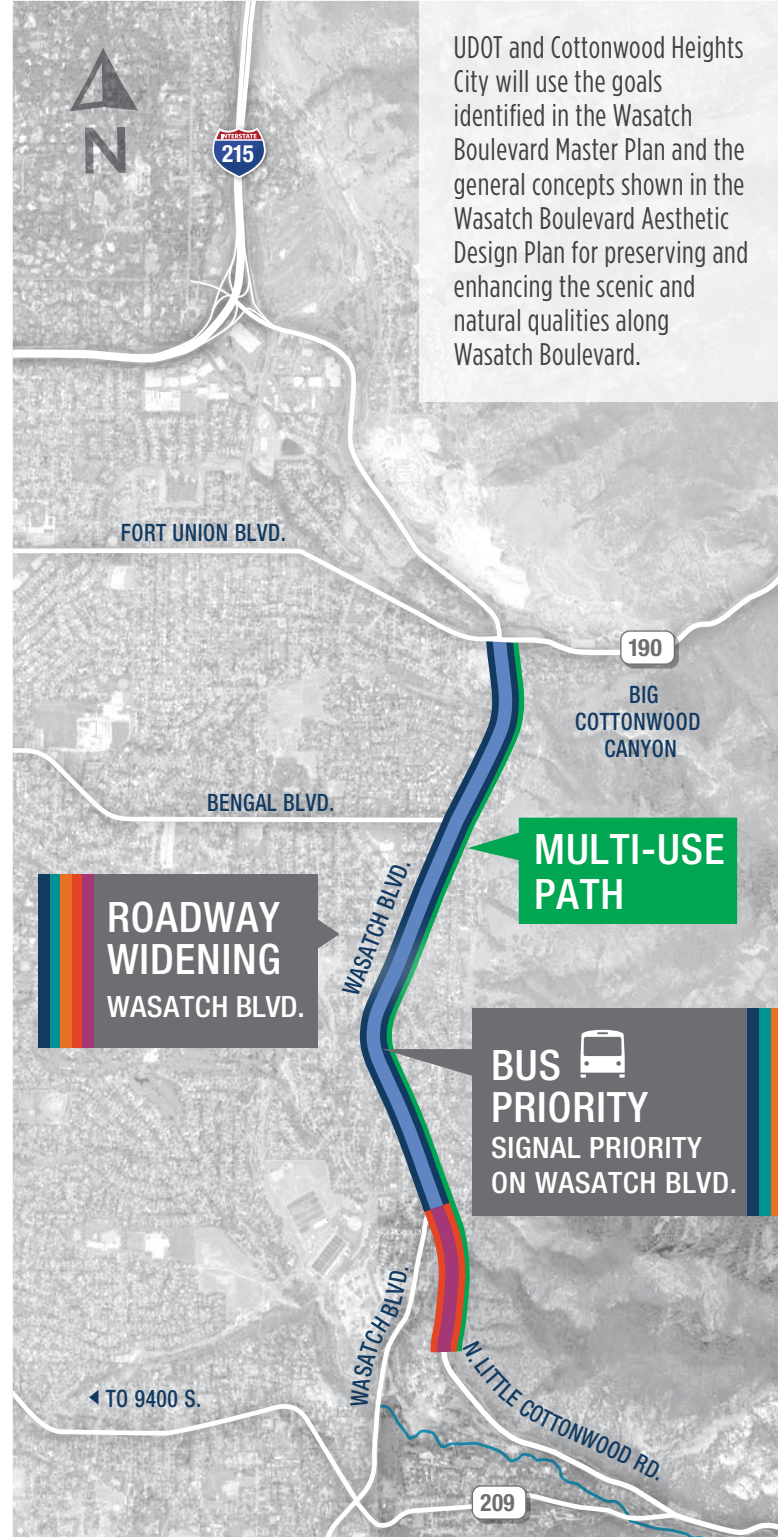


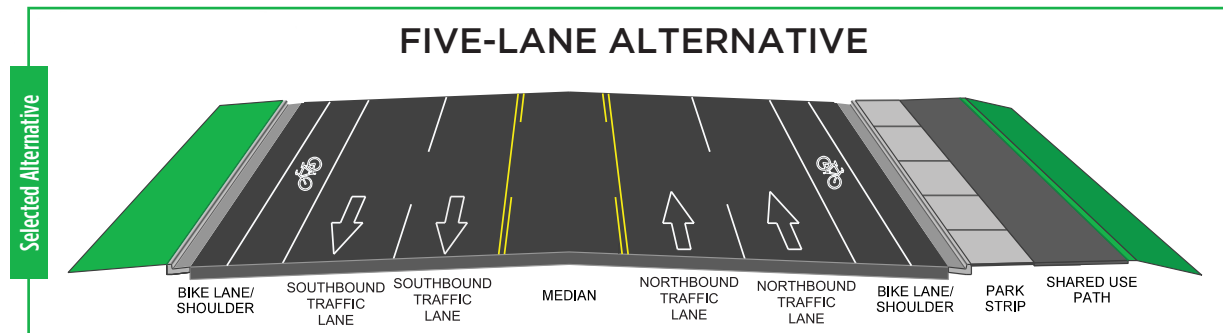
WASATCH BOULEVARD MOBILITY IMPROVEMENTS



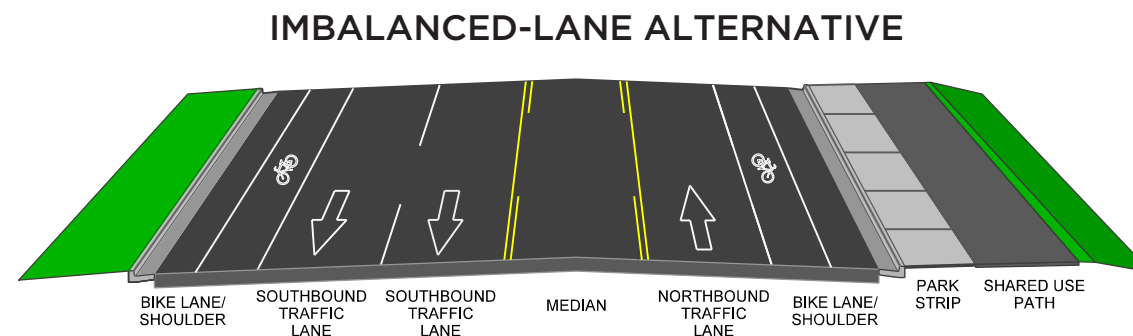
UDOT and Cottonwood Heights City will use the goals identified in the Wasatch Boulevard Master Plan and the general concepts shown in the Wasatch Boulevard Aesthetic Design Plan for preserving and enhancing the scenic and natural qualities along Wasatch Boulevard.

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)	
No-Action Alternative	(LOS D-E)	4:22 / 4:40	3:53 / 10:15		0 Sites	0 Sites	\$0
Imbalanced-lane Alternative	✓ (LOS C)	4:05 / 4:37	3:32 / 4:21	✓	1 Residential (already acquired)	0 Sites	\$71
Five-lane Alternative	✓ (LOS B-C)	3:51 / 4:00	3:32 / 4:12	✓	1 Residential (already acquired)	0 Sites	\$75

