIM ID: 1

LOSCategory: Unsignalized

2: TA Rd & SR36				Delay / LOS			
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
NBL	34	34	100%	0	25	6	A
NBR	3	3	100%	0	25	6	A
NB	37	37	100%			6	A
EBR	56	56	100%	0	0	1	A
EB	56	56	100%			1	A
WBL	1	1	100%	0	0	0	A
WB	1	1	100%			0	A
Total	94	94	100%			3	A

Node Letter: F VISSIM ID: 2

LOSCategory: Unsignalized

3: EHardy Rd & SR36				Delay / LOS			
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
WBL	19	15	79%	0	25	17	C
WBR	41	43	105%	0	50	10	A
WB	60	58	97%			11	B
Total	60	58	97%			11	B

Node Letter: D VISSIM ID: 3

LOSCategory: Unsignalized

5: W Chevron & SR36				Delay / LOS			
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
EBL	3	2	67%	0	0	2	A
EBR	30	30	100%	0	0	1	A
EB	33	32	97%			1	A
Total	33	32	97%			1	A

Node Letter: G VISSIM ID: 5

NE Tooele County Area Plan

VISSIM Volume, Queue,
and Delay Results

Existing AM_ SR36 & SR138 Model

LOS Category: Unsignalized

6: Texaco Rd & SR36				Delay / LOS			
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
WBR	20	20	100%	0	0	2	A
WB	20	20	100%			2	A
Total	20	20	100%			2	A

Node Letter: H VISSIM ID: 6

LOS Category: Unsignalized

7: McDonald's & SR36				Delay / LOS			
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
EBL	53	53	100%	0	0	1	A
EBR	31	29	94%	0	0	0	A
EB	84	82	98%			1	A
Total	84	82	98%			1	A

Node Letter: I VISSIM ID: 7

LOS Category: Unsignalized

8: Oquirrh Inn & SR36				Delay / LOS			
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
NBR	1	2	200%	0	275	3	A
NB	1	2	200%			3	A
SBL	2	2	100%	0	0	27	D
SB	2	2	100%			22	C
Total	3	4	133%			12	B

Node Letter: J VISSIM ID: 8

LOS Category: Signalized

9: Saddleback & SR36				Delay / LOS			
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
NBT	2,534	2,474	98%	50	600	7	A
NBR	63	63	100%	0	25	4	A
NB	2,597	2,537	98%			7	A
SBL	53	55	104%	0	75	30	C
SBT	685	670	98%	0	125	3	A
SB	738	725	98%			5	A
EBL	11	9	82%	0	75	55	D
EBT	11	11	100%	0	75	67	E
EBR	9	8	89%	0	75	8	A
EB	31	28	90%			47	D
Total	3,366	3,290	98%			7	A

Node Letter: K VISSIM ID: 9

Existing PM_ SR36 & SR138 Model

LOS Category: Unsignalized

6: Texaco Rd & SR36				Delay / LOS			
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
WBL	10	8	80%	0	0	2	A
WBR	25	24	96%	0	0	1	A
WB	35	32	91%			1	A
Total	35	32	91%			1	A

Node Letter: H VISSIM ID: 6

LOS Category: Unsignalized

7: McDonald's & SR36				Delay / LOS			
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
EBL	5	3	60%	0	0	1	A
EBR	41	41	100%	0	0	7	A
EB	46	44	96%			7	A
Total	46	44	96%			7	A

Node Letter: I VISSIM ID: 7

LOS Category: Unsignalized

8: Oquirrh Inn & SR36				Delay / LOS			
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
NBR	8	6	75%	0	0	1	A
NB	8	6	75%			1	A
SBL	6	7	117%	0	50	3	A
SB	6	7	117%			3	A
WBL	4	2	50%	0	0	2	A
WBR	5	6	120%	0	0	1	A
WB	9	8	89%			1	A
Total	23	21	91%			2	A

Node Letter: J VISSIM ID: 8

LOS Category: Signalized

9: Saddleback & SR36				Delay / LOS			
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
NBT	918	911	99%	25	200	7	A
NBR	56	54	96%	0	25	2	A
NB	974	965	99%			7	A
SBL	214	207	97%	0	125	17	B
SBT	2,812	2,740	97%	175	1,425	16	B
SB	3,026	2,947	97%			16	B
EBL	22	23	105%	25	125	65	E
EBT	25	23	92%	25	150	85	F
EBR	19	18	95%	0	100	12	B
EB	66	64	97%			57	E
Total	4,066	3,976	98%			15	B

Node Letter: K VISSIM ID: 9

NE Tooele County Area Plan

VISSIM Volume, Queue,
and Delay Results

Existing AM_ SR36 & SR138 Model

LOS Category: Unsignalized

10: Arimo Rd & SR36						Delay / LOS	
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
NBL	8	8	100%	0	0	3	A
NB	8	8	100%			3	A
SBR	7	7	100%	0	0	1	A
SB	7	7	100%			1	A
EBL	8	7	88%	0	0	1	A
EBR	7	5	71%	0	0	0	A
EB	15	12	80%			0	A
Total	30	27	90%			1	A

Node Letter: L VISSIM ID: 10

LOS Category: Unsignalized

11: E Sunset Ln & SR36						Delay / LOS	
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
NBR	17	15	88%	0	0	4	A
NB	17	15	88%			4	A
SBL	3	2	67%	0	0	19	C
SB	3	2	67%			19	C
Total	20	17	85%			5	A

Node Letter: M VISSIM ID: 11

LOS Category: Unsignalized

13: Factory Floor & SR36						Delay / LOS	
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
NBR	1	1	100%	0	0	0	A
NB	1	1	100%			0	A
SBL	2	2	100%	0	0	10	A
SB	2	2	100%			9	A
Total	3	3	100%			6	A

Node Letter: N VISSIM ID: 13

Existing PM_ SR36 & SR138 Model

LOS Category: Unsignalized

10: Arimo Rd & SR36						Delay / LOS	
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
NBL	7	5	71%	0	75	38	E
NB	7	5	71%			39	E
SBR	31	29	94%	100	925	6	A
SB	31	29	94%			6	A
EBL	6	5	83%	0	0	1	A
EBR	34	35	103%	0	0	0	A
EB	40	40	100%			1	A
Total	78	74	95%			5	A

Node Letter: L VISSIM ID: 10

LOS Category: Unsignalized

11: E Sunset Ln & SR36						Delay / LOS	
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
NBR	30	31	103%	0	0	2	A
NB	30	31	103%			2	A
SBL	54	54	100%	0	75	16	C
SB	54	54	100%			16	C
WBL	5	4	80%	0	50	104	F
WBR	6	4	67%	0	50	6	A
WB	11	8	73%			50	E
Total	95	93	98%			14	B

Node Letter: M VISSIM ID: 11

LOS Category: Unsignalized

12: W Sunset Ln & SR36						Delay / LOS	
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
SBR	1	2	200%	275	1,850	1	A
SB	1	2	200%			1	A
Total	1	2	200%			1	A

Node Letter: M VISSIM ID: 12

LOS Category: Unsignalized

13: Factory Floor & SR36						Delay / LOS	
Mvmt	Demand	Volume Served	% Served	Queue (ft) Avg / 95th		Analysis Period	
				900-4500	900-4500		
NBR	2	2	100%	0	0	0	A
NB	2	2	100%			0	A
SBL	2	2	100%	0	0	81	F
SB	2	2	100%			76	F
WBL	4	3	75%	0	0	1	A
WBR	5	6	120%	0	0	0	A
WB	9	9	100%			0	A
Total	13	13	100%			12	B

Node Letter: N VISSIM ID: 13

NE Tooele County Area Plan

VISSIM Volume, Queue,
and Delay Results

Existing AM_ SR36 & SR138 Model

Existing PM_ SR36 & SR138 Model

LOS Category: Unsignalized

14: Morse Towing & SR36						Delay / LOS	
Mvmt	Demand	Volume		Queue (ft) Avg / 95th		Analysis Period	
		Served	% Served	900-4500	900-4500	900-4500	900-4500
WBL	3	2	67%	0	0	1	A
WBR	3	2	67%	0	0	0	A
WB	6	4	67%			1	A
Total	6	4	67%			1	A

Node Letter: O VISSIM ID: 14

LOS Category: Unsignalized

15: Canyon Rd & SR36						Delay / LOS	
Mvmt	Demand	Volume		Queue (ft) Avg / 95th		Analysis Period	
		Served	% Served	900-4500	900-4500	900-4500	900-4500
NBR	3	2	67%	0	0	4	A
NB	3	2	67%			5	A
SBL	7	7	100%	0	75	18	C
SB	7	7	100%			17	C
WBL	5	4	80%	0	25	14	B
WBR	29	28	97%	0	25	5	A
WB	34	32	94%			6	A
Total	44	41	93%			8	A

Node Letter: P VISSIM ID: 15

LOS Category: Unsignalized

15: Canyon Rd & SR36						Delay / LOS	
Mvmt	Demand	Volume		Queue (ft) Avg / 95th		Analysis Period	
		Served	% Served	900-4500	900-4500	900-4500	900-4500
NBR	34	33	97%	0	0	3	A
NB	34	33	97%			3	A
SBL	50	47	94%	0	100	4	A
SB	50	47	94%			4	A
WBL	6	4	67%	0	25	7	A
WBR	17	16	94%	0	25	5	A
WB	23	20	87%			5	A
Total	107	100	93%			4	A

Node Letter: P VISSIM ID: 15

LOS Category: Signalized

16: SR138 & SR36						Delay / LOS	
Mvmt	Demand	Volume		Queue (ft) Avg / 95th		Analysis Period	
		Served	% Served	900-4500	900-4500	900-4500	900-4500
NBL	19	19	100%	0	25	31	C
NBT	1,933	1,942	100%	275	1,100	30	C
NBR	27	28	104%	0	25	12	B
NB	1,979	1,989	101%			30	C
SBL	9	8	89%	0	25	52	D
SBT	491	478	97%	25	175	14	B
SBR	220	216	98%	0	0	2	A
SB	720	702	98%			11	B
EBL	650	600	92%	775	2,050	120	F
EBT	14	13	93%	0	50	84	F
EBR	59	50	85%	0	50	29	C
EB	723	663	92%			112	F
WBL	51	49	96%	25	150	59	E
WBT	15	14	93%	25	150	61	E
WBR	7	8	114%	25	175	36	D
WB	73	71	97%			57	E
Total	3,495	3,425	98%			43	D

Node Letter: Q VISSIM ID: 16

LOS Category: Signalized

16: SR138 & SR36						Delay / LOS	
Mvmt	Demand	Volume		Queue (ft) Avg / 95th		Analysis Period	
		Served	% Served	900-4500	900-4500	900-4500	900-4500
NBL	82	83	101%	25	150	80	E
NBT	737	742	101%	25	225	16	B
NBR	42	39	93%	0	25	3	A
NB	861	864	100%			22	C
SBL	2	2	100%	0	0	209	F
SBT	2,095	1,799	86%	7,675	#####	223	F
SBR	707	614	87%	0	0	201	F
SB	2,804	2,415	86%			217	F
EBL	271	262	97%	75	175	68	E
EBT	31	28	90%	0	75	61	E
EBR	106	106	100%	0	100	17	B
EB	408	396	97%			54	D
WBL	96	94	98%	75	250	77	E
WBT	59	59	100%	75	250	77	E
WB	155	153	99%			77	E
Total	4,228	3,828	91%			151	F

Node Letter: Q VISSIM ID: 16

NE Tooele County Area Plan

VISSIM Volume, Queue,
and Delay Results

Existing AM_ SR36 & SR138 Model

LOS Category: Signalized

17: Stansbury Pkwy & SR36							Delay / LOS
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period	
	Demand	Served		900-4500	900-4500	900-4500	
NBL	124	128	103%	25	175	52	D
NBT	1,763	1,760	100%	0	0	2	A
NB	1,887	1,888	100%			6	A
SBT	557	532	96%	25	125	10	A
SBR	44	46	105%	0	0	5	A
SB	601	578	96%			9	A
EBL	216	218	101%	75	250	50	D
EBR	147	145	99%	0	75	6	A
EB	363	363	100%			32	C
Total	2,851	2,829	99%			10	A

Node Letter: V VISSIM ID: 17

LOS Category: Signalized

18: Village Blvd & SR36							Delay / LOS
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period	
	Demand	Served		900-4500	900-4500	900-4500	
NBL	112	110	98%	0	50	12	B
NBT	1,677	1,678	100%	25	175	6	A
NBR	3	3	100%	0	0	7	A
NB	1,792	1,791	100%			7	A
SBL	12	10	83%	0	25	27	C
SBT	667	642	96%	25	300	15	B
SBR	25	22	88%	0	50	5	A
SB	704	674	96%			15	B
EBL	200	201	101%	50	250	51	D
EBR	198	193	97%	0	100	8	A
EB	398	394	99%			30	C
WBL	6	7	117%	0	25	44	D
WBR	10	9	90%	0	25	9	A
WB	16	16	100%			24	C
Total	2,910	2,875	99%			12	B

Node Letter: W VISSIM ID: 18

Existing PM_ SR36 & SR138 Model

LOS Category: Signalized

17: Stansbury Pkwy & SR36							Delay / LOS
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period	
	Demand	Served		900-4500	900-4500	900-4500	
NBL	163	155	95%	50	225	64	E
NBT	761	760	100%	0	0	1	A
NB	924	915	99%			12	B
SBT	2,114	1,843	87%	25	250	8	A
SBR	183	162	89%	0	0	7	A
SB	2,297	2,005	87%			8	A
EBL	100	106	106%	50	175	68	E
EBR	163	155	95%	25	100	14	B
EB	263	261	99%			36	D
Total	3,484	3,181	91%			11	B

Node Letter: V VISSIM ID: 17

LOS Category: Signalized

18: Village Blvd & SR36							Delay / LOS
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period	
	Demand	Served		900-4500	900-4500	900-4500	
NBL	169	169	100%	25	150	28	C
NBT	861	856	99%	0	100	3	A
NBR	5	4	80%	0	0	3	A
NB	1,035	1,029	99%			7	A
SBL	5	4	80%	0	0	8	A
SBT	2,087	1,836	88%	0	75	5	A
SBR	185	159	86%	0	50	6	A
SB	2,277	1,999	88%			6	A
EBL	59	53	90%	25	100	69	E
EBR	149	154	103%	0	100	10	A
EB	208	207	100%			25	C
WBL	6	7	117%	0	25	68	E
WBT	2	2	100%	0	25	56	E
WBR	4	3	75%	0	50	10	A
WB	12	12	100%			51	D
Total	3,532	3,247	92%			8	A

Node Letter: W VISSIM ID: 18

NE Tooele County Area Plan

VISSIM Volume, Queue,
and Delay Results

Existing AM_ SR36 & SR138 Model

LOS Category: Signalized

19: Bates Canyon & SR36				Delay / LOS			
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period	
	Demand	Served		900-4500	900-4500	900-4500	900-4500
NBL	270	262	97%	0	125	15	B
NBT	1,621	1,622	100%	25	325	9	A
NBR	13	16	123%	0	50	3	A
NB	1,904	1,900	100%			10	A
SBL	11	9	82%	0	0	19	B
SBT	766	750	98%	0	125	8	A
SBR	94	84	89%	0	50	6	A
SB	871	843	97%			8	A
EBL	111	109	98%	25	150	57	E
EBT	11	11	100%	25	175	49	D
EBR	227	227	100%	25	200	13	B
EB	349	347	99%			28	C
WBL	14	15	107%	0	50	46	D
WBT	67	68	101%	25	150	49	D
WBR	60	56	93%	25	200	27	C
WB	141	139	99%			40	D
Total	3,265	3,229	99%			13	B

Node Letter: X VISSIM ID: 19

LOS Category: Unsignalized

20: SBeaman Way & SR138				Delay / LOS			
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period	
	Demand	Served		900-4500	900-4500	900-4500	900-4500
NBL	7	5	71%	0	0	10	A
NBT	2	2	100%	50	250	176	F
NBR	33	25	76%	50	250	262	F
NB	42	32	76%			218	F
EBR	25	24	96%	0	0	36	E
EB	25	24	96%			35	D
WBL	22	19	86%	25	125	36	E
WB	22	19	86%			37	E
Total	89	75	84%			114	F

Node Letter: R VISSIM ID: 20

LOS Category: Unsignalized

21: N Beaman Way & SR138				Delay / LOS			
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period	
	Demand	Served		900-4500	900-4500	900-4500	900-4500
SBL	45	25	56%	125	325	277	F
SBR	4	3	75%	125	325	240	F
SB	49	28	57%			273	F
WBR	7	5	71%	0	0	1	A
WB	7	5	71%			1	A
Total	56	33	59%			232	F

Node Letter: R VISSIM ID: 21

Existing PM_ SR36 & SR138 Model

LOS Category: Signalized

19: Bates Canyon & SR36				Delay / LOS			
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period	
	Demand	Served		900-4500	900-4500	900-4500	900-4500
NBL	173	171	99%	25	150	37	D
NBT	930	930	100%	0	150	5	A
NBR	15	16	107%	0	50	2	A
NB	1,118	1,117	100%			10	A
SBL	62	53	85%	0	25	9	A
SBT	2,071	1,853	89%	25	425	5	A
SBR	109	91	83%	0	25	4	A
SB	2,242	1,997	89%			6	A
EBL	70	66	94%	25	100	67	E
EBT	30	30	100%	50	250	63	E
EBR	187	190	102%	50	300	31	C
EB	287	286	100%			43	D
WBL	11	12	109%	0	50	62	E
WBT	26	26	100%	0	75	60	E
WBR	35	33	94%	0	125	19	B
WB	72	71	99%			42	D
Total	3,719	3,471	93%			11	B

Node Letter: X VISSIM ID: 19

LOS Category: Unsignalized

20: SBeaman Way & SR138				Delay / LOS			
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period	
	Demand	Served		900-4500	900-4500	900-4500	900-4500
NBL	74	74	100%	0	25	9	A
NBT	11	12	109%	0	0	2	A
NBR	86	82	95%	0	0	2	A
NB	171	168	98%			5	A
EBR	70	70	100%	0	0	2	A
EB	70	70	100%			2	A
WBL	131	118	90%	0	100	9	A
WB	131	118	90%			9	A
Total	372	356	96%			6	A

Node Letter: R VISSIM ID: 20

LOS Category: Unsignalized

21: N Beaman Way & SR138				Delay / LOS			
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period	
	Demand	Served		900-4500	900-4500	900-4500	900-4500
SBL	23	22	96%	0	0	7	A
SBT	5	5	100%	0	0	7	A
SBR	10	10	100%	0	0	7	A
SB	38	37	97%			7	A
WBR	69	66	96%	0	0	3	A
WB	69	66	96%			3	A
Total	107	103	96%			4	A

Node Letter: R VISSIM ID: 21

NE Tooele County Area Plan

VISSIM Volume, Queue,
and Delay Results

Existing AM_ SR36 & SR138 Model

LOS Category: Signalized

22: Stansbury Pkwy & SR138				Delay / LOS			
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period	
	Demand	Served		900-4500	900-4500	900-4500	900-4500
NBL	47	46	98%	0	50	17	B
NBT	22	22	100%	0	50	17	B
NBR	53	53	100%	0	75	9	A
NB	122	121	99%			13	B
SBL	60	58	97%	0	50	16	B
SBT	42	42	100%	0	50	15	B
SBR	8	8	100%	0	75	7	A
SB	110	108	98%			15	B
EBL	10	10	100%	0	25	10	A
EBT	559	551	99%	25	250	13	B
EBR	70	72	103%	25	250	9	A
EB	639	633	99%			12	B
WBL	5	5	100%	0	0	14	B
WBT	219	216	99%	0	100	7	A
WBR	12	11	92%	0	0	3	A
WB	236	232	98%			7	A
Total	1,107	1,094	99%			11	B

Node Letter: S VISSIM ID: 22

LOS Category: Unsignalized

23: Village Blvd & SR138				Delay / LOS			
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period	
	Demand	Served		900-4500	900-4500	900-4500	900-4500
NBL	49	49	100%	0	50	12	B
NBR	185	185	100%	0	50	6	A
NB	234	234	100%			8	A
EBR	87	87	100%	0	0	4	A
EB	87	87	100%			4	A
WBL	108	107	99%	0	125	7	A
WB	108	107	99%			7	A
Total	429	428	100%			7	A

Node Letter: T VISSIM ID: 23

LOS Category: Signalized

24: Sheep Ln & SR138				Delay / LOS			
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period	
	Demand	Served		900-4500	900-4500	900-4500	900-4500
NBL	2	2	100%	25	125	44	D
NBT	25	27	108%	25	125	57	E
NBR	109	106	97%	25	175	19	B
NB	136	135	99%			27	C
EBT	432	431	100%	0	125	3	A
EB	432	431	100%			4	A
WBL	89	92	103%	0	50	8	A
WBT	126	121	96%	0	50	5	A
WB	215	213	99%			6	A
Total	783	779	99%			8	A

Node Letter: U VISSIM ID: 24

Existing PM_ SR36 & SR138 Model

LOS Category: Signalized

22: Stansbury Pkwy & SR138				Delay / LOS			
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period	
	Demand	Served		900-4500	900-4500	900-4500	900-4500
NBL	110	111	101%	0	100	18	B
NBT	50	50	100%	0	50	17	B
NBR	17	16	94%	0	75	7	A
NB	177	177	100%			17	B
SBL	53	53	100%	0	50	18	B
SBT	36	33	92%	0	50	17	B
SBR	35	36	103%	0	75	9	A
SB	124	122	98%			15	B
EBL	16	17	106%	0	25	15	B
EBT	302	296	98%	0	150	10	A
EBR	62	62	100%	0	150	7	A
EB	380	375	99%			10	A
WBL	37	32	86%	0	25	10	A
WBT	662	594	90%	25	275	10	A
WBR	33	26	79%	0	0	4	A
WB	732	652	89%			10	A
Total	1,413	1,326	94%			11	B

Node Letter: S VISSIM ID: 22

LOS Category: Unsignalized

23: Village Blvd & SR138				Delay / LOS			
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period	
	Demand	Served		900-4500	900-4500	900-4500	900-4500
NBL	70	71	101%	0	75	16	C
NBR	107	106	99%	0	0	5	A
NB	177	177	100%			10	A
EBR	47	48	102%	0	0	2	A
EB	47	48	102%			2	A
WBL	201	190	95%	0	125	7	A
WB	201	190	95%			7	A
Total	425	415	98%			8	A

Node Letter: T VISSIM ID: 23

LOS Category: Signalized

24: Sheep Ln & SR138				Delay / LOS			
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period	
	Demand	Served		900-4500	900-4500	900-4500	900-4500
NBL	1	2	200%	0	50	51	D
NBT	1	2	200%	0	50	39	D
NBR	104	102	98%	0	75	7	A
NB	106	106	100%			8	A
EBT	215	213	99%	0	50	2	A
EB	215	213	99%			2	A
WBL	154	142	92%	0	50	9	A
WBT	522	478	92%	0	175	8	A
WB	676	620	92%			8	A
Total	997	939	94%			7	A

Node Letter: U VISSIM ID: 24

VISSIM Travel Time Comparison

NE Tooele Area Plan

Existing AM_SR 36 & SR 138 Model

I 80 EB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
S.R. 36 to S.R. 201	3.2	65	2292	3.40	56	A
Total	3.2	65	--	3.40	56	A

I 80 WB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
S.R. 201 to S.R. 36	3.2	65	626	2.90	66	A

SR 138 EB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
Beaman to SR 36	0.2	40	555	2.80	5	F
Stansbury to Beaman	0.2	40	544	0.60	22	C
Sink (speed change) to	0.4	50	550	0.60	39	B
Village Blvd to Sink (spe	1.4	65	448	1.30	65	A
Sheep Ln to Village Blvd	2.9	60	360	2.60	65	A

SR 138 WB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
SR 36 to Beaman	0.2	40	189	0.40	31	B
Beaman to Stansbury P	0.2	50	213	0.40	35	B
Stansbury Pkwy to sink	0.4	50	213	0.60	46	A
Sink (speed change) to	1.4	65	162	1.30	64	A
Village Blvd to Sheep Ln	2.8	60	120	2.60	65	A

SR 36 NB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
Arimo Dr to Saddleback	0.2	55	2468	0.40	39	B
SR 138 to Arimo Dr	2.3	60	1910	2.40	59	A
Stansbury to SR 138	0.4	60	1726	0.90	29	C
Village Blvd to Stansbur	1.2	60	1566	1.20	60	A
Bates Canyon to Village	0.5	60	1523	0.50	50	A
Total	4.6	60	--	5.40	52	A

SR 36 SB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
Saddleback to Arimo Dr	0.2	55	647	0.30	53	A
Arimo Dr to SR 138	2.3	60	464	2.50	56	A
SR 138 to Stansbury	0.4	60	430	0.60	44	B
Stansbury to Village Blv	1.2	60	495	1.40	50	A
Village Blvd to Bates Ca	0.5	60	563	0.60	48	A
Total	4.6	60	--	5.30	52	A

Existing PM_SR 36 & SR 138 Model

I 80 EB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
S.R. 36 to S.R. 201	3.2	65	790	2.80	68	A
Total	3.2	65	--	2.80	68	A

I 80 WB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
S.R. 201 to S.R. 36	3.2	65	2687	3.20	61	A

SR 138 EB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
Beaman to SR 36	0.2	40	194	1.40	9	F
Stansbury to Beaman	0.2	40	297	0.30	45	A
Sink (speed change) to	0.4	50	296	0.60	41	A
Village Blvd to Sink (spe	1.4	65	268	1.30	66	A
Sheep Ln to Village Blvd	2.9	60	181	2.60	66	A

SR 138 WB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
SR 36 to Beaman	0.2	40	467	0.40	29	B
Beaman to Stansbury P	0.2	50	594	0.40	32	C
Stansbury Pkwy to sink	0.4	50	594	0.60	45	A
Sink (speed change) to	1.4	65	550	1.30	64	A
Village Blvd to Sheep Ln	2.8	60	478	2.70	64	A

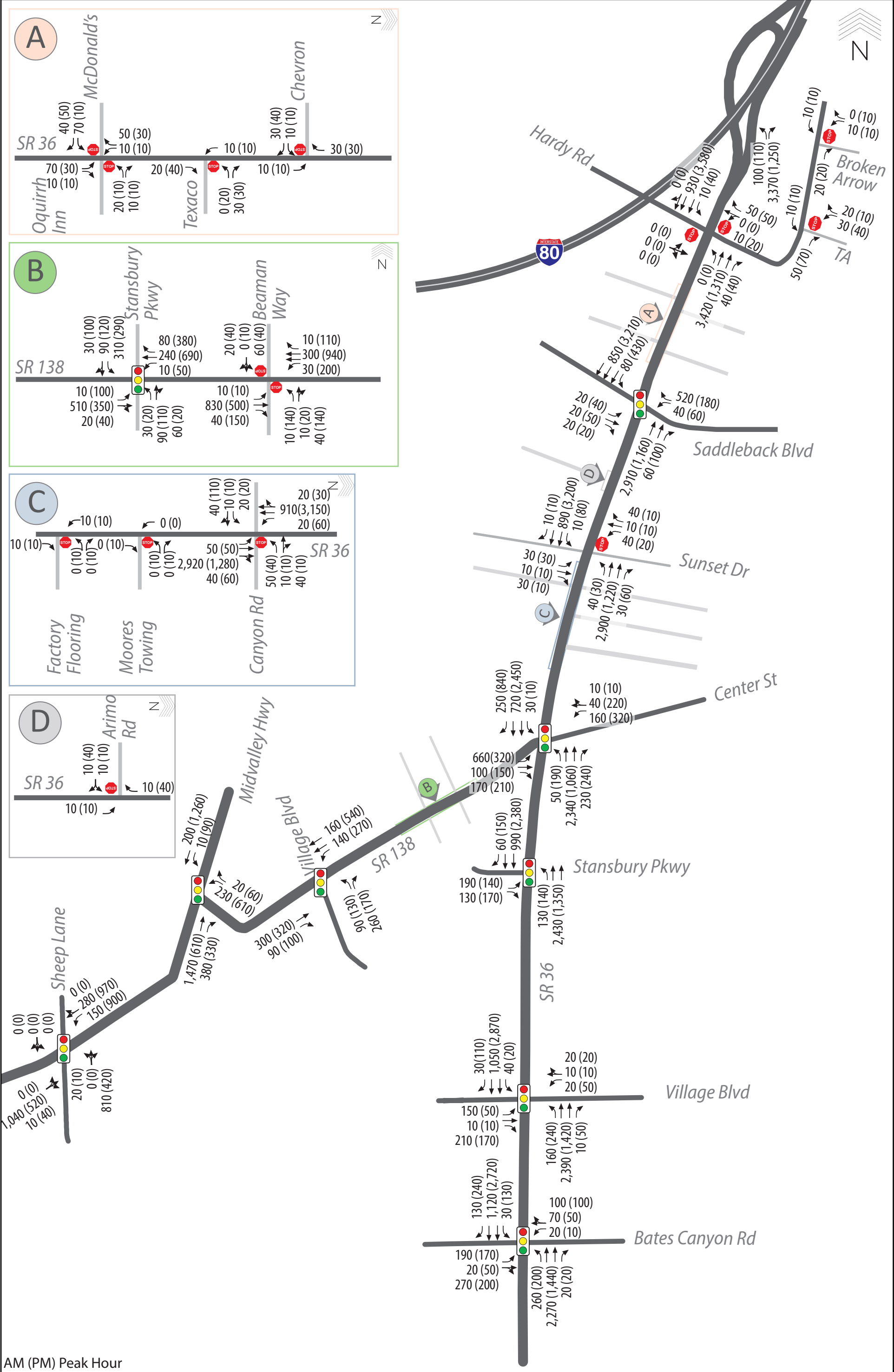
SR 36 NB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
Arimo Dr to Saddleback	0.2	55	906	0.40	40	B
SR 138 to Arimo Dr	2.3	60	692	2.30	60	A
Stansbury to SR 138	0.4	60	652	0.70	36	C
Village Blvd to Stansbur	1.2	60	714	1.20	61	A
Bates Canyon to Village	0.5	60	773	0.50	55	A
Total	4.6	60	--	5.10	55	A

SR 36 SB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
Saddleback to Arimo Dr	0.2	55	2712	0.50	30	C
Arimo Dr to SR 138	2.3	60	1791	7.20	20	E
SR 138 to Stansbury	0.4	60	1659	0.60	48	A
Stansbury to Village Blv	1.2	60	1690	1.20	58	A
Village Blvd to Bates Ca	0.5	60	1697	0.50	52	A
Total	4.6	60	--	10.00	28	D



APPENDIX E: 2050 NO BUILD TRAFFIC VOLUMES

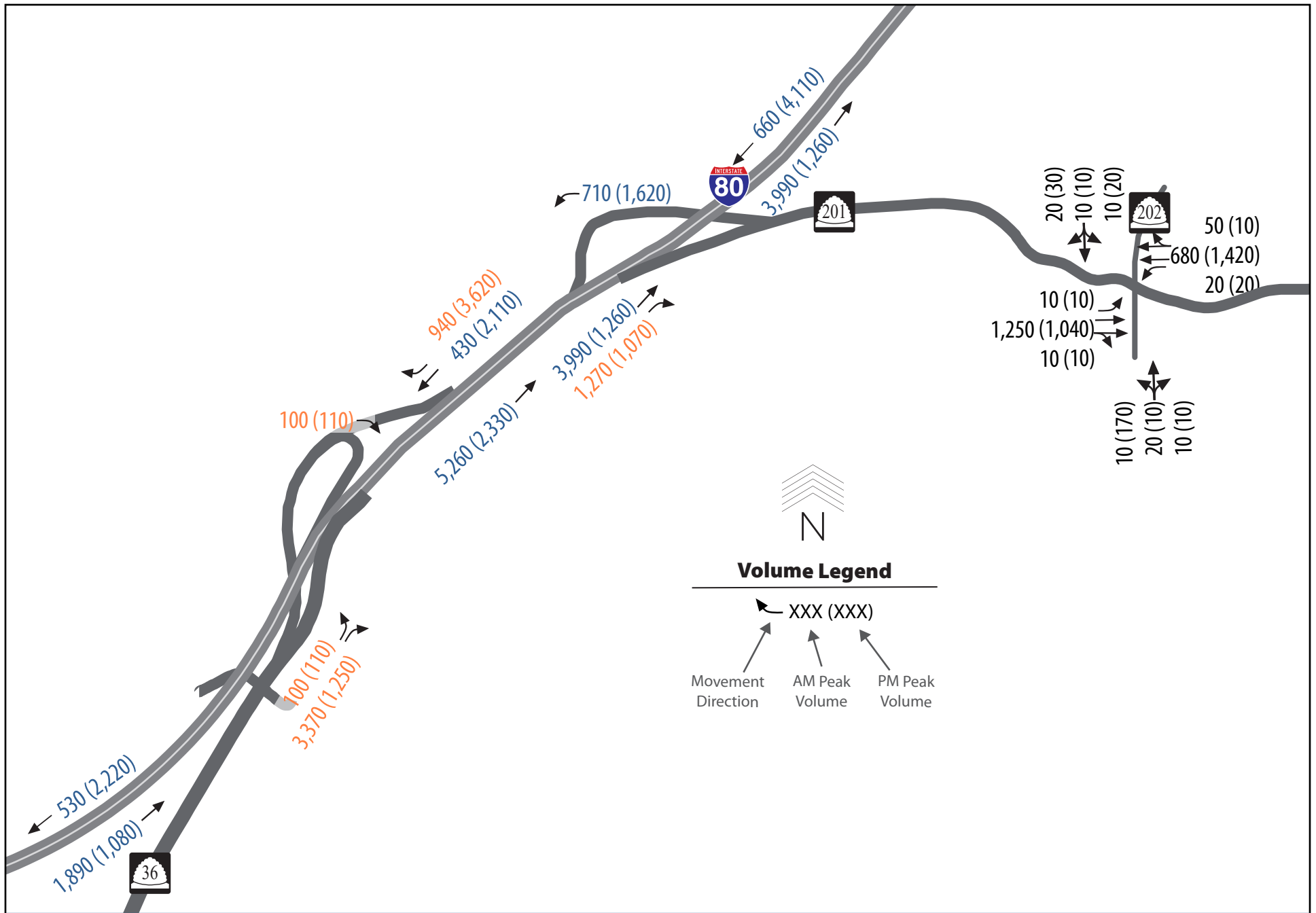




AM (PM) Peak Hour

2050 No Build Weekday Peak Hour Volumes

Northeast Tooele County Study



2050 No Build Weekday Peak Hour Volumes

Northeast Tooele County Study



APPENDIX F: DETAILED 2050 NO BUILD VISSIM RESULTS



VISSIM Link Results Comparison

NETooele County Area Plan

2050 No Build AM - 2LnSR36

Link Peak Results

Number of Runs: 10

I-80 EB								V: Speed (mph), K: Density (vpmpl), and LOS											
		Q: Hr Flow Rate / Lane					Length	Max 15-min. Interval				Segment Peak Hour				Peak Hour: 16:00			
ID	Location	Seg Type	Ln	Demand	Served	% Served	(ft)	V	K	LOS	Begin	V	K	LOS	Begin	V	K	LOS	
8	Basic Segment west of SR 36	B	2.0	940	960	102%	3,925	78	13	B	16:15	78	12	B	16:00	78	12	B	
9	Merge Segment East of SR-36 O	M	4.0	1,320	1,180	90%	1,525	68	16	B	16:15	68	15	B	16:00	68	15	B	
10	Basic Segment Between SR-201	B	3.0	1,750	1,620	92%	8,325	71	23	C	16:15	71	23	C	16:00	71	23	C	
11	Diverge Segment West of SR-20	D	3.0	1,750	1,610	92%	2,200	64	25	C	16:15	67	23	C	16:00	67	23	C	
12	Basic Segment East of SR-201	B	2.0	2,000	1,820	91%	2,575	69	27	D	16:15	70	26	C	16:00	70	26	C	

