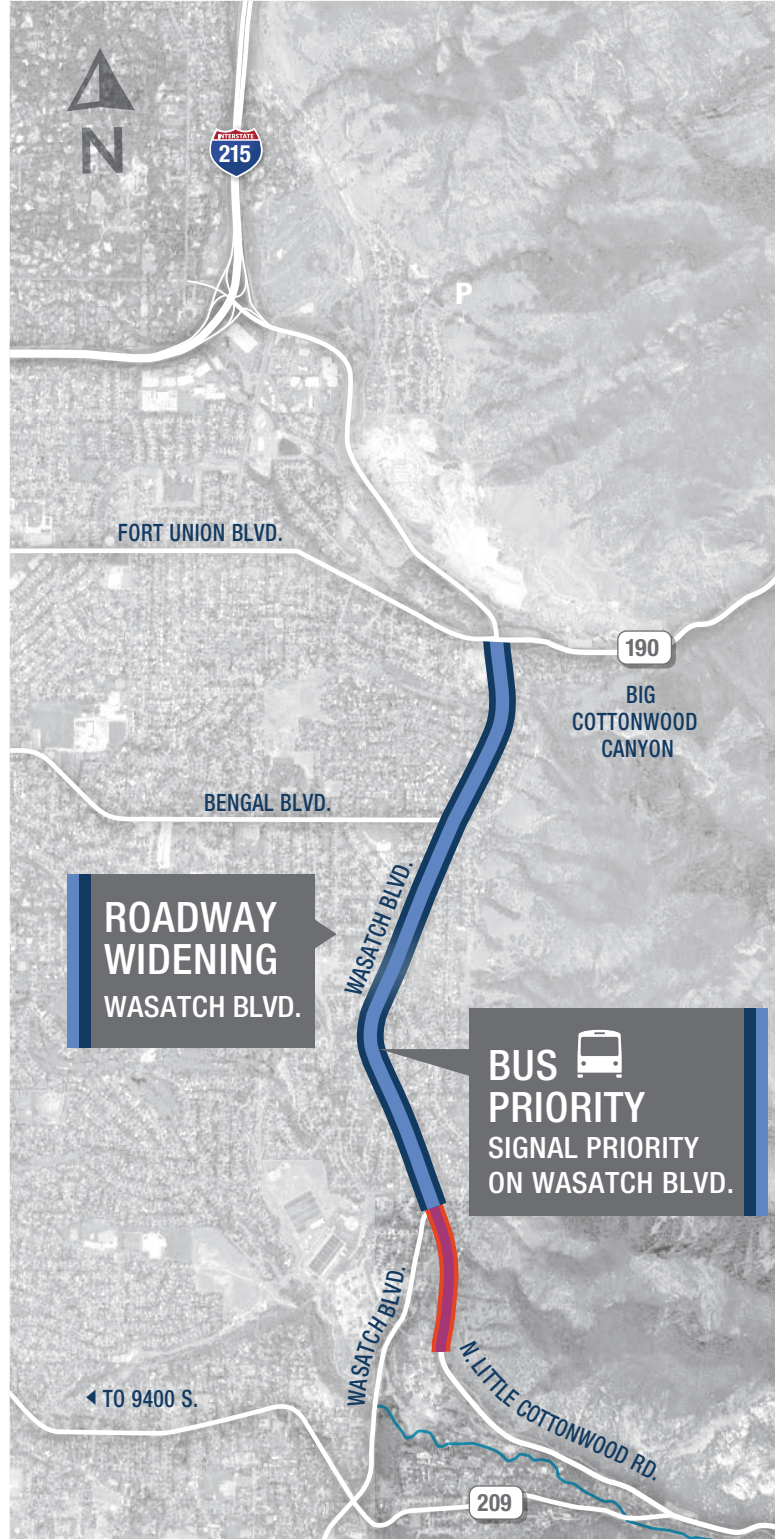


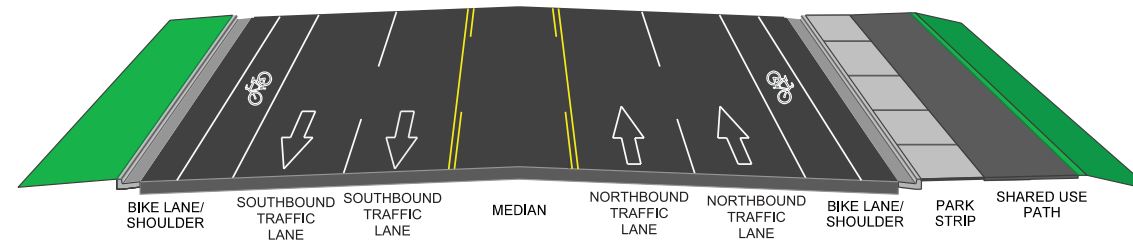
# WASATCH BOULEVARD MOBILITY IMPROVEMENTS



