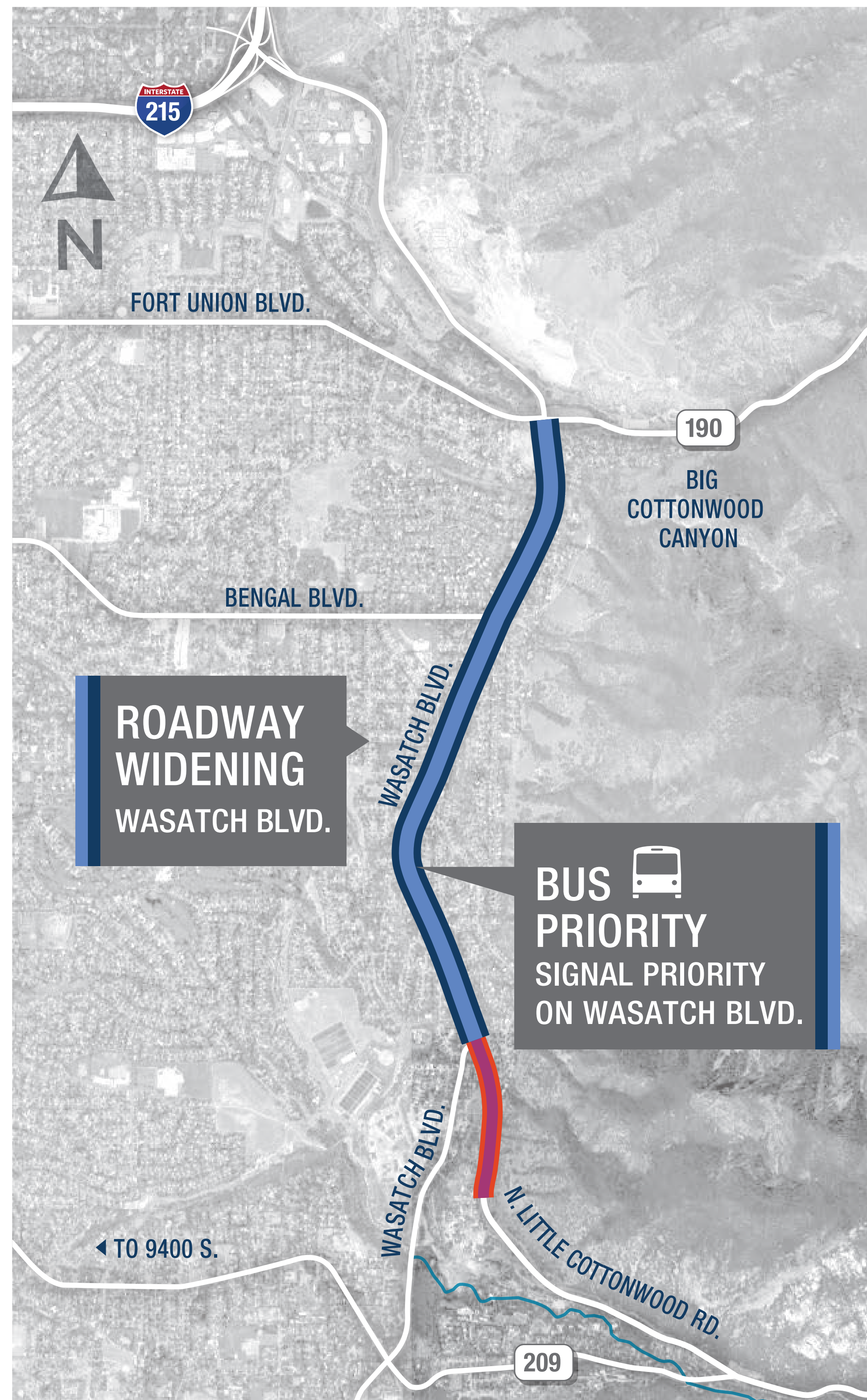


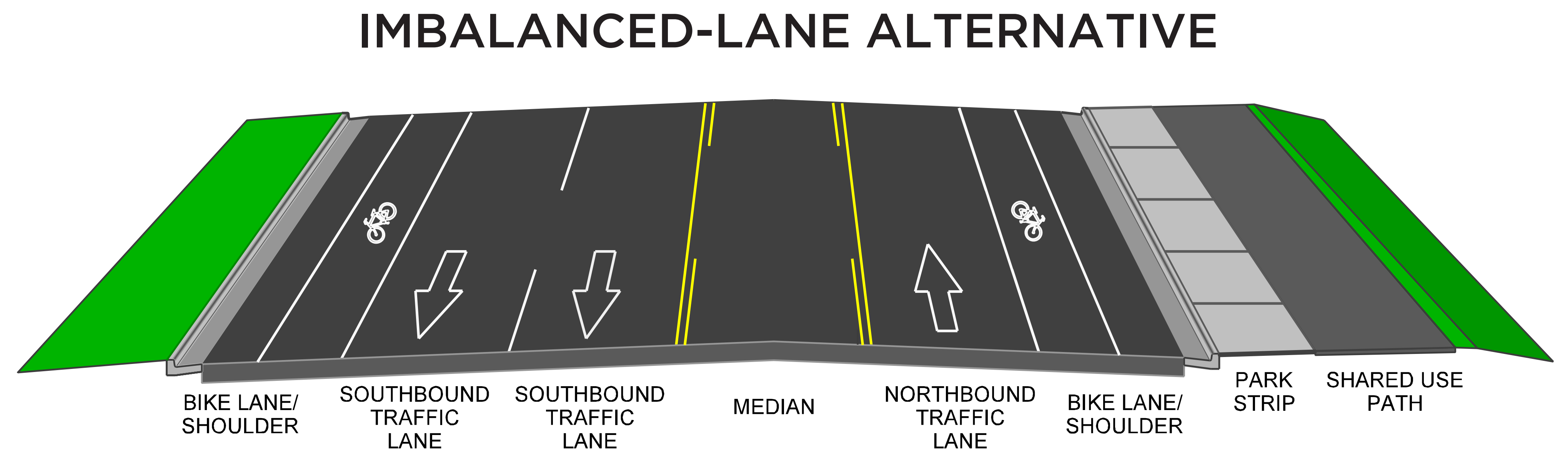