I-80 WB								V: Speed (mph), K: Density (vpmpl), and LOS											
		Q: Hr Flow Rate / Lane					Length	Max 15-min. Interval				Segment Peak Hour				Peak Hour: 16:00			
ID	Location	Seg Type	Ln	Demand	Served	% Served	(ft)	V	K	LOS	Begin	V	K	LOS	Begin	V	K	LOS	
1	Basic Segment East of SR-201	B	2.0	330	330	99%	2,350	78	4	A	16:15	79	4	A	16:00	79	4	A	
2	Merge Segment West of SR-201	M	3.0	460	460	101%	2,475	73	7	A	16:30	73	6	A	16:00	73	6	A	
3	Basic Segment Between SR-201	B	3.0	460	460	101%	6,175	78	6	A	16:30	78	6	A	16:00	78	6	A	
4	Diverge Segment East of SR-36	D	3.0	460	460	102%	2,025	78	8	A	16:30	78	7	A	16:00	78	7	A	
5	Basic Segment between SR-36	B	2.0	220	230	108%	2,475	79	3	A	16:30	79	3	A	16:00	79	3	A	
6	Merge Segment West of SR-36	M	3.0	180	180	102%	500	74	2	A	16:30	74	2	A	16:00	74	2	A	
7	Basic Segment west of SR-36	B	2.0	260	280	105%	2,375	79	4	A	16:30	79	4	A	16:00	79	4	A	

2050 No Build PM - 2LnSR36

Link Peak Results

Number of Runs: 10

I-80 EB								V: Speed (mph), K: Density (vpmpl), and LOS										
		Q: Hr Flow Rate / Lane					Length	Max 15-min. Interval				Segment Peak Hour				Peak Hour: 16:00		
ID	Location	Seg Type	Ln	Demand	Served	% Served	(ft)	V	K	LOS	Begin	V	K	LOS	Begin	V	K	LOS
8	Basic Segment west of SR 36	B	2.0	540	520	96%	3,925	79	7	A	16:15	79	7	A	16:00	79	7	A
9	Merge Segment East of SR-36 O	M	4.0	580	560	96%	1,525	73	7	A	16:15	73	6	A	16:00	73	6	A
10	Basic Segment Between SR-201	B	3.0	780	760	98%	8,325	78	10	A	16:15	78	10	A	16:00	78	10	A
11	Diverge Segment West of SR-20	D	3.0	780	760	98%	2,200	75	12	B	16:15	75	11	B	16:00	75	11	B
12	Basic Segment East of SR-201	B	2.0	630	620	98%	2,575	78	8	A	16:15	78	8	A	16:00	78	8	A

I-80 WB								V: Speed (mph), K: Density (vpmpl), and LOS											
		Q: Hr Flow Rate / Lane					Length	Max 15-min. Interval				Segment Peak Hour				Peak Hour: 16:00			
ID	Location	Seg Type	Ln	Demand	Served	% Served	(ft)	V	K	LOS	Begin	V	K	LOS	Begin	V	K	LOS	
1	Basic Segment East of SR-201	B	2.0	2,060	1,740	85%	2,350	10	118	F	16:45	50	58	F	16:00	50	58	F	
2	Merge Segment West of SR-201	M	3.0	1,910	1,620	85%	2,475	9	125	F	16:45	45	64	F	16:00	45	64	F	
3	Basic Segment Between SR-201	B	3.0	1,910	1,540	81%	6,175	9	123	F	16:45	36	76	F	16:00	36	76	F	
4	Diverge Segment East of SR-36	D	3.0	1,910	1,460	77%	2,025	8	129	F	16:45	33	83	F	16:00	33	83	F	
5	Basic Segment between SR-36	B	2.0	1,060	830	79%	2,475	74	14	B	16:00	72	12	B	16:00	72	12	B	
6	Merge Segment West of SR-36	M	3.0	740	570	77%	500	74	7	A	16:00	74	6	A	16:00	74	6	A	
7	Basic Segment west of SR-36	B	2.0	1,110	880	79%	2,375	76	15	B	16:00	76	12	B	16:00	76	12	B	

2050 No Bld AM

2050 No Bld PM-2

LOS Category: Signalized

9: Saddleback & SR36						Delay / LOS	
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period	
	Demand	Served		900-4500	900-4500	900-4500	900-4500
NBT	3,100	2,622	85%	225	1,775	14	B
NBR	90	80	89%	0	50	9	A
NB	3,190	2,702	85%			14	B
SBL	80	82	103%	0	125	4	A
SBT	840	821	98%	0	250	4	A
SB	920	903	98%			4	A
EBL	20	21	105%	0	150	54	D
EBT	20	20	100%	25	200	68	E
EBR	20	18	90%	0	125	8	A
EB	60	59	98%			44	D
WBL	40	39	98%	25	175	72	E
WBR	360	360	100%	0	0	2	A
WB	400	399	100%			9	A
Total	4,570	4,063	89%			12	B

Node Letter: K VISSIM ID: 9

LOS Category: Signalized

9: Saddleback & SR36						Delay / LOS	
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period	
	Demand	Served		900-4500	900-4500	900-4500	900-4500
NBT	1,210	1,144	95%	25	350	17	B
NBR	130	126	97%	0	75	10	A
NB	1,340	1,270	95%			16	B
SBL	290	200	69%	0	250	106	F
SBT	3,380	2,282	68%	4,450	13,075	149	F
SB	3,670	2,482	68%			146	F
EBL	40	40	100%	25	225	62	E
EBT	40	42	105%	50	350	107	F
EBR	40	37	93%	0	175	14	B
EB	120	119	99%			62	E
WBL	70	71	101%	50	200	110	F
WBR	180	176	98%	0	0	1	A
WB	250	247	99%			33	C
Total	5,380	4,118	77%			96	F

Node Letter: K VISSIM ID: 9

2050 No Bld AM

LOSCategory: Signalized

16: Canyon Rd				Delay / LOS			
Mvmt	Demand	Volume		Queue (ft) Avg / 95th		Analysis Period	
		Served	% Served	900-4500	900-4500	900-4500	900-4500
NBL	50	40	80%	0	25	12	B
NBT	3,170	2,673	84%	100	1,400	13	B
NBR	10	7	70%	0	0	9	A
NB	3,230	2,720	84%			13	B
SBL	10	10	100%	0	75	53	D
SBT	920	898	98%	0	275	4	A
SBR	10	10	100%	0	275	4	A
SB	940	918	98%			5	A
EBL	10	9	90%	0	50	55	D
EBT	10	10	100%	0	100	60	E
EBR	30	30	100%	0	125	13	B
EB	50	49	98%			30	C
WBL	30	28	93%	0	75	55	D
WBT	10	9	90%	0	75	55	D
WBR	20	22	110%	0	25	12	B
WB	60	59	98%			39	D
Total	4,280	3,746	88%			11	B

Node Letter: P VISSIM ID: 29

2050 No Bld PM-2

LOSCategory: Signalized

16: Canyon Rd				Delay / LOS			
Mvmt	Demand	Volume		Queue (ft) Avg / 95th		Analysis Period	
		Served	% Served	900-4500	900-4500	900-4500	900-4500
NBL	50	49	98%	0	50	7	A
NBT	1,410	1,358	96%	25	575	8	A
NBR	50	51	102%	0	0	4	A
NB	1,510	1,458	97%			8	A
SBL	60	39	65%	0	50	379	F
SBT	3,320	2,079	63%	5,625	7,700	375	F
SBR	40	27	68%	5,575	7,675	351	F
SB	3,420	2,145	63%			375	F
EBL	20	18	90%	0	75	73	E
EBT	10	10	100%	75	450	150	F
EBR	120	118	98%	100	475	127	F
EB	150	146	97%			122	F
WBL	50	49	98%	25	150	99	F
WBT	10	9	90%	0	75	70	E
WBR	10	11	110%	0	0	14	B
WB	70	69	99%			82	F
Total	5,150	3,818	74%			220	F

Node Letter: P VISSIM ID: 29

LOSCategory: Signalized

17: SR 138 & SR 36				Delay / LOS			
Mvmt	Demand	Volume		Queue (ft) Avg / 95th		Analysis Period	
		Served	% Served	900-4500	900-4500	900-4500	900-4500
NBL	40	32	80%	0	75	153	F
NBT	2,630	2,171	83%	1,950	2,400	141	F
NBR	90	77	86%	0	75	114	F
NB	2,760	2,280	83%			140	F
SBL	20	20	100%	0	75	22	C
SBT	680	664	98%	50	625	25	C
SBR	280	253	90%	0	1,100	16	B
SB	980	937	96%			23	C
EBL	590	535	91%	800	2,050	136	F
EBT	30	30	100%	25	125	110	F
EBR	120	103	86%	0	150	31	C
EB	740	668	90%			119	F
WBL	150	149	99%	75	500	62	E
WBT	40	38	95%	25	200	84	F
WBR	10	12	120%	0	100	29	C
WB	200	199	100%			65	E
Total	4,680	4,084	87%			106	F

Node Letter: Q VISSIM ID: 16

LOSCategory: Signalized

17: SR 138 & SR 36				Delay / LOS			
Mvmt	Demand	Volume		Queue (ft) Avg / 95th		Analysis Period	
		Served	% Served	900-4500	900-4500	900-4500	900-4500
NBL	160	131	82%	450	2,350	423	F
NBT	1,200	1,143	95%	150	2,350	64	E
NBR	200	187	94%	0	125	44	D
NB	1,560	1,461	94%			93	F
SBL	10	6	60%	0	50	311	F
SBT	2,690	1,642	61%	4,825	5,925	323	F
SBR	790	471	60%	0	50	293	F
SB	3,490	2,119	61%			316	F
EBL	300	303	101%	75	250	66	E
EBT	100	98	98%	50	225	73	E
EBR	160	153	96%	25	175	19	B
EB	560	554	99%			54	D
WBL	200	200	100%	125	775	94	F
WBT	110	110	100%	75	500	86	F
WBR	10	10	100%	0	50	16	B
WB	320	320	100%			89	F
Total	5,930	4,454	75%			194	F

Node Letter: Q VISSIM ID: 16

2050 No Bld AM

LOS Category: Signalized

18: Stansbury Pkwy & SR 36				Delay / LOS		
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period
	Demand	Served		900-4500	900-4500	
NBL	130	111	85%	25	200	294 F
NBT	2,520	2,041	81%	3,950	6,275	288 F
NB	2,650	2,152	81%			288 F
SBT	890	864	97%	50	625	21 C
SBR	60	58	97%	0	75	7 A
SB	950	922	97%			20 B
EBL	240	241	100%	75	350	49 D
EBR	130	128	98%	0	125	8 A
EB	370	369	100%			35 C
Total	3,970	3,443	87%			189 F

Node Letter: V VISSIM ID: 17

LOS Category: Signalized

19: Village Blvd & SR 36				Delay / LOS		
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period
	Demand	Served		900-4500	900-4500	
NBL	110	102	93%	0	100	58 E
NBT	2,490	2,201	88%	575	2,500	119 F
NBR	20	20	100%	600	2,525	108 F
NB	2,620	2,323	89%			116 F
SBL	40	38	95%	0	150	80 E
SBT	960	925	96%	50	725	21 C
SBR	20	20	100%	0	75	12 B
SB	1,020	983	96%			23 C
EBL	140	142	101%	50	250	61 E
EBR	200	197	99%	0	75	6 A
EB	340	339	100%			29 C
WBL	30	30	100%	0	75	43 D
WBT	10	9	90%	0	75	46 D
WBR	20	20	100%	0	100	42 D
WB	60	59	98%			43 D
Total	4,040	3,704	92%			82 F

Node Letter: W VISSIM ID: 18

2050 No Bld PM-2

LOS Category: Signalized

18: Stansbury Pkwy & SR 36				Delay / LOS		
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period
	Demand	Served		900-4500	900-4500	
NBL	160	161	101%	75	425	79 E
NBT	1,410	1,396	99%	0	675	5 A
NB	1,570	1,557	99%			13 B
SBT	2,850	1,869	66%	25	400	9 A
SBR	200	130	65%	0	75	7 A
SB	3,050	1,999	66%			9 A
EBL	150	154	103%	75	300	68 E
EBR	140	135	96%	25	125	14 B
EB	290	289	100%			43 D
Total	4,910	3,845	78%			13 B

Node Letter: V VISSIM ID: 17

LOS Category: Signalized

19: Village Blvd & SR 36				Delay / LOS		
Mvmt	Volume		% Served	Queue (ft) Avg / 95th		Analysis Period
	Demand	Served		900-4500	900-4500	
NBL	190	181	95%	0	125	6 A
NBT	1,480	1,490	101%	0	275	5 A
NBR	50	50	100%	25	325	4 A
NB	1,720	1,721	100%			5 A
SBL	30	20	67%	0	25	14 B
SBT	2,810	1,879	67%	0	225	4 A
SBR	150	102	68%	0	100	6 A
SB	2,990	2,001	67%			5 A
EBL	60	55	92%	25	150	69 E
EBR	120	125	104%	0	50	5 A
EB	180	180	100%			25 C
WBL	40	38	95%	25	100	71 E
WBT	10	9	90%	0	75	69 E
WBR	30	30	100%	0	125	15 B
WB	80	77	96%			50 D
Total	4,970	3,979	80%			7 A

Node Letter: W VISSIM ID: 18

VISSIM Travel Time Comparison

NE Tooele Area Plan

2050 No Bld AM_CC1.3_CanyonRd_2LnSR36

I 80 EB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
S.R. 36 to S.R. 201	3.2	55	2416	3.10	61	A
Total	3.2	55	--	3.10	61	A

I 80 WB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
S.R. 201 to S.R. 36	3.2	55	748	3.00	65	A
Total	3.2	55	--	3.00	65	A

SR 36 NB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
Arimo Dr to Saddleback	0.2	55	2596	0.50	28	D
SR 138 to Arimo Dr	2.3	60	2069	2.60	53	A
Stansbury to SR 138	0.4	60	1936	2.90	9	F
Village Blvd to Stansbur	1.2	60	1901	6.00	12	F
Bates Canyon to Village	0.5	60	2008	2.40	11	F
Total	4.6	60	--	14.50	19	E

SR 36 SB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
Saddleback to Arimo Dr	0.2	55	813	0.30	52	A
Arimo Dr to SR 138	2.3	60	587	2.80	51	A
SR 138 to Stansbury	0.4	60	632	0.80	33	C
Stansbury to Village Blv	1.2	60	812	1.50	47	A
Village Blvd to Bates Ca	0.4	60	1035	0.60	43	B
Total	4.6	60	--	6.00	47	A

2050 No Bld PM_CC1.3_CanyonRd_2LnSR36

I 80 EB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
S.R. 36 to S.R. 201	3.2	55	985	2.80	68	A
Total	3.2	55	--	2.80	68	A

I 80 WB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
S.R. 201 to S.R. 36	3.2	55	2183	9.20	21	E
Total	3.2	55	--	9.20	21	E

SR 36 NB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
Arimo Dr to Saddleback	0.2	55	1135	0.40	40	B
SR 138 to Arimo Dr	2.3	60	962	2.50	55	A
Stansbury to SR 138	0.4	60	1042	1.40	18	E
Village Blvd to Stansbur	1.2	60	1320	1.20	59	A
Bates Canyon to Village	0.5	60	1305	0.50	52	A
Total	4.6	60	--	6.00	46	A

SR 36 SB	Dist (mi)	Base FFS (mph)	# Veh	Travel Time (min)	Travel Speed (mph)	LOS
Saddleback to Arimo Dr	0.2	55	2241	1.40	11	F
Arimo Dr to SR 138	2.3	60	1495	12.60	11	F
SR 138 to Stansbury	0.4	60	1526	0.60	47	A
Stansbury to Village Blv	1.2	60	1743	1.20	58	A
Village Blvd to Bates Ca	0.4	60	1881	0.50	51	A
Total	4.6	60	--	16.20	17	E



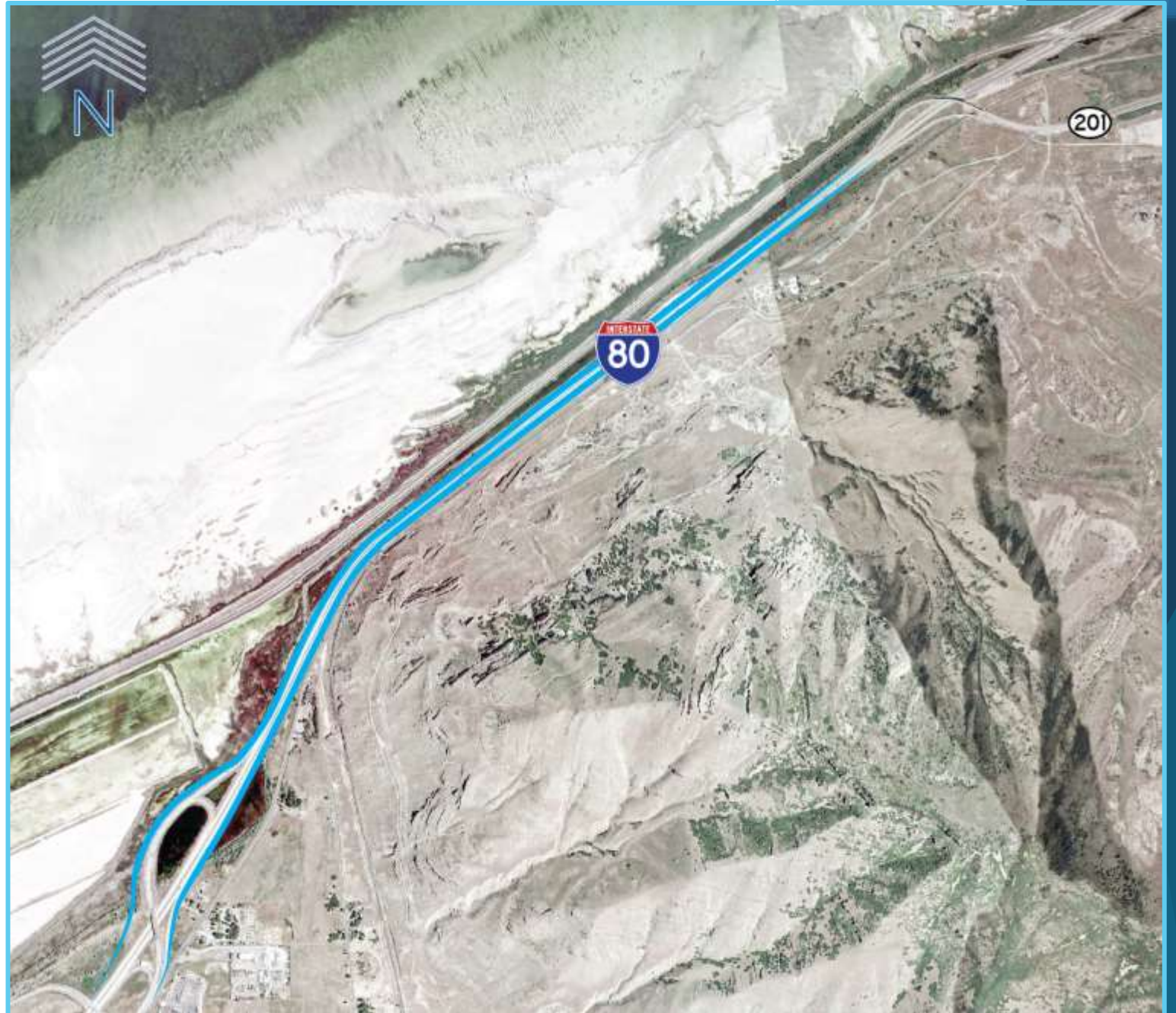
APPENDIX G: BRAINSTORMING CONCEPTS



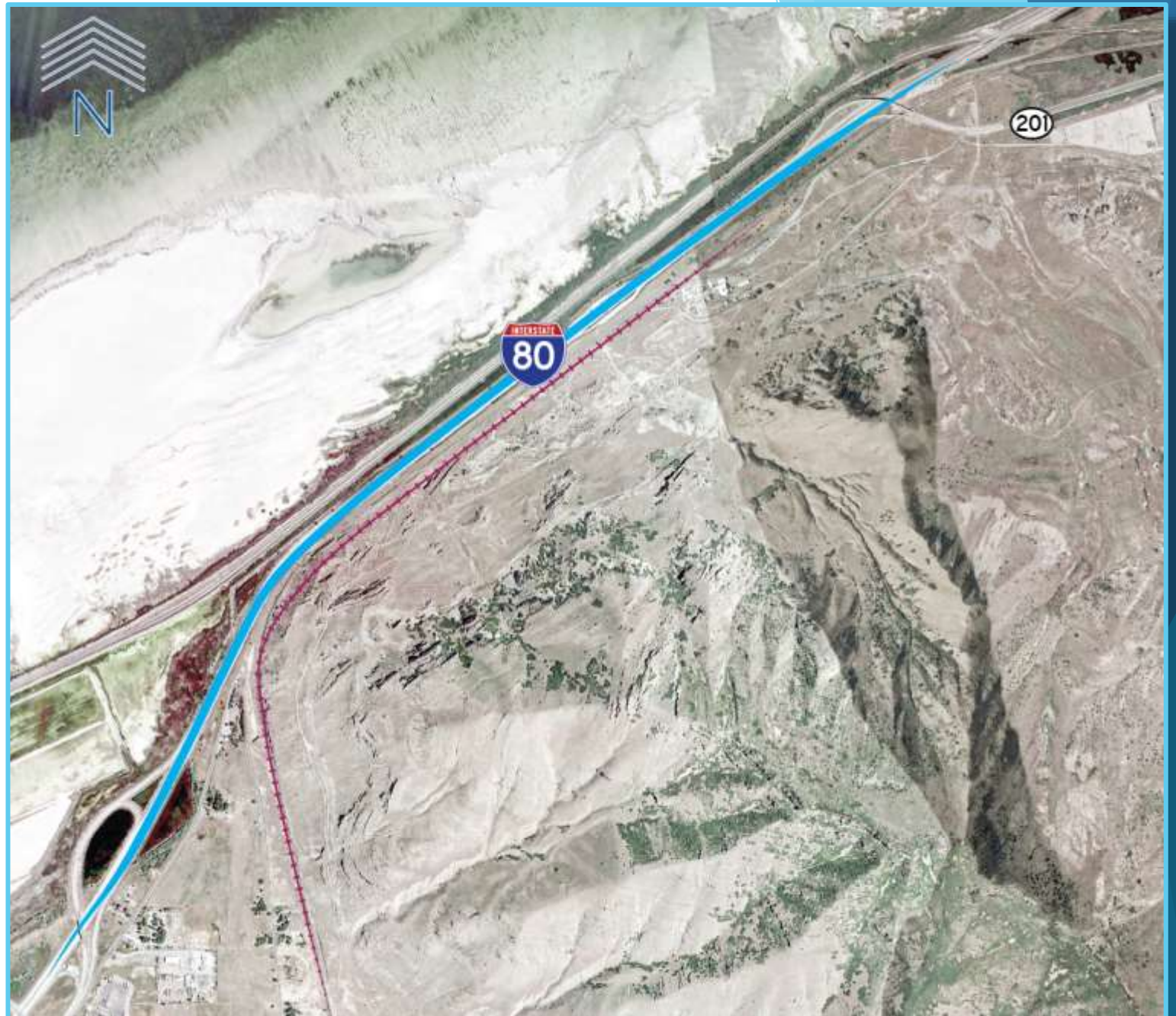
Brainstorming Concepts

AREA 1: I-80 Between S.R. 36 and S.R. 201

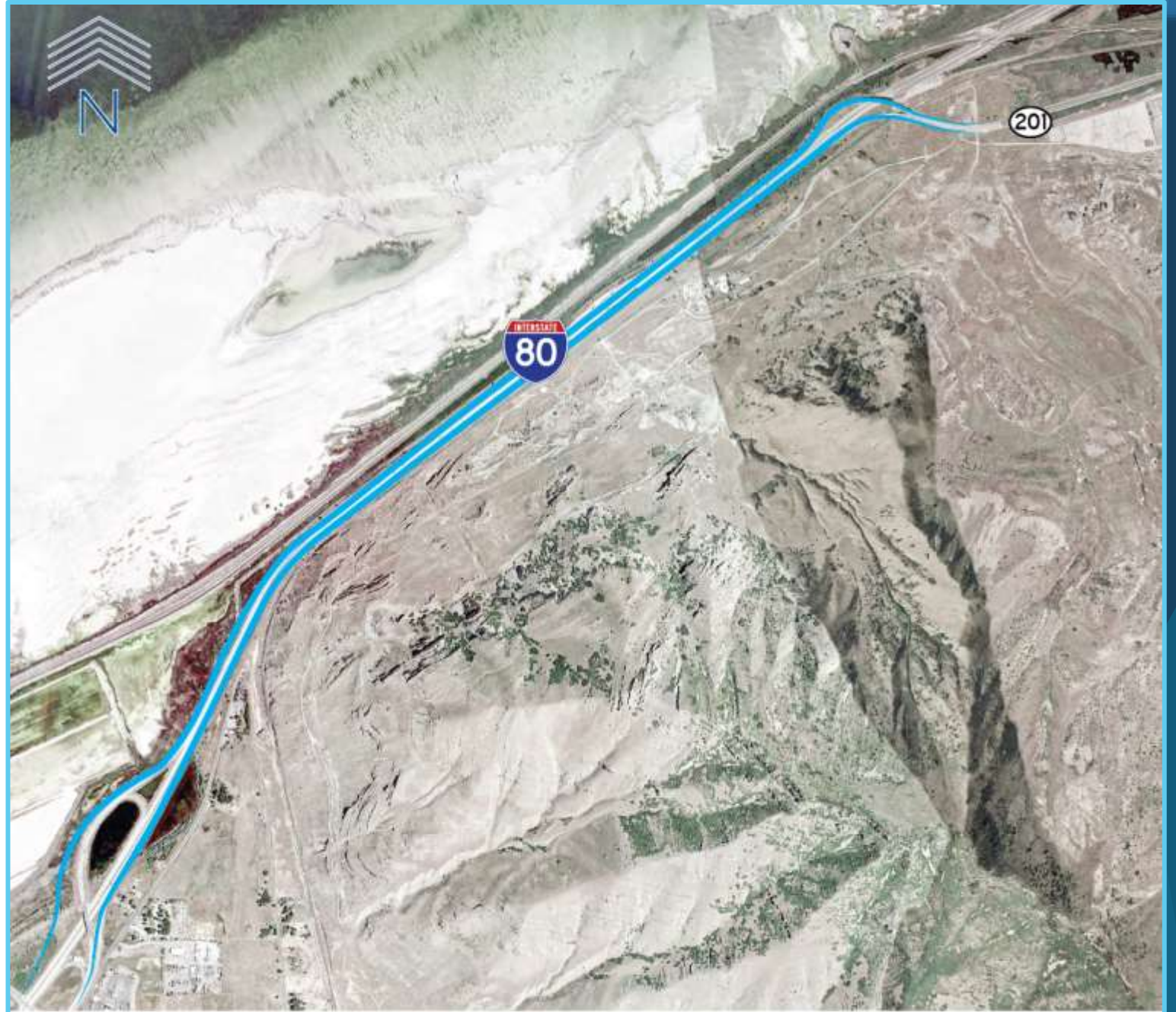
1. Additional Lanes on I-80
2. Barrier Separated Lanes on I-80



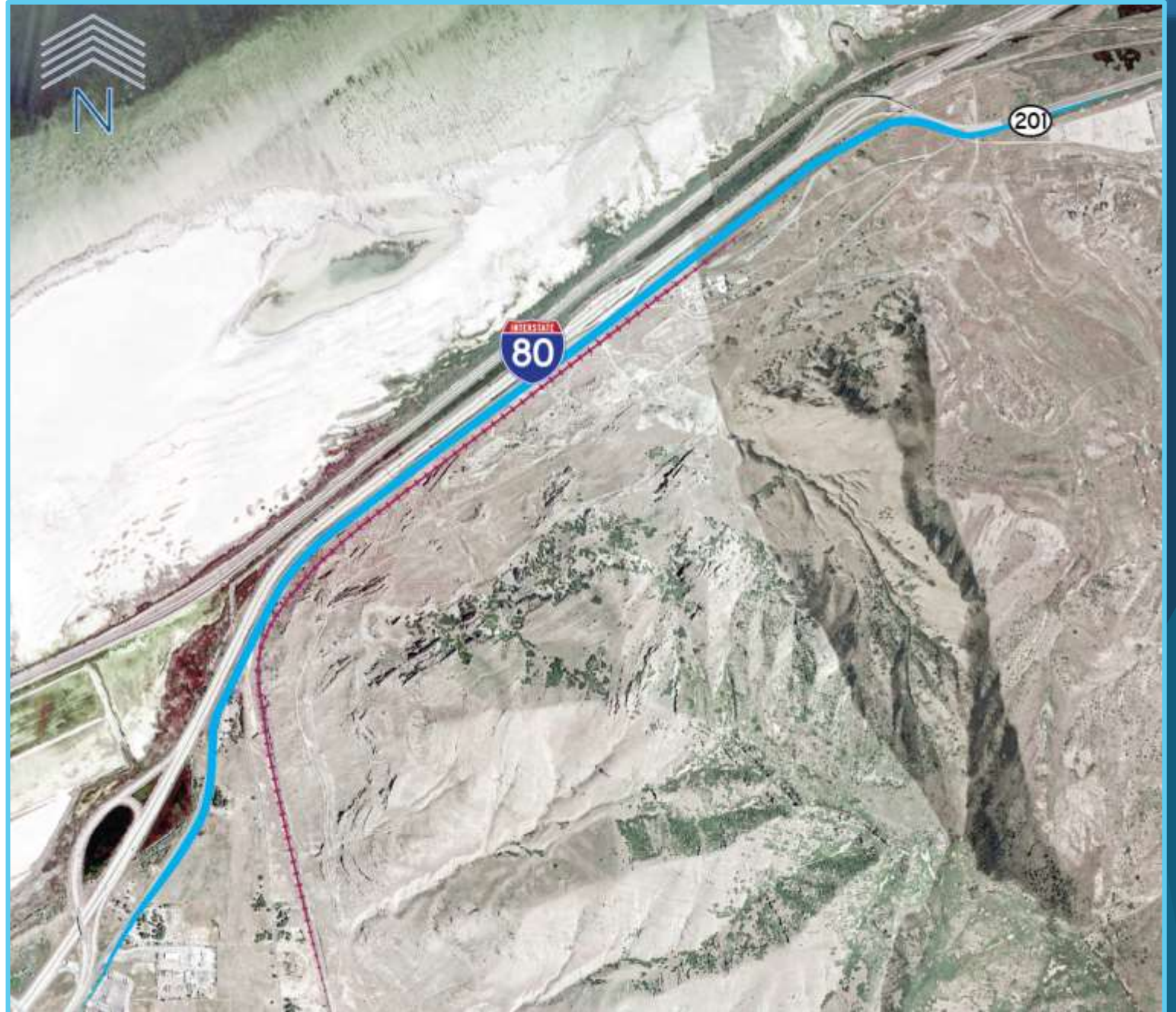
3. Reversible Lanes on I-80



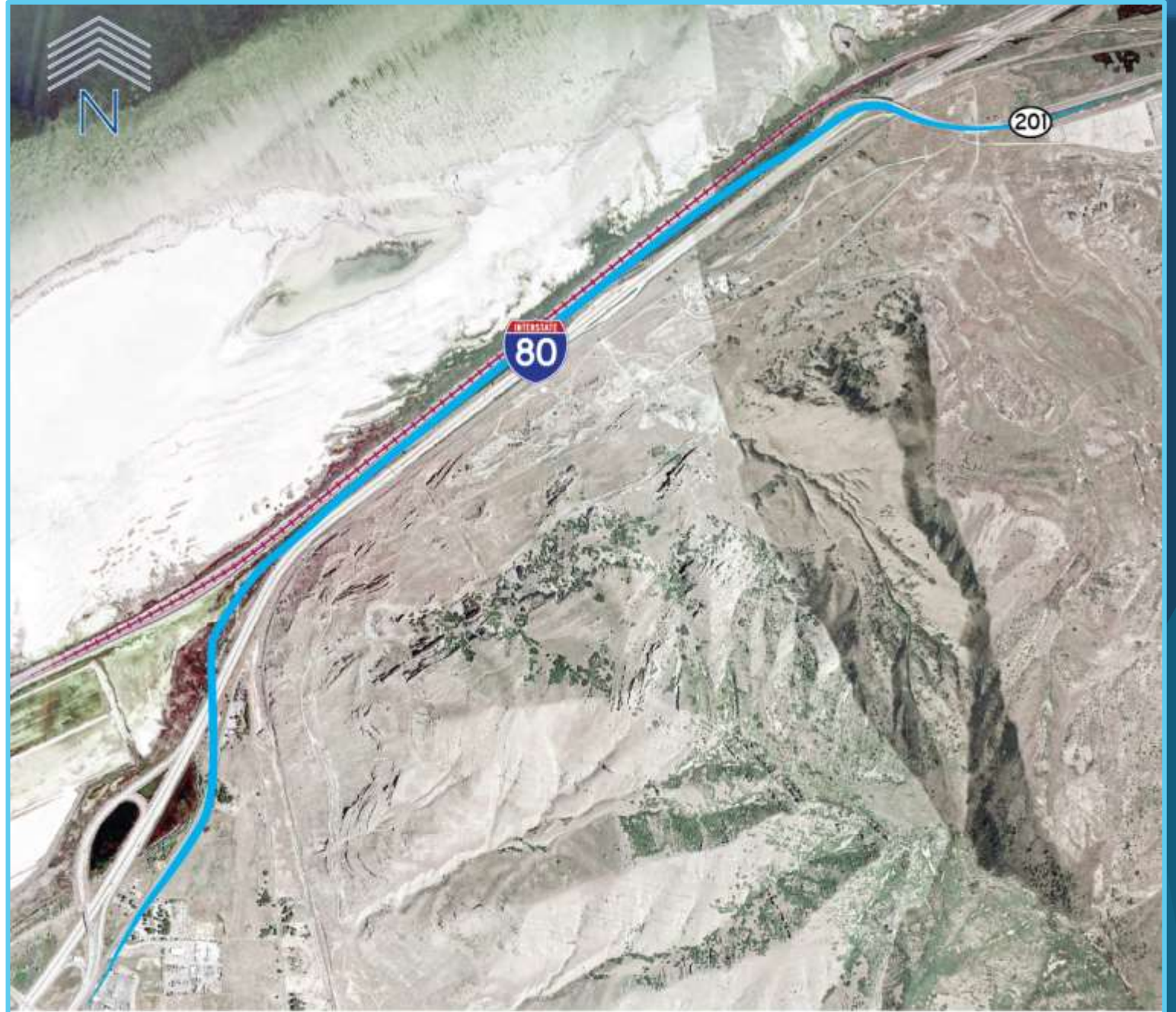
4. S.R. 201 Bypass



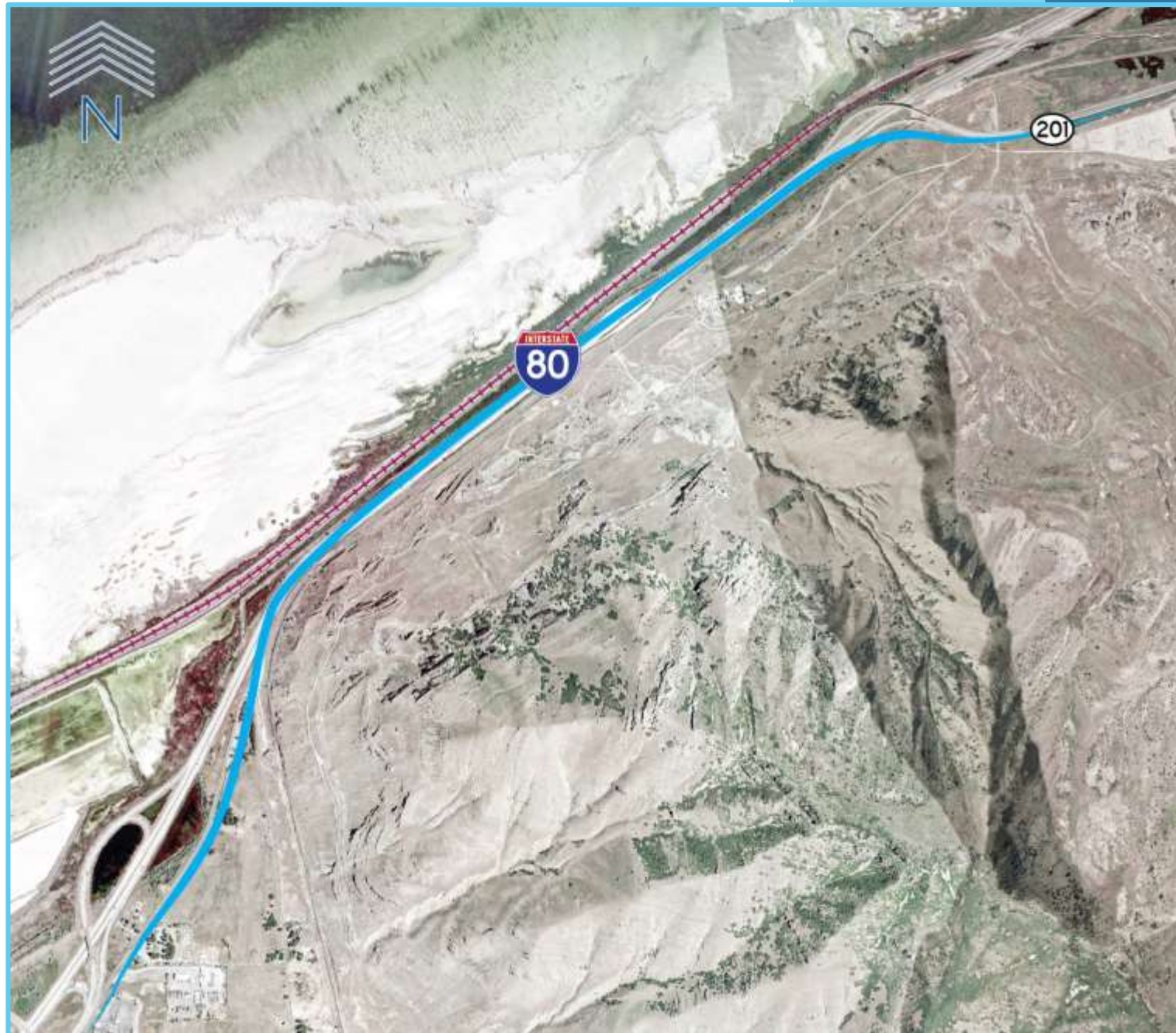
- 5. S.R. 201 Extension between I-80 & Southeast Railroad Tracks
- 6. S.R. 201 Extension between I-80 & Southeast Railroad Tracks with Reversible Lanes



