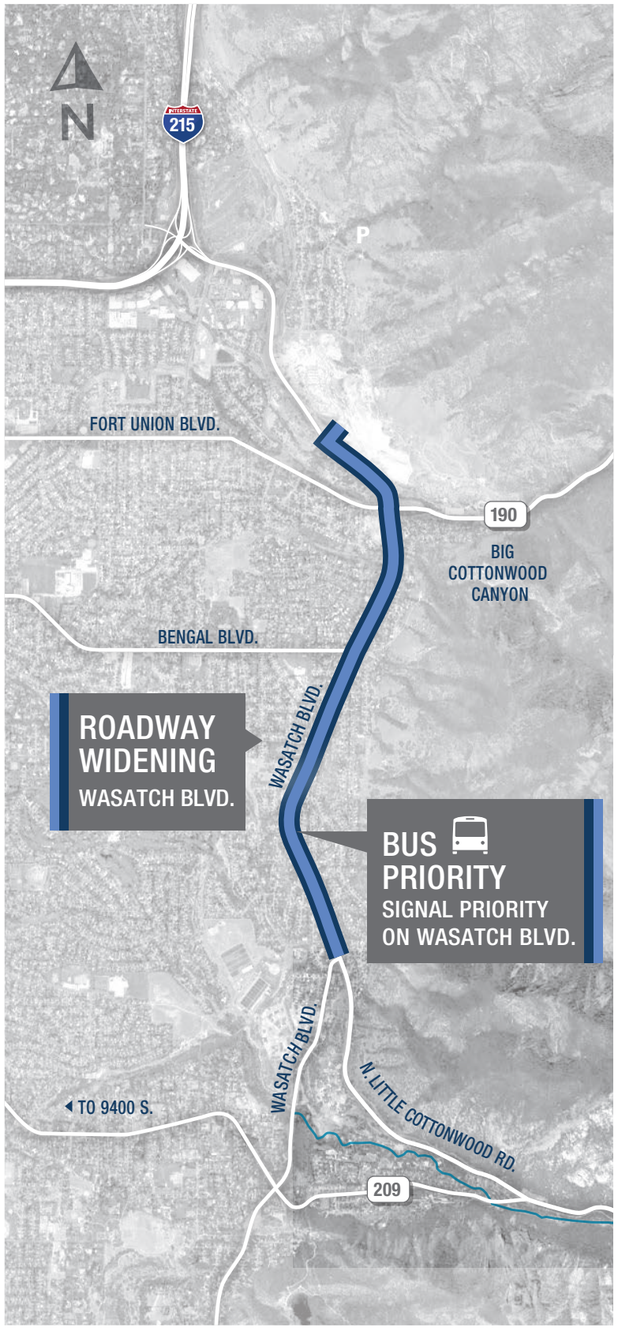
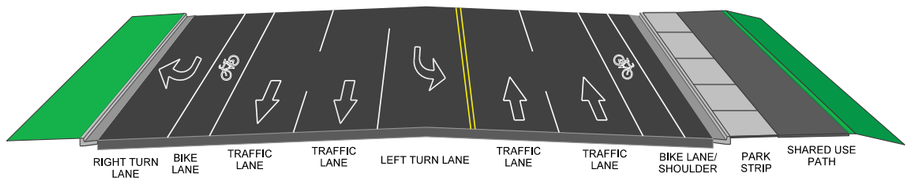
WASATCH BOULEVARD MOBILITY IMPROVEMENTS



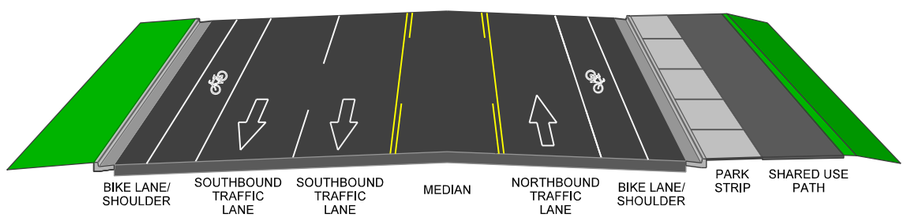
ALTERNATIVE	Level of Service (passing criteria are LOS A–D)	Northbound in AM/PM peak hour	Southbound in AM/PM peak hour	Widen Wasatch Boulevard + bus priority	Impacts (Properties)		Costs ($ Millions)
		Travel Time from Fort Union Blvd. to North Little Cottonwood Road (Minutes)			Relocations	Section 4(f)	Capital costs
Imbalanced-lane Alternative	✓ (LOS C)	4:05 / 4:37	3:32 / 4:21	✓	1 Residential	9 Sites	$72
Five-lane Alternative	✓ (LOS B-C)	3:51 / 4:00	3:32 / 4:12	✓	1 Residential	9 Sites	$76

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.