

# APPENDIX I

## CORRIDOR PLANNING ISSUES AND OPPORTUNITIES

### **Overarching Issues and Opportunities**

Small, cost effective capacity improvements are relatively underutilized as compared to mega projects (Dav Co interpretation)

Projects that minimize air quality impacts need to be the priority transportation investment as air quality is the predominant regional concern. (SL Co interpretation)

Not enough of the streets are "Complete Streets" (SL Co interpretation)

Existing bikeways are not as safe as they could be if more funds were directed to safety-related design improvements (SL Co interpretation)

Lane-management projects on non-access controlled streets are relatively underutilized as a TSM tool in the region (SLCo interpretation)

The transit system is relatively underdeveloped in comparison with the highway network (SL Co interpretation)

New transit monies need to also be directed towards better local bus services (Indian Walk-in Center, Coalition de la Raza (CDLR), Disability Rights Action Coalition (CDLR) request)

Prioritize the "reduction" of vehicle miles traveled in the region (Make reducing VMT a higher priority?)

Continue to support mixed-use development

The 'Senior' segment of the populace is growing dramatically and their unique transportation needs and housing preferences should be accounted for

The local bus service has decreased too much, making it more difficult for people to walk to transit (DRAC interpretation)

The local bus system is under-resourced and rebuilding it should take priority over additional major capital projects (DRAC interpretation)

Resources should be set aside for improvements at transit stops including the removal of physical impediments to the disabled community (DRAC interpretation)

Restrooms are needed at major transit stops (DRAC interpretation)

Insure that sufficient financial resources are dedicated towards maintenance of the existing UTA service and facilities (Transit Union interpretation)

High-speed, inter-regional train service may be desirable (Transit Union interpretation)

It may be desirable to pause in the construction of new, high cost transit improvements after the 2015 program to reassess the effectiveness of such projects (Union interpretation)

UTA service to many large employment centers does not exist or is unreliable for after-hours employees (Community Action Program)

Better transit connections need to be made to human service locations such as food banks, community medical clinics, and Workforce Services offices. (Comm. Action Prog, CDLR)

More investment needs to be made to plan for and promote TOD (Community Action Program)

Low income workers frequently have multiple jobs, some of which are in the evenings and on weekends. Transit service needs to serve these needs. (CDLR)

Transit alignments need to be more flexible (with more flexible modes of service) to serve new activity centers as they arise (CDLR)

Gas prices seem likely to spike (or permanently rise) again and transit needs to be able to be responsive to this situation (CDLR).

Some consider transit fares to be too high. Efforts need to be made to bring down the costs of transit service for UTA and the rider. (CDLR)



## 1. West Weber North/South

### Transportation Issues/Opportunities

Regional choke point near Willard Bay is a potential security/natural hazard response concern  
 Relatively infrequent transit service to Ogden Intermodal Ctr. to support projected area residential growth  
 Potential road ROW currently available but may be soon under development  
 I-15 lane drop near 2700 North  
 I-15 traveler information relatively underdeveloped  
 Road network underdeveloped  
 Sidewalk and bike network underdeveloped  
 Significant EJ Target populations in much of Ogden West of Harrison Blvd.  
 Western Weber County is a large area without a major north/south road and is fast growing  
 Need to increase the 'reach' of the FrontRunner to commuters with work destinations beyond the station through better transit connections at the Ogden station (WDEWTS)  
 The I-15 interchange at 24th Street is a partial interchange. (WDEWTS)  
 Agricultural protection is an issue in western Weber County (WDEWTS)

### Land Use Issues/Opportunities

North/South Transportation options constrained by large critical lands area between Pioneer Road and 12th Street  
 Large, dense employment center (Falcon Hill) planned for the west side of HAFB

## 2. East Weber North South

### Transportation Issues/Opportunities

High use bus routes on Washington Boulevard (Rt. 612) and between the Ogden Intermodal Center and WSU/McKay-Dee (Rt. 603)  
 Sidewalk and bike network underdeveloped and/or dilapidated  
 Significant densities of people with demographics conducive to local transit service in East Central Ogden and in Roy  
 Poor Safety Index Score on much of Washington Blvd.  
 Significant EJ Target populations in much of Ogden West of Harrison Blvd.  
 More transportation tools need to be employed to avoid the widening of Harrison Blvd. for more auto traffic  
 Bicycle and pedestrian safety is a problem on Harrison Blvd. and U.S. 89  
 Pedestrians crossing Harrison Blvd. is an issue near WSU and especially at Country Hills Drive  
 Pedestrians crossing Washington Blvd. is an issue at Country Hills Drive  
 North Ogden needs a North/South alternative to travel into Ogden (East Ogden in particular) in addition to Washington Blvd.  
 Northern North Ogden and Pleasant View would like more direct access to I-15  
 Any proposal to extend Wall Ave. northward through Harrisville could have significant residential impacts  
 UTA bus routes are generally grid patterned in Ogden but need to be more focused on FrontRunner and Express Bus connections at the Intermodal Center  
 North Ogden north of 2600 North is a large area without a major road  
 The DWEWTS indicates a safety need at the junction of US-89 and Harrison Blvd. (DWEWTS)

### Land Use Issues/Opportunities

Wasatch Choices 2040 Mixed-use Corridor on Washington  
 Downtown Ogden is a Wasatch Choices 2040 Regional Center  
 Significant travel destinations near 25th and Washington, WSU, and Newgate Mall



### 3. North Davis North/South

#### Transportation Issues/Opportunities

Poor Safety Index Score on Harrison near WSU, on Riverdale Rd., and on SR-126 in Roy, Clearfield, and Layton

High use bus route on Main Street/State Street Corridor (Rt. 470)

Significant traffic flows to Southeast Weber County

Considerable congestion anticipated on existing freeways

Primary bicycle destinations include WSU Davis and the FrontRunner Stations

Major freight distribution center in west Layton

Significant EJ Target populations near I-15 in Clearfield and near Gentile and Fort Lane in Layton

Limited North/South access from the City of South Weber

Much of the major road network in northwest Davis County is underdeveloped

The proposed West Davis Highway corridor provides an opportunity to extend the Legacy Parkway bike trail

North/South alternatives to I-15 are desired in western Davis County

The bike path network is underdeveloped

Main Street in north Kaysville seems to be a bottleneck between Kaysville and Layton and seems to have the pavement width to add a lane. (DWEWTS)

Fort Lane in Layton seems to be a bottleneck between Main Street and Gordon Ave. and seems to have the pavement width to add a lane. (DWEWTS)

Need to increase the 'reach' of the FrontRunner to commuters with work destinations beyond the station through better transit connections at the Layton, Clearfield, and Roy stations (WDEWTS)

Total transit trip speeds to the WSU/McKay-Dee Areas need to be fast enough from North Davis to be competitive with the automobile (DWEWTS)

More freeway access is desired in Kaysville and Farmington (DWEWTS)

US 89 has substandard geometry near Antelope Drive (if extended) (DWEWTS)

US 89 is a wide, Major Arterial with multiple access points

The DRG&W trail has multiple non-signalized street crossings (DWEWTS)

Little connectivity exists between SR-193 south of HAFB and I-84 (DWEWTS)

The HOV lane on I-15 is nearly complete through the region but is missing a segment generally between Hill Field Road and 4000 South in Weber County (DWEWS)

US-89 between I-84 and Harrison Blvd. is a regional chokepoint (DWEWTS)

#### Land Use Issues/Opportunities

Significant travel destinations near 25th and Washington, WSU, Newgate Mall, and Freeport Center.