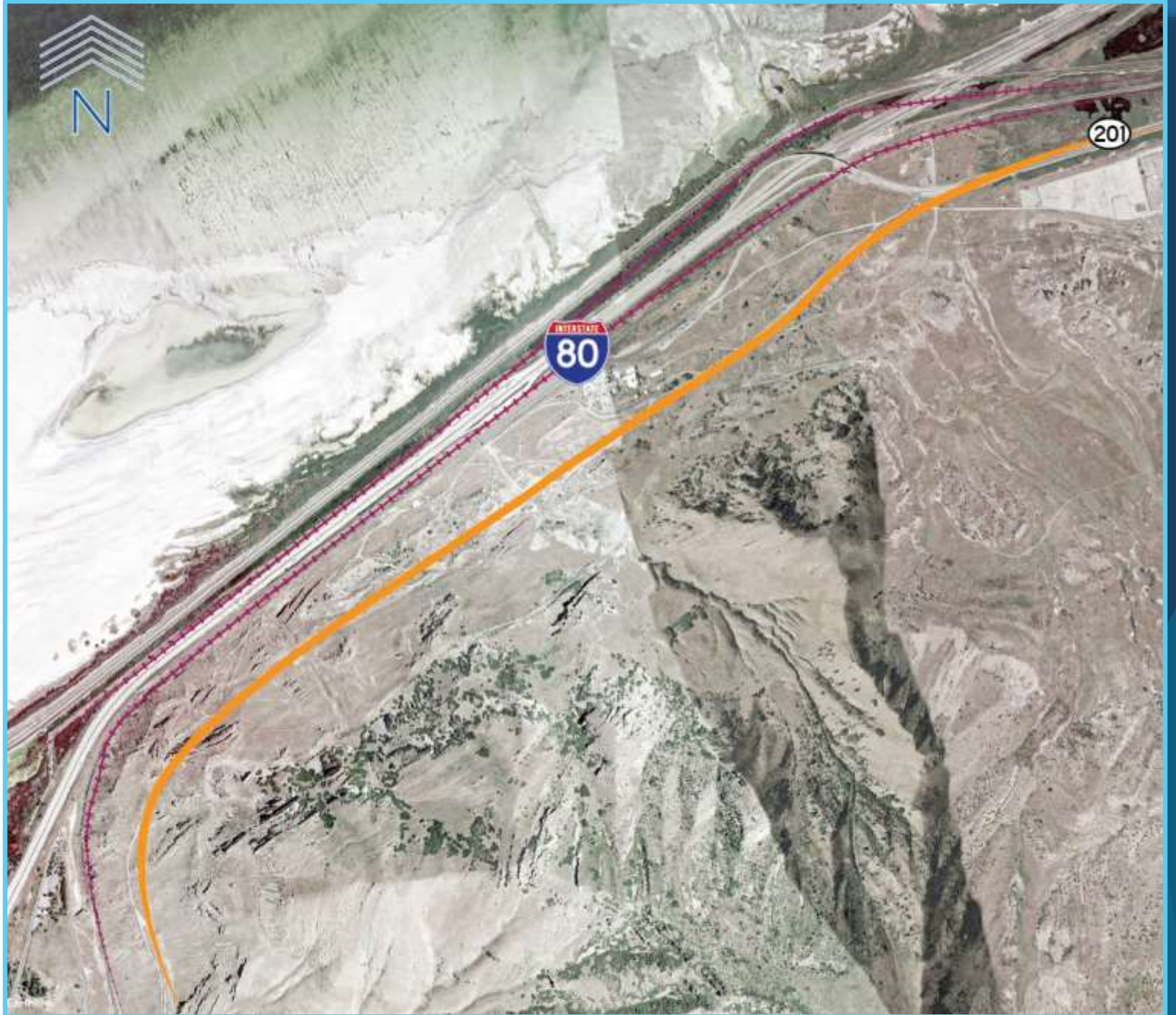
7. S.R. 201 Extension
between I-80 &
Northwest Railroad
Tracks



8. Elevated S.R. 201
Extension over I-80



9. S.R. 201 Extension
East of Southeast
Railroad Tracks

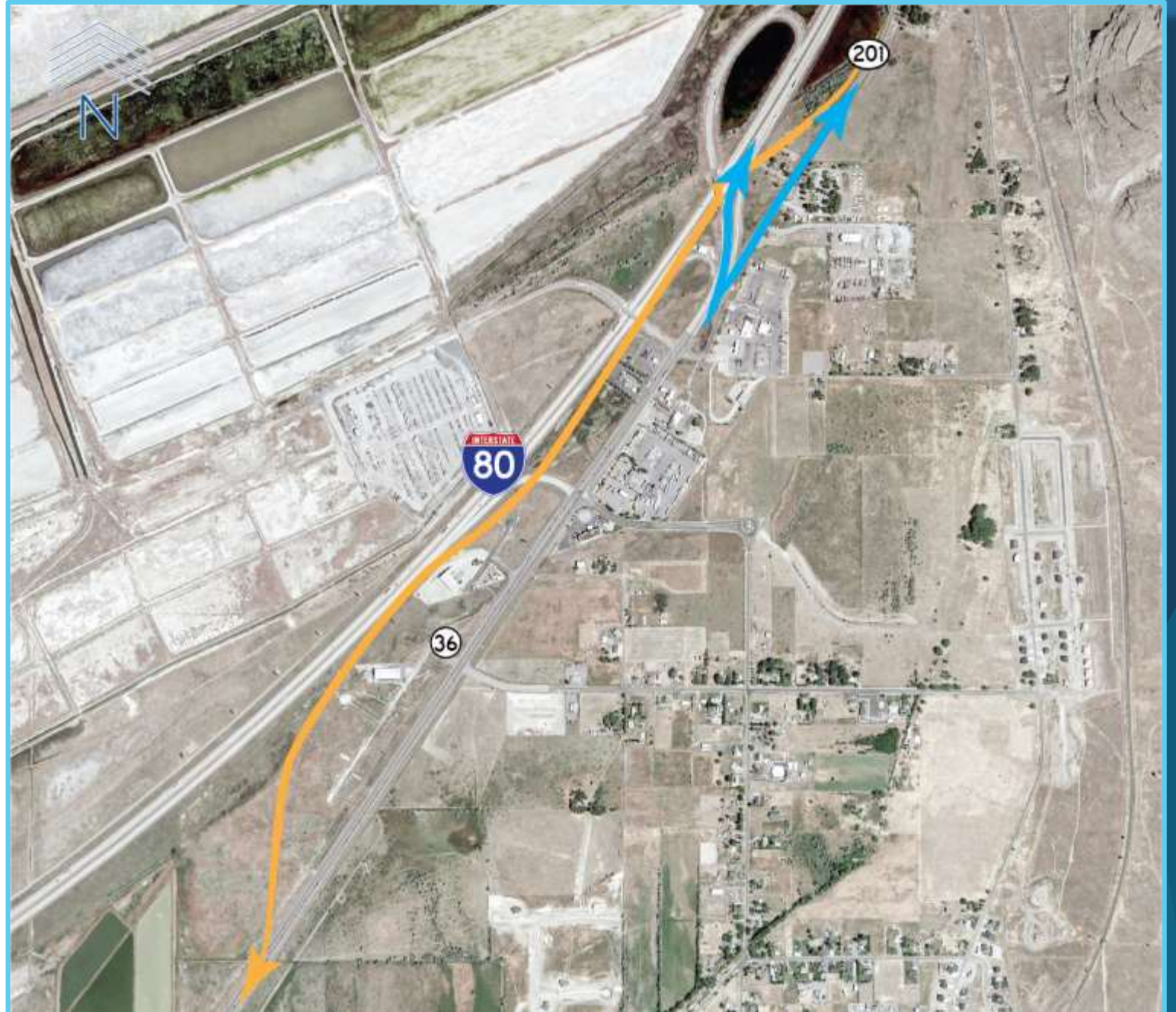


AREA 2:
S.R. 36 Between S.R. 138
and I-80

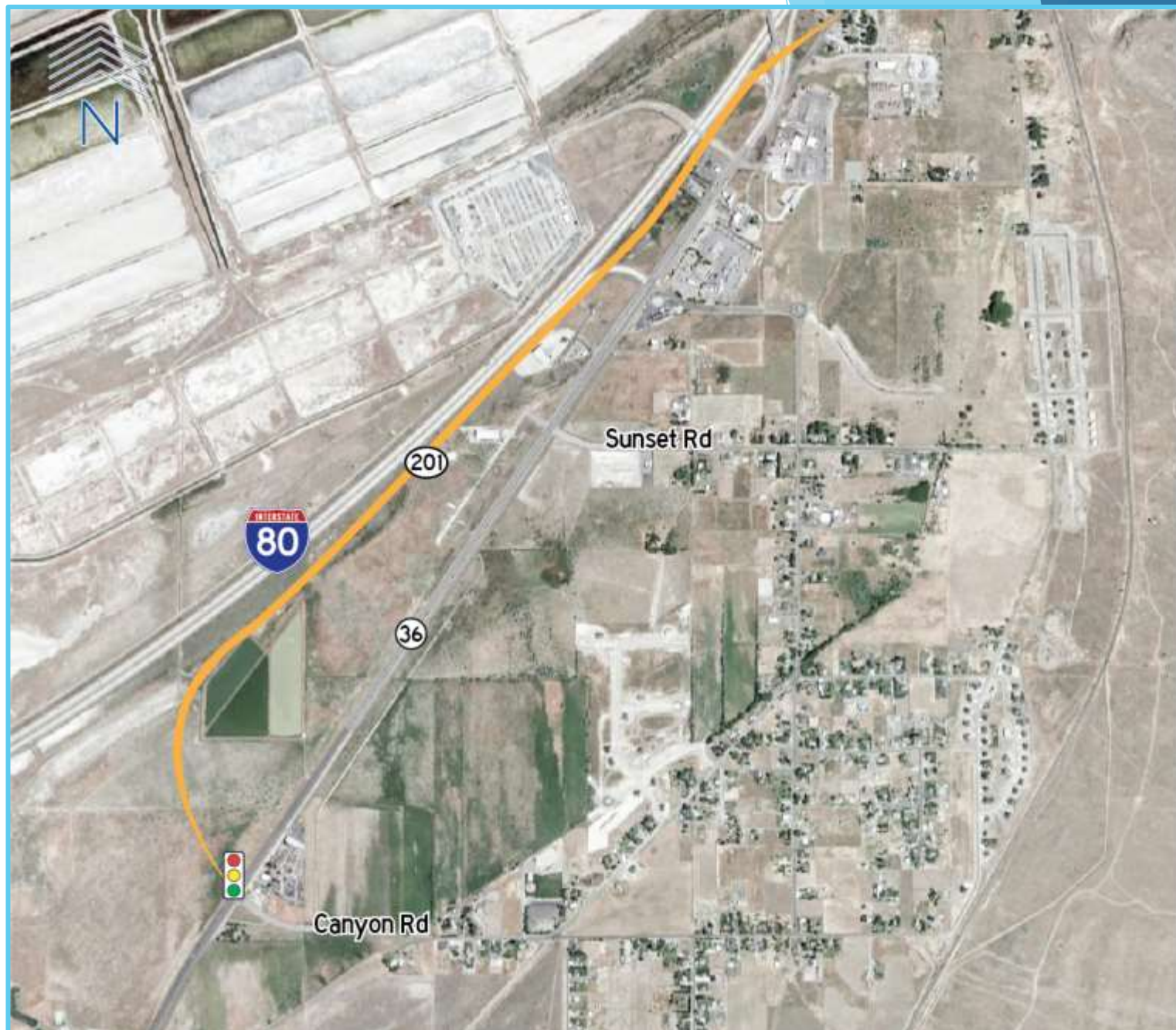
10. Direct S.R. 36
Connection



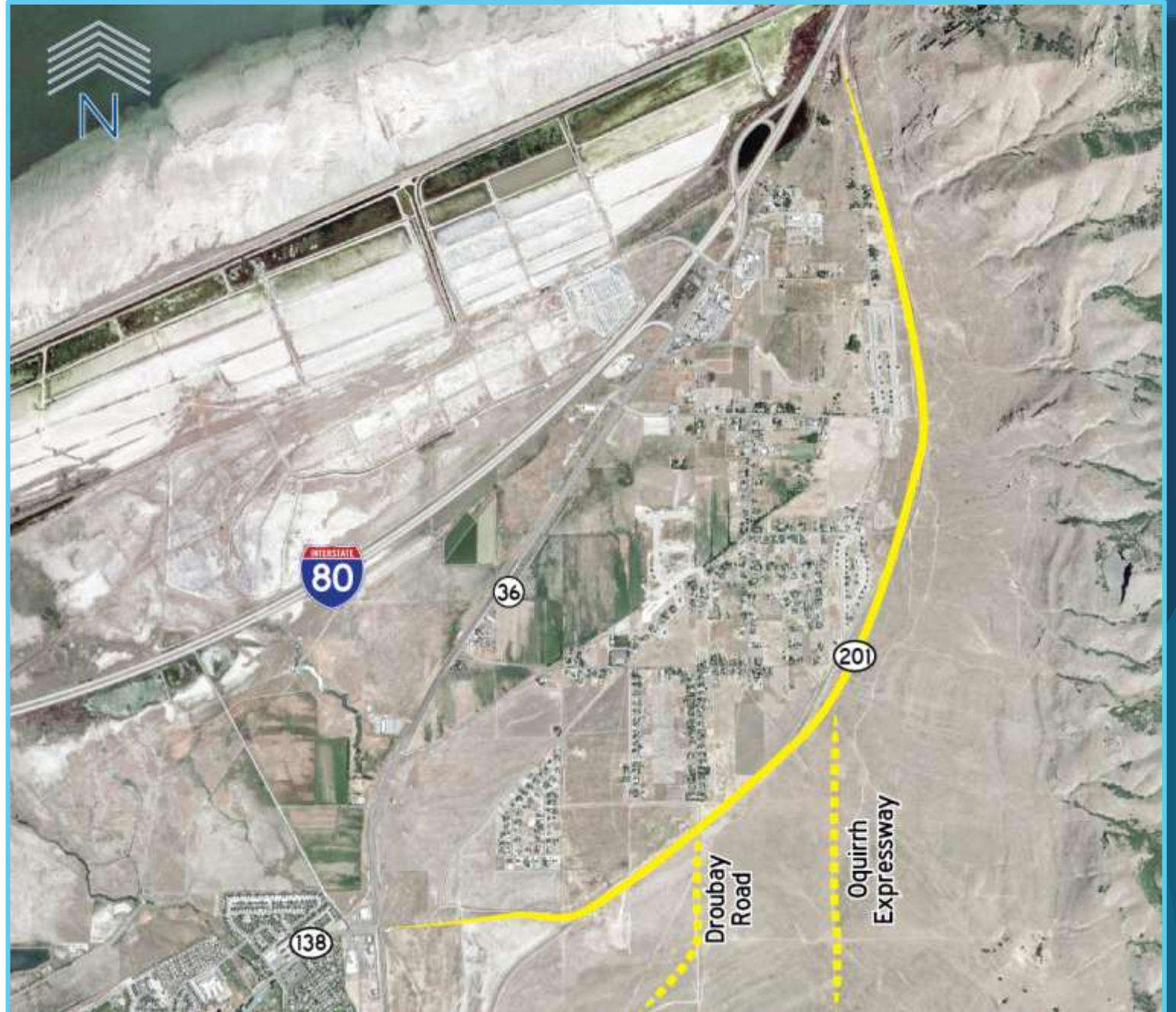
11. S.R. 36 Connection with One-Way Split



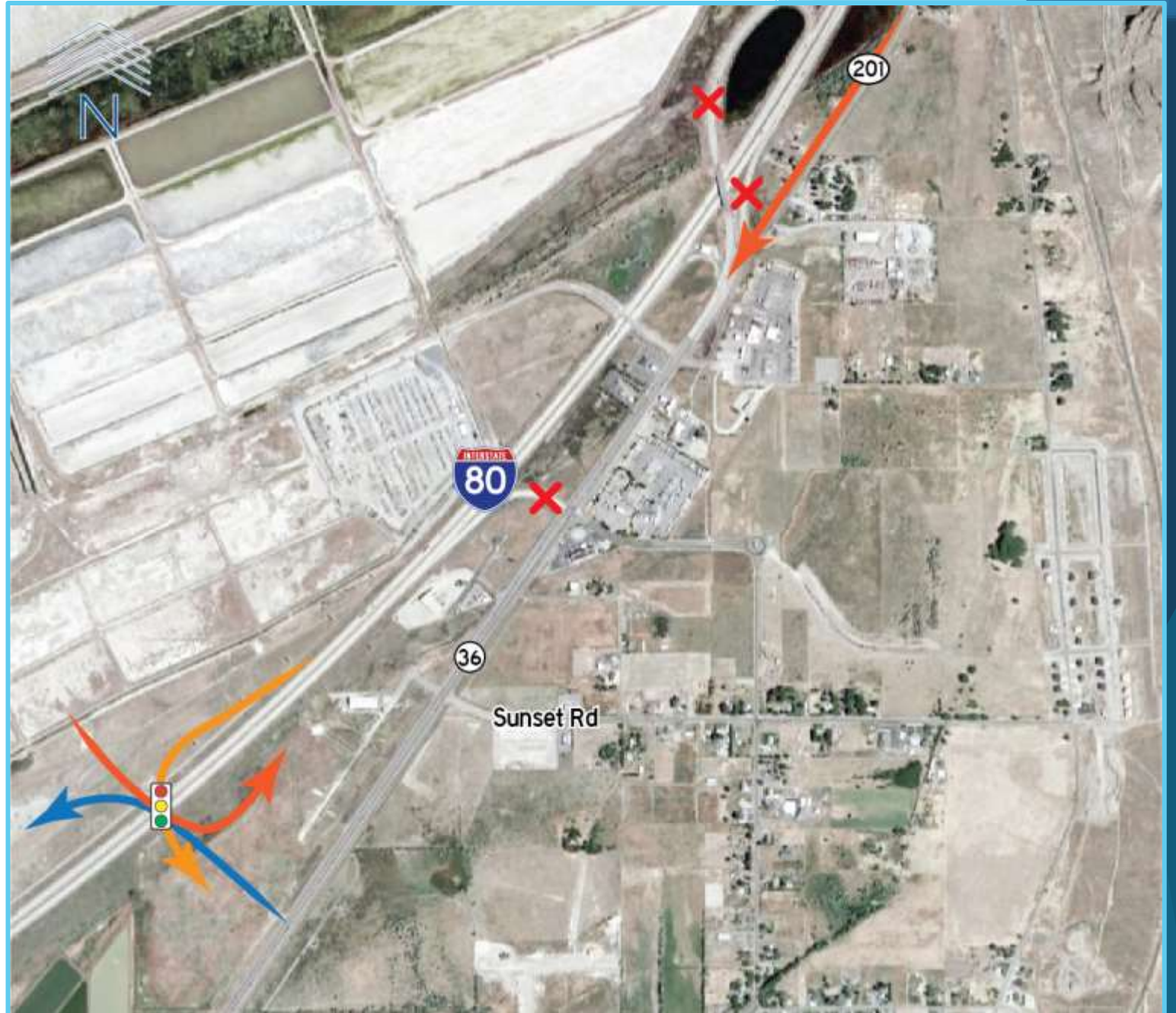
12. S.R. 36 Connection with Two-Way Westerly Connection



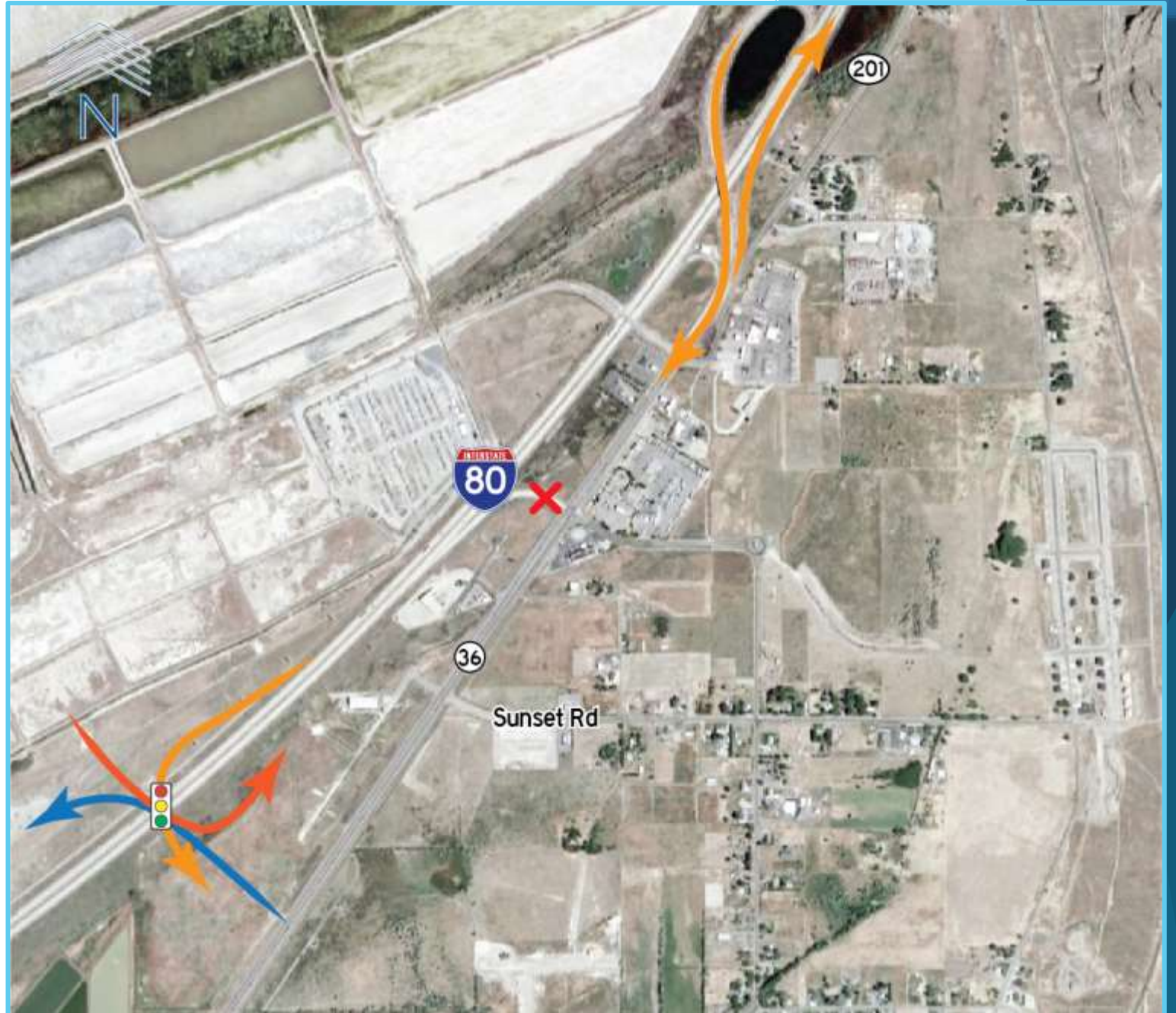
13. S.R. 36 Connection with Two-Way Easterly Connection



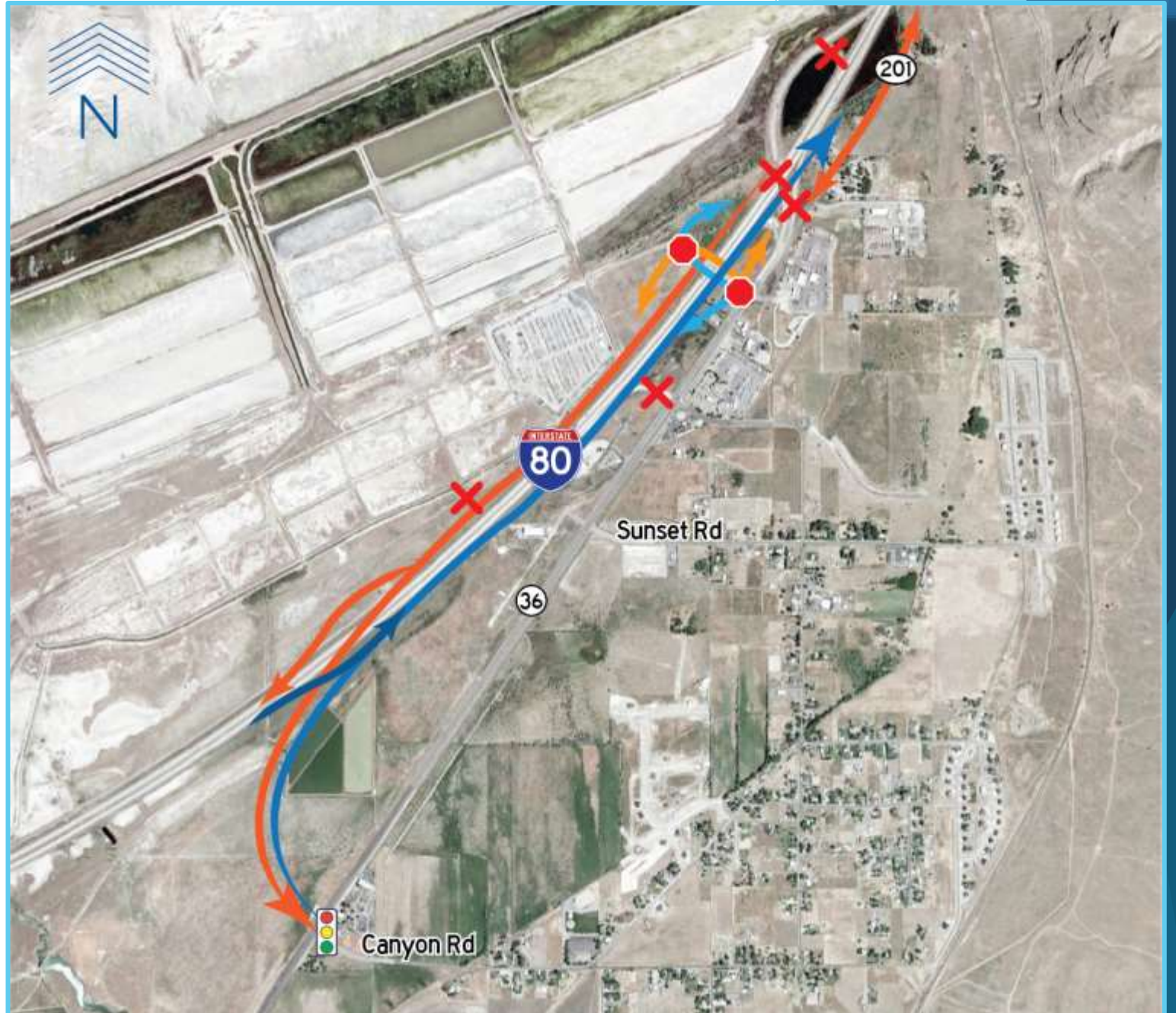
14. New I-80 Interchange
with Direct S.R. 201 to
S.R. 36 Connection
*(the proposed interchange
location may slide along I-80)*



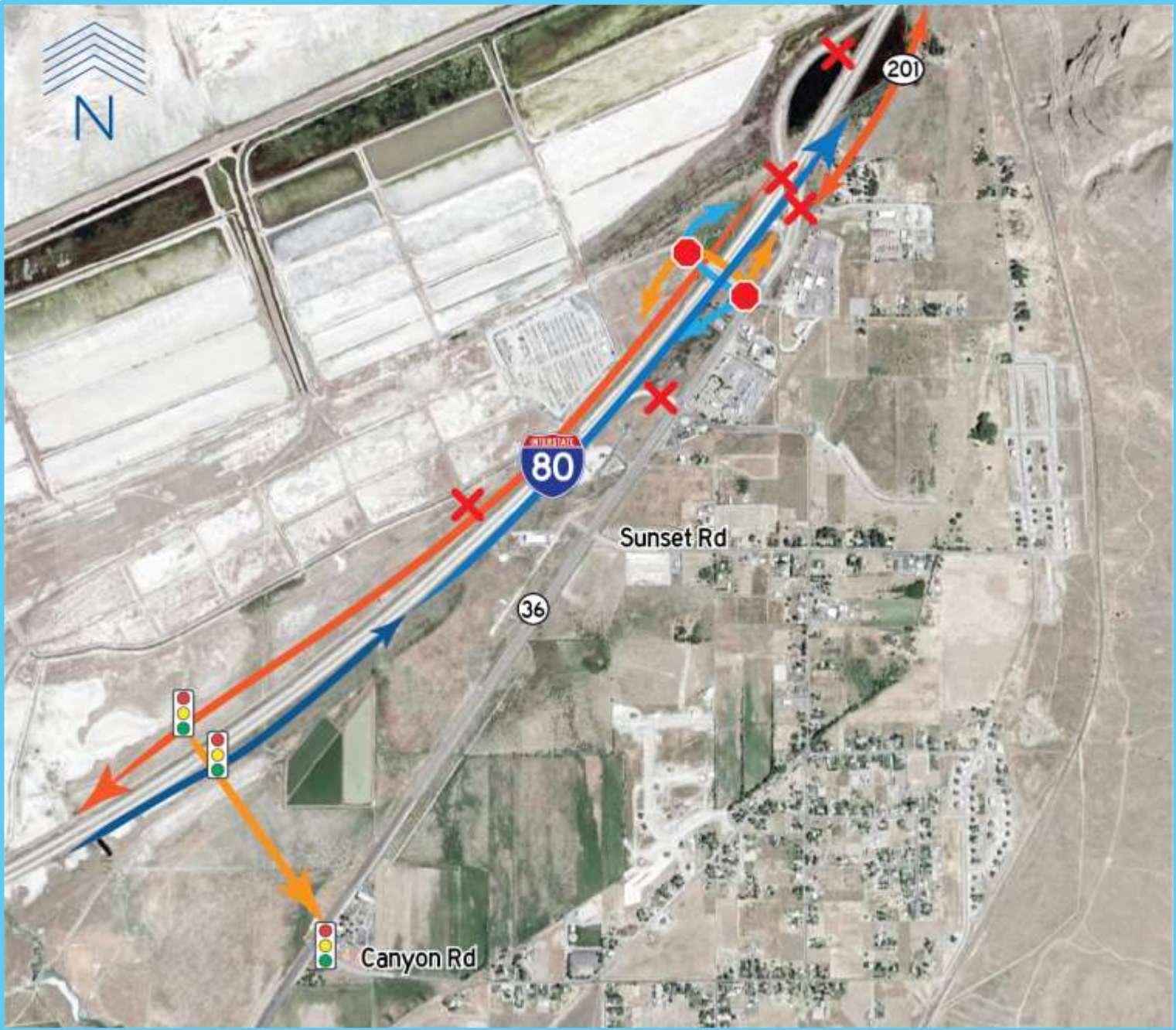
15. New I-80 Interchange
w/ S.R. 201 Couplet
*(the proposed interchange
location may slide along I-80)*



16. I-80 Collector-Distributor System with Direct S.R. 201 to S.R. 36 Connection



17. I-80 Frontage Road System



AREA 3:

Hardy Rd/Clinton Landing Rd & S.R. 36 Area Safety Improvements

18. Mountain View Road
Connection & Raised
Median through Hardy
Road Intersection



19. Limited Median with U-Turn and Mountain View Road Connection



20. Continuous Flow Intersection (CFI)



21. Move I-80 West Ramps to New Location (*eliminates existing I-80 loop on-ramp*)



22. New Hardy Road WB
On-Ramp and Traffic
Signal at Hardy Road
& SR-36



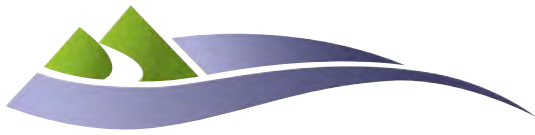
23. Signalize Hardy Road Intersection and Extend Southbound Left Turn Pocket





APPENDIX H: ENVIRONMENTAL RESOURCE ANALYSIS MEMO





BIO-WEST, Inc.

1063 West 1400 North
Logan, Utah
84321-2291
Ph: 435.752.4202
Fx: 435.752.0507
www.bio-west.com

MEMORANDUM

TO: Ivan Hooper, PE, Avenue Consultants
FROM: Andrea Moser, Senior Environmental Planner, BIO-WEST, Inc.
DATE: March 3, 2022
SUBJECT: GIS Analyses and Impact Assessments for the Northeast Tooele Solutions Development Study – Brainstorming Concepts
ATTACHMENT: Maps

Introduction

BIO-WEST assisted Avenue Consultants to obtain spatial data and evaluate options for road improvements in northeast Tooele County. The Utah Department of Transportation (UDOT) conducted the study to analyze potential solutions to address traffic challenges between Mills Junction (S.R. 36/S.R. 138 intersection) in Tooele County and S.R. 201 in Salt Lake County.