Selected Alternative

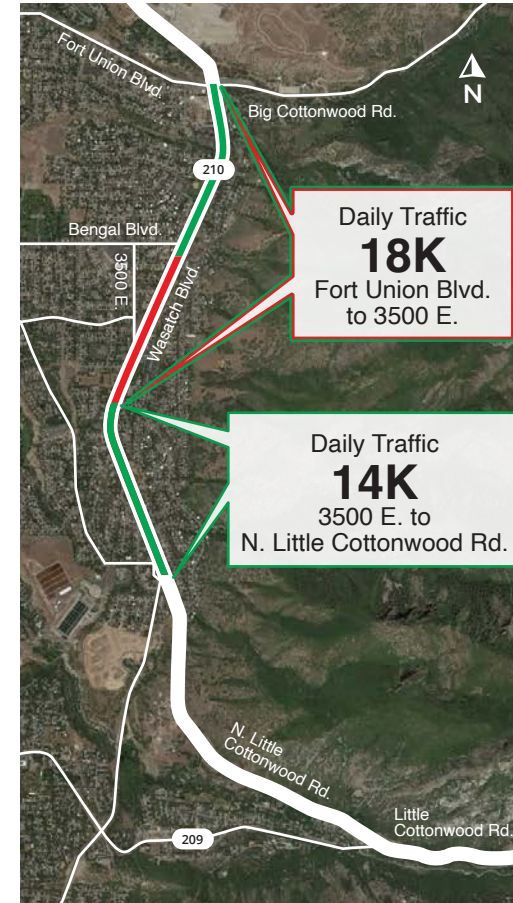


UDOT would implement a phased approach for the Five-lane Alternative. With the phased approach, UDOT would first construct the Imbalanced-lane Alternative but would purchase the right-of-way to accommodate the Five-lane Alternative in the future. The extra right-of-way would be maintained as open space on the east side of the road between the travel lane and multi-use trail until the additional northbound lane is needed. The need for the additional northbound lane would be based on when the level of service (LOS) on the roadway and/or intersections reaches LOS E or greater.

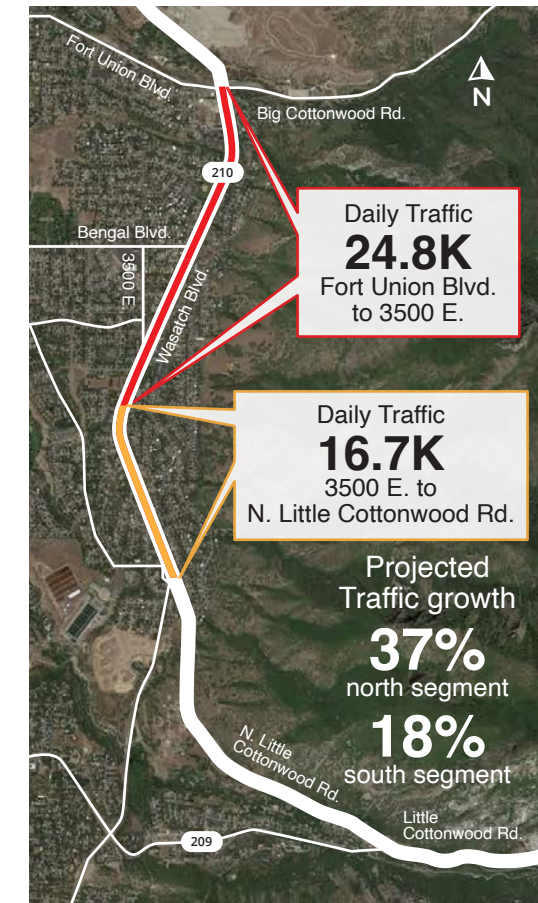


IMPROVING MOBILITY AND SAFETY FOR WASATCH BOULEVARD ALTERNATIVES DEVELOPED FOR WEEKDAY COMMUTER TRAFFIC

Existing Conditions (2018)