Wasatch Choices 2040 Mixed-use Corridors on segments of SR-126, SR-232, and SR-108.

South Ogden, Clearfield, Layton, and Farmington have Wasatch Choices 2040 Mixed-use Centers Large, dense employment center (Falcon Hill) planned for the west side of HAFB

### 4. South Davis

#### Transportation Issues/Opportunities

Large traffic flows to/from Northeast and Northwest Salt Lake County

Considerable congestion anticipated on existing road network going south near Farmington and North Salt Lake

Regional choke point near Farmington is a potential traffic and security issue

Significant densities of people with demographics conducive to express or limited stop transit service in NW Bountiful

Significant densities of people with demographics conducive to local transit service in Rose Park

US-86/SR-106 through Bountiful is a potential high ridership segment of a South Davis Transit



**Line**

The Bountiful area is too close to downtown SLC to require a significant drive to transit and a transfer prior to reaching the downtown core as FrontRunner does  
 Poor Safety Index Score area near 500 South and 500 West in Bountiful  
 Major freight distribution centers in and around North Salt Lake  
 Heavy congestion on eastbound 500 South due to rail crossing and I-15 Interchange  
 The 2600 South I-15 Interchange and its proximity to the intersection with 800 West is a major problem (Bountiful)  
 There is no access to I-15 from the North Salt Lake industrial park except at 2600 South (Bountiful)  
 The proximity of the 500 South/I-15 and the railroad track crossings is problematic (Bountiful interpretation)  
 The 400 North/I-15 interchange is incomplete (Bountiful interpretation)  
 The frontage road along I-15 is disconnected between Bountiful and Centerville (Bountiful)  
 The area along 2200 West in Salt Lake City is in need of improved transit services. (Community Action Program interpretation)  
 Need to increase the 'reach' of the FrontRunner to commuters with work destinations beyond the station through better transit connections at the Woods Cross station (WDEWTS)

**Land Use Issues/Opportunities**

Important multi-state travel destination at the Salt Lake International Center  
 Significant travel destinations in Bountiful between US-89 and I-15 south of 500 South, and also near North Temple and Redwood Road  
 Wasatch Choices 2040 Mixed-use Corridors on segments of State and Main (Farmington), US-89, and Redwood Road.  
 Centerville has a significant Wasatch Choices 2040 Mixed-use Center  
 A regionally significant 'work/commercial center' is planned near the intersection of Legacy Parkway and 500 South (WBC interpretation)  
 Congestion at the 800 West and 500 South intersection (WBC interpretation)

**5. North Weber East/West****Transportation Issues/Opportunities**

Little or no SOV alternatives to Little Mountain area employment growth  
 Potential road ROW currently available but soon under development  
 Road network underdeveloped  
 Lack of non-motorized facilities connecting to FrontRunner  
 Poor Safety Index Score on 12th Street near I-15 and Harrison Blvd.  
 The major canals in the area are opportunities for class I bikeways  
 Pioneer Road has both safety and alignment issues (DWEWTS)

**Land Use Issues/Opportunities**

Large, dense employment center (Falcon Hill) planned for the west side of HAFB

**6. South Weber East/West****Transportation Issues/Opportunities**

Considerable congestion anticipated on the existing road network west of Downtown Ogden and west of HAFB.  
 Significant densities of people with demographics conducive to local transit service in East Central Ogden and in Roy



Significant EJ Target populations in much of Ogden west of Harrison Blvd.  
 The major canals and the Ogden River in the area are opportunities for class I bikeways  
 40<sup>th</sup> Street seems to be a bottleneck between Riverdale Road and WSU/McKay-Dee Area and seems to have the pavement width to add a lane. (DWEWTS)  
 The Ogden-Hinckley Airport Area needs improved transportation access. (DWEWTS)  
 Traffic is required to circumnavigate HAFB putting increased pressure on east/west travel just south of the base.  
 The interchange of US-89 and I-84 is inefficient (DWEWTS)  
 Ogden Canyon traffic is growing and is anticipated to continue to grow in the future (DWEWTS)  
 Road capacity, especially grade separated road capacity, is limited across the rail lines. (DWEWTS)  
 Many of the east/west facilities are relatively low speed (DWEWTS)  
 The 24th Street viaduct is missing shoulders, bike lanes, and sidewalks and could be more conducive to other forms of transportation (DWEWTS)  
 Accessing US-89 is difficult for Uintah City (DWEWTS)  
 Lack of a major transportation facility connecting I-84 (and thereby US-89) through to West Davis Highway in Southwest Weber County

### **Land Use Issues/Opportunities**

Significant travel destinations near 25th and Washington, WSU, and Newgate Mall  
 Large, dense employment center (Falcon Hill) planned for the west side of HAFB

## **7. North Davis East/West**

### **Transportation Issues/Opportunities**

Primary bicycle destinations include WSU Davis and the FrontRunner Stations  
 Major freight distribution center in west Layton  
 Significant EJ Target populations near I-15 in Clearfield and near Gentile and Fort Lane in Layton  
 Considerable congestion anticipated on existing road network approaching I-15  
 Poor Safety Index Score on Antelope Drive from I-15 to about 1000 West  
 Potential road ROW currently available but may be soon under development  
 Major congestion at HAFB west gate  
 Northwestern Davis County is a high growth area  
 Strong east/west travel patterns from western Davis County to I-15  
 Northern Davis County lacks a major, continuous east/west road  
 Major congestion at the Clearfield, Layton, and Roy I-15 interchanges  
 High travel demand crossing I-15 making congestion worse at the I-15 interchanges (DWEWTS)  
 Very limited access to I-15 from West Farmington and Kaysville  
 Fruit Heights is concerned about a limited access US-89 bisecting their community and emergency services (FH interpretation)  
 1800 N. is the only continuous Minor Arterial between N. Davis Highway and SR-126 without an I-15 interchange (Clinton interpretation), 1800 North in northern Davis Co. is congested (DWEWTS)  
 Access to I-15 for Clinton and Sunset focuses traffic on existing congested intersections in Roy and Clearfield. (DWEWTS)  
 Lack of a major transportation facility connecting US-89 through to West Davis Highway in Northern Davis County (West Point interpretation)  
 It is 5.5 miles from I-15 to western West Point (roughly the distance from I-215 to 7200 West in SL Co.) and will likely need much more East/West Capacity (West Point interpretation)  
 Several East/West roads in northwestern Davis County are 1 and 2 lane roads and misaligned across 4500 West (West Point interpretation)  
 Traffic is required to circumnavigate HAFB putting increased pressure on east/west travel just



south of the base.

