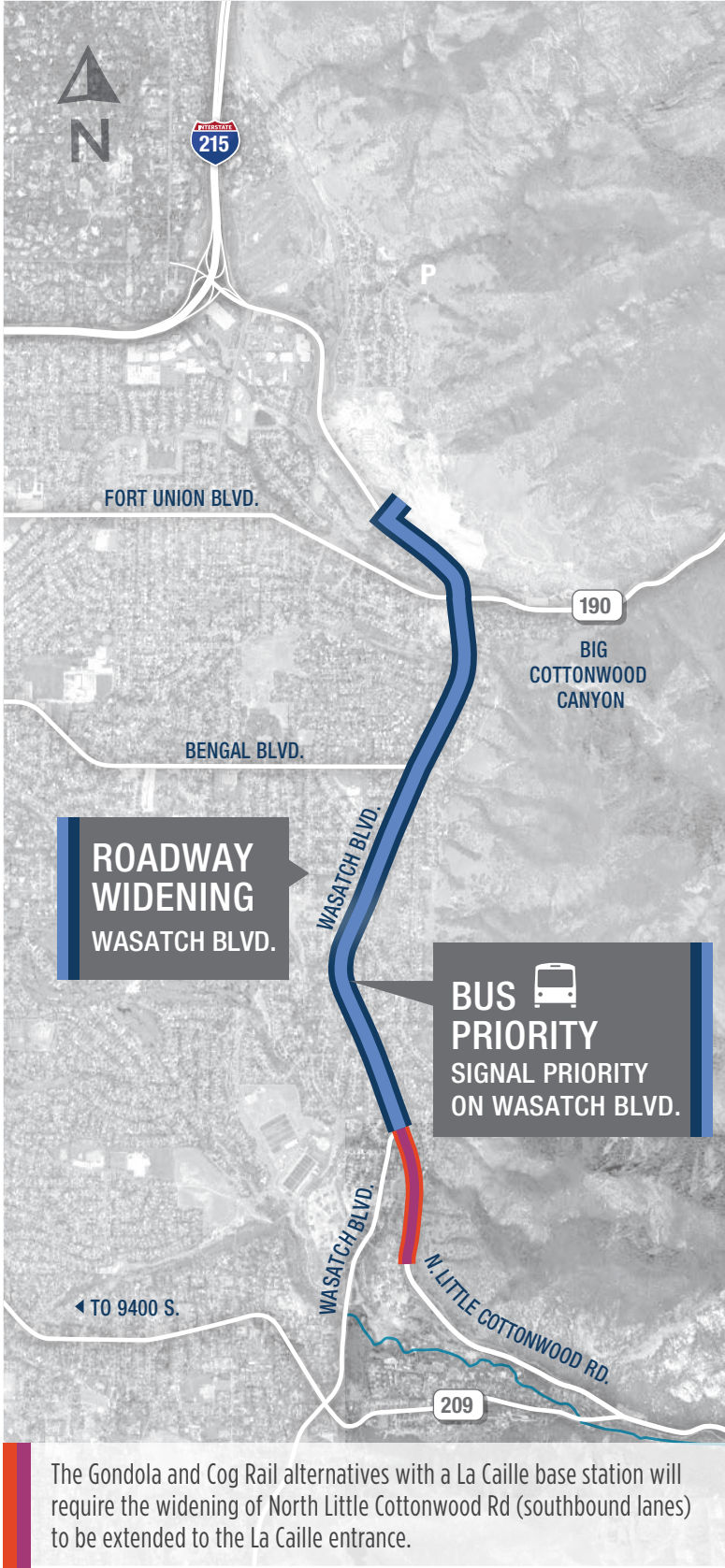












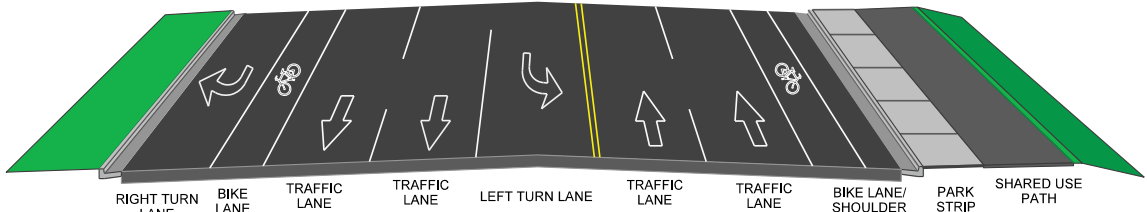


WASATCH BOULEVARD MOBILITY IMPROVEMENTS



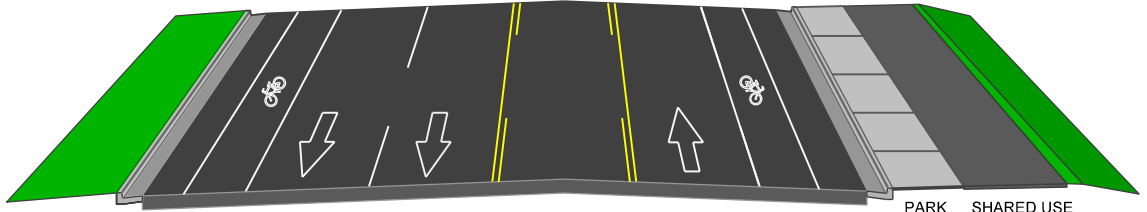
ALTERNATIVE	Level of Service (passing criteria are LOS A–D)	 Northbound in AM/PM peak hour	 Southbound in AM/PM peak hour	 Widen Wasatch Boulevard + bus priority	Impacts (Properties)		Costs (\$ Millions)
		Travel Time from Fort Union Blvd. to North Little Cottonwood Road (Minutes)			 Relocations	 Section 4(f)	 Capital costs
 Imbalanced-lane Alternative	 (LOS C)	4:05 / 4:37	3:32 / 4:21		1 Residential (already acquired)	9 Sites	\$57
 Five-lane Alternative	 (LOS B–C)	3:51 / 4:00	3:32 / 4:12		1 Residential (already acquired)	9 Sites	\$61

FIVE-LANE ALTERNATIVE



5-LANE ARTERIAL W/ SHARED USE PATH
STRIPED MEDIAN AND CONCRETE PARK STRIP INTERSECTION

IMBALANCED-LANE ALTERNATIVE