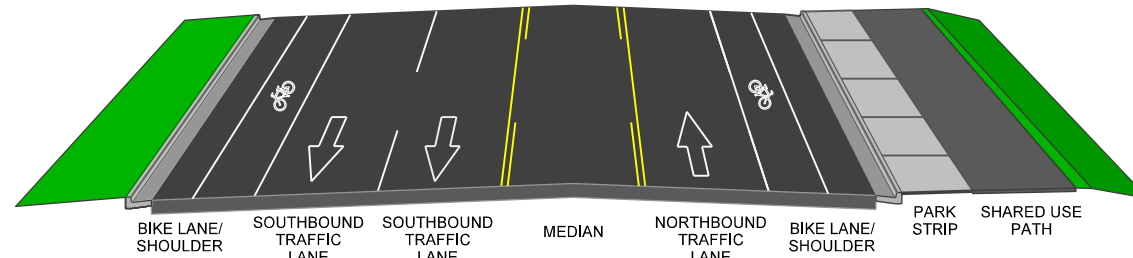
ALTERNATIVE	Level of Service (Passing criteria are LOS A-D)	Northbound in AM/PM Peak Hour	Southbound in AM/PM Peak Hour	Widen Wasatch Boulevard + Bus Priority	Impacts (Properties)		Costs (\$ Millions)
		Travel Time from Fort Union Blvd. to North Little Cottonwood Road (Minutes)			Relocations	Section 4(f)	
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	\$57
Five-lane Alternative	✓ (LOS B-C)	3:51 / 4:00	3:32 / 4:12	✓	1 Residential (already acquired)	0 Sites	\$61

Preferred Alternative

## FIVE-LANE ALTERNATIVE



## IMBALANCED-LANE ALTERNATIVE



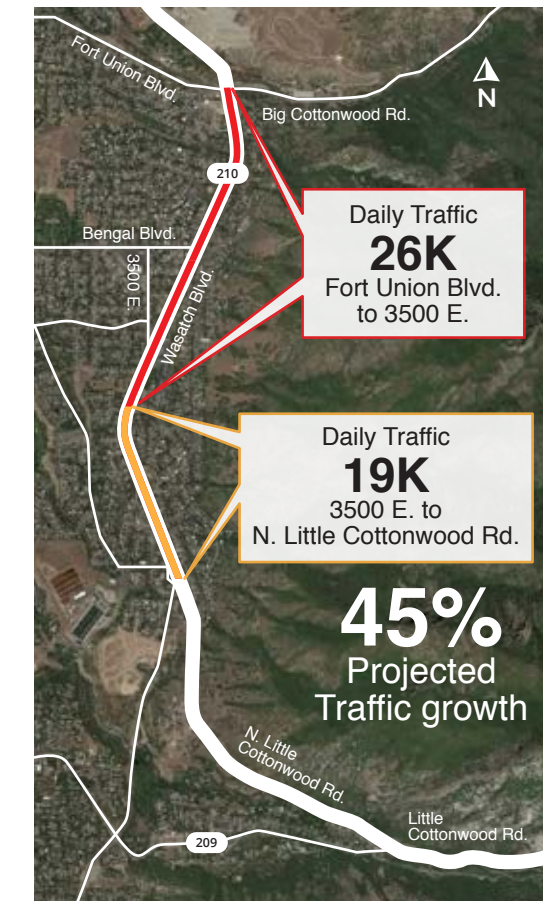
The Gondola B and Cog Rail Alternatives with a La Caille base station will require the widening of N. Little Cottonwood Rd. (southbound lanes) to be extended to the La Caille entrance. Costs for this extra length of widening are included in the primary alternatives.