Brainstorming concepts were developed and evaluated between November 2020 and January 2021. To help evaluate and compare concepts, BIO-WEST obtained data identifying:

- Parcels and structures (buildings) – this data was used to evaluate potential for partial and full property acquisition that each option could require.
- Age of structures – parcel data also included, for some parcels, the date of construction for buildings on parcels. If buildings were 45 years old or older, structures were identified as possibly historic. Eligibility of structures has not been assessed.
- Probable wetlands – National Wetland Inventory and aerial imagery were used to develop polygons of probable wetlands. Wetlands have not been field-delineated and have not been reviewed or approved by the U.S. Army Corps of Engineers.
- Open space – Tooele County and Salt Lake County land use plans were reviewed to determine if any options intersected designated open space or protected lands. Through coordination with Utah Open Lands, a conservation easement area, the Green Ravine Conservation Area was identified. The easement, protected in 2001, totals 881 acres (<https://www.utahopenlands.org/green-ravine>). Ownership of the land has subsequently been transferred to the U.S. Bureau of Land Management.
- Threatened and endangered species – databases maintained by the Utah Division of Wildlife Resources and the U.S. Fish and Wildlife Service were queried to determine if the study area has occurrences or species ranges for any federal-listed species; no occurrences or species ranges were identified within 2-mile buffer of the alignment options evaluated (file searches 12/22/2020).

Resource Evaluations

Resource evaluations for the brainstorming concepts are presented in Table 1; attached maps illustrate analysis footprints for each concept and estimated ranges of potential wetland and open space impacts. Options were evaluated for two areas. Area 1 extended eastward from the I-80/S.R. 36 Tooele Interchange (I-80 Exit 99) to S.R. 201 (I-80 Exit 102) Area 3 extended southward from Exit 99 to the SR-36/SR-138 intersection (Mills Junction). Because the extent of wetlands was based on interpretation of aerial imagery rather than on-the-ground verification, ranges of probable wetland impacts were used in the comparison of alternatives that were carried forward in the State Environmental Study. Ranges used for comparison were from 10% below the estimated acreage to 20% above the estimated acreage. The same estimation procedure was used for open space.

Table 1. Resources Evaluated for Brainstorming Concepts

Concept by Area	Full Parcel Acquisitions, number	Partial Parcel Acquisitions, number	Buildings Over 45 Years Old, number	Probable Wetlands, acres	Open Space/ Conservation Area, acres
Area 1: I-80 between S.R. 36 and S.R. 201					
1. Additional Lanes on I-80	0	15	0	6-8	0
2. Barrier Separated Lanes on I-80	0	15	0	10-13	0
3. Reversible Lanes on I-80	Not Evaluated				
4. S.R. 201 Bypass	0	13	0	33-41	0
5. S.R. 201 Extension between I-80 & Southeast Railroad Tracks	4	30	1	6-8	0
6. S.R. 201 Extension with Reversible Lanes	4	30	1	6-8	0
7. S.R. 201 Extension between I-80 and Northwest Railroad Tracks	3	25	1	32-39	0
8. Elevated S.R. 201 Extension over I-80	Not Evaluated				
9. S.R. 201 East of Southeast Railroad Tracks	1	40	0	0-1	0
Area 2: S.R. 36 Between S.R. 138 and I-80					
10. Direct S.R. 36 Connection	1	12	0	4-5	0
11. S.R. 36 Connection w/ One-way Split	2	28	0	9-11	0
12. S.R. 36 Connection w/ Two-way Westerly Connection	2	25	0	16-19	0
13. S.R. 36 Connection w/ Two-way Easterly Connection	1	29	0	0	30-37
14. New I-80 Interchange and Direct S.R. 201 to S.R. 36 Connection	Not Evaluated				
15. New I-80 Interchange w/ S.R. 201 Couplet	0	17	0	8-10	0
16. Collector-Distributor System and Direct S.R. 201 to S.R. 36 Connection	Not Evaluated				
17. I-80 Frontage Road System	Not Evaluated				
18. Widen SR-36	0	13	0	< 0.1	0



0 0.5 1 Miles

SALT LAKE COUNTY
TOOELE COUNTY

GREAT SALT LAKE
STATE PARK



Lake Point Jct

SR-201

I-80 Exit 102
SR-201 2100 South

I-80 Exit 99
SR-36 Tooele

SALT LAKE COUNTY
TOOELE COUNTY



Lake Point

SR-36


Northeast Tooele County Solutions Development Study Utah Department of Transportation

Brainstorming Concepts

Area 1: I-80 Between S.R. 36 and S.R. 201

#1: I-80 Widening

 Analysis Footprint

 Wetland Impacts (6-8 acres)



0 0.5 1 Miles

SALT LAKE COUNTY
TOOELE COUNTY

GREAT SALT LAKE
STATE PARK



Lake Point Jct

SR-201

I-80 Exit 102
SR-201 2100 South

I-80 Exit 99
SR-36 Tooele

SALT LAKE COUNTY
TOOELE COUNTY



Lake Point

SR-36

**Northeast Tooele County
Solutions Development Study
Utah Department of Transportation**

Brainstorming Concepts

Area 1: I-80 Between S.R. 36 and S.R. 201

#2: I-80 Additional Barrier-Separated Lanes

 Analysis Footprint

 Wetland Impacts (10-13 acres)



0 0.5 1 Miles

SALT LAKE COUNTY
TOOELE COUNTY

GREAT SALT LAKE
STATE PARK



Lake Point

SR-201

I-80 Exit 102
SR-201 2100 South

I-80 Exit 99
SR-36 Tooele

SALT LAKE COUNTY
TOOELE COUNTY



Lake Point

SR-36

**Northeast Tooele County
Solutions Development Study
Utah Department of Transportation**

Brainstorming Concepts
Area 1: I-80 Between S.R. 36 and S.R. 201

#4: SR-201 Bypass

 Analysis Footprint

 Wetland Impacts (33-41 acres)



0 0.5 1 Miles

SALT LAKE COUNTY
TOOELE COUNTY

GREAT SALT LAKE
STATE PARK

80

Lake Point

SR-201

I-80 Exit 102
SR-201 2100 South

I-80 Exit 99
SR-36 Tooele

SALT LAKE COUNTY
TOOELE COUNTY

80

Lake Point

SR-36

**Northeast Tooele County
Solutions Development Study
Utah Department of Transportation**

Brainstorming Concepts

Area 1: I-80 Between S.R. 36 and S.R. 201

#5: SR-201 Extension b/n I-80 and SE Railroad

Analysis Footprint

Wetland Impacts (6-8 acres)



0 0.5 1 Miles

SALT LAKE COUNTY
TOOELE COUNTY

GREAT SALT LAKE
STATE PARK



Lake Point Jet

SR-201

I-80 Exit 102
SR-201 2100 South

I-80 Exit 99
SR-36 Tooele

SALT LAKE COUNTY
TOOELE COUNTY



Lake Point

SR-36


Northeast Tooele County Solutions Development Study Utah Department of Transportation

Brainstorming Concepts

Area 1: I-80 Between S.R. 36 and S.R. 201

#6: SR-201 Extension with Reversible Lane

 Analysis Footprint

 Wetland Impacts (6-8 acres)





0 0.5 1 Miles

SALT LAKE COUNTY
TOOELE COUNTY

GREAT SALT LAKE
STATE PARK

80

SR-201

Lake Point Vici



SALT LAKE COUNTY
TOOELE COUNTY

80

Lake Point

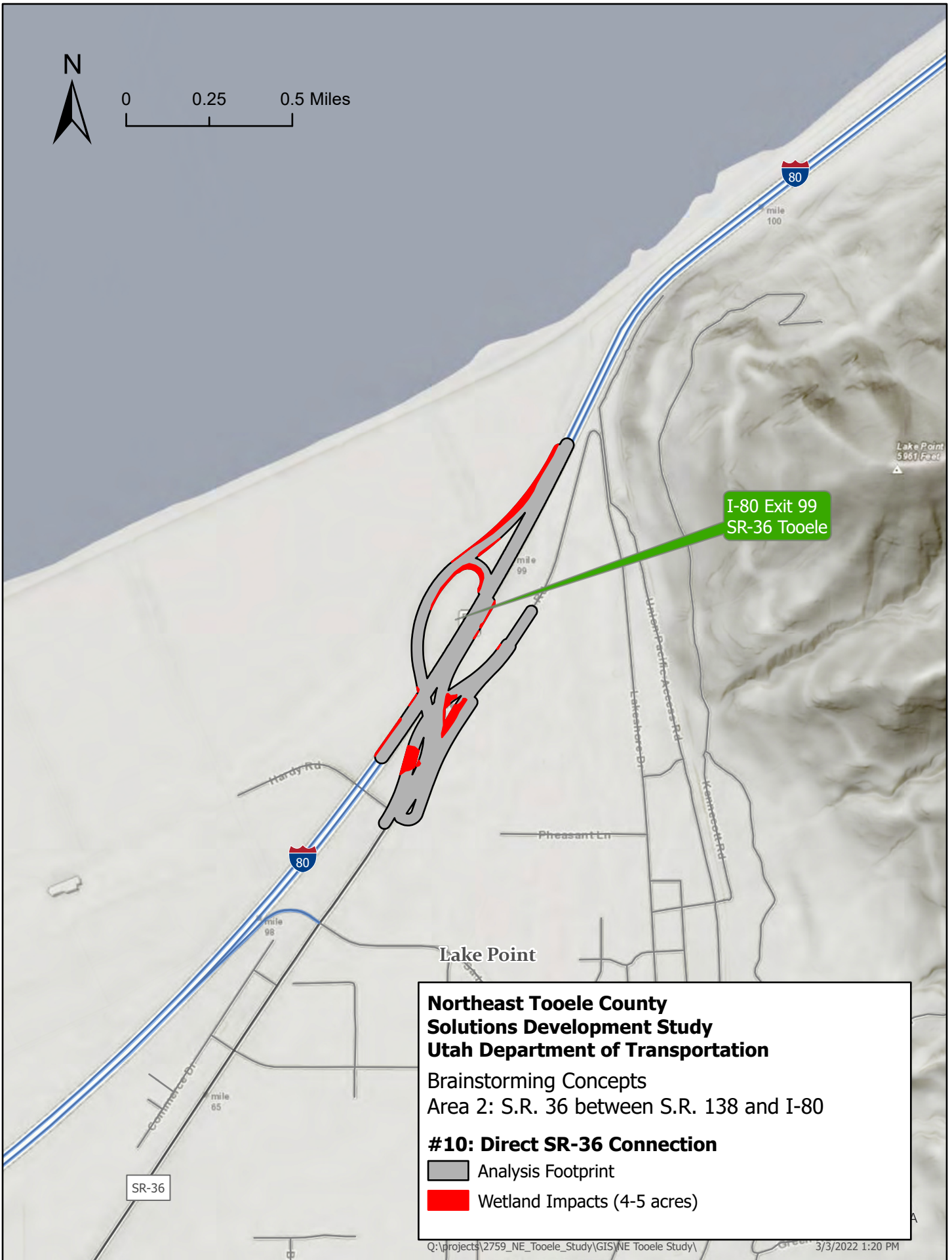
36

**Northeast Tooele County
Solutions Development Study
Utah Department of Transportation**
Brainstorming Concepts
Area 1: I-80 Between S.R. 36 and S.R. 201
#9: SR-201 Extension East of Railroad Tracks

-  Analysis Footprint
-  Wetland Impacts (0-1 acre)





0 0.25 0.5 Miles



**Northeast Tooele County
Solutions Development Study
Utah Department of Transportation**

Brainstorming Concepts
Area 2: S.R. 36 between S.R. 138 and I-80

#10: Direct SR-36 Connection

-  Analysis Footprint
-  Wetland Impacts (4-5 acres)



0 0.25 0.5 Miles

I-80 Exit 99
SR-36 Tooele

Lake Point

**Northeast Tooele County
Solutions Development Study
Utah Department of Transportation**

Brainstorming Concepts

Area 2: S.R. 36 between S.R. 138 and I-80

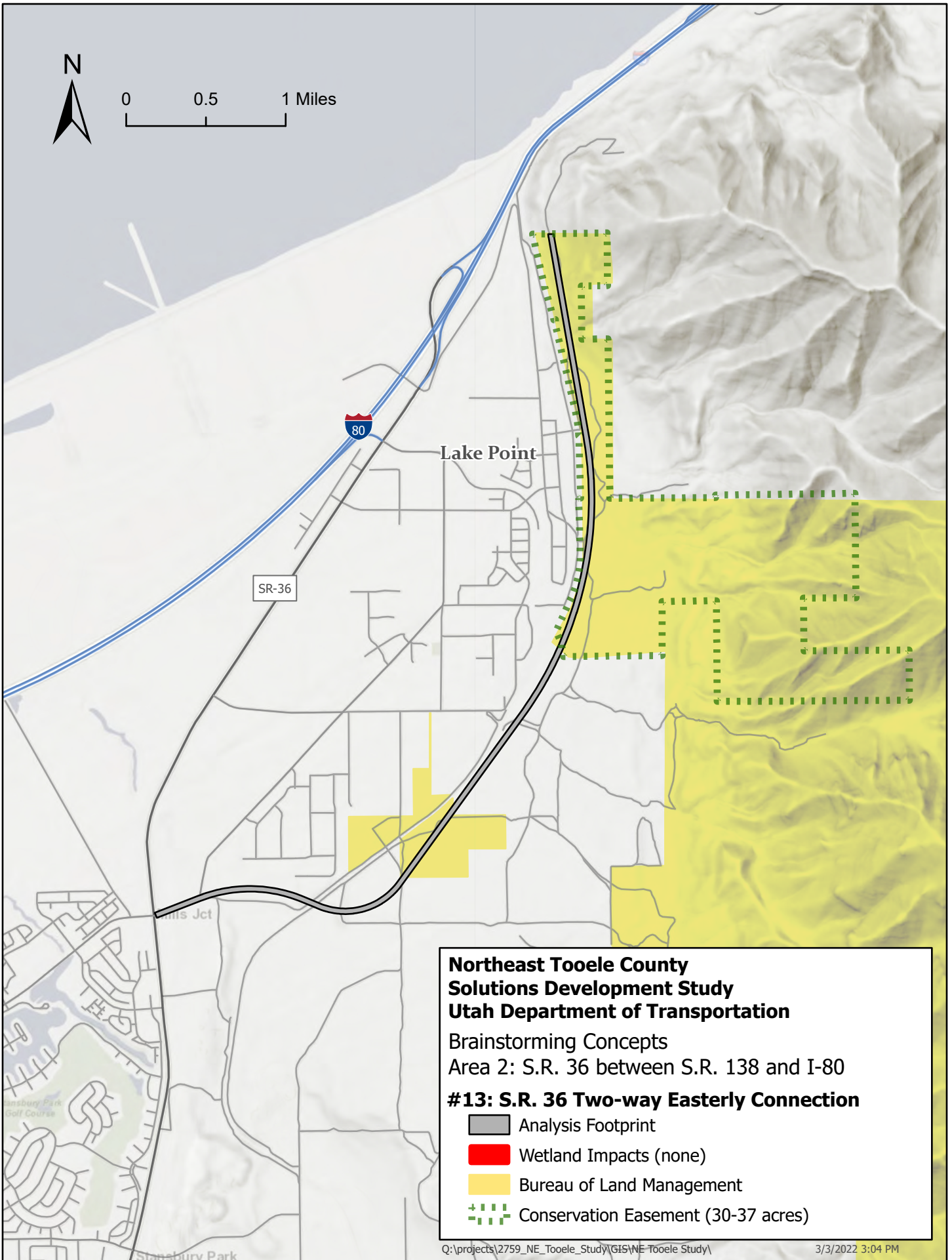
#11: S. R. 36 Connection with One-way Split

 Analysis Footprint

 Wetland Impacts (9-11 acres)



0 0.5 1 Miles

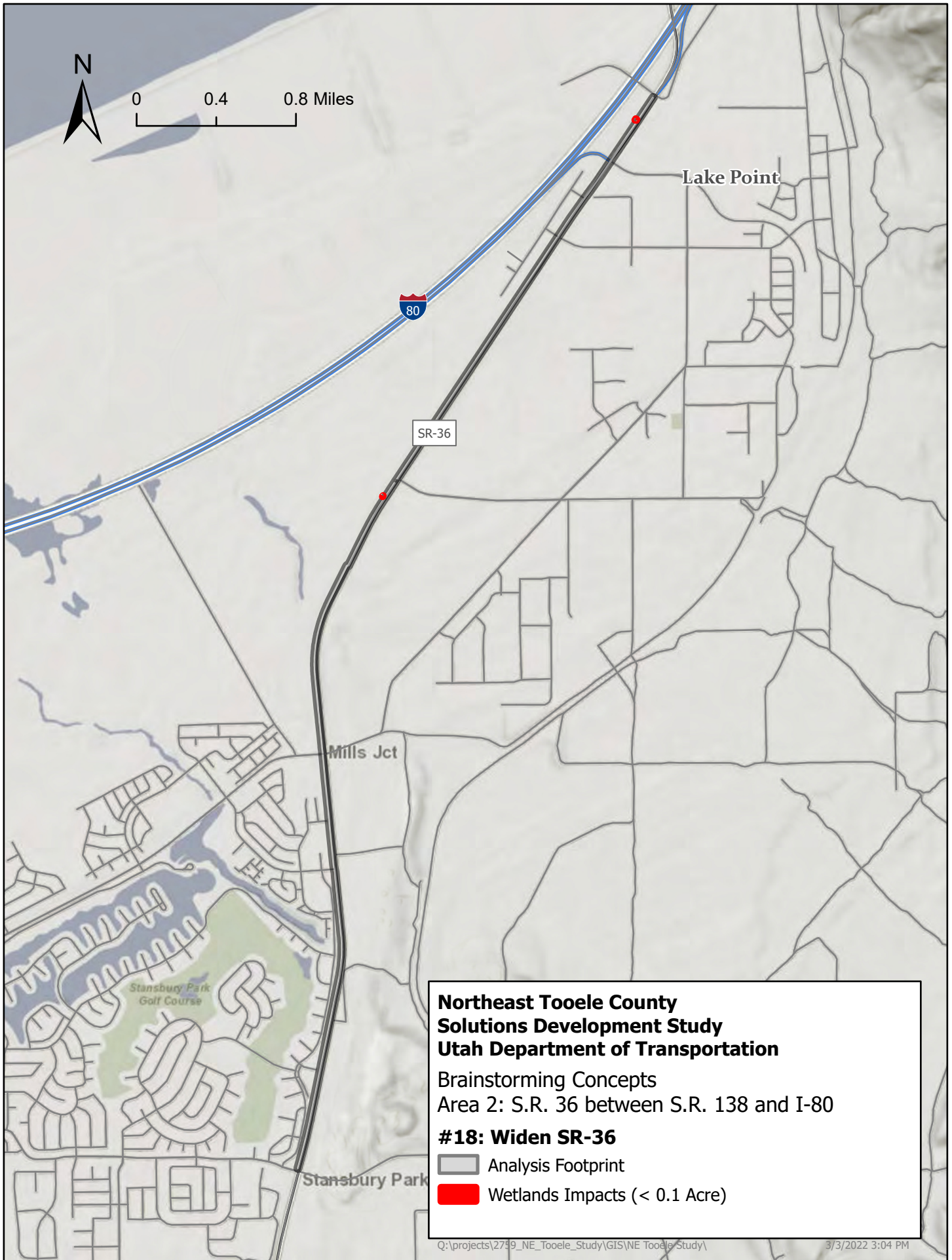




0 0.25 0.5 Miles

I-80 Exit 99
SR-36 Tooele





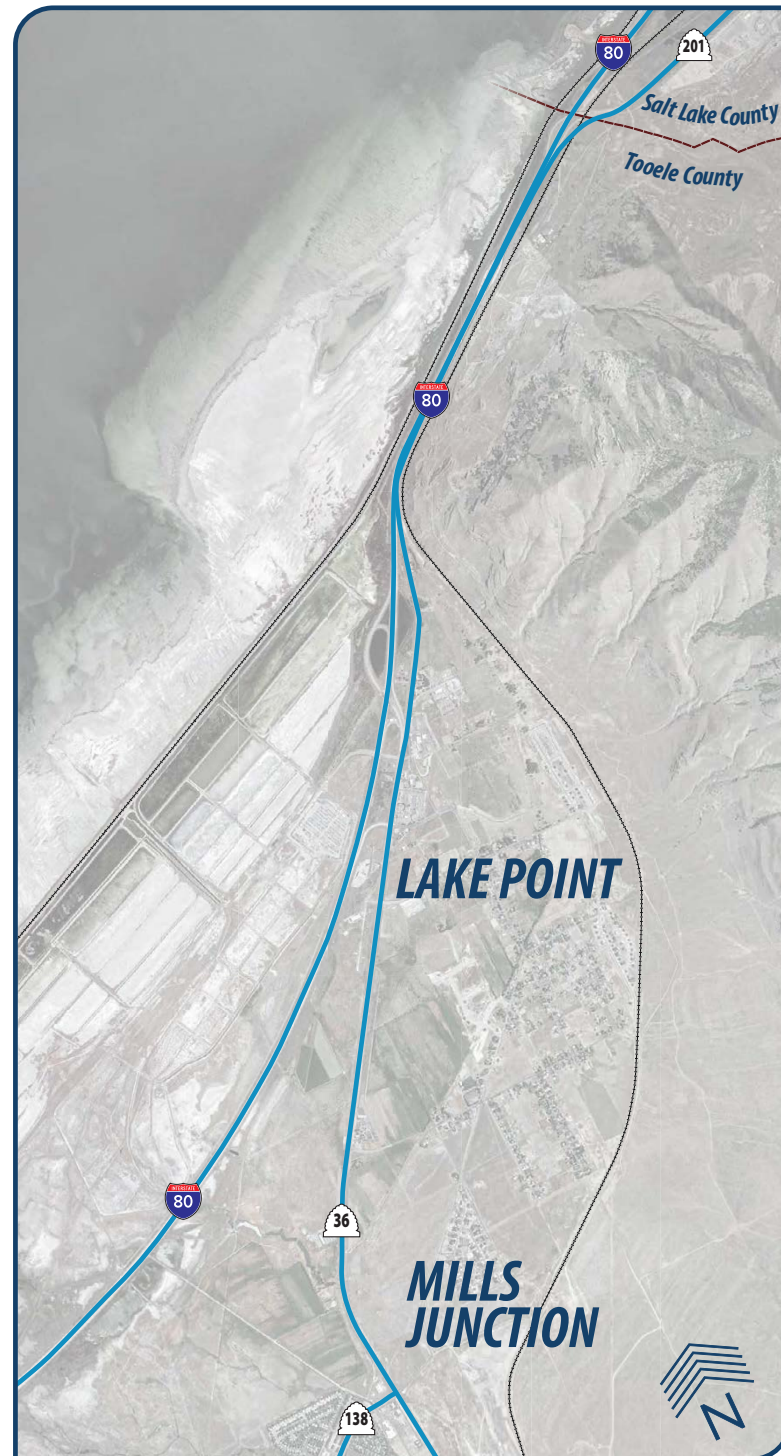


APPENDIX I: VIRTUAL OPEN HOUSE BOARDS



THE PROCESS

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



UTAH'S TRANSPORTATION VISION

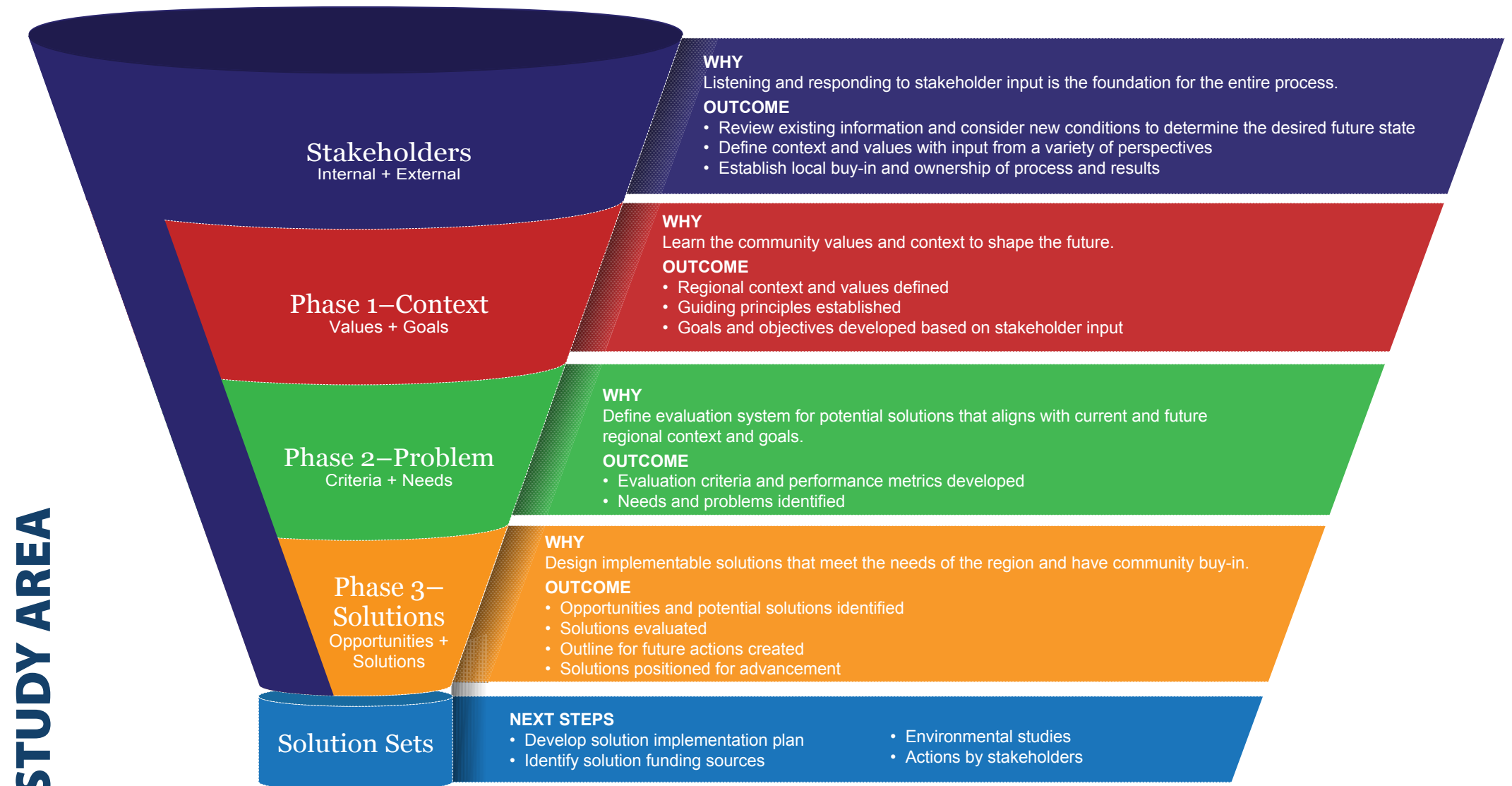
Pathway to Quality of Life

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



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

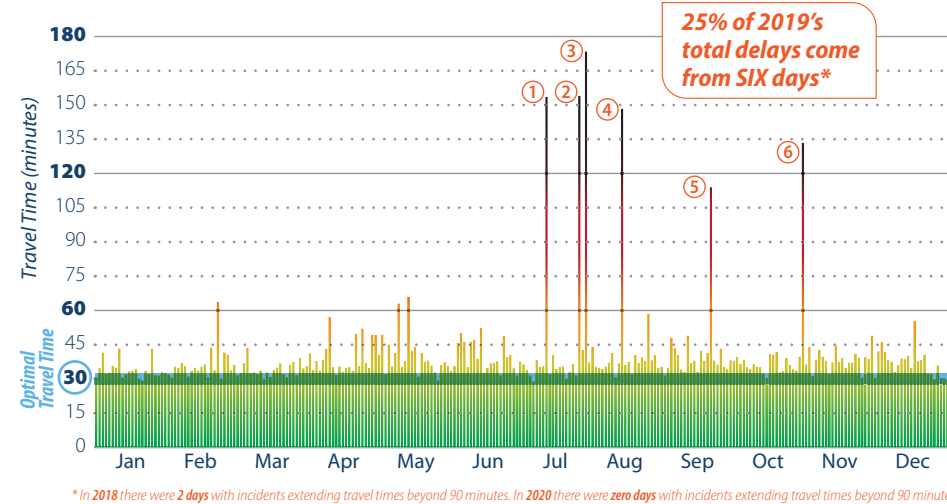
TRAVEL TIME is a key indicator of transportation performance.

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.