Antelope Drive and Gordon Avenue (both major roads in Layton) stop short of US-89 and their traffic travels through residential neighborhoods (DWEWTS)

Road capacity, especially grade separated road capacity, is limited across the rail lines. (DWEWTS)

SR-193 has more direct access than is consistent with its size and functional class (WDESTS)

Layton needs a bike route that connects east and west into the FrontRunner Station

Many of the area's major roads would need to be extended west to connect to the proposed alignment of the West Davis Highway (DWEWTS)

### **Land Use Issues/Opportunities**

Large Destination-end market at the Freeport Center

Large, dense employment center (Falcon Hill) planned for the west side of HAFB

Wasatch Choices 2040 Mixed-use Corridor on a segment of SR-193

## **8. West Salt Lake North/South**

### **Transportation Issues/Opportunities**

Considerable congestion anticipated on existing road network going south at various screenlines across the entire west side of Salt Lake County.

Significant densities of people with demographics conducive to express or limited stop transit service in Magna and near 5600 West between 5400 and 6200 South

Major freight distribution center in West Valley near 4800 South and 6400 West

Road network underdeveloped

It is anticipated that 7200 West will be widened by 2010 putting additional traffic pressure on the at-grade intersection of 7200 West and SR-201 in 2010 (WVC interpretation)

3200 West between 3100 South and 3500 South is lined by many homes and road widening is considered to be disruptive by WVC (WVC interpretation)

### **Land Use Issues/Opportunities**

Large Destination-end market in far western South Jordan

Large, neo-traditional community (West Bench) planned.

Wasatch Choices 2040 Mixed-use Corridors are envisioned on several segments of the 5600 West/Mountain View Corridor and a small portion of Bangerter Hwy and SR-111.

## **9. West Central Salt Lake North/South**

### **Transportation Issues/Opportunities**

Significant existing or projected delay on large segments of Bangerter Hwy and I-15 in southern Salt Lake County

Several significant areas of densities of people with demographics conducive to express or limited stop transit service in Hunter, Kearns, Taylorsville, and near 4000 W and 9400 S

Several significant areas of densities of people with demographics conducive to local transit service in the Glendale, Granger, Meadowbrook, and Midvale areas.

Large traffic flows to/from Northeast and Eastern Salt Lake County

Multiple major freight distribution centers in SLC and WVC near 5600 West, Bangerter Hwy, and I-215 and two centers near I-15 at 12600 South and 4100 South

Significant concentrations of disadvantaged people in Glendale, Midvale, and along 3500 South east of Bangerter Highway

A Large portion of Bangerter Highway is a potential north/south high riderhip line

Route 217 on Redwood Road has high ridership, high job/hh densities, and connects the west





side LRT and BRT lines making it a good candidate for a western North/South major investment (WVC Interpretation)

WVC anticipates that traffic on an extended 4800 West will want to access SR-201 and its extension to SR-201 provides an opportunity for another interchange (WVC interpretation)

Truck movement is hampered at the interchange of Bangerter Hwy and 5600 West and could use another freeway exit alternative (WVC interpretation)

The NSA is building a data center at Camp Williams which should bring with it 1,200 high-tech jobs and require the construction of a massive building

There are too few north/south bus routes in this area which requires many patrons to travel east to TRAX and then west again to complete a north/south transit trip (CDLR)

### **Land Use Issues/Opportunities**

Two important destination areas are the Decker Lake and Valley Fair Areas

Other noteworthy destinations include scattered areas along I-215, SR-201, and Jordan Landing Wasatch Choices 2040 Mixed-use Corridors are envisioned on Redwood Road between 600 North and about 11400 South

## **10. East Salt Lake North/South**

### **Transportation Issues/Opportunities**

Large traffic flows to/from Northeast, Northwest, and Western Salt Lake County

Considerable congestion anticipated on existing road network going crossing both Fort Union and 10000 South

Several significant areas of densities of people with demographics conducive to express or limited stop transit service in Holladay, Cottonwood Heights, Central Sandy & Draper.

Several significant areas of densities of people with demographics conducive to local transit service around State St./700 E. in SLC, in So. SL. and Midvale.

300 W. and 900 E. North of 4100 S, State St North of 6200 S., and 1300 E North of 10000 S. are potential high ridership lines.

Large segments of State Street north of Midvale and a few segments of 700 East in Cottonwood Heights and Sandy have poor Safety Index Scores

Significant concentrations of disadvantaged people in this area near State Street north of 3900 South

Sidewalk and bicycle network underdeveloped

The Highland Drive corridor provides an opportunity to place a major transit investment that would serve both the new Cottonwood Mall and the center of the eastern SL valley (Holladay interpretation)

There is too little parking at the TRAX stations

Transit coverage is inadequate south of 8000 South

### **Land Use Issues/Opportunities**

Several important destination areas are near State Street at I-80, between 3100 and 4100 South, at Fashion Place, and at South Towne.

Other noteworthy destinations include scattered areas along 1300 East north of 7800 South and at Knudsen Corner

Wasatch Choices 2040 Mixed-use Corridors are envisioned 700/900 E between 3900 S and about 5800 S and 700 E and 1300 E roughly between Ft. Union and White City

## **11. Salt Lake City Core (N/S and E/W)**

### **Transportation Issues/Opportunities**



Spots of significant 2006 delay downtown, near the University of Utah and segments of Foothill Blvd and I-80.

Large traffic flows to/from Northwest, and Eastern Salt Lake County

Several significant areas of densities of people with demographics conducive to local transit service in Glendale, Marmalade, and throughout the area between State St. & 700 E 300 West, State St., 900 E., 1300 E., 400 South and 2100 South are potential north/south high ridership lines.

State Street between North Temple and about 600 South has a poor Safety Index Score

Significant concentrations of disadvantaged people in this area west of 700 East

Wasatch Choices 2040 Mixed-use Corridors are envisioned on 1300 South between about 300 East and 1500 East.

TDM/TSM opportunities such as bus lanes and flexible work hours are underutilized as congestion relief measure for Foothill Blvd. (SL Open House interpretation)

This corridor, in particular, needs a more fine grained network of bicycle lanes due to its higher densities and concentrations of disadvantaged people. (Indian Walk-in Center Interpretation)

### **Land Use Issues/Opportunities**

The most intense destination areas in the region are in this area including Downtown, East Central SLC, County Complex, U of U, and LDS Hospital.

Other noteworthy destinations include scattered areas between I-15 and State Street, along 2100 South near Sugarhouse, and along Foothill Blvd.