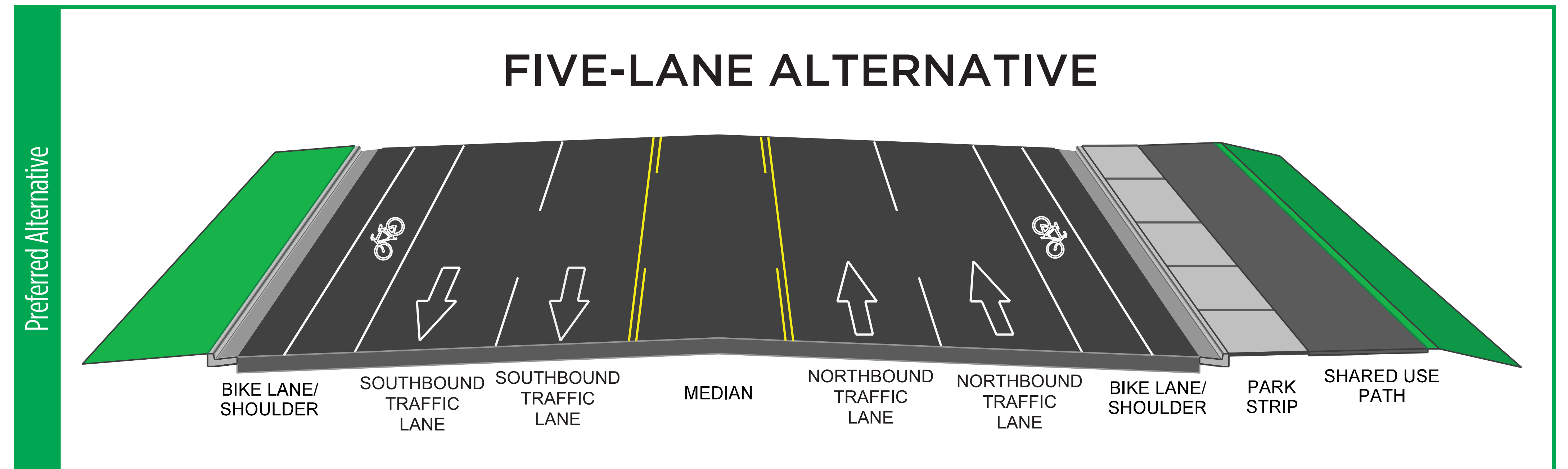
WASATCH BOULEVARD ALTERNATIVES



ROADWAY WIDENING WASATCH BLVD.