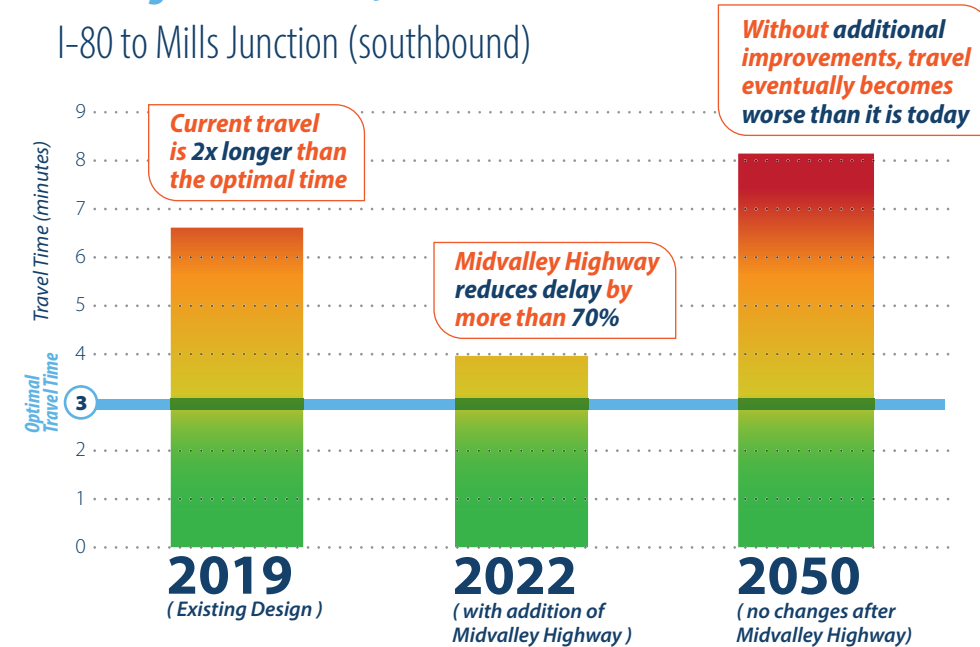
Average Travel Time

Salt Lake City to Tooele, 2019

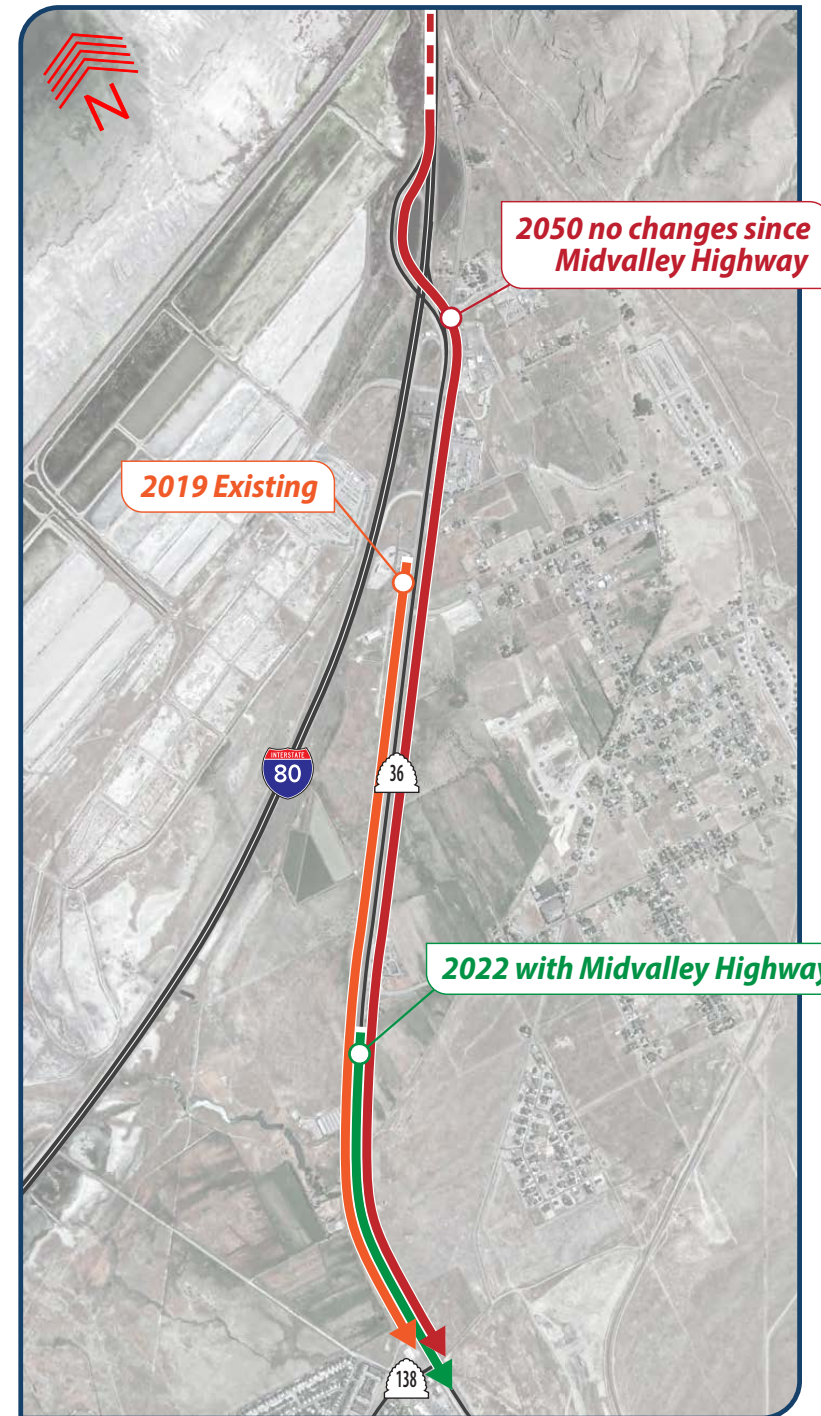


Average Travel Time, S.R. 36

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*

23 minutes

INCIDENT DELAY*

80 minutes

POTENTIAL WETLAND IMPACTS

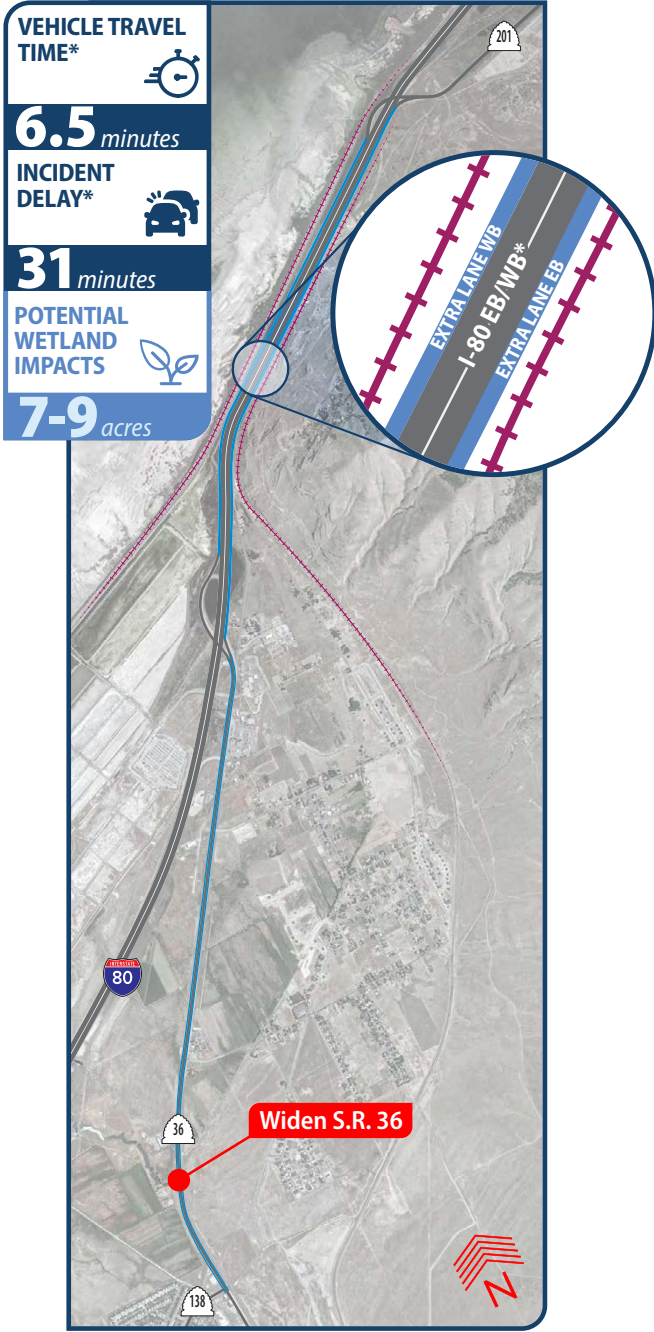
0 acres

PRIMARY FACTORS

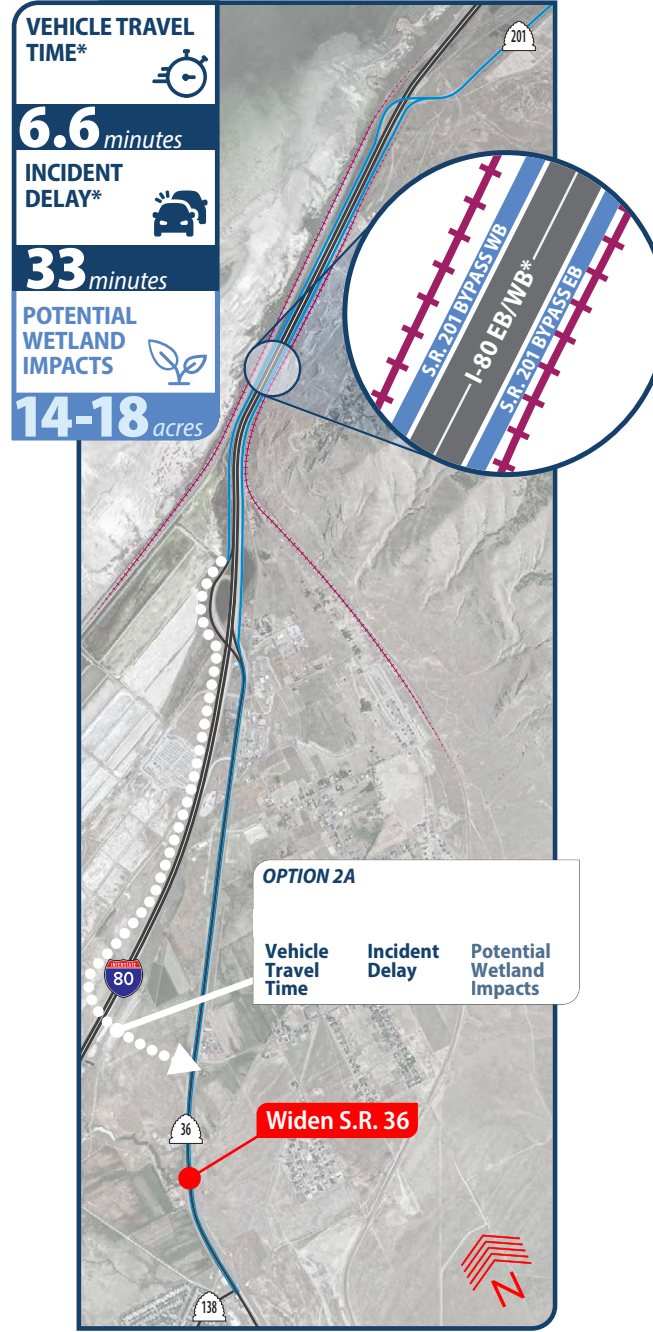
WITHOUT IMPROVEMENT

- * **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



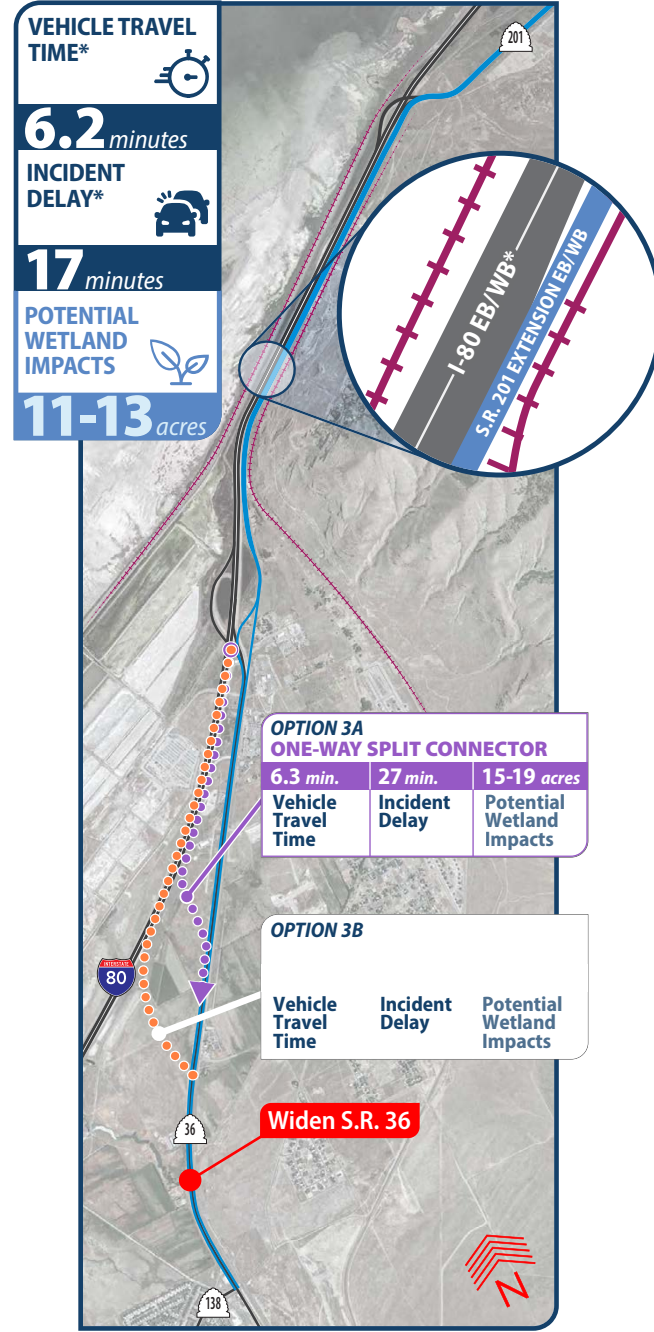
1 ADDITIONAL LANES ON I-80



OPTION 2A

Vehicle Travel Time	Incident Delay	Potential Wetland Impacts

2 S.R. 201 BYPASS



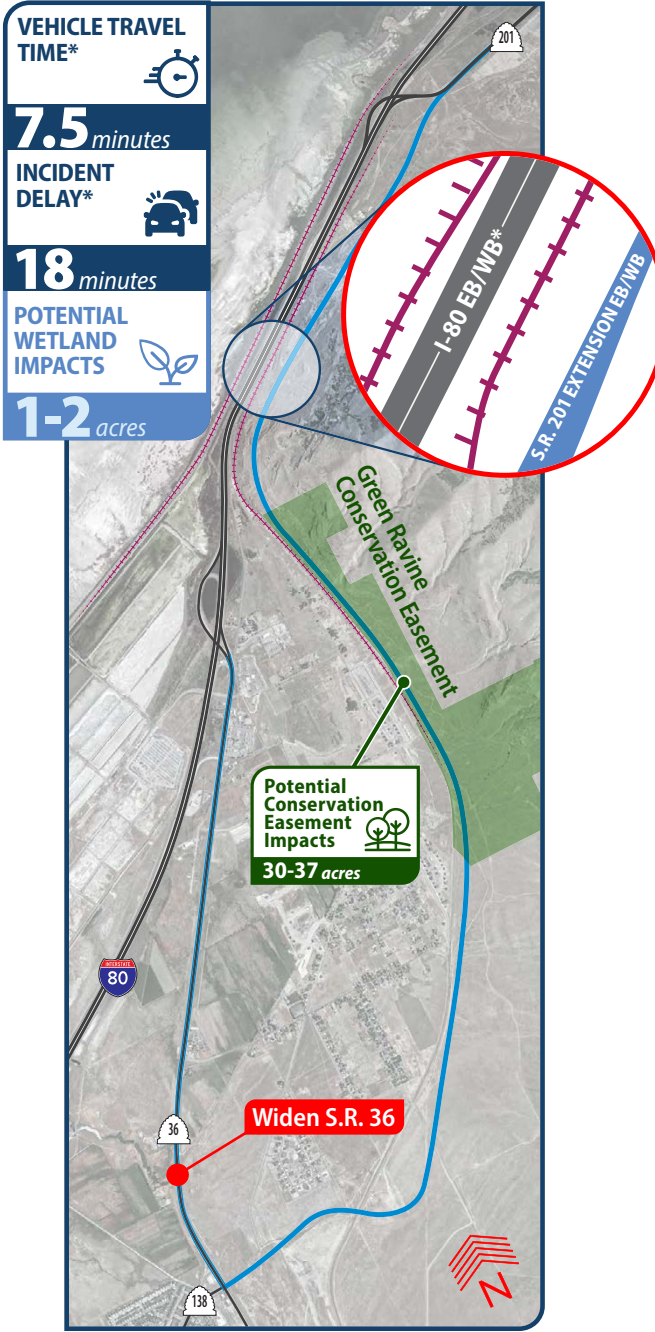
OPTION 3A ONE-WAY SPLIT CONNECTOR

Vehicle Travel Time	Incident Delay	Potential Wetland Impacts
6.3 min.	27 min.	15-19 acres

OPTION 3B

Vehicle Travel Time	Incident Delay	Potential Wetland Impacts

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



Potential Conservation Easement Impacts

30-37 acres

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)



APPENDIX J: FINAL PUBLIC OUTREACH COMMENTS



What do you like about the Additional Lanes on I-80 potential solution?

Open-Ended Response

I like that this seems the simplest solution and likely has a lower cost than others. It might have longer delay times than other options, but given the infrequency of those delays it may be worth the cost savings and to not have a solution as disruptive as some of the others.

This has the lowest environmental impact and does not effect the existing neighborhoods. Improve what exists insted of causing more problems.

Allows more cars, but temporary solution.

It provides the solutions to the congestion from both highways, 201 & I-80 into Tooele. Also like the lower impact

Taking 7-9 acres of these wetlands is not a good idea. They are there for a reason.

It seems simple, And

Not worth the environmental impact

That it is not option 4

Like it

Seems to be a easy solution. Doesn't seem to help as much long term though.

I like the idea that the houses in lake point doesn't have a freeway in their backyard. When there is a wreck between lake point and stansbury I like idea of another lane so your not down to just 1 lane.

I like this option as it does not create a new roadway behind Lake Point and leaves that land open.

By adding additional lanes on I-80 it will better handle the capacity of traffic as this area grows. I would vote for

Not a fan of more fast traffic coming off the freeway in front of our businesses. To many serious accidents.

Allow for better flow of traffic without cutting into wildlife land.

This is Better than option 4. No to option 4.

The road is already there I like this solution

More lanes would be a great improvment.

I like that it adds on to existing infrastructure.

it has the best traffic improvement with the least wetlands impact. It's the best long term solution because it's likely additional lanes will be needed in the future, even if another alternative is selected now

It adds room where there is already construction of a highway.

Additional lanes are nice, still need alternate route

I don't think it provides enough flexibility to resolve incidents on I-80 and still results in a bottleneck. I like this

Additional lanes would provide a quick fix, but it will not resolve the issue long term. You'll be doing this again in 20-30 years. Saying this, I still think it is needed.

Additional lanes will help but only if 36 has additional lanes to 138. However Mid-Valley should ease some traffic especially if Village Blvd eventually connects to Mid-Valley.

Like the extra lanes, but not a fan of the wetlands impacts.

It allows traffic to flow faster than 3 lanes.

Not much. Unattractive option.

sure why not!

With the population booming in Tooele County, I feel this is a necessity.

It improves the amount of cars in one lane so traffic same mose better

This option is best for the area and has the potential for future expansion.

Allows more traffic to flow through and is less impact on other areas.

This is not a good solution. I saw this in Atlanta. The first day they opened two new lanes on their beltway it was instant gridlock. In fact, the day they opened a new toll highway (they thought this would filter out traffic and be a fast track downtown) it immediately had gridlock. It was never a success. Go for the

While the current 2-lane highway can be bogged down during high traffic times, I'm not sure it would be necessary all the way into Salt Lake, i.e. by the airport. I do like the added third lane from the 201 Off-ramp WB to facilitate safer conditions between on-coming traffic and the existing traffic. I think the the mirror image going EB to the 201 Exit has also facilitated better travel because there is room to switch lanes without bogging down the right-hand lane. The traffic exiting SR-36 onto I-80 is often tricky when the long line of traffic is trying to merge onto an already busy EB I-80 traffic flow, getting up to speed, and coming around that mountain point so
It's probably the cheapest way but short term and still leaves only one road around the point.
I like the fact that more lanes open, equals better flowing traffic
It would help with eastbound 201 and i80 morning traffic.
I like the limited wetland impacts.
The room already exists for these extra lanes and it seems like the current and coming growth to Tooele County will eventually make additional lanes a necessity.
Seems the most logical! Though wetland acres are expected to be impacted, they are already impacted by present infrastructure, so widening it might actually have lesser ecological impact than another option that creates a new road (connecting/extending 201 to 138).
Better ability to get around a accident on I-80. Can handle more traffic
It would be nice to have additional lanes on I-80.
This is a fantastic idea. A third lane has recently been added to I-80 southbound which has significantly helped
It's only taking minor area around the existing road and causing less impact on the environment.
Minimal impact
It would be safer for drivers waiting to exit. Currently people may be waiting while the far left has large vehicles
When the additional west bound lane was installed it really move the traffic backups from exit 99 to the Mills Junction light. Would adding the east bound lane improve traffic? If so, it would be an easy solution for the
it's a simple and fairly feasible solution in the short term
I don't really like this.
Essentially keeps existing footprint. Allows for access to Stansbury. Does not put a new highway up against the mountain, which is unsightly and will likely be most costly.
In a good, better, best scenario - this is would be a "good" solution. Providing extra lanes, but also not fully solving the greater need of incident delays and the one way in-one way out problem.
We need more lanes. Why is it taking so l9ng
I think it would help immensely with road rage and people getting angry about slow drivers in the fast lane. It would give you more options to pass the slow drivers.
Yes we need more lanes.
I believe it would enhance safety as the bottleneck would be reduced and the freeway wouldn't shut down entirely for smaller accidents
I don't like this option
This needs to happen in addition to one of the other solutions no matter what. I commute to slc everyday for work and no matter what, the second the 3 lanes merge down to 2 lanes the traffic comes to a crawl until you hit SR 138. I think it would help the flow of traffic immensely to not have the road narrow before all of the people who live in Stansbury are able to get to SR 138 (I live in lake point).
Still a pinchpoint and does little to mitigate the delays in the event of an accident
I don't think this is a viable ONLY solution for the congestion problem out here, we need more that one way in and out of the county to the salt lake valley
The best option you have given. Still doesn't help me avoid i80.
I like the fact of adding on additional I-80 lanes because it its always a busy road.
Extra would help

It doesn't put a highway in my backyard. I live close to the train tracks and don't want a highway right behind the already loud train too.
This would have the least impact but would only provide a short term solution
Additional lanes would help with traffic flow. Would potentially allow traffics to keep moving in the event of an
Seems easiest, cheapest, and fastest solution. Should be done no matter what and partnered with another plan.
An additional lane would be good. But the lanes are not necessarily the issue. The issue is when there is an accident. All lanes get shut down. And there is no other way in/out of the county. We need another road.
Nothing
It will allow more cars to get to mid alley and Grantsville easier and also prevent pinching when everyone is
That it is not # 4, anything is better than #4
It'll allow more traffic flow which should help during rush hour traffic
It allows through traffic to bypass the Tooele exits without being slowed by the traffic and without slowing the
Lower likelihood of complete accident stoppages.
Minimal impact, probably the cheapest and fastest option.
quickest solution to traffic delays
This is going to be needed regardless of other options implemented. All options will still see increased I80 traffic as the area grows. Additionally the proposed inland ports are expected to draw more truck traffic through the
Increases flow on the main traffic artery.
reduces congestion

How would you improve the Additional Lanes on I-80 potential solution?
Open-Ended Response
This is only a temporary solutions, in my opinion. At some point more has to be done then widening the road.
Additional lanes won't help with a big accident. It is still only one way out of town.
You need to find a way to work around the wetlands and any wildlife conservation areas. They're losing to much habitat all ready because of the land becoming destroyed by new homes.
but does not address the difficulty Around having just the one exit on the north of Lake point, where trucks already have a difficult time getting into the road.
Leave it alone
Just add another lane
No idea
This still leaves residence with one way in and out of the valley towards Salt Lake City - I-80.
It would improve this option by adding an additional/separate exit for Stansbury Park/Tooele proper residents.
Currently we need more lanes getting on the freeway and not have three lanes become one lane within a couple hundred feet. Even if SR201 is extended we need another lane to enter freeway.
Add one sections at a time during night hours to prevent interference of traffic flow.
What about a on ramp to I 80 at the end of lakeshore?
I would recommend the 3rd option as the best option.
It could be done at a later date to increase traffic flow, but won't solve the problems we are experiencing today.
1. Expand I-80 east bound to 3 lanes. 2. 3 Lanes from Hwy 36/I-80 interchange to Hwy 36/138 intersection. Both north and south. 3. At Hwy 36/138 intersection have far right lane be right turn only.
I would do as much as possible now so that in the future UDOT doesn't have to re-work it like SR-92. Build it while the land is wide open.
Not sure
Adding lanes doesn't change that all lanes must converge back to a 2-lane highway. It also doesn't consider how traffic will flow when there is a major accident and the interstate is shut down with no other route options.
I think this is a shortsighted "solution" that doesn't do enough to provide an alternate route. It may actually worsen it with construction delays on the same facility during the project and then may have greater incident likelihood when people cut across another lane for a missed exit. Then when accidents happen it will still be the only route at the north end of the valley. It also does nothing to encourage more mass transit. Too many
I think there's plenty of lanes
Make sure it doesn't create a bottle neck down the road.
Ot doesn't solve the car crash problem. It therebis a car crash I-80 still gets shut down
Make sure the right lane requires no merge and is dedicated all the way to SR201
One suggestion, instead of trying to widen roads at the SR-36 exit to I-80E, perhaps implement a metered light for the time of day when traffic is at its heaviest. It would be nice not to impact those wetlands too much.
Hwy36 is really dangerous around the on/off ramp - no one slows down to 55 which is the posted speed limit and I'm shocked there are not more accidents there with vehicles trying to get to the gas stations and restaurants while others are moving on and off the freeway
Still have more than one main way in and out of SLC
Separate 201 and i80. Merging the 2 onto each other causes people to try to jump around other cars and causing
I'd like to see additional lanes being added further south past SR138. There is still substantial backups that occur
It does nothing to help bypass the pinch point of Lake Point or its stop light. Additional lanes on I-80 will be wonderful but there needs to be (at minimum) one additional access point to get around Lake Point on on to I-80
Extend by 2 lanes on each side (if possible). Would take longer, but would allow for even more growth in Tooele beyond 2050 estimates.
I just don't think it's enough of a solution, but it would be helpful in addition to other efforts.

We need a second road in to the valley when there is an accident on I-80.
Adding another lane to help ease the traffic flow.
If you had two lanes dedicated to exiting and two for moving traffic it might be safer but it doesn't solve the back up problem unless more than two lanes can exit.
I think it sounds be more than one additional lane each way. this valley will continue to grow and will need more.
Longer dedicated right turn lanes to Stansbury at various points so through traffic can keep left.
I would only select this option if it were the only solution.
Do it sooner rather than later
I am concerned the residents and visitors of Tooele County would still use Lake Point small country lanes to bypass the busy section of SR36. Even when it doesn't save them time, they have the perception it does. Speeding happens often as well as failure to stop at stop signs and for school bus lights. The bus stops for elementary students are on the roads (Mountain view, Canyon, Center St, Foothill, I've even seen people using
Have 3 lanes in both East and West directions.
Add more lanes please.
this would just create a bottleneck at the off ramp again.
Is there an exit being planned between the current tooele exit and Grantsville that all of the Stansbury people will be able to use to bypass SR 36 altogether?
I don't think it is the best overall idea. The frustrating part is getting to Stansbury Park or Tooele and I don't see how this will make a better solution for "in town" driving.
Not sure that would be wha engineers would have to decide.
May not be enough long term.
Bring 3rd lane from saltaire all the way to exit 99. And then keep the extra lane that was put in on 36 all the way to Mills junction. It doesn't help much when it ends as soon as it done. You just get people speeding to cut
It helps i80 but hurts more wetland and doesn't help congestion funnel to 36 prior to 138.
I would reconfigure the bridge so the west bound does not use that bridge and then there are 3 lines that usher traffic into lake point removing any of the lane shifts that happen
Needs more transit trains or light rail
Widen the exits as well. It can bottle neck pretty hard. Also change the flow of traffic so there isn't a traffic light right off of the I-80 ramps.
Given the limited space you have to work with, it's fine as is.
It doesn't offer a long-term solution as population continues to increase and accidents could still impact travel times as much as they do today. I would prefer to have two physically separate routes.
eliminate stop light in Lake point on SR36 to improve flow of traffic off of I80 to mills junction
None
I would absolutely implement this. I don't think it's a stand-alone solution, though.
toll the additional lanes

What do you like about a S.R. 201 Bypass potential solution?
Open-Ended Response
Similar to option 1, this solution is simpler and less disruptive than option 4.
Gives another option for commuters. Please think about connecting with active transportation.
I don't like anything about it. You're taking to much of the vital wetlands.
Ok. Similar to the extra lanes on i80,
NOTHING. I do not want a highway killing all the wildlife
This is a great idea.
That it is not option 4
Like that it is in unused space
I like that 201 offers another way into the Tooele Valley. I like that it stays on this side of the valley and not by the mountain. It doesn't cut the town of Lake Point off or surround them by highways.
I like the idea that it is away from the houses, wild life, etc....
I do not like that it creates a busy road east of Lake Point. I want the foothills to remain undisturbed.
This provides residents of Tooele proper/Stansbury Park an exit while also relieving the demands on S.F. 36 through Lake Point. I would vote for this option
One-way connection - don't like it.
Allows for Stansbury and Tooele residents to by pass most of Lake Point. This will help with back up at
This is Better than option 4. No to option 4.
I like that it offers another option for people living or driving to Stansbury Park to alleviate traffic.
it works for a temporary solution
It adds room where there is already construction of a highway.
Bypassing Lake Point is a great idea. Needs to go both directions. don't stop short connect to 36 on the curve by
I don't feel this does enough to solve the issues. It still results in a larger incident delay, and doesn't increase
Seems confusing. This appears to have the largest impact on the wetlands. It's a lot of money that will mostly be used in the event of an accident.
May more sense on this one to connect on the road west of Tractor Supply.
I like that the wetlands impact is further away from the actual lake itself. I like the 201 bypass on both sides of
It opens up another option when there is a major accident.
Seems worse than option one. Sure, it may help with queuing on I80, but it'll actually impact more wetlands and still require a signalized intersection for one direction. Seems inefficient of my tax dollars.
it by passes stupid lakepoint
This is my least favorite option.
It helps cars move if there is an accident
This would be good if the Midvalley bypass wasn't completed.
The bypass would flow through an area with no current homes and has less impact to homeowners in the area. While still letting more traffic through this area.
This would likely benefit those who need to travel on SR-201. While that would alleviate some congestion at times, I'm not sure it's the best option for all of I-80.
Looks cheap and easy. Doesn't give us a second road around the point.
The fact that it is widened and potentially bypassing only one way in and out of slc
Separate areas for 201 and i80
I like this solution
It has a faster vehicle travel time.
Only the I-80 bypass lanes in both directions.
I don't love this idea.
Nothing

Having those additional lanes to travel is helpful but we need a second way into the valley when there is an
This is another great idea. The infrastructure is already there making an easier option for traffic to lead directly to
Gives traffic another option of road to travel.
Out of all of the options presented this is the only one I agree with. It doesn't effect the communities around as
Would allow for Tooele traffic to pass some of the earlier exiting cars.
I don't like this solution because future expansions would be difficult and it would affect all traffic coming in and
This option is my second choice. I like that Lake Point is not encircled in freeways.
Distinguishes between through traffic to Stansbury, Erda, Tooele etc. and traffic simply exiting to use the
services, which are mostly trucks and contribute to a lot of congestion. Does not put highway up against the
Also in the good, better, best scenario, this would be in the "less good" portion. While allowing for a second way
in and out of the valley, does not solve the issue of incident delays while creating an extra cost of disrupting the
largest amount of wetlands out of the four options.
I like that it bypasses much of Lake Point's residential areas removing the urge for people on it to cross into Lake
Point residential roads for commuter lanes
That it does not Lake Point residents. Nobody wants a highway in their backyard especially in a small town. That's
why you move to a place like that, for the quiet, small town feel.
Yes this a great idea for the bypass! 2B This is a great proposal for getting traffic out of the lake point road and
will save lives with the major wrecks that happen eighth at the McDonald's and chevron. This needs to happen
for safety and to keep lakepoint free of more traffic!
It relieves the bottleneck at the Lake Point exit
This would help half the problem.
I like this option because it connects further down the highway. Not sure if it helps traffic flow though or if it just
starts the congestion where they merge farther down the road instead of on I80.
Gives an option to avoid I80 in the event of an accident
I think this would be helpful, but I think there would still be a slowdown congestion problem where traffic meets
Nothing. I don't take 201 to get to the city. I don't like the lights in Magna. Slows down my commute to the
I like this because it would help the Tooele bound traffic bypass a lot of "town travel" and get to their destination
Additional exits than just exit 99 will help reduce the traffic. One exit is dumb several should be considered 3 to 4
Again. Reduces the potential for a highway right behind my house. I also think this one would be great at
reducing traffic on I 80 while giving residents of Tooele county another option in and out.
Unknown at this time.
This would help with the bottle neck of forcing all traffic into one highway at once.
Adding additional exits in that area would be beneficial. I think this would pair with adding additional lanes.
This has potential! But it is still dropping off in the Mills junction area. It needs to in at a different intersection.
Helps 201 in and out.
This option is better than # 4 and is a better alternative.
That it is not # 4, anything is better than #4
Gives us another point of entry into Tooele
It provides another choice of right right from the freeway entrance area.
Avoids Lakepoint chokepoint
Segregates traffic into two distinct roads, doesn't require merging at the choke point, minimal impact outside of
While i do believe a 201 bypass would have a huge impact, I don't see this one as the best option as it just moves
congestion further down the line.
Not sure I really like it, to be honest.

How would you improve the S.R. 201 Bypass potential solution?
Open-Ended Response
Active transportation options. Future trax.
Request less impact on the wetlands.i
Bypass the wetlands, find a way to leave these areas alone. Wildlife habitat destruction is a no-go.
... but it does not have better results than option 1, and looks like it might cost more.
Don't do it.
I would make on and off ramps that merged onto SR-36 and not do a light turn on/off
No idea
This only helps traffic coming into the valley. If an accident is on east bound I80 lanes before the 201 on ramps traffic is unable to get into the Sly Lake Valley without long delays.
Adding an ingress to I-80 East and not just an egress off I-80 onto S.R. 36
Make it two-way connection.
Make it accessible both east and west bound due to backup with accidents that happen between Stansbury and
I like it as outlined. It does not cross through any protected spaces and provides an alternative route to town.
Why not do a overpass on 36-138 junction and have that go north from Adobe Rock straight to 1-80.
Not do it.
Have it reconnect to his highway 36 closer to Mills Junction.
Use barriers to separate the bypass from I-80 to prevent major accident on the interstate from interfering with traffic flow on the 201 bypass.
Create an independent linkage, separate from Lake Point and Mills Junction for connecting commuters with Tooele City, where a lot of the traffic is to/from and a significant amount of the growth is taking place.
make it also bypass but also have a exit for Stansbury.
It is still very slow and cars moving is minimal
I guess it depends on how many people use the SR-201 exit. It might provide a relief on I-80, but what about when that bypass would connect with SR-36? Would that create just a different point of congestion?
Have it run along side 38 so you never have to get onto 201
Still wouldn't fix mills junction intersection
I worry that splitting SR201 around I80 would be confusing and cause additional accidents.
Make the bypass lanes accessible to both I-80 and SR 201. Or use build an additional lane for I-80 AND the 201 bypass lane in one project. Make the bypass connector a 2 way connector instead of only a westbound connector. Slowdown happen in both directions and during both morning & evening commutes. A one way
It seems overly complicated to essentially add more lanes. And those needed to be in the lakepoint area could still get backed up at I-80
It really doesn't seem to help much. The delay times and single lane seems inadequate to address growth. Plus, it affects significantly more wetlands for such little benefit.
Add another way into the valley besides I-80.
Adding the additional lanes on both sides of I-80 will minimize the impact on the environment.
Would 201 still allow drivers to exit off 99? More exit options the better.
I would select this option fourth out of the four options.
The incident delay time is too long on this, but I have no experience to lend any potential ideas to help with this.
Not sure.
I feel that SR 36 would need to be widened from the off ramps all the way to Mills Junction.
If SR 201 connects at this point I think it would be helpful for it to join as the extra lane extension on SR 36 so it is not just another merge that ultimately slows down traffic.
I wouldn't. There needs to be a pass through bates canyon.
No improvements on my part.

Unknown
Not enough by its self as the area continues to grow.
Bring it in on 112 or farther south on 36, Around Village or Erda Way.
Continued funnel issues on 36 between drop off point and 138
I would have it buy pass lake point
Needs more transit trains or light rail
Change the flow of traffic so there isn't a traffic light right off of the I-80/201 ramps.
Have both lanes on one side of I80, splitting would reduce the ability to bypass and accident.
Consider other proposed bypass options
I'm not sure I understand this. The map isn't very clear -- the orange dots aren't SR 201, or are you saying that SR 201 will join with I-80 and then hop off I-80 and 'bypass' to SR 36? If that's the case my concern is you're just creating a congestion point at a spot that already experiences congestion. Maybe if there was a way it could split between SR 36 and SR 138 - so it joined more closely to Mills Junction instead?
Make it a dual connection. Would be nice to include transit/light rail. Seems like adding additional lanes on I-80 would lessen wetland impacts. Suggesting moving closer to SR-36, closer to Mills Junction.

What do like about the S.R. 201 Extension between I-80 & the railroad potential solution?
Open-Ended Response
I like that this has the best vehicle travel times and is likely less costly than option 4 by having 201 between I-80 and the railroad. I also like that it doesn't destroy many many acres of the Green Ravine conservation area as
An SR 201 extension sounds like the best option. I like that it would be completely separate from I80.
You have the same problem here, you need to figure out a different way to leave the wetlands alone.
This seems to be good location for a 201 extension with good projected results. It doesn't affect residential areas much except a few homes in the very north of Lake point. The 3a and 3b options look good on paper for decreasing congestion at exit 99, but their results don't appear as good as option 3.
NOTHING. This is the worst one by far. This would effect wildlife as well as residents and I will adamantly oppose
Looks good to me
That it is not options 4
Like it that it is in used space and separates traffic not going to lake point to reduce the choke point off exit 99
I like this option. Allows people options to both come and go out of Tooele Valley. Has less impact to residents of Lake Point. It avoids spitting traffic out at an already busy intersection at Mills Junction.
I like this idea the best out of all options. I-80 & the train tracks are already there. It's not destroying the small town feel of Lake Point.
Option 3B is the only option that decrease both north and south bound traffic in front of the local businesses by the freeway entrance and exit.
ALL OF IT! Allows for extra flow of traffic both directions. Allows for Tooele and Stansbury residents to bypass LP. Give a alternative route without interfering in the Wildlife on the mountain side.
This is Better than option 4. No to option 4.
Best choice by far. Will ease the congestion on the S.R. 36 on/off ramps as well.
Good solution Gives us two different roads into SLC and no bottle neck
This option is one of the best options. It does not affect the Green Ravine Conservation Space, recreation areas, is more cost effective or existing residential communities.
it has better incident delay time than option 2, with less impact to wetlands than option 2
I don't think this helps much
Seems confusing. This appears to have the largest impact on the wetlands. It's a lot of money that will mostly be used in the event of an accident.
I like the option 3b part of this option sort of. I'll explain.
I like the Northeast bound solution, but I'm not a fan of the Southbound solution.
This is a great way to build another route into the county that will have fewer semi trucks since most will stay on I-80 to head west.
Efficient use of taxes for a temporary fix.
I like the two way
This is a big need for our valley.
The delay is much less
Less impact to homeowners while still allowing more traffic.
This just seems over complicated and won't resolve any of the real issues.
I like the fact that it will help allivate traffic
This one is the best. Separate 201 and i80 areas, but people from tooele and Stansbury still have the option to get to either one. Doesn't impact the mountain as much or all of Lake Point.
I like 3b solution
Travel time would be reduced.
I LOVE the two way connector that completely bypasses the Lake Point intersection and it's pinch point. Extending 201 into Lake Point would essentially double the amount of vehicle load that area could handle.