## **12. North Salt Lake East/West**

### **Transportation Issues/Opportunities**

Rose Park and Glendale have high densities of people with demographics conducive to local transit service

North of and parallel to I-80 is a high use class II and undesignated recreational use bike route SR-201 between 7200 West and 8400 West and around the I-215 interchange have poor Safety Index Scores

Multiple major freight distribution centers in SLC and WVC near I-80, California Ave, and SR-201

Significant concentrations of disadvantaged people in the Glendale Neighborhood

Employment centers in western Salt Lake City are underserved by transit. (Community Action Program interpretation)

The 2100 South area is a large and growing employment center in need of improved transit services. (Community Action Program interpretation)

The Rose Park and Glendale Neighborhoods are underserved by transit (Community Action Program interpretation)

### **Land Use Issues/Opportunities**

Wasatch Choices 2040 Mixed-use Corridors are envisioned on California Ave. near Bangerter Hwy.

Large mixed use center (Northwest Quadrant) planned for the area west and north of SLIA

## **13. Mid Salt Lake County East/West**

### **Transportation Issues/Opportunities**

Rose Park and Glendale have high densities of people with demographics conducive to local transit service

SR-201 between 7200 West and 8400 West and around the I-215 interchange have poor Safety Index Scores





Large segments of 3500/3300 South, 4700/4500 South, 5400 South, and 9000 South have poor Safety Index Scores

Smaller segments of 7200 South just west of I-15 and 7800 South just west of Redwood Road have poor Safety Index Scores

Considerable congestion anticipated on existing east/west road network crossing Redwood Road and 500 East.

Severe 2030 westbound delay on 3500 South and 4500 South near I-215, on 6200 South near Bangerter Hwy and near Redwood Road, and on 7800 South near Bangerter and I-15.

Large portions of 3500 South, 3900 South, 4500 South, and nearly all of 5400 South are potential east/west high ridership lines

3100 South currently has high congestion at Bangerter Hwy and the traffic volumes on 3100 South are likely to disproportionately increase when it is connected to 3500 South. (WVC interpretation)

2700 South/Lake Park Blvd intersection design with Bangerter may become problematic given its east/west orientation, length, and the major employers that it serves. (WVC interpretation)

3500 South between 4000 West and 5600 West is scheduled to be widened by 2015 and may provide an opportunity to 'piggy back' additional BRT amenities to the 35M BRT route (WVC interpretation)

Traffic between I-215 and the west side of Salt Lake Valley is too focused upon 3500 South and 4700 South (WVC interpretation)

Substantial landuse impacts anticipated from a proposed widening of 4500 South between 700 East and I-215 E may not be worth its benefits (Holladay interpretation)

Substantial impacts anticipated from through traffic on U-111 in Magna (SLCo interpretation)

Incomplete east/west 'ribs' to the TRAX/FrontRunner Spine in southeast Salt Lake County (no 9000/9400 Bus service). (SLCo interpretation)

The 3500 South MAX line does not run on Saturday nights or on Sunday

Major east/west transit investments need to be extended to Kearns (Coalition de La Raza interpretation)

More capacity is needed on major east/west roads (Coalition de La Raza interpretation)

4100 South intersections with 5600 West, Bangerter Hwy, and Redwood Road are insufficiently configured to handle travel demands which are likely to increase with the MVC (WVC interpretation)

### **Land Use Issues/Opportunities**

Wasatch Choices 2040 Mixed-use Corridors are envisioned on 3300/3500 South and 5400 South

## **14. South Salt Lake County East/West**

### **Transportation Issues/Opportunities**

The Bangerter Highway interchange with I-15 has high 2006 and 2030 PM peak delay

Large traffic flows across this corridor

Considerable congestion anticipated on existing east/west road network on screen lines west of Bangerter Hwy and east of 700 East

Several significant areas of densities of people with demographics conducive to express or limited stop transit service in south Sandy and north Draper between 700 E & 1300 E

Potential road ROW currently available but may be soon under development

Only a single "Fast Bus" serves Herriman (Herriman)

### **Land Use Issues/Opportunities**

The regionally important destination in the area is the South Towne area.

Wasatch Choices 2040 Mixed-use Corridors are envisioned on segments of 10200/10600 South and the Old Bingham Highway in Copperton.



**ROADWAY COSTS****TABLE I-1****2040 RTP CONSTRUCTION COST ESTIMATIONS TEMPLATE**

<b>ROW (FT)</b>	<b>2010 CONSTRUCTION COSTS \$/MILE</b>	<b>DESCRIPTION</b>
<b>&lt; 66</b>	<b>\$5,000,000</b>	4 lanes, and sidewalks; or 2 lanes, 2 shoulders, and sidewalks
<b>67-80</b>	<b>\$5,900,000</b>	4 lanes, 1 two way left turn or median, and sidewalks; or 2 lanes, 1 two way left turn or median, 2 shoulders, and sidewalks
<b>81-110</b>	<b>\$7,200,000</b>	6 lanes, 1 two way left turn or median, and sidewalks; or 4 lanes, 1 two way left turn or median, 2 shoulders, and sidewalks
<b>111 - 150</b>	<b>\$8,400,000</b>	6 lanes, 1 two way left turn or median, 2 shoulders, and sidewalks
<b>Expressway</b>	<b>\$9,800,000</b>	4 Lanes, 2 medians, and 4 shoulders
<b>US-89 / I-215</b>	<b>\$25,000,000</b>	Minimal amount of interchanges included
<b>I-15</b>	<b>\$70,000,000</b>	Including interchanges
<b>Mountain View Corridor Segment Costs</b>		
<b>MVC – Phase 1</b>	<b>\$105,000,000</b>	2100 North; Redwood Road to I-15 - At Grade intersections Frontage Road System
<b>MVC – Phase 1</b>	<b>\$530,000,000</b>	Redwood Road to 5400 South - At Grade intersections Frontage Road System
<b>MVC – Phase 1</b>	<b>\$380,000,000</b>	5400 South to 4100 South - At Grade intersections Outside Lanes
<b>MVC – Phase 1</b>	<b>\$410,000,000</b>	4100 South to SR-201 - At Grade intersections Outside Lanes
<b>MVC – Phase 1</b>	<b>\$660,000,000</b>	SR-201 to I-80 - At Grade intersections Outside Lanes
<b>MVC – Phase 2</b>	<b>\$105,000,000</b>	2100 North; Redwood Road to I-15 - 2 travel lanes with inside and outside shoulders in each direction and auxiliary lanes
<b>MVC – Phase 2</b>	<b>\$625,000,000</b>	Redwood Road to 5400 South - 2 travel lanes with inside and outside shoulders in each direction and auxiliary lanes
<b>MVC – Phase 2</b>	<b>\$70,000,000</b>	5400 South to 4100 South - 2 travel lanes with inside and outside shoulders in each direction and auxiliary lanes
<b>MVC – Phase 2</b>	<b>\$215,000,000</b>	4100 South to SR-201 - 2 travel lanes with inside and outside shoulders in each direction and auxiliary lanes
<b>MVC – Phase 2</b>	<b>\$195,000,000</b>	SR-201 to I-80 - 2 travel lanes with inside and outside shoulders in each direction and auxiliary lanes
<b>MVC – Phase 3</b>	<b>\$3,333,333</b>	Additional Lane in each direction