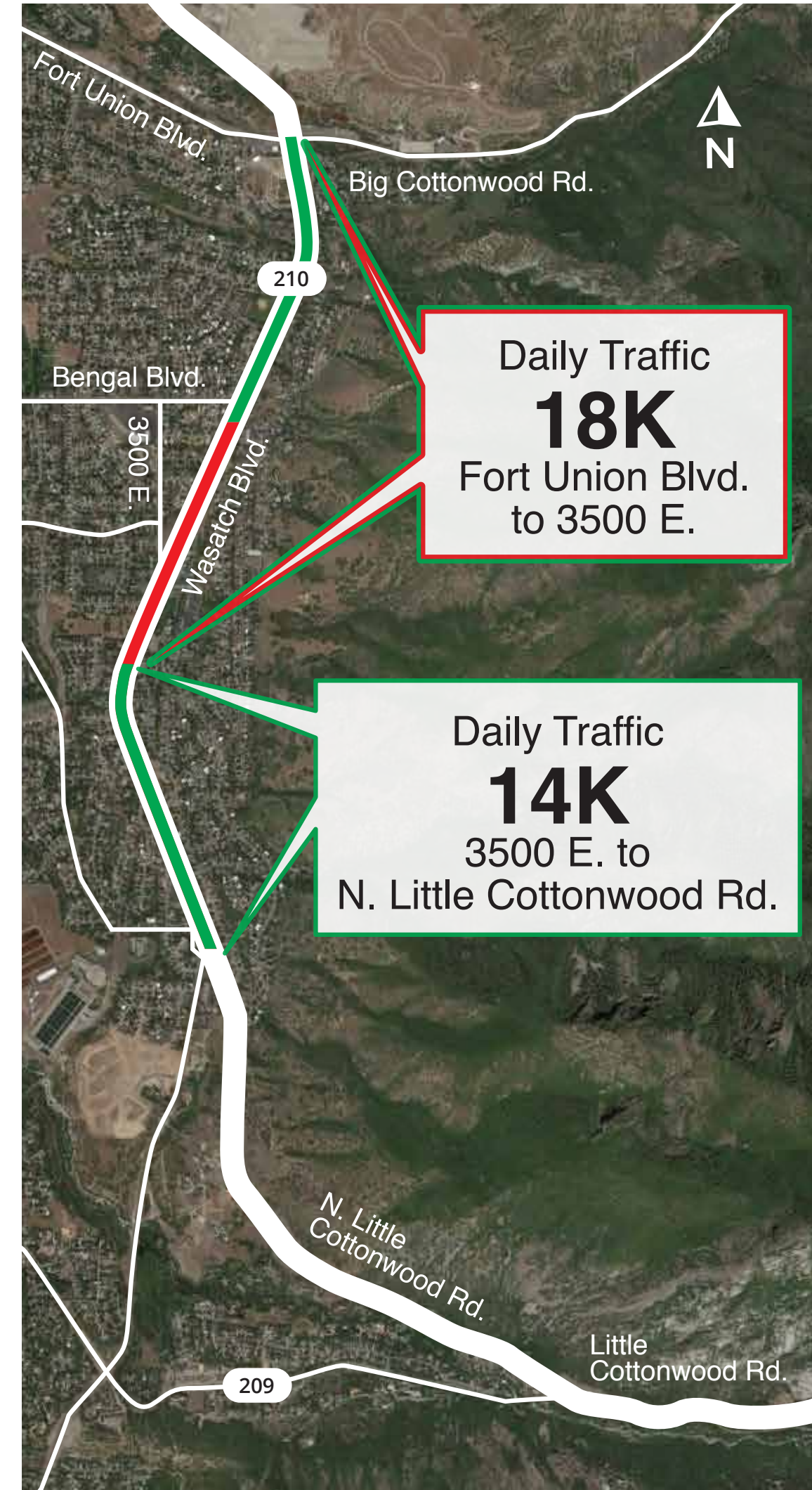
BUS PRIORITY SIGNAL PRIORITY ON WASATCH BLVD.