A little simpler, but still doesn't seem reasonable when you could just widen current roads.
Allows a place for vehicles to get off if there is an accident so they are not just left at a stand still. Also allows. Those vehicles that are planning on going on 201 anyway to not have to use I-80 which may reduce congestion.
Added lanes are helpful but still need another option besides I-80 when there is an accident.
Another great idea. Neighborhoods and trail systems are not disturbed.
It takes some traffic off of the existing exit.
3a is an okay option for those that use the 201 and has minimal impact on the community as well.
I like that it doesn't funnel all the traffic onto I 80.
I like this idea. It would be the best price and solution. The 201 extension would be less expensive than going over the mountain. The downside is that 36 would still be the bottle neck.
I like that 3b bypasses Lake Point. I like that this option does not encircle Lake Point in freeways.
Distinguishes between through traffic to Stansbury, Erda, Tooele etc. and traffic simply exiting to use the services, which are mostly trucks and contribute to a lot of congestion. Cuts down on delays across the board. Does not put highway up against the mountain.
This one seems to be the best option when it comes to travel time.
In the good, better, best scenario, this is the better option than the previous two. Two disadvantages: 1) using a lot of wetland acres. 2) Little bit confusing with multiple roads, exits, etc.
Great idea
With the times given I believe this is the best option with the least impact to existing homeowners.
I like the better travel time and the lower incident delay times listed with the 3A option. I also chose this option because it has a lower wetland impact than some of the other options and a much lower effect on the slower quality of life for the residents of Lake Point and the foothills of the mountain area. People living here enjoy having easy access to the mountains and the quiet they can enjoy by venturing up there. I would hate that if option 4 was chosen, we might lose some of the quality of life that escape provides.
Seems to make the most sense and not having it run through Lake Point.
This is great too! This will definitely help take traffic off of I-80
same as option 2
I like this potential solution and think 3B could work. It would eliminate a lot of traffic by the flying j and McDonald's if people are just trying to access I80 and can jump on sooner. I think this would help minimize Absolutely nothing it will close blm hiking lands and bring more noise to my community. Left the city to avoid
My favorite idea of all! Offer multiple outlets. The biggest traffic hold up heading south is trying to get to stansbury park and/ or Tooele.
Best option
Same as above.
Better of the first three solution. This provides a better long term solution.
I think this is the best option. This addresses the flow issues, gives an alternate route out of the county, and has the least impact on Lake Point residents access to recreation activities on the mountain behind the
Dividing traffic and adding options to avoid potential accidents. Most impact on travel time. Like this option the
Split connections are good. Will give more options for travelers. But once again it is dropping in right at Mills Junction. The pain point of all of this.
Same as 2
This is the best option and would not impact homes, community open space, trails, quality of life with homes and more like option 4 would, please consider this as the primary option.
That it is not # 4, anything is better than #4 and this would be nicer like legacy highway
Don't like it
It greatly reduces the congestion at the ramps.
Avoids Lakepoint, directional flexibility

Segregated traffic, moves some or all SR 201 traffic south of the problematic commercial area, and increases
--

A better option than the first. Keeping drivers on the same roadway rather than confusing splits and merges.
--

How would you improve the S.R. 201 Extension between I-80 & the railroad potential solution?
Open-Ended Response
Active transportation options.
I don't like that it impacts so much wetland area.
Once again you need to find a way to stay away from wildlife conservation areas and wetlands.
Combine option 3 with option 3a or 3b to both get better results and reeves the exit 99 congestion where trucks and cars have a hard and dangerous time.
Nothing
No idea
Adding additional lanes on I-80 East and West bound.
Build an entrance and exit to I-80 along with SR201 extension in option 3B and close down the current entrance and exit. We have too many serious accidents in front of our local businesses due to the number of high speed cars coming and going to I-80. Option 3B would help this problem only if there is also I-80 access also.
I think it is a good solution. Would not change it.
I think this is a great solution.
Do not like that there is a multidirectional road next to another multidirectional road, think people will make mistakes or cause accidents.
Not do it.
I think a two way connection should be made between I-80 and Village Blvd, as an exit 99b with overpass. Also, a one way 201 extension bypass running along the west side of I-80, that is connected to the overpass, that is linked to Village blvd. According to my research, this would take about 5,000 drivers off S.R. 36 every day.
It seems pointless to add so many different reconections to SR 36 southbound that are so close to each other if it doesn't really make a big difference for incident delay time. I would spread the reconnection points out further or have another road that swings back toward SR 36 from the new Grantsville/Erda exit.
Separate it out from the same alignment of I80. It will still be plagued by the same challenges of I80 and Exit 99. Seems shortsighted and expensive for short term effect.
preferably enter and exit with out stop lights..
Still doesn't solve the crash problem on I-80
Work with Rio Tinto on Beaman Way - they had proposed to make that an on ramp to I-80 if their development was approved. It was not approved, but maybe there's something that can still be worked out. This would reduce
I would extend this all the way never having to get on 38 only enter and exit at certain exits
Make hwy 36 more like bangerter highway with dedicated off-ramps by mills junction areas.
Too much wetland impacts and potential accidents while merging back to SR36
I would have the 201 extension not connect directly with the I-80 / SR36 interchange in Lake Point. That will only increase the bottlenecks at Lake Point. Have the 201 extension mirror the plan in option 4 and completely bypass Lake Point. Or have the 201 extension connect in a way so that all the cars don't have to merge near the McDonald's, Flying J, Burger King area. There are too many accidents and semi's that cut off traffic to merge onto I-80W already. LP residents & people needing gas or fast food can still use I-80 to access LP. But the majority of Tooele County residents can bypass that choke point that's one of Utah's most prone accident intersections already. The flow of traffic needs to be diverted away from that zone - not all dropped into it simultaneously. I
Why not just connect them?
Not sure
Add another road that parallels I-80.
Will there be two lanes the entire way? Can you still exit at 99 along with 3a and 3b?
I would improve this plan by keeping it simple, which the SR 201 Extension (East of the railroad tracks) plan does. Therefore, I would improve the plan by choosing the SR 201 Extension (East of the railroad) plan.
Make Saddleback a flyover bridge

Possibly making one more intersection further up 36 as well.
I would chose 3A as it has better numbers all around for times and lower wetland impact. I don't have any better
Not sure.
same as option 2
No further recommendations.
T
Nothing, I want it left as is.
No improvements on my part.
No improvement needed.
Make 201 a completely separate road coming into Tooele county. Dropping in around Bates Canyon Road area. Then make SR-36 between Lake Point and Home Depot/Walmart area a fly over bridge area. (Think like Bangeter highway). Don't have the stop light at Mills for 36. Traffic just goes. Have ramps for 38 and lower 36 to get onto it. Have the road for 38 to lake point still be there but UNDER the highway. So traffic doesn't stop at Mills. Then end the "highway" around Home Depot and ease back to a normal "Main Street".
Can't. Still issues with funnel on 36
Needs more transit trains or light rail
Ensure it doesn't result in another traffic light on SR-36.
I would improve it by using option 4 to further reduce traffic between I80 and SR36 north of Stansbury.
Use the 2 way option. Since this still uses sr36 widening 36 would be a must and address traffic coming into 36 from neighborhoods
I don't understand how this is different from Option 2A?

What do you like about the S.R. 201 Extension East of the railroad tracks potential solution?
Open-Ended Response
Nothing. It destroys more nature areas than any of the other options (it is very misleading to only include wetlands impact, and not other types of conservation areas like Green Ravine). It directly impacts residents (like myself) who chose to live here because of the open space behind us. Many residents and community members walk, hike, bike, and ride horses in this area. Putting a highway there will destroy that. None of the other options directly impact residents as they expand only in non-residential areas. It divides Lake Point from the mountains and turns it into an island between major roads. Please just keep the main road (36) which has already been there. It does nothing to solve the problem of the bottleneck around the mountain, just re-routes traffic through protected green space, destroying what most residents moved here for in the first place. It is likely the most expensive option, as it would take a lot of work to build a road east of the railroad tracks due to the steep grade of the mountain. And it'd take building a lot of new infrastructure rather than expanding on infrastructure that has been in place for a long time. Keep the road expansions where the roads already are, it will be better for
Provides extra route out of Tooele County. This seems like a long term fix that would really work.
Least impact on the wetlands.
I like this because it separates SR201 from I80. Also, that minimal wetland area is affected.
Many won't like this because they might think it will still won't change the commute time, but I think it's the best because the use of these very important wetlands is minimal.
I do not like it
NO.
Don't like anything about it. Definitely don't need a highway in my backyard.
I do not like anything about this solution.
Don't like it. Disrupts access to the mountains from trails in lakepoint. Concerned with erosion. There was a fire and flooding a few years back in that area.
I do not like this option. It makes recreation on the mountain very difficult. It isolates the Lake Point community and sandwiches them between two highways. Nothing good about this plan.
Nothing
I don't like this option. It would destroy the small town feel of Lake Point.
I do NOT like or want this option. This option does not address the traffic and exit/entrance along I-80 which needs additional lanes. I will not vote for this Alternative. It's horrible!!
Don't like dumping cars from SR201 to the main intersection and only light on HWY36 that Lake Point uses to go to Stansbury, Grantsville, and Tooele.
Do not like
HATE IT! I don't like one thing about it. Just think about the damage being done to wildlife. How many deer your going to find dead on the road side. Think about how dry that land is and how fast one little space can cause a lot
Nope nope nope
Easily the worst option. How is this even one of the choices? "I know, instead of building the road in all this open space in the valley, what if we built a freeway on the mountain!?" Seriously? I can only assume that the person who came up with this ludicrous idea probably stands to gain something financially from it.
Nothing running along this would severely impact the recreational area and the neighborhood it would run next to. This shouldn't even be an option!
Lack of construction related interference with the general public.
This would be the best solution out of all of them. Eventually, I could see it connecting to the south end of the valley into Stockton for alternate route from SR36.
I think this is the worst option. I do not like anything about it. It affects the Green Ravine Conservation Easement which has been a protected space since 2001. This option does not consider the impact on local wildlife whatsoever. Utah Open Lands has been contacted and will be getting heavily involved if this route is pursued

nothing
This could possible work!! however 36-138 junction is a problem now.
This is by far the best solution IMO and also increases traffic capacity by providing another route during all traffic
This may be the most expensive solution, but it will provide the most long term results. This is the one and only option that will really give a 2nd option to get out of the Tooele Valley.
This is your best option, but it's halfway pointless if you connect it to S.R. 36 anywhere. A minor fender bender just south of the connection on the northbound side, and you're still in the same boat as not having the extra
This is the best option. This allows two ways to go east from Tooele County in the event of an evacuation or a major incident there would be another option.
This one is my favorite!
It extends the 201 in a different direction and goes all the way to Mill's Junction.
Yes! Finally a great option. This one finally addressed the fact that our valley population will continue to grow and acknowledges that we need another diversified north-south route in/out of the valley. With developments planned for east of SR36 we will need a route like this anyway. This option at least contemplates future growth
I travel 201 and this would be preferred, two way and no stop lights
We need to extend 2-01 all the way to 138. We need to take some of the traffic off Hwy 36. Please consider this
Helps crash problem on I-80 and SR 201
Has most impact to homeowners in that area. This has affects on the surrounding landscape of the mountain creating more of an eye sore and disturbance in the new section where the road is planned. This would not help any more then the other planned ideas but would have the most negative impact on the area.
Best one so far. This avoids the stop and go and congestion of SR 36. This swings around very well for commuters especially to have much more rapid access to Tooele City itself. This will alleviate congestion problems between long distance commuter traffic and local traffic on SR 36.
This is my favorite solution. If this were the solution, it gives alternative routing into SL Valley if/when we need to widen I-80 yet again. This is an if, not when, need. Whether the lanes on I-80 are addressed now or later, it will definitely impact SR-36 commutes more dramatically if there is not an alternative Salt Lake entry/exit vein.
I don't like this plan as much because of how much it would impact the environment in an area that is not impacted as much at the present.
This is my favorite of the solutions placed before us. It allows for two roads going around the point, so if there is an accident on one, the other is still moving. It bypasses the mess at Lake Point, moves a lot of traffic around that area that is getting congested with trucks and more restaurants.
I like this the most,how you have another way helping cute some of the traffic away, stopping some congestion.
Separates i80 and 201
This seems to be the best option to me. I like that it completely avoids the merging frustrations of I80 to SR36 at exit 99, and provides another road out of the county in case of emergency, wildfire/car accident/etc.
I love that it complete bypasses exit 99 & Lake Point. As a Stansbury resident, I could see myself using this new roadway on almost every commute.
Limited wetland impacts. Allows multiple routes if there are backups.
Allows those coming into or leaving Tooele to completely bypass sr36 and i80 if they are headed to 201
I like that it gives a second way into the valley.
Don't like it in any way, brings traffic too close to neighborhoods and local livestock creating a danger to children in the area, cuts off access to local hills that children regularly use and creates a danger to there safety. Also feel that this is more of a temporary fix than the rest and a larger burden on taxpayers.
NO! The cost is higher. Wildlife is being disturbed. Trails are being taken away from residents. The train is a fun part of Lake Point. A highway behind houses is not.
Nothing

I absolutely oppose this idea. This is taking undeveloped land and wildlife habitat and destroying it with a road and vehicle noise and traffic. At what point do we draw the line on destroying the lands of Utah for roadway
I hate this option. I am against this option in every way. I do not want a highway on the east of the railroad tracks. I moved to Lake point to be away from the chaos and the city life and that's what you are doing by adding a highway in the back country area. Leave Lake Point alone.
I like that it doesn't funnel all the track onto I 80.
This plan would serve the county best in the upcoming years. It would provide a separate way for commuters to leave the valley. In the future, the county could expand 201 to go further south. With this design, would the new proposed 201 extension be able to expand to a four lane highway? The biggest issue is going over the point of the mountain. The road could be a mess in a winter storm and expensive to build.
I like nothing about this. This option encircles Lake Point in freeways. DO NOT LIKE
Minimal wetland impacts.
I do not like this one at all. There was just a fire here a couple years ago. Adding a road could endanger the mountain and it's the residents near by.
In the good, better, best, scenario, this is the BEST option because it solves all of the current and future needs. It creates an extra way in and out of Tooele County to SLC. It also limits the amount of wetlands disrupted, while limiting the amount of minutes drivers will have to sit during incident delays.
Would help
This extension would put a Highway in the backyards of people that moved to Tooele for country living. This option would especially make this part of Lake Point the equivalent of west valley.
The only positive for me on this option is the travel time, which not to downplay, is a big positive, but in my opinion as a resident, does not outweigh the negative impact.
Nothing. I don't really understand who this option helps. It seems to go too far out of the way in my opinion to really help. Also, it would ruin the peace and feel of Lake Point for it's residents. Please do not use this option. Thank you for taking our opinions into consideration.
Nothing-- There should not be a road through a conservation easement
This isn't good for possible future building and home construction up in the lake point area. People already live up by those train tracks and it seems like the other solutions are better rather than disrupting the homeowners in
This creates options for drivers. If there is an accident on I-80 between Lake Point and SLC, I can still get to work on S.R. 201. We need this option
NOTHING! Leave lake point alone!
creates a "second" exit and entrance to the valley. very intriguing.
Nothing.
This is the absolute worst option Impact to the winter range of wildlife is impacted. There are sensitive cultural sites that would be harmed
I think this would be a great option for easing congestion on SR 36 and I-80
Nothing!!! I dont want it
Nothing at all. Getting to Lake point is a breeze. Its getting to Stansbury Park and Tooele that is a joke. It seems more plausible to add additional roads and outlets for Stansbury and Tooele off of I-80 or SR 36. Besides that, you are putting a road right on the base of the mountain that would take more time and money and take away
Nothing leave the mountain alone. Worst option. Use the other options where you already have roads. There should not be any building on the mountain. No roads no houses. Leave it for people to hike and enjoy the wild
This is my least favorite option. It puts a very busy highway in my backyard. It will be much noisier than it already is, it will obstruct my view of the mountain, which is why we bought a house in Lake Point to begin with.
This is the best solution of the four options. This not only provide a better long term solution but has the least wet land impact. The provide a better option for future expansion.
None of it

Why don't you have a town meeting with Lake Point? I live here and understand how how horrible the traffic is, but you will ruin a town, destroy a mountain, and say it's for the good of the county. Perhaps we should have been on udots radar with the growth out here. A little town should not become an eyesore. I'd like to look at the mountains, not a highway across the mountain

Adds a completely self sufficient option.

I like that it is completely separate! Gives the alternate route.

Love that it by-passes 36 and gives the alternate to east side to avoid 80 and 36 completely.

Nothing, all this does it put more traffic by homes, affects trails, open space and quality of life. All things you said is your goal to persevere and protect. It also negatively impacts wildlife, Native American petroglyphs and more in the area and then is sandwiches the small town of lake point between 2 highways, how is that fair to those community members. It will also impact views and water quality from vehicle fluids, accidents and more in the area. Our well is above this that feeds most of the water in the community and that will be impacted by what

Nothing I completely oppose this option and it's negative impacts

I like how it buy passes lake point and the huge congestion there

It gets a rather large chunk off traffic off of SR 36 for a significant period, and greatly reduces the congestion at the ramps. Also has the least wetlands impact.

Avoids Lakepoint chokepoint

Seems to provide as much time benefit while affecting much less wetland area. This seems win-win

The greatest capability to add capacity now and in the future, bypasses many of the problem areas today, and accidents on one route shouldn't affect the other.

Split of traffic into two completely separate roads. Two options for travel in case of emergency or accident.

I think this is the ideal solution to the bottleneck that at is currently at the point of the Great Salt Lake. This allows for the most alternate route compared to I80.

I like this better than other options as it includes its own corridor through the valley.

I really like this idea. It avoids I-80 entirely and provides a second completely separate option to get in/out of Tooele county. All the plans that involve I-80 as the sole option also mean that I-180 is the weak link (as it's the only link) and if something happens there then it's shut down. Having a completely separate viable option would

How would you improve the S.R. 201 Extension East of the railroad tracks potential solution?
Open-Ended Response
Horrible environmental impact as well as distribution to local neighborhoods. Children play and hike along these mountains. There are nature trails and wildlife that require access to this area. PLEASE DO NOT BUILD A HIGHWAY HERE. There are fossils and historically significant buildings in this area.
Add active transportation options when this is done. Goal should be to get cars off the road.
Since This would ruin the conservation land and mountain views of the valley, and displace wildlife, it is hard to justify it without it being built as a tunnel, but that would probably be very expensive. The residential area that is lake point would suffer being locked in by freeways on both sides.
I would not bring it around the mountain. If anything make it come straight through and have it merge into SR-36 on the west side like the other options
Not build it
Having S.R.201 empty into S.R. 36 at Mills Junction is a bad location. This is already a busy and dangerous intersection. The frequent accidents here are a problem without the additional complexity of this plan.
That intersection of 138 and 36 is already a dangerous intersection adding 201 to this intersection is even more dangerous We already have crazy fast driving cars coming through neighborhoods i fear this will bring more. A lot of us purchased our houses due to the quietness, wildlife, view. Highway would take that from us. A lot of wildlife that's so dangerous Petroglyphs and fossils up in that area
Remove this Alternative as a viable Option. The residents do not want it. If you are truly trying to help with traffic, increase lanes east/west bound on I-80 and add another on/off ramp for Tooele/Stansbury Park residents.
Extend SR201 into Erda and have 2 or 3 exits instead of dumping all the cars on HWY36 at a key intersection for Lake Point residence.
Do not like
Don't do it!
Fire the person who came up with this ridiculous idea.
Don't like this solution at all. Most of lake point myself included was assured this would remain green space. A big reason most in the community moved out to the country. I hate the idea of being boxed in by two highways.
Choose one of the other options that don't effect neighborhoods and recreational areas
Start on it sooner rather than later.
I would reject this idea altogether. It is too expensive to cut into the mountain East of the train tracks. Moving the S.R. Extension East of the railroad track would be detrimental to the local wildlife and the Green Ravine Protected Space. Environmental groups will be fighting hard to keep it protected, delaying its development. It would also be harmful to the local landscapes and places of recreation (ATVs, UTVs, shooting, hiking, running etc.). This option would also devalue homes nearby that are some of the highest valued homes on the county. Is UDOT going to compensate homeowners the reduction of value their homes will result in? To alleviate these issues, I would choose option 2a or 3b as they keep Green Ravine protected, offers more valuable connections to where majority of residents drive and live. It also connects to Mid Valley and 138. (See above)
remove it. It makes absolutely NO sense to construct a highway through an existing protected conservation easement. DO NOT DO THIS
It runs directly through a conservation easement property for which the values impacted are not conveyed here.
Over pass at 36-138 Junction????
Extend the route to Droubay road to increase the amount of travel capacity into Tooele and reduce bottlenecks
At least two lanes all the way from existing SR 201 road to Hwy 138 intersection. Turn this part into a freeway style road. Allow cars that use it to go at freeway speeds, if not people will choose to go to I-80 so they can go
The S.R. 201 extension needs to connect with Droubay (widened to 2 lanes each direction), so that there are two connections between Salt Lake City and Tooele county that STAY separate! I would also build connections from the truck stop area out to that road as well.

I think this provides the best flow possible and creates an option to continue southward on to Tooele along the east bench (similar to 215) would be nice to complete the whole circle out here unlike the truncated version 215
Can't think of how it could be improved. I like it! The green ravine conservation easement looks concerning, but I'm sure Rio Tinto can help pitch in. ☺
Make sure there are under passes to allow continued pedestrian access to the trails and mountains in Lakepoint.
Plan for it to connect to Tooele City. But it's a great start!
at the sr36 connection have a dedicated lane for merging on and off, so build a bridge or tunnel and get rid of all the stupid lights on sr36. I vote freeway
I love it the way that it is. Perhaps a consideration could be given for future connectors on the east bench. Rather than a turn to the west connecting with SR-138, consideration to have a Y junction just past the conservation easement area, and continue the highway south to Tooele.
By far the best solution of what we have to choose from. I don't see why you would need to widen 36 if we are moving traffic to MidValley and past Lake Point mess. It would be better if it stayed on the east side of Tooele
I worry about how expensive this one May be. As tooele county is already very highly taxed more so then other counties at least the stansbury park and lakepoint areas our property taxes are the most expensive. I would use a bond or something so we are not taxed out.
Instead of going behind the new developments, just connect the 201 extention straight onto hwy36. Build off-ramps for lakepoint and Stansbury residents. Tooele residents could have direct access with no lights....
I think this is the best option with limited ways to improve the potential solution.
This option doesn't offer a good option for people who have to take I-80. Their options are limited to a) take whatever delays are needed to take the direct route to the airport, downtown, Davis County, etc or b) realize there's a backup early enough to take the 201 exchange in Stansbury and then take a longer (but likely faster) path to the destination. Option 4 is the best option IF you add the 2 way connector to I-80 shown in option 3.
Add an off ramp from I-80 to the 201 extension so tooele residents have another option to get into tooele beside
Create easier access to sr36, backup happens at the Saddleback intersection, having an exit and entrance that bypasses that light and finishing mid valley will go a long way to clear up daily use. Extending 201 to Saddleback will help with potential traffic accidents and outreach to help correct driving errors, I believe, will help. Although I
Stay away from the mountain and utilize space that is already allotted for roads.
I strongly oppose doing anything in this area
I would never consider this option.
This isn't an option. Do not ruin our community.
Where will the SR 201 exits be? A better understanding of exits and how it will impact the mountain view are
Don't like this option
By not having a massive 4 way intersection where it meets 36. With lots of traffic needing to go all ways, this will mean long delays and/or long light wait times.
Not put a road there.
This is the best plan - no improvements needed.
Don't do it.
I worry with this option about the impact this highway might have on those who have homes awfully close the railroad tracks. For safety of the children and pets, the railroad is obviously an existing danger, however, the trains travel far less often than I would expect the traffic on a highway will provide. On the east side of Lake Point, we are quite far from the traffic and the noise associated with it, but will be much closer if a highway is
Have it be closer to the mountain and further away from homes. Also, if it has to be done, I think sound walls and added trees/landscaping should be required to lessen the impact on residents.
Remove this solution.
Use one of the other proposals given.
Start on it tomorrow!

maybe look into a hybrid of 3 and 4
I live in lake point right next to the train tracks and my home experiences quite a bit of disturbance from the train as it is. I can't imagine how adding a collector road would increase that disturbance with the road noise and traffic. Lake point is a rural community with lots of open space and beautiful views of the mountain and I would hate for it a road to disrupt that. I also have concerns about the road since I have young children and the amount of traffic flowing through the 201 extension is going to continue to grow. I worry for the safety of my kids playing in the neighborhood right by a high traffic area. I also foresee lots of further construction projects to improve and widen the road as tooele county grows and I am not looking forward to the disruption that will cause to our
Avoid this option
Put a pass through bates canyon. People want an alternative to the city not to i80.
Completely take it off of the table.
By not doing it
This is well lauded out plan however I would also add an exit onto sunset blvd from the new road.
Not having this go through here. This limits access to the mountain recreation area behind the homes.
Wildlife has already been disturbed in this area from development. Have studies been done on that impact?
Could wildlife on the roads cause accidents? Would be close to neighborhoods- would need walls for sound and
Do NOT drop it in at Mills Junction. Have it connect to 36 at Bates/Village/Erda Way.
Extend it all the way Into Tooele so that 36 has a true bypass alternate heading north and south.
Eliminating this option would improve it. Choose one the the options that currently do not have homes, trails, etc. currently in the way and build something there.
It would be nice if it also extended south as well as the western turn. Have it go all the way out to erda.
Needs more transit trains or light rail
Allow it to connect to Droubay, and make the changes necessary to allow Droubay to handle more traffic.
Dumping Tooele City traffic into that intersection is a potential nightmare. Need an option east of this to express
To me, this is the perfect solution.
Remaining east of the tracks clear into tooele eliminates any benefits for residents in the northern part of the valley. Look into options to cross the tracks (bridge, etc) in Lake point. You could then utilize Droubay Road for the north south corridor (widen Droubay). The current proposal would require an entirely new road to tooele. Using Droubay would save a lot of money that could be used for a lake point RR track crossing. Please include a way for Erda, Stansbury, and Lake Point residents to use this option.
Instead of just having it join up at Mills Junction (though it should join at Mills Junction) perhaps also have it continue south to Tooele so people can either exit at Mills Junction or continue to Tooele.

Additional Comments:
Open-Ended Response
Is it possible to give incentives to the truck stations to move further west? As the area grows I'm sure new businesses would like those locations. And it would be very helpful to have most the trucks already in the flow of traffic on I-80 when going around the mountain, rather than them getting on and off at exit 99. Covid has likely decreased traffic some, which helps offset the growth in the area. And even when it ends, a lot of workers will still have the option to work from home as that has become a viable options and to be competitive in the marketplace companies will have to offer it. I mention that, because I don't think we need to do something too drastic and disruptive, and as expensive as option 4. The mid-valley highway will help relieve 36 traffic, and is a better place to put another north-south highway than right against the mountains in the green space. Also, if planned correctly, the mid-valley could go all the way down to Tooele and reconnect w/ 36 south of Tooele
My only concern is for the safety and concern for fowl who migrate here every year, also for any other wildlife who may be put in jeopardy because of all these changes. People can adjust their schedule to get to where they need to go more than wildlife can.
We moved to Lake Point because of the beauty, peacefulness and serenity of our location. We live along side the mountains and would hate to see it disturbed with roads and traffic. Our families enjoy the hiking trails and would be devastated if this area was developed. We sincerely ask that no roads be put on the East side of Lake
Remove Solution 4 - It's a horrible option for residents of Lake Point!! We DO NOT want it.
I absolutely oppose solution four. I live in the area between the existing highway and where the new one would go. It would not only affect the natural wild life which is already losing habitat space but community trails, residents tranquil living and air quality. Leaving residents, in a largely populated area of Lake Point, stuck in between two highways. The other options may impact a portion of the wetlands but the impact option four would far extend that and take away from the quantity of life to the people, animals/livestock and natural
The biggest issue isn't even considered in this survey or in the four solutions. Just about every resident in Lake Point knows someone that has either been killed or had their life greatly altered due to an accident on HWY 36 while trying to access one of our local businesses. We need to shut down the freeway access on the north end of town and move it to south of Arby's. This WILL SAVE LIVES which should be UDOT's first goal. Instead it isn't
NO to solution 4!
No to option 4
Anything but option 4
I think adding an on ramp to I80 from the end of lakeshore would provide access to much of lake point and keep
Option 4 should not be considered whatsoever. I feel option 2 or 3 if routed correctly with do the best with the least impact on the area
Please recognize the effect of not only wetlands but also local wildlife and cost effectiveness when considering
Take option 4 off the table. Conservation Easements are created through a lot of work, careful planning, and expense on the part of property owners and conservation organizations, and state & local governing bodies. Their intended purpose is to protect parcels of land for natural uses, and protect them from developments like highways. You have other options. Chose one of the other options.
I hope what I've said makes sense. If you want more of an explanation, send me an email with a phone #.
Did this study include any of the impacts relating to how the New Exit toward the Erda/Grantsville industrial complex area (Deseret Peak) will come into play? Why isn't there an option to have a reconnection from that exit that loops back around toward SR 36 Southbound?
Think ahead towards the future. Don't appease me and others now and forsake our future taxes. Do the hard lift now while it's easier and less expensive. Tell our leaders to incorporate mass transit lines in to whichever option is chosen, no matter which option it is. COVID is a blip on the screen and people will continue to commute. Learn from the Salt Lake Valley and incorporate transit routes and rail now, not later when it's more expensive, harder to route around existing development, and more people will be in the valley to complain. Plan ahead and use my

build a dedicated road for Stansbury and delete all the stupid lights on sr36 or develop a dedicated road for mid tooele.. new York from Philly has two options.. hit every stop or pay more and get there an hour faster.. no reason we can divide the traffic and delete red lights
Thank you for looking at the traffic-reducing needs of Tooele County.
This only solves one problem. There needs to be public transportation, a frontrunner would be best. And another way in and out of the Tooele Valley
I am in favor of all the solutions BUT Solution 4. I feel that this solution does not provide any greater improvements then the other solutions but would leave a large impact on the area and the mountain side then
Number 4 is by far the best solution. It has the least amount of impact on wetlands and provides a clear and distinctive second road around the point. Rio Tinto hinted at building an East bound on-ramp from their development with a right of way they own if they were built Adobe Rock. While this would only help to move traffic to I-80 - it would be huge and reducing the amount of morning traffic through Lake Point.
I think having a completely separate road out of Tooele county that bypasses exit99 on I80 is very important in case of emergency or mass evacuation.
Keep up the good work. Im sure this isn't an easy process!
Don't do the minimalist option here. This decision will impact the Tooele Valley for decades. No resident wants to endure significant construction with little benefit. Make the decision that will be long lasting and most beneficial so traffic isn't a constant headache and concern
Option 4 I am very strongly against.
Solution four would be the best long term solution for traffic in the county.
Option 4 is the worst option. It will cost more, put a highway through neighborhoods and open land right at the foot of the mountain range, create a nightmare intersection where it crosses 36 (especially for people traveling back to Stansbury or Tooele, which will be most people), and have the least effect on normal travel times.
Make sr36 three lanes to Sr 38 the whole way. Make it a flyover bridge along with saddle back
The trucks coming out of the Flying J and trying to merge and get on the I-80 freeway mixed with people going 55-65 mph is such a hazard. I wish there was a better solution for that. Thank you!
Please leave lake point alone!!!! You can add as many roads/exits all you want but they all still funnel into i80! More needs to be done there! One way in one way out is the issue! If you have an accident there nothing else matters you're just stopped in another location still late getting to your destination!
We don't want more of the same. We want an alternative to the city vs i80. The winds and the weather on 201 and i80 are the worst. You're just wanting to add to the existing problem.
Stay out of the mountains. Keep all additional construction out by I80. The mountain needs to be left alone. There is wildlife there and great nature trails. A place for peace and relaxation. Not noisy cars and pollution.
There needs to be a change at Mills Junction. A majority of vehicles heading northbound during peak hours are turning right onto SR-138, which backs up the rest of us traveling into Tooele. There needs to be an additional turn only lane here so that the northbound traffic can remain continuous With solution 4, this whole intersection would need a major overhaul for congestions as well as safety.
All good solutions however the 4th solution is the best. If possible combing the 4th solution with option adding additional lanes or the 201 bypass would address all future needs.
Thank you for considering community opinion. Would be interested in seeing estimated tax cost for each
201 a road on its own away from 80 and Mills Junction Fly Over Bridge at Mills Junction!!! Additional lanes on
#4 is the best option but needs of wildlife, hiking and Atv need to be thought through with options for wildlife bridges, walking bridges and or tunnels with both motorized vehicle and horse access. The bypass needs to expand past 138 with a dumping point at 138 south all the way to drouby In so to create a total alternate to SR 36 in and out of Tooele city allowing the east side to continue to grow and enjoy the lifestyle we came here to live.

All your suggestions are dog shit. Y'all are never gonna solve the traffic problem until you provide affordable, dependable and appealing mass transit. An plan that doesn't seriously upgrademass transit in, out and around the Tooele Valley is doomed to be obsolete in a few years. Also forcing people to continue to rely on automobiles especially on the population of Tooele continues to grow is just going to bring the pollution problems the theSalt Lake Valley struggles with to here tooele. Seriously pull your heads out of your asses people.

Please don't let the grumpy long-timer residents derail the needed growth. Many of us out here are new to the area, but just as much residents, and we know we need better infrastructure. And thank you all for your work!

Tooele City area develops MOST of the traffic. However, these solutions offer little improvement overall.

Consider continuing option 4 south all the way to Tooele. that will ease a mess at Mills Junction intersection

Creating less vehicle time and incident delay, while also saving wetland areas would be ideal. Adding lanes to I-80 is not going to help the Lakepoint and Mills Jct. problem though.

The models mentioning the benefits of the new midvalley ramps do not take into account the proposed satellite inland port that will utilize the Midvalley exchange. The drastically increased truck traffic will greatly diminish the benefits and greatly increase the risk to drivers and risk of delays as this road will end up being a commercial truck road. Additional I80 lanes should be considered with most options due to the increase in truck traffic. The extra lane recently added to SR 36 in Lake point should be extended down to Mills Junction, and should have been done when it was added. The lane should then become a turning lane to go west to grantsville.