ROW (FT)	2010 CONSTRUCTION COSTS \$/MILE	DESCRIPTION
<b>Interchanges</b>	<b>2010 Construction Costs \$/Mile</b>	
<b>Freeway to Freeway</b>	<b>\$100,000,000</b>	
<b>New</b>	<b>\$60,000,000</b>	
<b>Upgrade</b>	<b>\$15,000,000</b>	
<b>Overpass</b>	<b>\$20,000,000</b>	
<b>Bridge</b>	<b>\$12,000,000</b>	Bridge over Jordan River
<b>Structure</b>	<b>\$20,000,000</b>	Highland Drive Structure over Dimple Deel Park, RR bridge at 4500 South, 24th Street Viaduct

**TRANSIT COSTS**

TABLE I-2

**GENERIC TRANSIT CONSTRUCTION COST ESTIMATION**

TECHNOLOGY	2010 CONSTRUCTION COSTS \$/MILE	2010 OPERATION COSTS \$/HR	DESCRIPTION
<b>Commuter Rail</b>	<b>\$17,647,000</b>	<b>\$794</b>	In exclusive right-of-way running, multiple car, steel wheeled vehicle powered by diesel fuel and running on tracks. Provided signal priority and full station amenities and park and rides.
<b>Light-rail</b>	<b>\$52,780,000</b>	<b>\$437</b>	In exclusive lane, or right-of-way running, multiple car, steel wheeled vehicle powered by overhead electrical wire and running on tracks. Provided signal priority and full station amenities and park and rides.
<b>Bus Rapid Transit (BRT III)</b>	<b>\$13,058,000</b>	<b>\$121</b>	Exclusive lane running, single car, rubber tired vehicle powered by various means. Provided signal priority and full station amenities. Park and Rides not assumed.
<b>Streetcar</b>	<b>\$38,640,000</b>	<b>\$109</b>	In street running, single car, steel wheeled vehicle powered by overhead electrical wire and running on tracks. Provided signal priority and full station amenities. Park and rides not assumed.
<b>Freeway BRT</b>	<b>\$1,906,000</b>	<b>\$121</b>	Shared lane or shoulder running, single car, rubber tired vehicle powered by various means. No freeway located stations assumed.
<b>Transit Hubs</b>	<b>\$3,000,000</b>	<b>Na</b>	Location, facilities, and amenities to ease the transfer of transit patrons from multiple transit lines. Typically full station amenities and multiple bus bays.
<b>Major Park &amp; Ride</b>	<b>\$3,000,000</b>	<b>Na</b>	Parking for 200 or more cars, bus bays, and a full range of station amenities.



TABLE I-3

## TRANSPORTATION SYSTEM ALTERNATIVE COST SCORES

	NO BUILD	CURRENT PLAN	TEAM A	TEAM B	INITIAL DRAFT RTP
Transit Construction	\$3.2 Billion	\$9.3 Billion	\$12.7 Billion	\$10.1 Billion	\$9.0 Billion
Transit Daily Operating	\$1.9 Billion	\$2.3 Billion	\$2.6 Billion	\$2.4 Billion	\$2.9 Billion
Roadway Construction	\$3.7 Billion	\$22.7 Billion	\$21.5 Billion	\$26.2 Billion	\$26.1 Billion

CORRIDOR TRAVERSE TIMES

Table I-4

## AUTO CORRIDOR TRAVERSE TIMES

Corridor	SEGMENT START (TAZ)	SEGMENT END (TAZ)	ALT 1 NO BUILD	ALT 2 CURRENT RTP	ALT 3 TEAM A	ALT 4 TEAM B	INITIAL DRAFT RTP
1. West Weber North/South	12	178	18	17	15	17	18
	178	257	16	22	27	21	5
Corridor Total			34	40	42	38	23
2. East Weber North/South	51	189	20	18	18	18	4
	189	241	18	17	17	17	18
	241	255	10	10	10	10	10
Corridor Total			48	45	45	45	32
3. North Davis North/South	298	325	21	19	18	18	13
	325	376	17	16	16	16	17
	376	419	21	19	20	19	19
Corridor Total			107	99	99	98	82
4. South Davis	419	475	16	15	15	15	14
419 - 475, 475 - 812	475	812	23	22	23	22	22
Corridor Total			38	37	38	37	37
5. North Weber East/West	8	12	9	8	8	8	11
8 - 12, 12 - 51	12	51	11	11	11	11	2
Corridor Total			20	19	19	19	13
6. South Weber East/West	241	139	30	30	30	28	31
241 - 139, 139 - 325	139	325	22	22	21	20	18
Corridor Total			52	52	50	48	50
7. North Davis East/West	315	318	12	10	10	9	9
	318	322	9	8	8	8	9
315 - 318, 318 - 322, 322 - 330, 330 - 333	322	330	11	10	11	10	11
	330	333	8	8	8	8	9
Corridor Total			40	36	37	35	37
8. West Salt Lake North/South	1372	517	53	28	26	26	26



Corridor	SEGMENT START (TAZ)	SEGMENT END (TAZ)	ALT 1 NO BUILD	ALT 2 CURRENT RTP	ALT 3 TEAM A	ALT 4 TEAM B	INITIAL DRAFT RTP
1372 - 517, 517 - 812	517	812	23	20	21	21	21
Corridor Total			75	48	47	47	47
9. West Central Salt Lake N/S	606	681	17	17	16	17	16
606 - 681, 681 - 1439	681	1439	33	28	28	28	25
Corridor Total			50	46	44	44	42
10. East Salt Lake N/S	812	1150					
812 - 1150, 1150 - 1501, 1501 - 1598	1150 1501	1501 1598	24 19	24 18	24 19	24 18	24 18
			24	21	23	22	22
Corridor Total			67	63	66	63	63
11. Salt Lake City Core (N/S & E/W)	793	922	23	23	21	23	23
793 - 922, 922 - 1006	922	1006	14	14	13	14	14
Corridor Total			37	37	35	37	37
12. North Salt Lake East/West	812 647	647 680	19 13	19 12	19 12	19 12	19 12
812 - 647, 647 - 680, 680 - 662	680	662	15	13	13	12	12
Corridor Total			47	43	44	43	42
13. Mid Salt Lake County East/West	1277 1296	1296 1493	20 15	16 14	19 14	15 14	16 14
1277 - 1296, 1296 - 1493, 1493 - 1501	1493	1501	12	11	12	12	12
Corridor Total			46	42	45	40	41
14. South Salt Lake Co. East/West	1372 1406	1406 1556	38 16	22 14	21 16	21 15	21 15
1372 - 1406, 1406 - 1556, 1556 - 1598	1556	1598	19	17	17	16	15
Corridor Total			73	54	53	52	52
GRAND TOTAL			687	614	620	600	566