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.

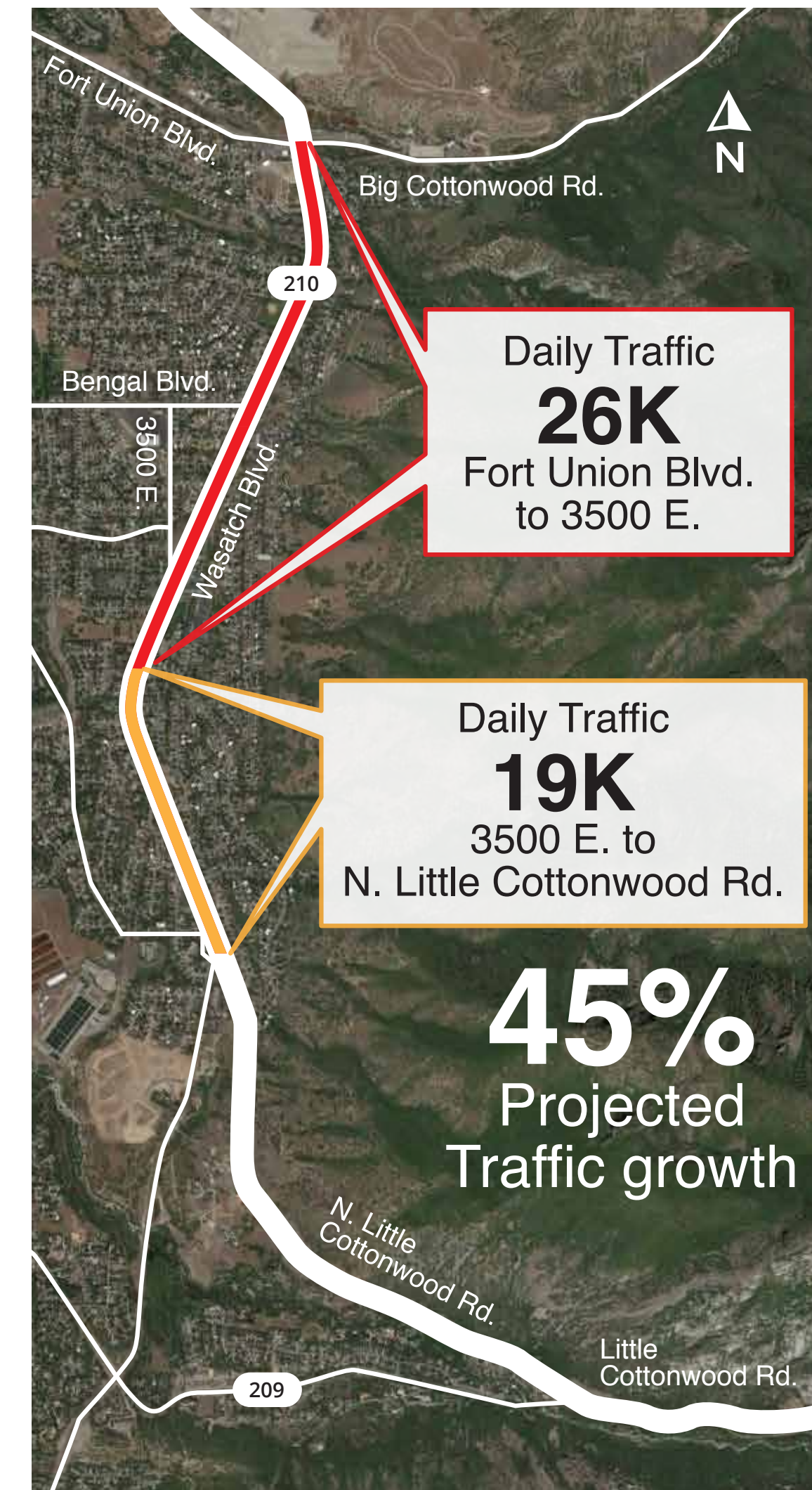


WASATCH BOULEVARD ALTERNATIVES - IMPACTS

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



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



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
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

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.