APPENDIX K: CONCEPT DESIGN SCROLL PLOTS





CONCEPT - SR-36 WIDENING



SR-36

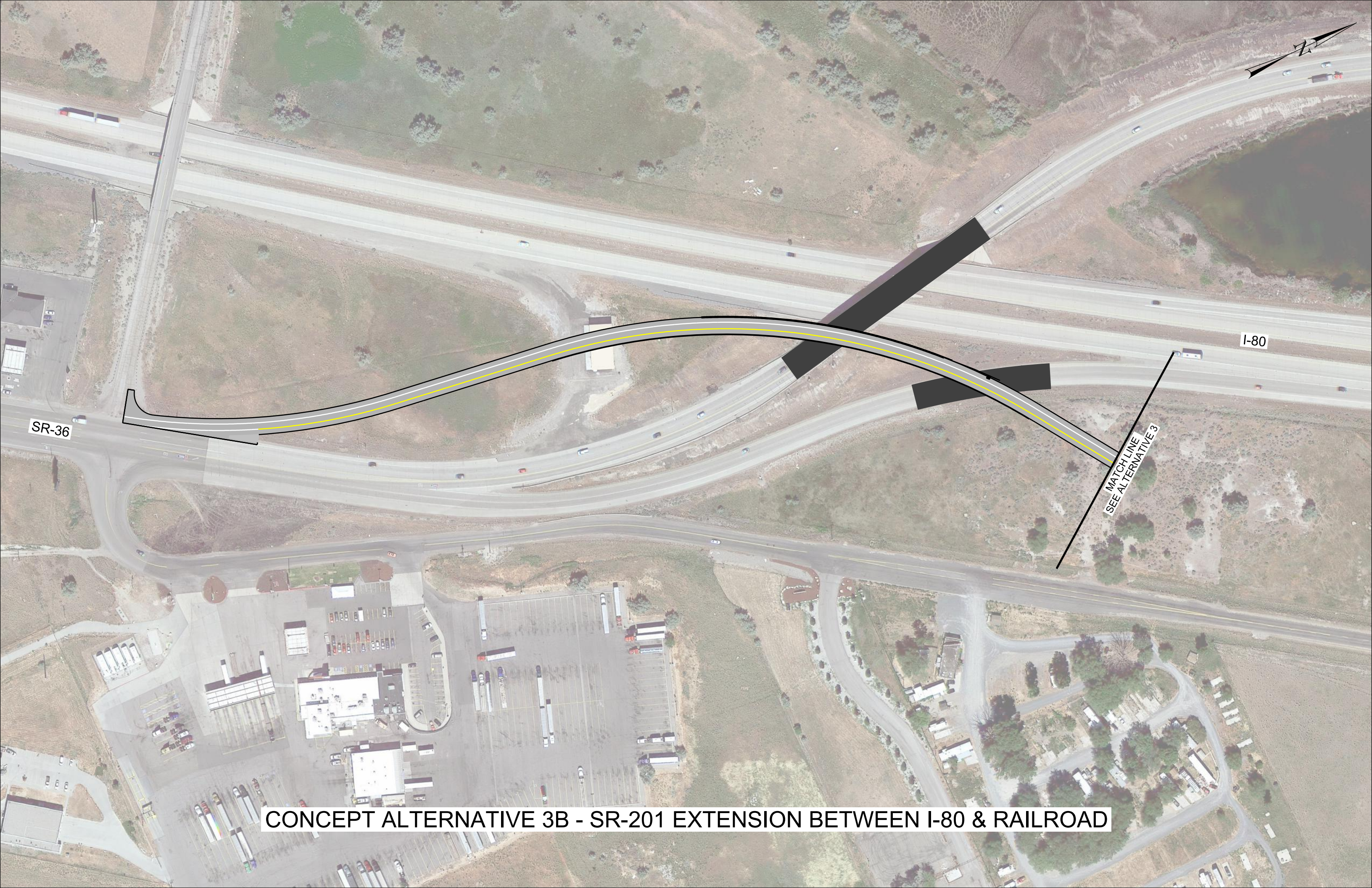
I-80

SR-201

CONCEPT 1 - I-80 WIDENING



CONCEPT 2 -SR 201 BYPASS



SR-36

I-80

MATCH LINE
SEE ALTERNATIVE 3

CONCEPT ALTERNATIVE 3B - SR-201 EXTENSION BETWEEN I-80 & RAILROAD



CONCEPT 3 - SR-201 EXTENSION BETWEEN I-80 & RAILROAD



SR-36

I-80

SR-201

CONCEPT 4 - SR-201 EXTENSION EAST OF RAILROAD TRACKS - 3 LANE



SR-36

I-80

SR-201

CONCEPT 4 - SR-201 EXTENSION EAST OF RAILROAD TRACKS - 5 LANE



APPENDIX L: CONCEPT COST ESTIMATES



PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - SR-36 Widening
Cost Estimate - Concept Level

Prepared By: Avenue Consultants

Date 5/24/2021

Proposed Project Scope: SR-36 7 Lane Roadway Widening from SR-138 to I-80

Approximate Route Reference Mile Post (BEGIN) =	62.450	(END) =	66.000
Project Length =	3.550	miles	18,744 ft
Current FY Year (July-June) =	2021		
Assumed Construction FY Year =	2026		
Construction Items Inflation Factor =	1.23	5 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.25%		
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%		
Items not Estimated (% of Construction) =	20.0%		
Preliminary Engineering (% of Construction + Incentives) =	8.0%		
Construction Engineering (% of Construction + Incentives) =	6.5%		

Construction Items	Cost	Remarks
Public Information Services	\$35,000	
Roadway and Drainage	\$10,615,575	
Traffic and Safety	\$1,276,120	
Structures	\$350,000	
Environmental Mitigation	\$291,921	
ITS	\$0	
	Subtotal	\$12,568,616
	Items not Estimated (20%)	\$2,513,723
	Construction Subtotal	\$15,082,339
P.E. Cost	P.E. Subtotal	\$1,272,877 8%
C.E. Cost	C.E. Subtotal	\$1,034,212 7%
Right of Way	Right of Way Subtotal	\$124,035
Utilities	Utilities Subtotal	\$500,000
Incentives	Incentives Subtotal	\$828,621
Miscellaneous	Miscellaneous Subtotal	\$0

Cost Estimate (ePM screen 505)	2021	2026
P.E.	\$1,273,000	\$1,494,000
Right of Way	\$124,000	\$151,000
Utilities	\$500,000	\$613,000
Construction	\$15,082,000	\$18,490,000
C.E.	\$1,034,000	\$1,213,000
Incentives	\$829,000	\$1,016,000
Aesthetics	0.75% \$113,000	\$139,000
Change Order Contingency	9.00% \$1,368,000	\$1,677,000
UDOT Oversight	\$0	\$0
Miscellaneous	\$0	\$0
TOTAL	\$20,323,000	\$24,793,000

PROPOSED COMMISSION REQUEST	TOTAL	\$20,323,000	TOTAL	\$24,793,000
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Project Assumptions/Risks

1	8
2	9
3	10
4	11
5	12
6	13
7	14

Roadway and Drainage

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - SR-36 Widening

Item #	Item	Quantity	Units	Price	Cost	Remarks
Roadway						
015017010	Mobilization	1	lump	\$1,000,000.00	\$1,000,000.00	7% of construction
015547005	Traffic Control	1	lump	\$300,000.00	\$300,000.00	7% of construction
01557001*	Maintenance of Traffic	1	lump	\$150,000.00	\$150,000.00	1% of construction
017217010	Survey	1	lump	\$75,000.00	\$75,000.00	
020567015	Granular Borrow (Plan Quantity)	40,928	cubic yard	\$30.00	\$1,227,840.00	
020757010	Geotextiles - Separation	84,601	square yard	\$1.50	\$126,901.50	
022217125	Remove Concrete Curb and Gutter	677	foot	\$7.50	\$5,077.50	
022217140	Remove Raised Island	487	square yard	\$10.00	\$4,870.00	
022217165	Remove Asphalt Pavement	42,034	square yard	\$7.00	\$294,238.00	
022317010	Clearing and Grubbing	1	lump	\$100,000.00	\$100,000.00	
023167020	Roadway Excavation (Plan Quantity)	42,301	cubic yard	\$18.00	\$761,418.00	
027217020	Untreated Base Course (Plan Quantity)	17,450	cubic yard	\$38.00	\$663,100.00	
02748704*	Emulsified Asphalt Tack	154	ton	\$900.00	\$138,600.00	Tack Coat
027417050	HMA - 1/2 Inch	35,600	ton	\$85.00	\$3,026,000.00	
027767018	Concrete Curb Type M2	397	foot	\$20.00	\$7,940.00	
027867010	Open Graded Surface Course	12,517	ton	\$70.00	\$876,190.00	
027867020	Asphalt Binder PG 64-34	764	ton	\$600.00	\$458,400.00	OGSC Binder
Roadway Subtotal					\$9,215,575	
Drainage						
	Drainage Lump Sum	1	lump	\$1,400,000.00	\$1,400,000.00	15% of Roadway
Drainage Subtotal					\$1,400,000	
PI						
015407010	Public Information Services	1	lump	\$35,000.00	\$35,000	0.25% of construction

Traffic, Safety & ITS

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - SR-36 Widening

Item #	Item	Quantity	Units	Price	Cost	Remarks
Traffic						
	Signs (Lump Sum)	1	lump	\$100,000.00	\$100,000.00	
027657050	Pavement Marking Paint	2,550	gallon	\$30.00	\$76,500.00	Double Application
027687105	Pavement Message (Preformed Thermoplastic)	62	each	\$200.00	\$12,400.00	
027687110	Pavement Message (Preformed Thermoplastic Stop Line, Crosswalks - 12 inch)	446	each	\$7.50	\$3,345.00	
028447030	Cast-In-Place Concrete Constant Slope Barrier - 42 Inch	150	foot	\$75.00	\$11,250.00	
	Cast-In-Place Concrete Constant Slope Barrier – 42 Inch Transition	1	each	\$5,000.00	\$5,000.00	
028417030	W-Beam Guardrail Transition Element	1	each	\$3,000.00	\$3,000.00	
028417093	Midwest 31 Inch W-Beam Guardrail 78 inch Steel Post	25	foot	\$25.00	\$625.00	
028437036	End Treatment Type G (MASH)	1	each	\$4,000.00	\$4,000.00	
Signals						
02892701D	Traffic Signal System	1	lump	\$200,000.00	\$200,000.00	SR-36 + Saddleback
02892701D	Traffic Signal System	1	lump	\$200,000.00	\$200,000.00	SR-36 + SR-138
02892701D	Traffic Signal System	1	lump	\$60,000.00	\$60,000.00	SR-36 + Stansbury Pkwy
Lighting						
16525701D	Highway Lighting System	1	lump	\$150,000.00	\$150,000.00	SR-36 + SR-138
16525701D	Highway Lighting System	1	lump	\$150,000.00	\$150,000.00	SR-36 + Canyon Rd
16525701D	Highway Lighting System	1	lump	\$150,000.00	\$150,000.00	SR-36 + Sunset Lane
16525701D	Highway Lighting System	1	lump	\$150,000.00	\$150,000.00	SR-36 + Saddleback
Traffic and Safety Subtotal					\$1,276,120	
ITS						
ITS Subtotal					\$0	

Structures

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - SR-36 Widening

Item #	Item	Quantity	Units	Price	Cost	Remarks
Bridges						
Walls						
Sign Structures						
	Overhead Sign Structure	1	lump	\$200,000.00	\$200,000.00	
Hydraulics						
Geotech						
	Geotech Report	1	lump	\$75,000.00	\$75,000.00	Includes test holes
	Drilling	1	lump	\$75,000.00	\$75,000.00	
Structures Subtotal					\$350,000	

Environmental and Landscaping

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - SR-36 Widening

Item #	Item	Quantity	Units	Price	Cost	Remarks
Environmental						
	Environmental Document	1	lump	\$100,000.00	\$100,000.00	
Temporary Erosion Control						
015717030	Silt Fence	37,488	foot	\$2.00	\$74,976.00	
Landscaping						
029117020	HECP Type 2	3	acre	\$2,500.00	\$8,127.93	
029127050	Strip, Stockpile, and Spread Topsoil (Plan Quantity)	141,621	square yard	\$0.75	\$106,215.75	
029227010	Drill Seed	3	acre	\$800.00	\$2,600.94	
Environmental Mitigation Subtotal					\$291,921	

Utilities, Right of Way, and Incentives

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - SR-36 Widening

Item #	Item	Quantity	Units	Price	Cost	Remarks
Utilities						
	Utility Other	1	lump	\$500,000.00	\$500,000.00	
Utilities Subtotal					\$500,000	
Right-of-Way						
	Commercial	11,951	sq ft	\$10.00	\$119,510.00	
	Commercial TCE	905	sq ft	\$5.00	\$4,525.00	
Right-of-Way Subtotal					\$124,035	
Incentives						
0000608*	Miscellaneous Incentive	1	lump	\$500,000.00	\$500,000.00	
00007601*	Pavement Smoothness Incentive	1	lump	\$119,812.50	\$119,812.50	
00007602*	Hot Mix Asphalt (HMA) Incentive	1	lump	\$181,560.00	\$181,560.00	
00007604*	Open Graded Surface Course Incentive	1	lump	\$27,248.03	\$27,248.03	
Incentives Subtotal					\$828,621	

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 1
Cost Estimate - Concept Level

Prepared By: Avenue Consultants

Date 4/13/2021

Proposed Project Scope: I-80 Widening to 8 Lane Section (4 EB and 4 WB)

Approximate Route Reference Mile Post (BEGIN) =	98.700	(END) =	101.800
Project Length =	3.100	miles	16,368 ft
Current FY Year (July-June) =	2021		
Assumed Construction FY Year =	2026		
Construction Items Inflation Factor =	1.23	5 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.25%		
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%		
Items not Estimated (% of Construction) =	20.0%		
Preliminary Engineering (% of Construction + Incentives) =	8.0%		
Construction Engineering (% of Construction + Incentives) =	6.5%		

Construction Items	Cost	Remarks
Public Information Services	\$130,000	
Roadway and Drainage	\$40,012,446	
Traffic and Safety	\$2,686,780	
Structures	\$4,325,000	
Environmental Mitigation	\$1,414,271	
ITS	\$0	
	Subtotal	\$48,568,497
	Items not Estimated (20%)	\$9,713,699
	Construction Subtotal	\$58,282,196
P.E. Cost	P.E. Subtotal	\$4,758,611 8%
C.E. Cost	C.E. Subtotal	\$3,866,371 7%
Right of Way	Right of Way Subtotal	\$0
Utilities	Utilities Subtotal	\$500,000
Incentives	Incentives Subtotal	\$1,200,438
Miscellaneous	Miscellaneous Subtotal	\$0

Cost Estimate (ePM screen 505)	2021	2026
P.E.	\$4,759,000	\$5,584,000
Right of Way	\$0	\$0
Utilities	\$500,000	\$613,000
Construction	\$58,282,000	\$71,451,000
C.E.	\$3,866,000	\$4,536,000
Incentives	\$1,200,000	\$1,471,000
Aesthetics	0.75% \$437,000	\$536,000
Change Order Contingency	9.00% \$5,285,000	\$6,479,000
UDOT Oversight	\$0	\$0
Miscellaneous	\$0	\$0
TOTAL	\$74,329,000	\$90,670,000

PROPOSED COMMISSION REQUEST	TOTAL	\$74,329,000	TOTAL	\$90,670,000
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Project Assumptions/Risks

- | | |
|--|--|
| <p>1 Pavement Section: 11" PCCP, 3" HMA, 4" UTBC, 12" GB, Geotextile Separation</p> <p>2 Clear Zone: 34'; Design Speed 75 MPH</p> <p>3 Removal of Rest Stop at MP 100.7 (EB)</p> <p>4 No impact to utility running parallel to I-80 WB</p> <p>5 No impact to existing 4C 769 structure</p> <p>6 No right-of-way impacts</p> <p>7 Widening adds (1) additional WB lane and (2) EB lanes</p> | <p>8 Inside shoulders increased to 10-ft (plus a 2-ft shy distance when barrier is present) and outside shoulders to 12-ft</p> <p>9 Geometry set to meet the sight stopping distance requirement for the curve at MP 99.60</p> <p>10 ATMS not estimated.</p> <p>11 Assumed excavated material could be re-used for borrow.</p> <p>12</p> <p>13</p> <p>14</p> |
|--|--|

Roadway and Drainage

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 1

Item #	Item	Quantity	Units	Price	Cost	Remarks
Roadway						
015017010	Mobilization	1	lump	\$3,680,000.00	\$3,680,000.00	7% of construction
015547005	Traffic Control	1	lump	\$1,050,000.00	\$1,050,000.00	2% of construction
01557001*	Maintenance of Traffic	1	lump	\$520,000.00	\$520,000.00	1% of construction
017217010	Survey	1	lump	\$400,000.00	\$400,000.00	
01721702*	MBDC Coordination	1	lump	\$100,000.00	\$100,000.00	
020567015	Granular Borrow (Plan Quantity)	68,250	cubic yard	\$30.00	\$2,047,500.00	
020757010	Geotextiles - Separation	150,870	square yard	\$1.50	\$226,305.00	
022217150	Remove Concrete Pavement	90,959	square yard	\$15.00	\$1,364,385.00	
022217165	Remove Asphalt Pavement	90,959	square yard	\$7.50	\$682,192.50	
022217170	Remove Precast Concrete Barrier	18,739	foot	\$5.00	\$93,695.00	
02221717P	Remove Cable Barrier	11,838	foot	\$3.50	\$41,433.00	
022317010	Clearing and Grubbing	1	lump	\$250,000.00	\$250,000.00	
023167020	Roadway Excavation (Plan Quantity)	507,221	cubic yard	\$18.00	\$9,129,978.00	
027217020	Untreated Base Course (Plan Quantity)	19,066	cubic yard	\$38.00	\$724,508.00	
027417050	HMA - 1/2 Inch	25,625	ton	\$85.00	\$2,178,125.00	
027487040	Emulsified Asphalt CSS-1	197	ton	\$900.00	\$177,300.00	
027527030	Portland Cement Concrete Pavement 11 inch Thick	150,870	square yard	\$80.00	\$12,069,600.00	
027767060	Concrete Flatwork, 8 Inch Thick	4,839	square foot	\$16.00	\$77,424.00	
Roadway Subtotal					\$34,812,446	
Drainage						
	Drainage Lump Sum	1	lump	\$5,200,000.00	\$5,200,000.00	
Drainage Subtotal					\$5,200,000	
PI						
015407010	Public Information Services	1	lump	\$130,000.00	\$130,000	0.25% of construction

Traffic, Safety & ITS

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 1

Item #	Item	Quantity	Units	Price	Cost	Remarks
Traffic						
	Signs (Lump Sum)	1	lump	\$100,000.00	\$100,000.00	
027657050	Pavement Marking Paint	876	gallon	\$30.00	\$26,280.00	
028447030	Cast-In-Place Concrete Constant Slope Barrier - 42 Inch	30,550	foot	\$80.00	\$2,444,000.00	
028437010	Crash Cushion Type B	1	each	\$16,500.00	\$16,500.00	
Signals						
Lighting						
16525701D	Highway Lighting System	1	lump	\$50,000.00	\$50,000.00	
16525701D	Highway Lighting System	1	lump	\$50,000.00	\$50,000.00	
Traffic and Safety Subtotal					\$2,686,780	
ITS						
ITS Subtotal					\$0	

Structures

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 1

Item #	Item	Quantity	Units	Price	Cost	Remarks
Bridges						
Walls						
	Retaining Wall	22,500	sq ft	\$150.00	\$3,375,000.00	1500 x 15
Sign Structures						
	Overhead Sign Structure	1	lump	\$200,000.00	\$200,000.00	
	Overhead Sign Structure	1	lump	\$400,000.00	\$400,000.00	
	Remove Existing Overhead Sign Structure	2	lump	\$50,000.00	\$100,000.00	
Hydraulics						
Geotech						
	Geotech Report	1	lump	\$75,000.00	\$75,000.00	
	Drilling	1	lump	\$175,000.00	\$175,000.00	
Structures Subtotal					\$4,325,000	

Environmental and Landscaping

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 1

Item #	Item	Quantity	Units	Price	Cost	Remarks
Environmental						
	Environmental Document	1	lump	\$1,000,000.00	\$1,000,000.00	
	Wetland Mitigation	1	lump	\$250,000.00	\$250,000.00	
Temporary Erosion Control						
015717030	Silt Fence	32,714	foot	\$2.00	\$65,428.00	
Landscaping						
029117010	HECP Type 1	14	acre	\$2,500.00	\$35,650.00	
029127050	Strip, Stockpile, and Spread Topsoil (Plan Quantity)	69,047	square yard	\$0.75	\$51,785.25	
029227010	Drill Seed	14	acre	\$800.00	\$11,408.00	
Environmental Mitigation Subtotal					\$1,414,271	

Utilities, Right of Way, and Incentives

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 1

Item #	Item	Quantity	Units	Price	Cost	Remarks
Utilities						
	Utilities Lump Sum	1	lump	\$500,000.00	\$500,000.00	
Utilities Subtotal					\$500,000	
Right-of-Way						
Right-of-Way Subtotal					\$0	
Incentives						
00000608*	Miscellaneous Incentive	1	lump	\$1,000,000.00	\$1,000,000.00	
00007601*	Pavement Smoothness Incentive	1	lump	\$69,750.00	\$69,750.00	
00007602*	Hot Mix Asphalt (HMA) Incentive	1	lump	\$130,687.50	\$130,687.50	
Incentives Subtotal					\$1,200,438	

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 2
Cost Estimate - Concept Level

Prepared By: Horrocks Engineers - (Limited Upda **Date** 2/21/2020

Proposed Project Scope: 201 Extension from I-80 junction to Canyon Rd

Approximate Route Reference Mile Post (BEGIN) =	(END) =
Project Length = 5.160	miles 27,245 ft
Current FY Year (July-June) =	2021
Assumed Construction FY Year =	2026
Construction Items Inflation Factor = 1.23	5 yrs for inflation
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.25%
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%
Items not Estimated (% of Construction) =	20.0%
Preliminary Engineering (% of Construction + Incentives) =	8.0%
Construction Engineering (% of Construction + Incentives) =	6.5%

Construction Items	Cost	Remarks
Public Information Services	\$175,000	
Roadway and Drainage	\$43,744,485	
Traffic and Safety	\$4,135,273	
Structures	\$9,484,185	
Environmental Mitigation	\$1,500,000	
ITS	\$0	
	Subtotal	\$59,038,943
	Items not Estimated (20%)	\$11,807,789
	Construction Subtotal	\$70,846,732
P.E. Cost	P.E. Subtotal	\$5,765,924 8%
C.E. Cost	C.E. Subtotal	\$4,684,814 7%
Right of Way	Right of Way Subtotal	\$5,929,680
Utilities	Utilities Subtotal	\$5,000,000
Incentives	Incentives Subtotal	\$1,227,324
Miscellaneous	Miscellaneous Subtotal	\$0

Cost Estimate (ePM screen 505)	2021	2026
P.E.	\$5,766,000	\$6,766,000
Right of Way	\$5,930,000	\$7,214,000
Utilities	\$5,000,000	\$6,130,000
Construction	\$70,847,000	\$86,856,000
C.E.	\$4,685,000	\$5,497,000
Incentives	\$1,227,000	\$1,504,000
Aesthetics 0.75%	\$531,000	\$651,000
Change Order Contingency 9.00%	\$6,424,000	\$7,876,000
UDOT Oversight	\$0	\$0
Miscellaneous	\$0	\$0
TOTAL	\$100,410,000	\$122,494,000

PROPOSED COMMISSION REQUEST	TOTAL	\$100,410,000	TOTAL	\$122,494,000
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Project Assumptions/Risks

- 1 Substandard SSD for I-80 NB traffic to prevent impacts to UPRR at MP 99.6
- 2 ROW Width - 100-ft; Additional 30-ft along I-180
- 3 Existing I-80 lanes include 2 lanes both westbound and eastbound
- 4 No ATMs estimated.
- 5 No railroad impacts
- 6 \$250k for geotechnical evaluation (\$75k for report & \$175k for test holes)
- 7 Subgrade Stabilization includes Geotextile fabrics, 24" Cobble, Geogrid

- 8 Assumed excavated material could be re-used as borrow.

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: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - /

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 2

Item #	Item	Quantity	Units	Price	Cost	Remarks
Roadway						
015017010	Mobilization	1	lump	\$4,750,000.00	\$4,750,000.00	Usually 7-10% of construction
015547005	Traffic Control	1	lump	\$1,350,000.00	\$1,350,000.00	Usually 3-5% of construction
01557001*	Maintenance of Traffic	1	lump	\$750,000.00	\$750,000.00	Usually 1% of construction
017217010	Survey	1	lump	\$400,000.00	\$400,000.00	
01721702*	MBDC Coordination	1	lump	\$100,000.00	\$100,000.00	
020567005	Borrow (Plan Quantity)	163,556	cubic yard	\$18.00	\$2,944,008.00	
020567015	Granular Borrow (Plan Quantity)	49,837	cubic yard	\$30.00	\$1,495,110.00	
020757010	Geotextiles - Separation	219,676	square yard	\$1.50	\$329,513.33	
020777001	Geogrid	219,676	square yard	\$1.50	\$329,513.33	
	Roadway Cobble	146,450	cubic yard	\$48.00	\$7,029,617.78	
022317010	Clearing and Grubbing	1	lump	\$250,000.00	\$250,000.00	
023167020	Roadway Excavation (Plan Quantity)	117,451	cubic yard	\$18.00	\$2,114,118.00	
027217020	Untreated Base Course (Plan Quantity)	33,225	cubic yard	\$38.00	\$1,262,550.00	
027417050	HMA - 1/2 Inch	33,191	ton	\$85.00	\$2,821,235.00	
027487040	Emulsified Asphalt CSS-1	175	ton	\$900.00	\$157,500.00	Tack Coat
027527030	Portland Cement Concrete Pavement 11 inch Thick	149,509	square yard	\$80.00	\$11,960,720.00	
027767025	Concrete Curb and Gutter Type B1	15	foot	\$40.00	\$600.00	
Roadway Subtotal					\$38,044,485	
Drainage						
	Drainage Lump Sum	1	lump	\$5,700,000.00	\$5,700,000.00	
Drainage Subtotal					\$5,700,000	
PI						
015407010	Public Information Services	1	lump	\$175,000.00	\$175,000	Usually 0.25% of construction

7411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 2

Item #	Item	Quantity	Units	Price	Cost	Remarks
Traffic						
027657050	Pavement Marking Paint	541	gallon	\$30.00	\$16,230.00	
027687105	Pavement Message (Preformed Thermoplastic)	4	each	\$200.00	\$800.00	
027687110	Pavement Message (Preformed Thermoplastic Stop Line, Crosswalks - 12 inch)	9	each	\$200.00	\$1,800.00	
028447030	Cast-In-Place Concrete Constant Slope Barrier - 42 Inch	28,539	foot	\$80.00	\$2,283,109.88	
028447330	Cast-In-Place Concrete Constant Slope Half Barrier 42 Inch	16,390	foot	\$70.00	\$1,147,332.83	
028437010	Crash Cushion Type B	2	each	\$18,000.00	\$36,000.00	
028437030	End Treatment Type F	5	each	\$10,000.00	\$50,000.00	
Signals						
	Traffic Signal System (SR-36 and Canyon Road)	1	lump	\$300,000.00	\$300,000.00	
Lighting						
16525701D	Highway Lighting System	1	lump	\$150,000.00	\$150,000.00	
16525701D	Highway Lighting System	1	lump	\$150,000.00	\$150,000.00	
Traffic and Safety Subtotal					\$4,135,273	
ITS						
ITS Subtotal					\$0	

PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 2

Item #	Item	Quantity	Units	Price	Cost	Remarks
Bridges						
	New Structure	9,341	sq ft	\$300.00	\$2,802,185.10	Assumed LxW (deck area)
Walls						
	CIP Retaining Wall	14,500	sq ft	\$150.00	\$2,175,000.00	Assumed LxH (wall area)
	CIP Retaining Wall	18,400	sq ft	\$150.00	\$2,760,000.00	Assumed LxH (wall area)
	Soil Nail Wall	1,650	sq ft	\$180.00	\$297,000.00	Assumed LxH (wall area)
Sign Structures						
	Overhead Sign Structure	6	each	\$200,000.00	\$1,200,000.00	
Hydraulics						
Geotech						
	Geotech Report	1	lump	\$75,000.00	\$75,000.00	
	Drilling	1	lump	\$175,000.00	\$175,000.00	
Structures Subtotal					\$9,484,185	

11 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area
 PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 2

Item #	Item	Quantity	Units	Price	Cost	Remarks
Environmental						
	Environmental Study	1	lump	\$1,250,000.00	\$1,250,000.00	
	Wetland Mitigation	1	lump	\$250,000.00	\$250,000.00	
Temporary Erosion Control						
Landscaping						
Environmental Mitigation Subtotal					\$1,500,000	

PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study ,

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 2

Item #	Item	Quantity	Units	Price	Cost	Remarks
Utilities						
	Relocate Utilities	1	lump	\$5,000,000.00	\$5,000,000.00	
Utilities Subtotal					\$5,000,000	
Right-of-way						
	Acquisition Area	1,482,420	sq ft	\$4.00	\$5,929,680.00	
Right-of-Way Subtotal					\$5,929,680	
Incentives						
00000608*	Miscellaneous Incentive	1	lump	\$1,000,000.00	\$1,000,000.00	
00007601*	Pavement Smoothness Incentive	1	lump	\$58,050.00	\$58,050.00	
00007602*	Hot Mix Asphalt (HMA) Incentive	1	lump	\$169,274.10	\$169,274.10	
Incentives Subtotal					\$1,227,324	

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 3B
Cost Estimate - Concept Level

Prepared By: WCEC Engineers - Update by Charles Mason-hill
(Limited Update - Avenue)

Date 10/30/2017 Update 10/14/2019

Proposed Project Scope: Provide a brief description of the alternative this estimate is for

Approximate Route Reference Mile Post (BEGIN) =	97.200	(END) =	101.600
Project Length =	4.400	miles	23,232 ft
Current FY Year (July-June) =	2021		
Assumed Construction FY Year =	2026		
Construction Items Inflation Factor =	1.23	5 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.00%		
Assumed Yearly Inflation for Right of Way (%/yr) =	3.0%		
Items not Estimated (% of Construction) =	20.0%		
Preliminary Engineering (% of Construction + Incentives) =	8.0%		
Construction Engineering (% of Construction + Incentives) =	6.5%		

Construction Items	Cost	Remarks
Public Information Services	\$350,000	
Roadway and Drainage	\$60,813,359	
Traffic and Safety	\$4,883,236	
Structures	\$51,997,000	
Environmental Mitigation	\$1,500,000	
ITS	\$0	
	Subtotal	\$119,543,595
	Items not Estimated (20%)	\$23,908,719
	Construction Subtotal	\$143,452,314
P.E. Cost	P.E. Subtotal	\$11,591,445 8%
C.E. Cost	C.E. Subtotal	\$9,418,049 7%
Right of Way	Right of Way Subtotal	\$2,653,783
Utilities	Utilities Subtotal	\$5,000,000
Incentives	Incentives Subtotal	\$1,440,747
Miscellaneous	Miscellaneous Subtotal	\$0

Cost Estimate (ePM screen 505)	2021	2026
P.E.	\$11,591,000	\$13,437,000
Right of Way	\$2,654,000	\$3,076,000
Utilities	\$5,000,000	\$6,130,000
Construction	\$143,452,000	\$175,867,000
C.E.	\$9,418,000	\$10,918,000
Incentives	\$1,441,000	\$1,767,000
Aesthetics	0.75% \$1,076,000	\$1,319,000
Change Order Contingency	9.00% \$13,008,000	\$15,947,000
UDOT Oversight	\$0	\$0
Miscellaneous	\$0	\$0
TOTAL	\$187,640,000	TOTAL \$228,461,000

PROPOSED COMMISSION REQUEST	TOTAL \$187,640,000	TOTAL \$228,461,000
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Project Assumptions/Risks

¹ Pavement Section for all roadways - 11" PCCP, 3" HMA, 4" UTBC,
6" GB, Geotextiel fabris, 24" Cobble, Geogrid

² Unit prices based on 2017 statewide bid prices in PDBS

³ Assumes SR-36 existing interchange stays and SR-201 to I-80
connections also remain without repair

⁴ Southbound right-turn access from SR-36 onto Hardy Road will be
removed with this project.

⁵ No ATMS estimated

⁶ \$250k for geotechnical evaluation (\$75k for report & \$175k for test
holes)

⁷ Acquisition costs (i.e. acquisition agent, appraisals, etc.) are
included in the ROW cost estimation

⁸ Existing I-80 lanes include 2 lanes both westbound and eastbound

⁹ Retaining wall height is the average height over the length of the wall

¹⁰ Substandard SSD for I-80 NB traffic to prevent impacts to UPRR at MP 99.6

¹¹ Assumed excavated material could be re-used as borrow.

¹²

¹³

¹⁴

Roadway and Drainage

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 3B

Item #	Item	Quantity	Units	Price	Cost	Remarks
Roadway						
015017010	Mobilization	1	lump	\$10,000,000.00	\$10,000,000.00	7% of construction
015547005	Traffic Control	1	lump	\$2,750,000.00	\$2,750,000.00	2% of construction
01557001*	Maintenance of Traffic	1	lump	\$1,400,000.00	\$1,400,000.00	1% of construction
017217010	Survey	1	lump	\$400,000.00	\$400,000.00	
01721702*	MBDC Coordination	1	lump	\$100,000.00	\$100,000.00	
020567005	Borrow (Plan Quantity)	163,734	cubic yard	\$18.00	\$2,947,212.00	
020567015	Granular Borrow (Plan Quantity)	37,997	cubic yard	\$30.00	\$1,139,910.00	
020757010	Geotextiles - Separation	216,510	square yard	\$1.50	\$324,765.53	
020777001	Geogrid	216,510	square yard	\$1.50	\$324,765.53	
	Roadway Cobble	144,340	cubic yard	\$48.00	\$6,928,331.34	
022217015	Remove Bridge	1	each	\$30,000.00	\$30,000.00	
022217155	Obliterate Road	8,000	square yard	\$10.00	\$80,000.00	
022317010	Clearing and Grubbing	1	lump	\$250,000.00	\$250,000.00	
023167020	Roadway Excavation (Plan Quantity)	233,113	cubic yard	\$18.00	\$4,196,034.00	
027217020	Untreated Base Course (Plan Quantity)	22,944	cubic yard	\$38.00	\$871,872.00	
027417050	HMA - 1/2 Inch	31,877	ton	\$85.00	\$2,709,545.00	
027487040	Emulsified Asphalt CSS-1	56	ton	\$900.00	\$50,400.00	
027527030	Portland Cement Concrete Pavement 11 inch Thick	185,008	square yard	\$80.00	\$14,800,640.00	
0277670xx	Concrete Flatwork 11 inch thick	494	square foot	\$20.00	\$9,883.32	
Roadway Subtotal					\$49,313,359	
Drainage						
	Drainage Lump Sum	1	lump	\$11,500,000.00	\$11,500,000.00	
Drainage Subtotal					\$11,500,000	
PI						
015407010	Public Information Services	1	lump	\$350,000.00	\$350,000	Usually 0.25% of construction

Traffic, Safety & ITS

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 3B

Item #	Item	Quantity	Units	Price	Cost	Remarks
Traffic						
027657050	Pavement Marking Paint	1,140	gallon	\$30.00	\$34,200.00	
027687105	Pavement Message (Preformed Thermoplastic)	400	each	\$200.00	\$80,000.00	
028447030	Cast-In-Place Concrete Constant Slope Barrier - 42 Inch	27,112	foot	\$80.00	\$2,168,960.00	
028437010	Crash Cushion Type B	14	each	\$16,478.62	\$230,700.68	
028417093	Midwest 31 Inch W-Beam Guardrail 6 ft Steel Post	25	foot	\$35.00	\$875.00	
028437035	End Treatment Type G (MASH)	1	each	\$4,500.00	\$4,500.00	
028417032	Guardrail Transition Element with Connector Plate	1	each	\$4,000.00	\$4,000.00	
	Cast-In-Place Concrete Constant Slope Barrier - 42 Inch to 32 Inch End Section	1	each	\$10,000.00	\$10,000.00	
Signals						
02892701D	Traffic Signal System	1	lump	\$400,000.00	\$400,000.00	
	Gantry System for Reversible Lanes	1	lump	\$1,500,000.00	\$1,500,000.00	
Lighting						
16525701D	Highway Lighting System	1	lump	\$150,000.00	\$150,000.00	
16525701D	Highway Lighting System	1	lump	\$300,000.00	\$300,000.00	
Traffic and Safety Subtotal					\$4,883,236	
ITS						
ITS Subtotal					\$0	

Structures

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 3B

Item #	Item	Quantity	Units	Price	Cost	Remarks
Bridges						
	EB ramp over SR-36 to I-80 (2A-1)	12,240	sq ft	\$300.00	\$3,672,000.00	255'x48'
	WB ramp over I-80 to SR-36 (2A-2)	24,000	sq ft	\$300.00	\$7,200,000.00	480x50'
	Frontage Rd over RR (2A-6)	34,500	sq ft	\$300.00	\$10,350,000.00	575'x60'
	SR-201 to I-80 over Frontage Rd (2A-7)	6,750	sq ft	\$300.00	\$2,025,000.00	225'x30'
Walls						
	Retaining Walls on east side of 2A-1	14,400	sq ft	\$150.00	\$2,160,000.00	(2) 600'x12'
	Retaining Walls on east end of 2A-2	14,400	sq ft	\$150.00	\$2,160,000.00	(2) 600'x12'
	Retaining Wall between I-80 EB & Frontage Road	132,000	sq ft	\$80.00	\$10,560,000.00	26,400'x5'
	Retaining Wall on southside of Frontage Road	132,000	sq ft	\$80.00	\$10,560,000.00	26,400'x5'
	Wetland Protection Needs	3,600	sq ft	\$80.00	\$288,000.00	600 x 6
	Reduce Right-of-Way Impacts	14,400	sq ft	\$80.00	\$1,152,000.00	2400 x 6
	RR Separation Requirements	12,000	sq ft	\$80.00	\$960,000.00	2000 x 6
Sign Structures						
	Overhead Sign Structure	3	lump	\$200,000.00	\$600,000.00	
028917265	Remove Overhead Sign	1	lump	\$60,000.00	\$60,000.00	
Hydraulics						
Geotech						
	Geotech Report	1	lump	\$75,000.00	\$75,000.00	
	Drilling	1	lump	\$175,000.00	\$175,000.00	
Structures Subtotal					\$51,997,000	