Table I-5

## TRANSIT CORRIDOR TRAVERSE TIMES

DESTINATION TRAFFIC ANALYSIS ZONES	SEGMENT START (TAZ)	SEGMENT END (TAZ)	ALT 1 NO BUILD	ALT 2 CURRENT RTP	ALT 3 TEAM A	ALT 4 TEAM B	INITIAL DRAFT RTP
1. West Weber North/South	12	178	Not Served	23	23	23	23
	178	257	46	30	27	29	Not Served
Corridor Total			n/a	53	50	52	n/a
2. East Weber North/South	51	189	50	24	24	24	Not Served
	189	241	25	16	18	16	19
	241	255	13	9	10	9	9
Corridor Total			88	49	52	49	n/a
3. North Davis North/South	298	325	Not Served	18	39	42	41
	325	376	Not Served	25	33	23	22
	376	419	39	33	34	33	34
Corridor Total			n/a	76	106	98	
4. South Davis	419	475	42	27	27	27	27
	475	812	41	33	30	31	32
Corridor Total							
5. North Weber East/West	8	12	Not Served	13	13	13	14
	12	51	Not Served	21	19	19	Not Served
Corridor Total							
6. South Weber East/West	241	139	51	38	36	37	37
	139	325	51	25	25	23	25
Corridor Total							
7. North Davis East/West	315	318	Not Served	20	13	19	19
	318	322	Not Served	31	10	31	31
	322	330	20	15	12	9	13
Corridor Total			n/a	66	35	59	63
8. West Salt Lake North/South	1372	517	Not Served	48	Not Served	78	49
n/a	517	812	38	37	22	20	22
Corridor Total			n/a	85	n/a	98	71
9. West Central Salt Lake No/So	606	681	31	19	18	19	19
	681	1439	Not Served	39	46	40	40





DESTINATION TRAFFIC ANALYSIS ZONES	SEGMENT START (TAZ)	SEGMENT END (TAZ)	ALT 1 NO BUILD	ALT 2 CURRENT RTP	ALT 3 TEAM A	ALT 4 TEAM B	INITIAL DRAFT RTP
Corridor Total			n/a	58	64	59	59
10. East Salt Lake N/S	812	1150	36	32	33	34	35
	1150	1501	Not Served	30	33	32	29
	1501	1598	32	29	29	29	30
Corridor Total			n/a	91	95	95	94
11. Salt Lake City Core (N/S & E/W)	793	922	24	26	23	26	24
	922	1006	14	14	13	16	16
Corridor Total			38	40	36	42	40
12. North Salt Lake East/West	812	647	29	22	22	26	30
	647	680	18	17	13	17	15
	680	662	24	13	15	14	13
Corridor Total			71	52	50	67	58
13. Mid Salt Lake County East/West	1277	1296	22	21	21	21	22
	1296	1493	16	14	14	14	14
	1493	1501	15	11	15	14	15
Corridor Total			53	46	50	49	51
14. South Salt Lake Co. East/West	1372	1406	Not Served	Not Served	Not Served	25	Not Served
	1406	1556	Not Served	Not Served	8	12	8
	1556	1598	13	11	11	11	11
Corridor Total			n/a	n/a	n/a	48	n/a
GRAND TOTAL			690 min total 13 missing links	785 min total 2 missing links	730 min total 2 missing links	754 min total 0 missing links	737 min total 5 missing links



Table I-6

## CORRIDOR SEGMENTS ENDS

CORRIDOR DESIGNATIONS	
TAZ	NAME
8	Plain City
12	Farr West
51	2600 N. Washington
139	Roy Commuter Rail
178	Ogden Railyard near 30st
189	25th and Washington
241	Weber State
255	McKay-Dee
257	Falcon Hill North
298	1800 North/2000 West
315	200 S. 2000 W.
318	Freeport Ctr.
322	Clearfield Station
325	Falcon Hill South
330	Hill Field
333	Eastgate
376	Layton Hills
419	Downtown Farmington
475	Rennissance Center
517	International Center
606	Redwood/N. Temple
647	SR 201 and Redwood Rd
662	Lake Park
680	Decker Lake West
681	Decker Lake East
793	Salt Lake Central Station
812	Church Off. Building
922	Medical Center
1006	Foothill Kmart
1150	1300 East/4500 South
1277	Jordan Landing
1296	Bingham Junction
1372	Downtown Daybreak
1406	S. Jordan FrontRunner
1439	Draper FrontRunner
1501	Cottonwood Corp. Ctr.
1556	10000 S. Station
1598	Downtown Draper

**SAFETY****TABLE I-7****SAFETY**

	<b>NO BUILD</b>	<b>CURRENT PLAN</b>	<b>TEAM A</b>	<b>TEAM B</b>	<b>INITIAL DRAFT RTP</b>
Crash Rate	239	801	987	1,170	1,195
Severity	694	3,100	3,949	4,199	4,454

**SPECIFIC CORRIDOR GOAL ATTAINMENT****TABLE I-8****CORRIDOR SPECIFIC SCORES FOR GOAL ATTAINMENT**

	<b>NO BUILD</b>	<b>CURRENT PLAN</b>	<b>TEAM A</b>	<b>TEAM B</b>	<b>INITIAL DRAFT RTP</b>
Overarching/Region-wide	0	10	10	10	15
West Weber County North/South	1	10	10	10	12
East Weber County North/South	1	11	10	11	14
North Davis County North/South	2	18	12	18	22
South Davis County	0	14	18	15	17
North Weber County East/West	0	4	5	4	5
South Weber County East/West	0	11	11	12	13
North Davis County East/West	0	21	20	24	25
West Salt Lake County North/South	1	7	8	7	8
West Central Salt Lake County North/South	0	5	13	9	15
East Salt Lake County North/South	0	8	10	10	12
Salt Lake City Core (N/S and E/W)	0	6	6	3	9
North Salt Lake County East/West	0	7	6	5	8
Mid Salt Lake County East/West	1	9	12	13	18
South Salt lake County East/West	0	5	6	7	7
<b>TOTAL</b>	<b>6</b>	<b>146</b>	<b>157</b>	<b>158</b>	<b>200</b>



**AUTO DELAY AND VEHICLE MILES TRAVELED****TABLE I-9****AUTO DELAY AND VEHICLE MILES TRAVELED\***

	NO BUILD		CURRENT PLAN		TEAM A		TEAM B		INITIAL DRAFT RTP	
	Delay	VMT	Delay	VMT	Delay	VMT	Delay	VMT	Delay	VMT
Total in 1000s	722	76,208	333	71,286	402	70,028	297	72,280	331	71,071
Change in Delay per \$1000 spent	n/a		0.10		0.01		0.02		0.02	

\*Hours of delay per day

**TRANSIT RIDERSHIP****TABLE I-10****TRANSIT RIDERSHIP**

	NO BUILD		CURRENT PLAN		TEAM A		TEAM B		INITIAL DRAFT RTP	
	Miles	Trips	Miles	Trips	Miles	Trips	Miles	Trips	Miles	Trips
Use of All Transit*	2,156	223	2,840	331	3,391	355	2,804	318	2,878	337
Major Investments Only*		154		253		295		256		274
Major Investment Trips per Capital Cost**		0.07		0.027		0.023		0.025		0.03
Major Investment Trips per Operating Cost***		0.081		0.110		0.113		0.107		0.094