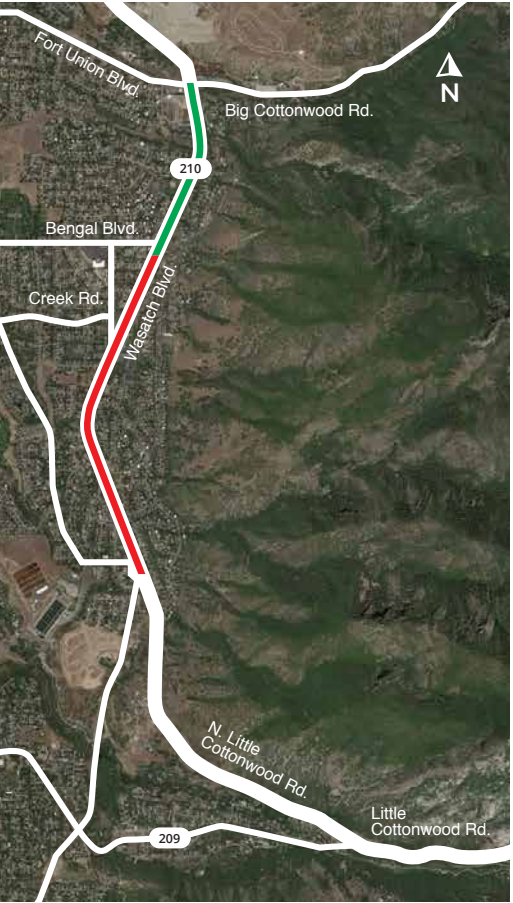


4-LANE ARTERIAL W/ SHARED USE PATH
AND 14-FOOT MEDIAN

IMPROVING MOBILITY AND SAFETY FOR WASATCH BOULEVARD

ALTERNATIVES DEVELOPED FOR WEEKDAY COMMUTER TRAFFIC

Existing Conditions (2015)
P.M. Peak-Period



Future No-action Conditions (2050)
P.M. Peak-Period



Level of Service

A | NO DELAYS

Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed.

B | NO DELAYS

Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability.

C | MINIMAL DELAYS

Stable traffic flow, but less freedom to select speed.

UDOT Goal

D | NOTICEABLE DELAYS

Traffic flow becoming unstable. Speed subject to sudden change.

E | CONSIDERABLE DELAYS

Unstable traffic flow. Speed changes quickly and maneuverability is low.

F | CONSIDERABLE DELAYS

Heavily congested traffic. Demand exceeds capacity and speed varies greatly.