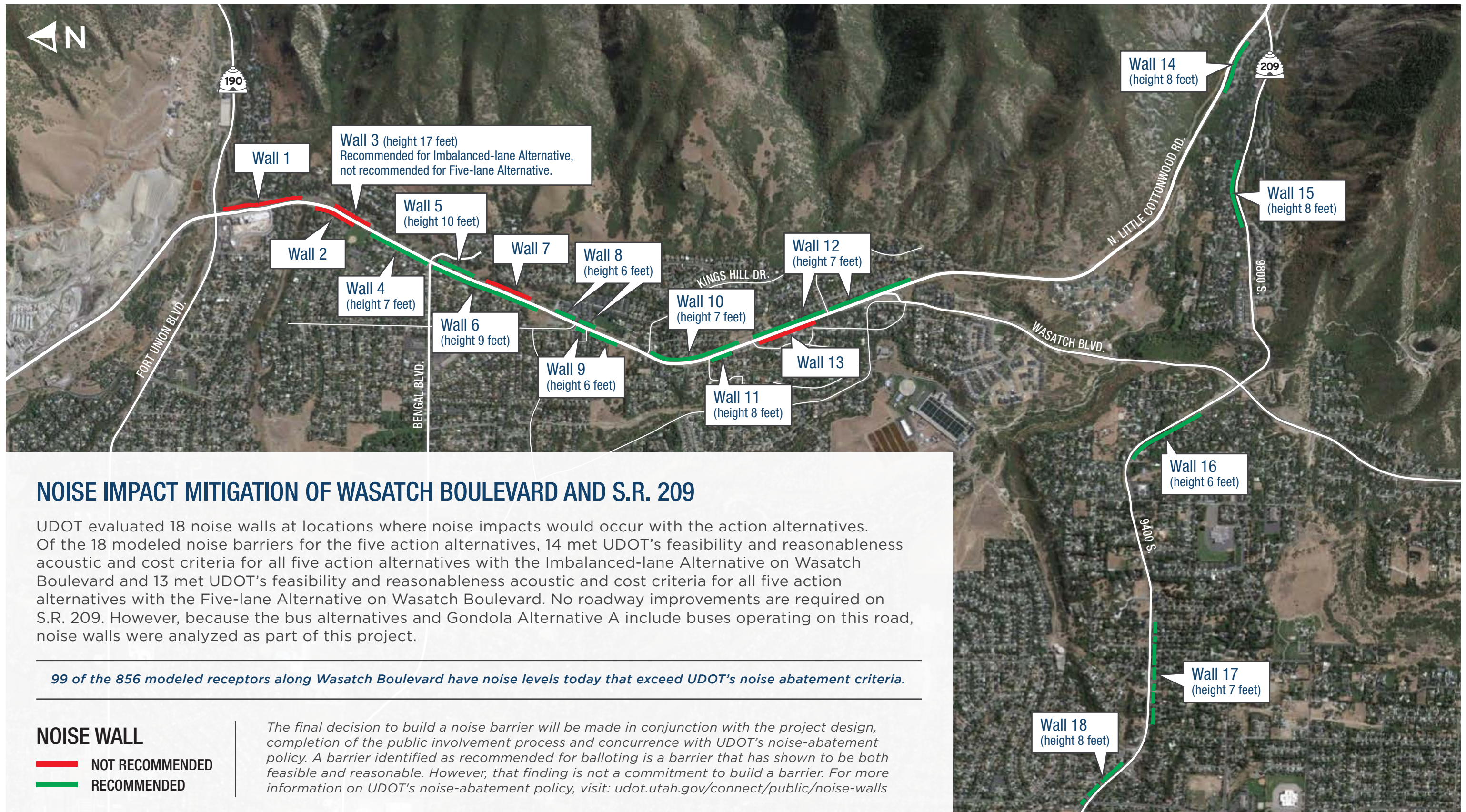


Future No-action Conditions (2050)



The Gondola B and Cog Rail Alternatives with a La Caille base station will require the widening of North Little Cottonwood Rd. (southbound lanes) to be extended to the base station entrance. Costs for this extra length of widening are included in the primary alternative(s).

WASATCH BOULEVARD NOISE MITIGATION



NOISE IMPACT MITIGATION OF WASATCH BOULEVARD AND S.R. 209

UDOT evaluated 18 noise walls at locations where noise impacts would occur with the action alternatives. Of the 18 modeled noise barriers for the five action alternatives, 14 met UDOT's feasibility and reasonableness acoustic and cost criteria for all five action alternatives with the Imbalanced-lane Alternative on Wasatch Boulevard and 13 met UDOT's feasibility and reasonableness acoustic and cost criteria for all five action alternatives with the Five-lane Alternative on Wasatch Boulevard. No roadway improvements are required on S.R. 209. However, because the bus alternatives and Gondola Alternative A include buses operating on this road, noise walls were analyzed as part of this project.

99 of the 856 modeled receptors along Wasatch Boulevard have noise levels today that exceed UDOT's noise abatement criteria.