\*1,000s of trips and miles  
 \*\*per \$1,000 Capital Cost  
 \*\*\*Daily Cost

**ACTIVITY CENTERS AND INFILL AREAS****TABLE I-11****ACTIVITY CENTER AND INFILL AREA ACCESS**

Zone	Location	ALT 1 - NO BUILD		ALT 2 - CURR RTP		ALT 3 - TEAM A		ALT 4 - TEAM B		ALT 5 - INITIAL DRAFT RTP	
		Auto	Transit	Auto	Transit	Auto	Transit	Auto	Transit	Auto	Transit
76	S. BDO	1,428	175	1,518	259	1,492	352	1,537	360	1,446	336
80	WACT	1,567	633	1,583	759	1,569	743	1,561	737	1,517	675
137	W. Haven at Midland	829	278	858	359	833	303	871	370	859	365
142	Roy at 4800 S./Rail	82	14	87	30	83	20	88	38	83	31
161	I-15 and 12th	1,261	167	1,308	280	1,306	370	1,349	376	1,325	347
178	Ogden Railyard near 30st	210	51	223	111	224	111	227	116	222	108
179	Ogden Railyard near 21st	240	59	252	119	250	121	254	125	250	114
189	25th and Washington	6,854	2,276	7,127	3,637	7,050	3,938	6,994	4,059	6,609	3,489
190	25th and Adams	1,942	674	2,001	1,016	1,996	1,123	1,972	1,137	1,857	1,056
194	24th and Washington	333	110	349	197	354	197	345	196	315	174
197	24th and Monroe	229	85	235	105	236	119	231	122	226	114
214	31st and Washington	35	12	36	18	37	19	36	19	36	19
225	36th and Wall	391	67	405	192	395	171	405	182	431	200
241	Weber State	2,149	839	2,256	1,126	2,142	1,147	2,193	1,208	2,286	1,195
255	McKay-Dee	3,248	1,021	3,613	1,279	3,295	1,473	3,550	1,350	3,357	1,488
257	Falcon Hill North	3,009	468	3,424	882	1,273	391	3,500	1,091	5,041	45
258	I-15 and I-84	3,081	816	3,628	1,015	3,420	1,065	3,651	1,004	3,475	1,071
296	3500 W and 6000 S.	63	13	64	19	63	17	66	22	64	21
299	2000 W. and 800 N.	1,359	324	1,435	514	1,401	344	1,495	544	1,446	426
315	200 S. 2000 W.	235	91	270	109	255	96	274	103	274	98
318	Freeport Ctr.	6,070	184	6,868	1,131	6,955	1,389	7,283	1,370	7,098	1,041
322	Clearfield Station	1,080	285	1,158	432	1,151	418	1,185	441	1,172	430
325	Falcon Hill South	9,987	564	12,609	1,845	12,395	2,306	13,270	2,281	13,955	2,123
330	Hill Field	1,138	221	1,379	345	1,351	314	1,397	277	1,406	308
331	South Weber/US-89	33	11	34	11	30	11	34	11	32	10
333	Eastgate	3,190	452	3,594	570	3,326	438	3,564	493	3,560	585
355	SR-126 and Antelope	4,556	1,265	4,987	1,707	4,962	1,819	5,009	1,860	5,073	1,902
364	Layton Station	1,430	340	1,634	611	1,572	599	1,646	614	1,644	617
373	SR-193 and Univ. St.	183	31	215	55	208	59	221	53	214	50
374	WSU Davis	1,020	262	1,116	387	1,081	370	1,121	370	1,111	375
375	Legend Hills	2,006	451	3,385	40	2,240	737	2,357	620	2,349	777
376	Layton Hills	3,765	960	4,302	1,512	4,070	1,442	4,271	1,505	4,330	1,572



Zone	Location	ALT 1 - NO BUILD		ALT 2 - CURR RTP		ALT 3 - TEAM A		ALT 4 - TEAM B		ALT 5 - INITIAL DRAFT RTP	
		Auto	Transit	Auto	Transit	Auto	Transit	Auto	Transit	Auto	Transit
380	Ft. Lane/Antelope	18	2	20	5	19	5	20	7	20	6
393	Fairfield/Gentile	131	37	140	47	134	48	140	49	140	50
394	North Kaysville	2,744	693	3,079	915	2,921	942	3,063	1,036	3,028	915
401	Nichols Road	217	77	248	79	232	87	247	79	244	77
409	NE Farmington	288	111	323	128	312	138	325	128	328	124
428	NE Centerville	57	23	63	28	59	29	59	29	60	29
436	N. West Bountiful	90	20	96	26	93	29	94	25	96	26
451	S. W. Bountiful/NW WX	273	75	281	93	281	87	274	109	278	92
469	2600 S./1100 W. NSL	299	69	318	78	304	86	313	91	307	77
471	Woods Cross Station	262	64	275	85	266	67	268	102	272	95
474	Woods Cross Kmart	1,692	279	1,708	784	1,657	688	1,670	710	1,686	788
490	Redwood/Legacy Pkwy	180	16	205	45	201	22	200	52	204	50
493	Redwood/I-215	214	14	256	55	263	23	262	63	258	63
500	NSL Gravel Pit	271	69	293	77	292	79	285	79	286	80
589	SLIA	1,066	289	1,151	434	1,268	449	894	397	1,173	495
593	SLIA East	2,273	260	2,778	656	2,657	640	2,647	624	2,689	589
606	Redwood/N. Temple	1,267	440	1,472	529	1,429	469	1,452	551	1,352	484
609	Fairgrounds	30	10	32	11	30	10	30	11	28	10
628	Pioneer Ind. Ctr.	137	0	179	10	163	12	179	10	166	11
662	Lake Park	2,238	661	2,556	780	2,672	806	2,517	812	3,119	816
663	USANA	1,865	517	2,072	395	2,063	643	2,171	366	2,505	705
669	SR-201/Constitution	1,042	253	1,205	216	1,074	337	1,277	226	1,348	293
679	Printers Row	3,243	816	3,657	1,120	3,976	1,292	3,973	1,203	3,914	1,305
683	E Center	833	293	888	317	902	343	973	359	913	314
685	Chesterfield	2,860	959	3,331	1,276	3,584	1,378	3,599	1,336	3,614	1,401
686	3100 S./Redwood	191	80	210	90	216	83	226	105	223	98
689	900 W/SR 201 (west)	1,291	267	1,623	376	1,456	352	1,604	377	1,504	369
690	900 W/SR 201 (east)	1,355	278	1,703	413	1,523	374	1,690	383	1,591	368
712	West Valley Intermodal	28	12	31	14	32	15	32	15	32	13
720	Valley Fair Mall	1,240	541	1,276	628	1,301	631	1,385	629	1,192	636
723	Meadowbrook	1,505	723	1,612	895	1,699	933	1,779	855	1,651	901
740	UDOT/Am Ex	1,821	931	2,235	941	2,204	919	2,426	1,032	2,024	899
743	SLCC Redwood	180	61	203	78	194	69	220	87	211	74
746	Sorensen Res. Pk.	2,816	953	3,060	1,297	2,826	1,253	3,306	1,341	2,743	1,228
747	Fore Lakes	110	37	123	57	118	52	137	61	124	55
752	Green Street	1,351	566	1,527	804	1,499	796	1,677	808	1,459	839
770	Family Ctr. Taylorsville	1,693	632	1,818	765	1,803	833	1,970	810	1,737	734