## 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. Less freedom to select speed.

### UDOT Goal

#### D | NOTICEABLE DELAYS

Traffic flow becoming unstable. Speed subject to sudden change.

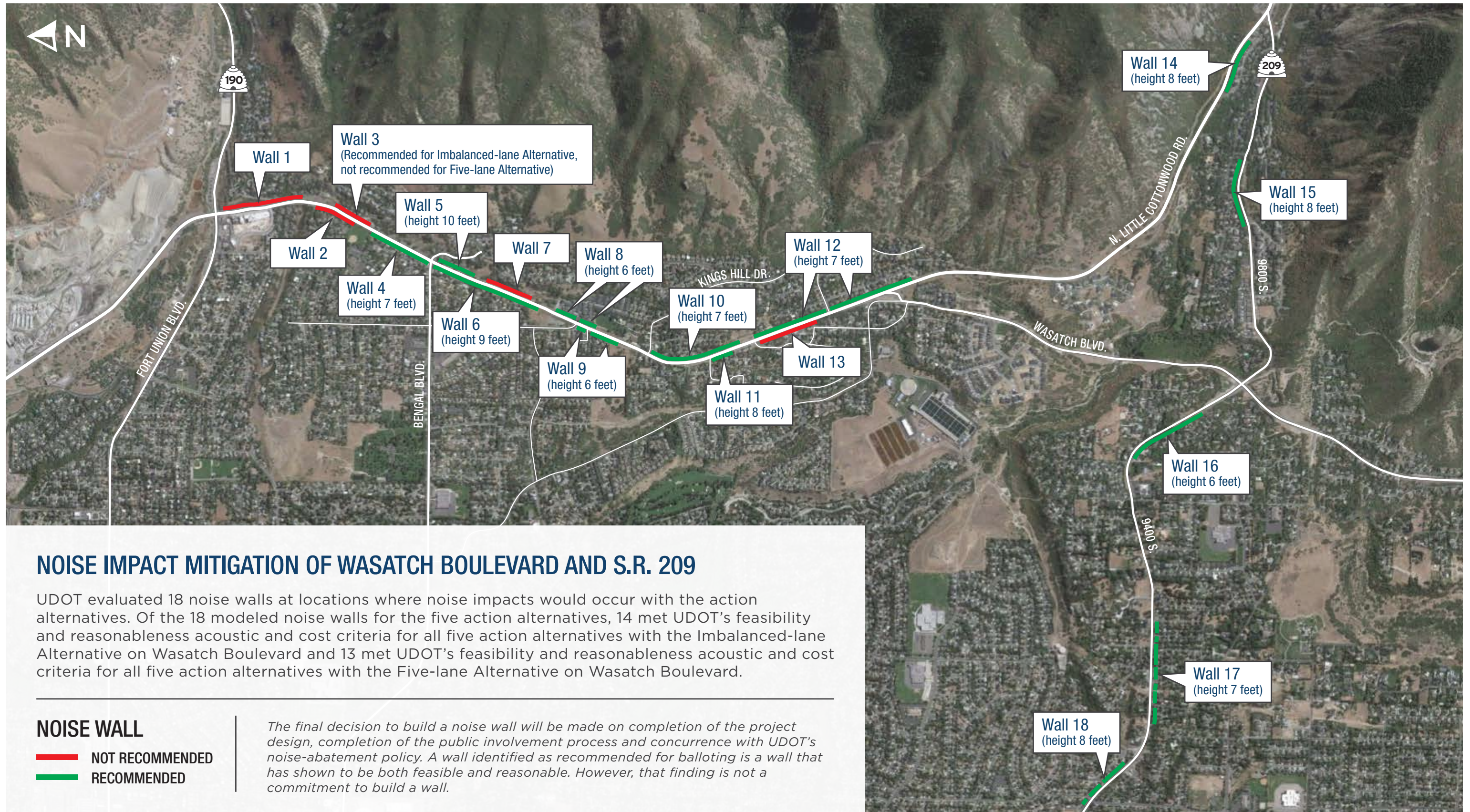
#### E | CONSIDERABLE DELAYS

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

#### F | CONSIDERABLE DELAYS

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

# WASATCH BOULEVARD MOBILITY IMPROVEMENTS



## 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 walls 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.