Environmental and Landscaping

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 3B

Item #	Item	Quantity	Units	Price	Cost	Remarks
Environmental						
	Environmental Study	1	lump	\$1,250,000.00	\$1,250,000.00	
	Noise Wall	1	ft	\$250,000.00	\$250,000.00	
Temporary Erosion Control						
Landscaping						
Environmental Mitigation Subtotal					\$1,500,000	

Utilities, Right of Way, and Incentives

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 3B

Item #	Item	Quantity	Units	Price	Cost	Remarks
Utilities						
	Utility Relocations	1	lump	\$5,000,000.00	\$5,000,000.00	
Utilities Subtotal					\$5,000,000	
Right-of-way						
	Mixed Commercial / Agricultural	241,253	sq ft	\$11.00	\$2,653,783.00	
Right-of-Way Subtotal					\$2,653,783	
Incentives						
00000608*	Miscellaneous Incentive	1	lump	\$1,000,000.00	\$1,000,000.00	
00007601*	Pavement Smoothness Incentive	1	lump	\$49,500.00	\$49,500.00	
00007602*	Hot Mix Asphalt (HMA) Incentive	1	lump	\$391,246.50	\$391,246.50	
Incentives Subtotal					\$1,440,747	

Cost Estimate - Concept Level

Prepared By: WCEC Engineers - Update by Charles Mason-Hill
(Limited Update - Avenue)

Date 10/30/2017 Update 10/14/2019

Proposed Project Scope: Provide a brief description of the alternative this estimate is for

Approximate Route Reference Mile Post (BEGIN) =	97.200	(END) =	101.600
Project Length =	4.400	miles	23,232 ft
Current FY Year (July-June) =	2021		
Assumed Construction FY Year =	2026		
Construction Items Inflation Factor =	1.23	5 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.00%		
Assumed Yearly Inflation for Right of Way (%/yr) =	3.0%		
Items not Estimated (% of Construction) =	20.0%		
Preliminary Engineering (% of Construction + Incentives) =	8.0%		
Construction Engineering (% of Construction + Incentives) =	6.5%		

Construction Items	Cost	Remarks
Public Information Services	\$400,000	
Roadway and Drainage	\$69,577,829	
Traffic and Safety	\$5,119,778	
Structures	\$62,005,000	
Environmental Mitigation	\$1,500,000	
ITS	\$0	
Subtotal	\$138,602,607	
Items not Estimated (20%)	\$27,720,521	
Construction Subtotal	\$166,323,128	
P.E. Cost	P.E. Subtotal	\$13,421,110 8%
C.E. Cost	C.E. Subtotal	\$10,904,652 7%
Right of Way	Right of Way Subtotal	\$4,565,000
Utilities	Utilities Subtotal	\$5,000,000
Incentives	Incentives Subtotal	\$1,440,747
Miscellaneous	Miscellaneous Subtotal	\$0

Cost Estimate (ePM screen 505)	2021	2026
P.E.	\$13,421,000	\$15,559,000
Right of Way	\$4,565,000	\$5,292,000
Utilities	\$5,000,000	\$6,130,000
Construction	\$166,323,000	\$203,906,000
C.E.	\$10,905,000	\$12,642,000
Incentives	\$1,441,000	\$1,767,000
Aesthetics	0.75% \$1,247,000	\$1,529,000
Change Order Contingency	9.00% \$15,081,000	\$18,489,000
UDOT Oversight	\$0	\$0
Miscellaneous	\$0	\$0
TOTAL	\$217,983,000	TOTAL \$265,314,000

PROPOSED COMMISSION REQUEST	TOTAL \$217,983,000	TOTAL \$265,314,000
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Project Assumptions/Risks

- | | |
|--|--|
| <ol style="list-style-type: none"> 1 Pavement Section for all roadways - 11" PCCP, 3" HMA, 4" UTBC, 6" GB, Geotextiel fabris, 24" Cobble, Geogrid 2 Unit prices based on 2017 statewide bid prices in PDBS 3 Assumes SR-36 existing interchange stays and SR-201 to I-80 connections also remain without repair 4 Remove and Replace Hardy Road Bridge 5 No ATMS estimated 6 \$250k for geotechnical evaluation (\$75k for report & \$175k for test holes) 7 Acquisition costs (i.e. acquisition agent, appraisals, etc.) are included in the ROW cost estimation | <ol style="list-style-type: none"> 8 Existing I-80 lanes include 2 lanes both westbound and eastbound 9 Retaining wall height is the average height over the length of the wall 10 Substandard SSD for I-80 NB traffic to prevent impacts to UPRR at MP 99.6 11 Assumed excavated material could be re-used as borrow. 12 13 14 |
|--|--|

Roadway and Drainage

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 3

Item #	Item	Quantity	Units	Price	Cost	Remarks
Roadway						
015017010	Mobilization	1	lump	\$11,000,000.00	\$11,000,000.00	7% of construction
015547005	Traffic Control	1	lump	\$3,250,000.00	\$3,250,000.00	2% of construction
01557001*	Maintenance of Traffic	1	lump	\$1,600,000.00	\$1,600,000.00	1% of construction
017217010	Survey	1	lump	\$400,000.00	\$400,000.00	
01721702*	MBDC Coordination	1	lump	\$100,000.00	\$100,000.00	
020567005	Borrow (Plan Quantity)	163,734	cubic yard	\$18.00	\$2,947,212.00	
020567015	Granular Borrow (Plan Quantity)	43,838	cubic yard	\$30.00	\$1,315,140.00	
020757010	Geotextiles - Separation	211,881	square yard	\$1.50	\$317,821.50	
020777001	Geogrid	211,881	square yard	\$1.50	\$317,821.50	
	Roadway Cobble	141,254	cubic yard	\$48.00	\$6,780,192.00	
022217015	Remove Bridge	2	each	\$30,000.00	\$60,000.00	
022217155	Obliterate Road	8,000	square yard	\$10.00	\$80,000.00	
022317010	Clearing and Grubbing	1	lump	\$250,000.00	\$250,000.00	
023167020	Roadway Excavation (Plan Quantity)	280,145	cubic yard	\$18.00	\$5,042,610.00	
027217020	Untreated Base Course (Plan Quantity)	26,384	cubic yard	\$38.00	\$1,002,592.00	
027417050	HMA - 1/2 Inch	36,556	ton	\$85.00	\$3,107,260.00	
027487040	Emulsified Asphalt CSS-1	63	ton	\$900.00	\$56,700.00	
027527030	Portland Cement Concrete Pavement 11 inch Thick	211,881	square yard	\$80.00	\$16,950,480.00	
Roadway Subtotal					\$54,577,829	
Drainage						
	Drainage Lump Sum	1	lump	\$8,500,000.00	\$15,000,000.00	
Drainage Subtotal					\$15,000,000	
PI						
015407010	Public Information Services	1	lump	\$400,000.00	\$400,000	Usually 0.25% of construction

Traffic, Safety & ITS

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 3

Item #	Item	Quantity	Units	Price	Cost	Remarks
Traffic						
027657050	Pavement Marking Paint	2,204	gallon	\$30.00	\$66,120.00	
027687105	Pavement Message (Preformed Thermoplastic)	400	each	\$200.00	\$80,000.00	
028447030	Cast-In-Place Concrete Constant Slope Barrier - 42 Inch	29,500	foot	\$80.00	\$2,360,000.00	
028437010	Crash Cushion Type B	16	each	\$16,478.62	\$263,657.92	
Signals						
02892701D	Traffic Signal System	1	lump	\$400,000.00	\$400,000.00	
	Gantry System for Reversible Lanes	1	lump	\$1,500,000.00	\$1,500,000.00	
Lighting						
16525701D	Highway Lighting System	1	lump	\$150,000.00	\$150,000.00	
16525701D	Highway Lighting System	1	lump	\$300,000.00	\$300,000.00	
Traffic and Safety Subtotal					\$5,119,778	
ITS						
ITS Subtotal					\$0	

Structures

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 3

Item #	Item	Quantity	Units	Price	Cost	Remarks
Bridges						
	EB ramp over SR-36 to I-80 (2A-1)	6,720	sq ft	\$300.00	\$2,016,000.00	140'x48'
	WB ramp over I-80 to SR-36 (2A-2)	24,000	sq ft	\$300.00	\$7,200,000.00	480'x50'
	CD over Saddleback Off Ramp (2A-3)	7,680	sq ft	\$300.00	\$2,304,000.00	240'x32'
	Hardy Rd over I-80 (2A-4)	13,200	sq ft	\$300.00	\$3,960,000.00	275'x48'
	Frontage Rd over RR (2A-6)	34,500	sq ft	\$300.00	\$10,350,000.00	575'x60'
	SR-201 to I-80 over Frontage Rd (2A-7)	6,750	sq ft	\$300.00	\$2,025,000.00	225'x30'
Walls						
	Retaining Walls on east side of 2A-1	14,400	sq ft	\$150.00	\$2,160,000.00	(2) 600'x12'
	Retaining Walls on east end of 2A-2	14,400	sq ft	\$150.00	\$2,160,000.00	(2) 600'x12'
	Retaining Wall on southwest end of 5A-2	7,200	sq ft	\$150.00	\$1,080,000.00	600'x12'
	Retaining Wall CD over Saddleback Off Ram	21,600	sq ft	\$150.00	\$3,240,000.00	900' x 12' both sides
	Hardy Road (both sides)	7,200	sq ft	\$150.00	\$1,080,000.00	150' x 12' all 4 sides
	Retaining Wall between I-80 EB & Frontage P	132,000	sq ft	\$80.00	\$10,560,000.00	26,400'x5'
	Retaining Wall on southside of Frontage Roa	132,000	sq ft	\$80.00	\$10,560,000.00	26,400'x5'
	Wetland Protection Needs	3,600	sq ft	\$80.00	\$288,000.00	600 x 6
	Reduce Right-of-Way Impacts	14,400	sq ft	\$80.00	\$1,152,000.00	2400 x 6
	RR Separation Requirements	12,000	sq ft	\$80.00	\$960,000.00	2000 x 6
Sign Structures						
	Overhead Sign Structure	3	lump	\$200,000.00	\$600,000.00	
028917265	Remove Overhead Sign	1	lump	\$60,000.00	\$60,000.00	
Hydraulics						
Geotech						
	Geotech Report	1	lump	\$75,000.00	\$75,000.00	
	Drilling	1	lump	\$175,000.00	\$175,000.00	
Structures Subtotal					\$62,005,000	

Environmental and Landscaping

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 3

Item #	Item	Quantity	Units	Price	Cost	Remarks
Environmental						
	Environmental Study	1	lump	\$1,250,000.00	\$1,250,000.00	
	Noise Wall	1	ft	\$250,000.00	\$250,000.00	
Temporary Erosion Control						
Landscaping						
Environmental Mitigation Subtotal					\$1,500,000	

Utilities, Right of Way, and Incentives

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 3

Item #	Item	Quantity	Units	Price	Cost	Remarks
Utilities						
	Utility Relocations	1	lump	\$5,000,000.00	\$5,000,000.00	
Utilities Subtotal					\$5,000,000	
Right-of-way						
	Mixed Commercial / Agricultural	415,000	sq ft	\$11.00	\$4,565,000.00	
Right-of-Way Subtotal					\$4,565,000	
Incentives						
00000608*	Miscellaneous Incentive	1	lump	\$1,000,000.00	\$1,000,000.00	
00007601*	Pavement Smoothness Incentive	1	lump	\$49,500.00	\$49,500.00	
00007602*	Hot Mix Asphalt (HMA) Incentive	1	lump	\$391,246.50	\$391,246.50	
Incentives Subtotal					\$1,440,747	

**PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 4 3 Lane
Cost Estimate - Concept Level**

Prepared By: Avenue Consultants

Date 1/12/2021

Proposed Project Scope: 3-Lane Divided Highway from 201 to SR-36

Approximate Route Reference Mile Post (BEGIN) =	N/A	(END) =	N/A
Project Length =	7.699	miles	40,650 ft
Current FY Year (July-June) =	2021		
Assumed Construction FY Year =	2026		
Construction Items Inflation Factor =	1.23	5 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.25%		
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%		
Items not Estimated (% of Construction) =	20.0%		
Preliminary Engineering (% of Construction + Incentives) =	8.0%		
Construction Engineering (% of Construction + Incentives) =	6.5%		

Construction Items	Cost	Remarks
Public Information Services	\$175,000	
Roadway and Drainage	\$63,189,482	
Traffic and Safety	\$1,850,965	
Structures	\$60,391,170	
Environmental Mitigation	\$2,174,428	
ITS	\$0	
	Subtotal	\$127,781,045
	Items not Estimated (20%)	\$25,556,209
	Construction Subtotal	\$153,337,254
P.E. Cost	P.E. Subtotal	\$12,396,102 8%
C.E. Cost	C.E. Subtotal	\$10,071,833 7%
Right of Way	Right of Way Subtotal	\$35,354,664
Utilities	Utilities Subtotal	\$7,000,000
Incentives	Incentives Subtotal	\$1,614,026
Miscellaneous	Miscellaneous Subtotal	\$0

Cost Estimate (ePM screen 505)	2021	2026
P.E.	\$12,396,000	\$14,546,000
Right of Way	\$35,355,000	\$43,014,000
Utilities	\$7,000,000	\$8,582,000
Construction	\$153,337,000	\$187,985,000
C.E.	\$10,072,000	\$11,819,000
Incentives	\$1,614,000	\$1,979,000
Aesthetics	0.75% \$1,150,000	\$1,410,000
Change Order Contingency	9.00% \$13,904,000	\$17,046,000
UDOT Oversight	\$0	\$0
Miscellaneous	\$0	\$0
TOTAL	\$234,828,000	\$286,381,000

PROPOSED COMMISSION REQUEST	TOTAL	\$234,828,000	TOTAL	\$286,381,000
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Project Assumptions/Risks

- | | |
|--|--|
| <p>1 Pavement Section: 1" OGSC, 7" HMA, 6" UTBC, 12" GB, Geotextiles - Separation Fabric</p> <p>2 Right-of-Way Width: 200 ft (East of railroad bridge)</p> <p>3 Dedicated ROW Width: 120 ft (SR-36 to railroad bridge) no associated cost; additional land for earthwork required.</p> <p>4 Two-lane on/off ramps constructed between 201 and I-80 prior to frontage road construction.</p> <p>5 Design/Posted Speed - 55/50 MPH, Clear Zone - 24 feet (East of railroad bridge)</p> <p>6 Design Speed - 45/40 MPH, Clear Zone - 22 feet; Low-Speed Urban superelevation tables</p> <p>7 2:1 side slopes constructed after 6:1 clear zone; walls utilized when tie-slope exceeds 150-ft.</p> | <p>8 Impact of Overhead Powerline costs assumed but are unknown at this level.</p> <p>9 Impact to UNEV line costs assumed but are unknown at this level.</p> <p>10 Geotechnical unknowns could result in risks and/or opportunities for cost increase/reduction</p> <p>11 Assumed excavated material can be re-used as embankment.</p> <p>12</p> <p>13</p> <p>14</p> |
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Roadway and Drainage

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 4 3 Lane

Item #	Item	Quantity	Units	Price	Cost	Remarks
Roadway						
015017010	Mobilization	1	lump	\$9,750,000.00	\$9,750,000.00	7% of construction
015547005	Traffic Control	1	lump	\$700,000.00	\$700,000.00	0.5% of construction
01557001*	Maintenance of Traffic	1	lump	\$350,000.00	\$350,000.00	0.25% of construction
017217010	Survey	1	lump	\$400,000.00	\$400,000.00	
01721702*	MBDC Coordination	1	lump	\$100,000.00	\$100,000.00	
020567005	Borrow (Plan Quantity)	259,405	cubic yard	\$18.00	\$4,669,290.36	
020567015	Granular Borrow (Plan Quantity)	117,084	cubic yard	\$30.00	\$3,512,520.00	
020567065	Embankment for Bridge (Plan Quantity)	75,675	cubic yard	\$35.00	\$2,648,625.00	
020757010	Geotextiles - Separation	240,243	square yard	\$1.50	\$360,364.67	
022317010	Clearing and Grubbing	1	lump	\$250,000.00	\$250,000.00	
023167020	Roadway Excavation (Plan Quantity)	1,219,754	cubic yard	\$18.00	\$21,955,572.00	
027217020	Untreated Base Course (Plan Quantity)	49,949	cubic yard	\$30.00	\$1,498,470.00	
027417050	HMA - 1/2 Inch	101,965	ton	\$70.00	\$7,137,550.00	
027487060	Emulsified Asphalt CSS-1H	299	ton	\$600.00	\$179,400.00	
027867010	Open Graded Surface Course	12,272	ton	\$70.00	\$859,040.00	
027867020	Asphalt Binder PG 64-34	71	ton	\$600.00	\$42,600.00	OGSC Binder
028227025	Right-of-Way Fence, Type D (Wood Post)	81,300	foot	\$6.00	\$487,800.00	
028227105	Right-of-Way Brace Post	102	each	\$375.00	\$38,250.00	
Roadway Subtotal					\$54,939,482	
Drainage						
	Drainage Lump Sum	1	lump	\$8,250,000.00	\$8,250,000.00	
Drainage Subtotal					\$8,250,000	
PI						
015407010	Public Information Services	1	lump	\$175,000.00	\$175,000	0.10% of construction

Traffic, Safety & ITS

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 4 3 Lane

Item #	Item	Quantity	Units	Price	Cost	Remarks
Traffic						
027657050	Pavement Marking Paint	4,956	gallon	\$30.00	\$148,680.00	
027687105	Pavement Message (Preformed Thermoplastic)	7	each	\$200.00	\$1,400.00	
027687110	Pavement Message (Preformed Thermoplastic Stop Line, Crosswalks - 12 inch)	54	each	\$7.50	\$405.00	
02842706*	Flexible Delineator Post	185	each	\$60.00	\$11,100.00	
028417093	Midwest 31 Inch W-Beam Guardrail 78 inch Steel Post	200	foot	\$25.00	\$5,000.00	
028447030	Cast-In-Place Concrete Constant Slope Barrier - 42 Inch	100	foot	\$80.00	\$8,000.00	
028447330	Cast-In-Place Concrete Constant Slope Half Barrier 42 Inch	6,696	foot	\$75.00	\$502,200.00	
	Cast-In-Place Concrete Constant Slope Barrier - 42 Inch Transition	10	each	\$3,500.00	\$35,000.00	
028417030	W-Beam Guardrail Transition Element	8	each	\$3,000.00	\$24,000.00	
028437020	Crash Cushion Type D	2	each	\$5,000.00	\$10,000.00	
028437036	End Treatment Type G (MASH)	8	each	\$4,000.00	\$32,000.00	
	High Tension Cable Barrier 10 - FT Post Spacing	6,760	foot	\$18.00	\$121,680.00	
	MASH Cable Barrier Gating Terminal	6	each	\$4,000.00	\$24,000.00	
028917020	Sign Type A-1	1,500	square foot	\$40.00	\$60,000.00	
028917075	Sign Type A-2	2,500	square foot	\$60.00	\$150,000.00	
028917320	Slipbase Sign Base (B3)	100	each	\$400.00	\$40,000.00	
028917370	Sign Post P4	100	each	\$275.00	\$27,500.00	
Signals						
02892701D	Traffic Signal System	1	lump	\$200,000.00	\$200,000.00	
Lighting						
16525701D	Highway Lighting System	1	lump	\$150,000.00	\$150,000.00	
16525701D	Highway Lighting System	1	lump	\$300,000.00	\$300,000.00	
Traffic and Safety Subtotal					\$1,850,965	
ITS						
ITS Subtotal					\$0	

Structures

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 4 3 Lane

Item #	Item	Quantity	Units	Price	Cost	Remarks
Bridges						
	Bridge over RR Crossing	12,000	sq ft	\$300.00	\$3,600,000.00	20 degree skew
	Bridge over 201/I-80 Ramps	8,380	sq ft	\$300.00	\$2,514,000.00	40 degree skew
Walls						
	Retaining Walls for RR Bridge	12,160	sq ft	\$150.00	\$1,824,000.00	(2) 38 x 160
	Retaining Walls for Bridge	4,620	sq ft	\$150.00	\$693,000.00	(2) 16.5 x 140
	Retaining Walls - Roadway	27,409	sq ft	\$150.00	\$4,111,350.00	0 ft - 20 ft High
	Retaining Walls - Roadway	25,014	sq ft	\$150.00	\$3,752,100.00	20 ft - 40 ft High
	Retaining Walls - Mountainside	30,215	sq ft	\$180.00	\$5,438,700.00	0 ft - 20 ft High
	Retaining Walls - Mountainside	65,529	sq ft	\$180.00	\$11,795,220.00	20 ft - 40 ft High
	Retaining Walls - Mountainside	67,160	sq ft	\$180.00	\$12,088,800.00	40 ft - 60 ft High
	Retaining Walls - Mountainside	75,550	sq ft	\$180.00	\$13,599,000.00	60 ft - 80 ft High
Sign Structures						
	Cantilever Sign Structure	2	each	\$200,000.00	\$400,000.00	
Hydraulics						
Geotech						
	Geotech Report	1	lump	\$75,000.00	\$75,000.00	
	Drilling	1	lump	\$500,000.00	\$500,000.00	
Structures Subtotal					\$60,391,170	

Environmental and Landscaping

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 4 3 Lane

Item #	Item	Quantity	Units	Price	Cost	Remarks
Environmental						
	Environmental Study	1	lump	\$1,250,000.00	\$1,250,000.00	
	Wetland Mitigation	1	lump	\$250,000.00	\$250,000.00	
Temporary Erosion Control						
015717030	Silt Fence	40,650	foot	\$2.00	\$81,300.00	
Landscaping						
	HECP	86	acre	\$2,500.00	\$213,971.08	
029127050	Strip, Stockpile, and Spread Topsoil (Plan Quantity)	414,248	square yard	\$0.75	\$310,686.01	
	Seed	86	acre	\$800.00	\$68,470.75	
Environmental Mitigation Subtotal					\$2,174,428	

Utilities, Right of Way, and Incentives

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 4 3 Lane

Item #	Item	Quantity	Units	Price	Cost	Remarks
Utilities						
	Relocate Power Line	1	lump	\$2,000,000.00	\$2,000,000.00	
	UNEV Crossing	2	lump	\$2,000,000.00	\$4,000,000.00	
	Other/Contingency	1	lump	\$1,000,000.00	\$1,000,000.00	
Utilities Subtotal					\$7,000,000	
Right-of-Way						
	Acquisition Area 1	1,147,157	sq ft	\$4.00	\$4,588,628.00	
	Acquisition Area 2	1,773,221	sq ft	\$4.00	\$7,092,884.00	
	Acquisition Area 3	2,378,361	sq ft	\$4.00	\$9,513,444.00	
	Acquisition Area 4	3,539,927	sq ft	\$4.00	\$14,159,708.00	
Right-of-Way Subtotal					\$35,354,664	
Incentives						
00000608*	Miscellaneous Incentive	1	lump	\$1,000,000.00	\$1,000,000.00	
00007601*	Pavement Smoothness Incentive	1	lump	\$144,353.69	\$144,353.69	
00007602*	Hot Mix Asphalt (HMA) Incentive	1	lump	\$443,195.10	\$443,195.10	
00007604*	Open Graded Surface Course Incentive	1	lump	\$26,477.08	\$26,477.08	
Incentives Subtotal					\$1,614,026	

**PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 4 5 Lane
Cost Estimate - Concept Level**

Prepared By: Avenue Consultants

Date 4/9/2021

Proposed Project Scope: 5-Lane Divided Highway from 201 to SR-36

Approximate Route Reference Mile Post (BEGIN) =	N/A	(END) =	N/A
Project Length =	7.699	miles	40,650 ft
Current FY Year (July-June) =	2021		
Assumed Construction FY Year =	2026		
Construction Items Inflation Factor =	1.23	5 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.25%		
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%		
Items not Estimated (% of Construction) =	20.0%		
Preliminary Engineering (% of Construction + Incentives) =	8.0%		
Construction Engineering (% of Construction + Incentives) =	6.5%		

Construction Items	Cost	Remarks
Public Information Services	\$175,000	
Roadway and Drainage	\$89,826,848	
Traffic and Safety	\$1,841,962	
Structures	\$76,448,850	
Environmental Mitigation	\$2,064,524	
ITS	\$0	
	Subtotal	\$170,357,184
	Items not Estimated (20%)	\$34,071,437
	Construction Subtotal	\$204,428,621
P.E. Cost	P.E. Subtotal	\$16,511,918 8%
C.E. Cost	C.E. Subtotal	\$13,415,933 7%
Right of Way	Right of Way Subtotal	\$34,344,584
Utilities	Utilities Subtotal	\$7,000,000
Incentives	Incentives Subtotal	\$1,970,356
Miscellaneous	Miscellaneous Subtotal	\$0

Cost Estimate (ePM screen 505)	2021	2026
P.E.	\$16,512,000	\$19,375,000
Right of Way	\$34,345,000	\$41,785,000
Utilities	\$7,000,000	\$8,582,000
Construction	\$204,429,000	\$250,622,000
C.E.	\$13,416,000	\$15,742,000
Incentives	\$1,970,000	\$2,415,000
Aesthetics	0.75% \$1,533,000	\$1,879,000
Change Order Contingency	9.00% \$18,537,000	\$22,726,000
UDOT Oversight	\$0	\$0
Miscellaneous	\$0	\$0
TOTAL	\$297,742,000	\$363,126,000

PROPOSED COMMISSION REQUEST	TOTAL	\$297,742,000	TOTAL	\$363,126,000
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Project Assumptions/Risks

- | | |
|---|---|
| <p>1 Pavement Section: 1" OGSC, 7" HMA, 6" UTBC, 12" GB,
Geotextiles - Separation Fabric</p> <p>2 Right-of-Way Width: 200 ft (East of railroad bridge)</p> <p>3 Dedicated ROW Width: 120 ft (SR-36 to railroad bridge) no associated cost; additional land for earthwork required.</p> <p>4 Two-lane on/off ramps constructure between 201 and I-80 prior to frontage road construction.</p> <p>5 Design/Posted Speed - 55/50 MPH, Clear Zone - 24 feet (East of railroad bridge)</p> <p>6 Design/Posted Speed - 45/40 MPH, Clear Zone - 22 feet (SR-36 to railroad bridge), Low-Speed Urban superelevation tables</p> <p>7 2:1 side slopes constructed after 6:1 clear zone; walls utilized when tie-slope exceeds 150-ft.</p> | <p>8 ATMS not estimated.</p> <p>9 Geotechnical unknowns could result in risks and/or opportunities for cost increase/reduction</p> <p>10 Impact of Overhead Powerline costs assumed but are unknown at this level.</p> <p>11 Assumed excavated material can be re-used as embankment.</p> <p>12</p> <p>13</p> <p>14</p> |
|---|---|

Roadway and Drainage

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 4 5 Lane

Item #	Item	Quantity	Units	Price	Cost	Remarks
Roadway						
015017010	Mobilization	1	lump	\$12,750,000.00	\$12,750,000.00	7% of construction
015547005	Traffic Control	1	lump	\$900,000.00	\$900,000.00	0.5% of construction
01557001*	Maintenance of Traffic	1	lump	\$450,000.00	\$450,000.00	0.25% of construction
017217010	Survey	1	lump	\$400,000.00	\$400,000.00	
01721702*	MBDC Coordination	1	lump	\$100,000.00	\$100,000.00	
020567005	Borrow (Plan Quantity)	1,020,376	cubic yard	\$18.00	\$18,366,768.00	
020567015	Granular Borrow (Plan Quantity)	159,577	cubic yard	\$30.00	\$4,787,310.00	
020567065	Embankment for Bridge (Plan Quantity)	83,487	cubic yard	\$35.00	\$2,922,045.00	
020757010	Geotextiles - Separation	373,039	square yard	\$1.50	\$559,558.50	
022317010	Clearing and Grubbing	1	lump	\$250,000.00	\$250,000.00	
023167020	Roadway Excavation (Plan Quantity)	1,199,347	cubic yard	\$18.00	\$21,588,246.00	
027217020	Untreated Base Course (Plan Quantity)	71,445	cubic yard	\$30.00	\$2,143,350.00	
027417050	HMA - 1/2 Inch	152,490	ton	\$70.00	\$10,674,300.00	
027487060	Emulsified Asphalt CSS-1H	453	ton	\$600.00	\$271,800.00	
027867010	Open Graded Surface Course	18,886	ton	\$70.00	\$1,322,020.00	
027867020	Asphalt Binder PG 64-34	109	ton	\$600.00	\$65,400.00	OGSC Binder
028227025	Right-of-Way Fence, Type D (Wood Post)	81,300	foot	\$6.00	\$487,800.00	
028227105	Right-of-Way Brace Post	102	each	\$375.00	\$38,250.00	
Roadway Subtotal					\$78,076,848	
Drainage						
	Drainage Lump Sum	1	lump	\$11,750,000.00	\$11,750,000.00	
Drainage Subtotal					\$11,750,000	
PI						
015407010	Public Information Services	1	lump	\$175,000.00	\$175,000	0.10% of construction

Traffic, Safety & ITS

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 4 5 Lane

Item #	Item	Quantity	Units	Price	Cost	Remarks
Traffic						
027657050	Pavement Marking Paint	5,232	gallon	\$30.00	\$156,960.00	
027687105	Pavement Message (Preformed Thermoplastic)	7	each	\$200.00	\$1,400.00	
027687110	Pavement Message (Preformed Thermoplastic Stop Line, Crosswalks - 12 inch)	66	each	\$7.50	\$495.00	
02842706*	Flexible Delineator Post	185	each	\$60.00	\$11,100.00	
028417093	Midwest 31 Inch W-Beam Guardrail 78 inch Steel Post	175	foot	\$25.00	\$4,375.00	
028447030	Cast-In-Place Concrete Constant Slope Barrier - 42 Inch	100	foot	\$80.00	\$8,000.00	
028447330	Cast-In-Place Concrete Constant Slope Half Barrier 42 Inch	6,104	foot	\$75.00	\$457,800.00	
	Cast-In-Place Concrete Constant Slope Barrier - 42 Inch Transition	9	each	\$3,500.00	\$31,500.00	
028417030	W-Beam Guardrail Transition Element	7	each	\$3,000.00	\$21,000.00	
028437020	Crash Cushion Type D	2	each	\$5,000.00	\$10,000.00	
028437036	End Treatment Type G (MASH)	7	each	\$4,000.00	\$28,000.00	
	High Tension Cable Barrier 10 - FT Post Spacing	16,324	foot	\$18.00	\$293,832.00	
	MASH Cable Barrier Gating Terminal	10	each	\$4,000.00	\$40,000.00	
028917020	Sign Type A-1	1,500	square foot	\$40.00	\$60,000.00	
028917075	Sign Type A-2	2,500	square foot	\$60.00	\$150,000.00	
028917320	Slipbase Sign Base (B3)	100	each	\$400.00	\$40,000.00	
028917370	Sign Post P4	100	each	\$275.00	\$27,500.00	
Signals						
02892701D	Traffic Signal System	1	lump	\$200,000.00	\$200,000.00	
Lighting						
16525701D	Highway Lighting System	1	lump	\$150,000.00	\$150,000.00	
16525701D	Highway Lighting System	1	lump	\$150,000.00	\$150,000.00	
Traffic and Safety Subtotal					\$1,841,962	
ITS						
ITS Subtotal					\$0	

Structures

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 4 5 Lane

Item #	Item	Quantity	Units	Price	Cost	Remarks
Bridges						
	Bridge over UP Crossing	17,070	sq ft	\$300.00	\$5,121,000.00	20 degree skew
	Bridge over 201/I-80 Ramps	12,170	sq ft	\$300.00	\$3,651,000.00	40 degree skew
Walls						
	Retaining Walls for UP Bridge	14,440	sq ft	\$150.00	\$2,166,000.00	(2) 38 x 190
	Retaining Walls for Bridge	5,280	sq ft	\$150.00	\$792,000.00	(2) 16.5 x 160
	Retaining Walls - Roadway	32,415	sq ft	\$150.00	\$4,862,250.00	0 ft - 20 ft High
	Retaining Walls - Roadway	54,533	sq ft	\$150.00	\$8,179,950.00	20 ft - 40 ft High
	Retaining Walls - Roadway	52,249	sq ft	\$150.00	\$7,837,350.00	40 ft - 60 ft High
	Retaining Walls - Mountainside	30,215	sq ft	\$180.00	\$5,438,700.00	0 ft - 20 ft High
	Retaining Walls - Mountainside	114,549	sq ft	\$180.00	\$20,618,820.00	20 ft - 40 ft High
	Retaining Walls - Mountainside	70,054	sq ft	\$180.00	\$12,609,720.00	40 ft - 60 ft High
	Retaining Walls - Mountainside	23,317	sq ft	\$180.00	\$4,197,060.00	60 ft - 80 ft High
Sign Structures						
	Cantilever Sign Structure	2		\$200,000.00	\$400,000.00	
Hydraulics						
Geotech						
	Geotech Report	1	lump	\$75,000.00	\$75,000.00	
	Drilling	1	lump	\$500,000.00	\$500,000.00	
Structures Subtotal					\$76,448,850	

Environmental and Landscaping

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 4 5 Lane

Item #	Item	Quantity	Units	Price	Cost	Remarks
Environmental						
	Environmental Study	1	lump	\$1,250,000.00	\$1,250,000.00	
	Wetland Mitigation	1	lump	\$100,000.00	\$100,000.00	
Temporary Erosion Control						
015717030	Silt Fence	40,650	foot	\$2.00	\$81,300.00	
Landscaping						
	HECP	91	acre	\$2,500.00	\$228,435.85	
029127050	Strip, Stockpile, and Spread Topsoil (Plan Quantity)	442,252	square yard	\$0.75	\$331,688.85	
	Seed	91	acre	\$800.00	\$73,099.47	
Environmental Mitigation Subtotal					\$2,064,524	

Utilities, Right of Way, and Incentives

PIN: 17411 PROJECT #S-R299(317) PROJECT NAME: Northeast Tooele County Study Area - Alt 4 5 Lane

Item #	Item	Quantity	Units	Price	Cost	Remarks
Utilities						
	Relocate Power Line	1	lump	\$2,000,000.00	\$2,000,000.00	
	UNEV Crossing	2	lump	\$2,000,000.00	\$4,000,000.00	
	Other/Contingency	1	lump	\$1,000,000.00	\$1,000,000.00	
Utilities Subtotal					\$7,000,000	
Right-of-Way						
	Acquisition Area 1	362,784	sq ft	\$4.00	\$1,451,136.00	SR-36 to Saddleback Lands
	Acquisition Area 2	1,955,634	sq ft	\$4.00	\$7,822,536.00	Saddleback Lands
	Acquisition Area 3	2,290,764	sq ft	\$4.00	\$9,163,056.00	Green Ravine
	Acquisition Area 4	3,976,964	sq ft	\$4.00	\$15,907,856.00	Green Ravine to SR 201
Right-of-Way Subtotal					\$34,344,584	
Incentives						
0000608*	Miscellaneous Incentive	1	lump	\$1,000,000.00	\$1,000,000.00	
00007601*	Pavement Smoothness Incentive	1	lump	\$144,353.69	\$144,353.69	
00007602*	Hot Mix Asphalt (HMA) Incentive	1	lump	\$784,527.90	\$784,527.90	
00007604*	Open Graded Surface Course Incentive	1	lump	\$41,474.05	\$41,474.05	
Incentives Subtotal					\$1,970,356	