Zone	Location	ALT 1 - NO BUILD		ALT 2 - CURR RTP		ALT 3 - TEAM A		ALT 4 - TEAM B		ALT 5 - INITIAL DRAFT RTP	
		Auto	Transit	Auto	Transit	Auto	Transit	Auto	Transit	Auto	Transit
785	5400 S./Bangerter	410	156	440	191	455	179	490	185	450	181
789	Redwood/6200 South	135	43	159	62	160	68	176	63	150	62
802	200 S./300 W.	173	85	185	101	180	91	181	94	177	99
812	Church Off. Building	2,476	1,417	2,605	1,791	2,470	1,597	2,470	1,660	2,574	1,692
825	400 S./State	1,791	926	1,880	1,065	1,860	1,033	1,808	1,026	1,832	1,056
855	Grainary District	182	62	203	68	193	66	199	79	193	63
861	SLC Library	251	125	263	139	259	140	254	139	253	140
864	SLC Library (South)	677	321	700	351	699	367	677	356	678	357
869	900 S. / State St.	220	98	225	116	225	118	223	116	215	117
875		182	3	199	22	193	38	189	26	201	28
884	400 W/ 200 N.	249	69	269	89	261	84	261	89	253	93
894	LDS Hospital	2,285	855	2,339	766	2,240	753	2,181	767	2,274	743
921	UofU	4,670	3,325	4,859	3,333	4,812	3,510	4,665	3,644	4,770	3,398
922	Medical Center	3,619	2,111	3,757	2,225	4,001	2,279	3,472	2,086	3,659	2,072
923	Research Park	3,219	1,419	3,320	1,423	3,337	1,375	3,278	1,334	3,268	1,326
931	700 E./400 S.	414	193	424	195	411	198	402	180	411	204
969	1300 S./200 W.	188	81	210	94	200	88	198	82	203	94
990	2100 S./State	852	366	953	500	937	511	898	446	881	488
1023	Sugarhouse	983	450	1,004	497	1,040	563	958	475	947	537
1026	Sugarhouse	1,439	532	1,455	704	1,489	794	1,383	647	1,379	728
1039	2700 S./ State	742	176	841	305	827	321	817	269	793	303
1053	3900 S./Main	274	124	295	161	297	159	313	154	301	160
1054	3900 S./State	1,414	621	1,664	896	1,573	846	1,639	820	1,559	877
1073	4500 S./State	307	223	502	292	382	277	327	283	299	264
1077	IMC North	1,204	516	1,251	790	1,280	787	1,352	726	1,284	823
1080	IMC South	1,473	679	1,540	979	1,517	937	1,686	927	1,563	970
1097	5600 S./State	511	204	553	242	531	260	593	238	551	245
1099	5600 S./900 E.	1,087	442	1,159	527	1,143	555	1,267	557	1,163	564
1100	Fashion Place	3,962	1,825	4,358	2,269	4,173	2,253	4,724	2,234	4,329	2,320
1120	3300 South/1300 E	1,083	439	1,186	556	1,178	589	1,166	523	1,143	547
1157	3900 S/2300 E	355	91	367	137	362	125	372	62	352	132
1166	Cottonwood Mall	421	165	455	200	425	196	440	170	431	186
1172	Holladay	12	2	12	2	12	2	12	2	12	2
1181	Highland Dr./5600 S.	410	115	435	126	431	183	452	161	439	182
1284	7000 S/Redwood	991	377	1,145	496	1,160	560	1,297	487	1,222	494
1295	Bingham Jct.	423	161	536	206	485	273	588	203	540	211
1297	Sharon Steel	434	225	489	249	437	245	497	239	490	243
1311	SLCC Jordan	359	141	464	180	427	194	492	170	460	182
1320	W Jordan City Hall	380	199	428	235	435	251	457	234	464	255



Zone	Location	ALT 1 - NO BUILD		ALT 2 - CURR RTP		ALT 3 - TEAM A		ALT 4 - TEAM B		ALT 5 - INITIAL DRAFT RTP	
		Auto	Transit	Auto	Transit	Auto	Transit	Auto	Transit	Auto	Transit
1322	9000 South/Redwood	488	167	570	280	554	345	649	275	609	326
1325	9000 South/I-15	1,717	375	1,876	493	1,959	773	2,448	509	2,419	775
1352	10200 S./Redwood	829	213	1,017	368	993	430	1,107	476	1,091	455
1359	9400 S/Jordan River	599	211	886	191	879	217	931	212	963	195
1362	Interstate Brick	316	219	3,112	17	1,008	416	1,247	530	3,093	19
1368	Daybreak	654	129	1,119	323	1,058	341	1,186	453	1,191	378
1400	11800 S./Redwood	216	36	286	98	273	111	289	97	304	113
1402	11800 S./1300 W.	61	8	77	11	77	14	81	13	85	16
1405	10200 S./I-15	703	184	782	223	706	291	763	283	771	302
1420	11800 S./I-15	119	12	151	21	148	28	161	27	168	31
1421	12300 S./I-15	1,190	197	1,653	332	1,521	767	1,821	521	1,912	828
1491	Ft. Union	3,230	1,074	3,388	1,463	3,239	1,563	3,501	1,281	3,355	1,578
1501	Cottonwood Corp. Ctr.	2,343	294	2,490	731	2,371	955	2,462	820	2,478	941
1503	Cottonwood Heights Gravel Pits	44	5	48	9	43	16	45	10	46	16
1518	9000 S./ State	365	126	388	163	363	182	424	147	413	155
1539	Sandy Gravel Pits	51	13	52	20	50	28	53	14	52	28
1548	Rio Tinto Stadium	1,030	332	1,126	449	1,055	480	1,127	400	1,150	502
1550	Convention Ctr.	1,424	535	1,587	672	1,463	716	1,627	620	1,617	748
1556	10000 S. Station	140	79	153	87	156	98	162	89	180	95
1572	South Towne	1,765	453	2,142	633	2,015	882	2,281	880	2,247	905
1595	700 E./11800 S.	657	190	763	269	735	363	795	258	808	334
1597	Draper Town Center (N)	46	15	51	23	50	26	51	20	52	24
<b>TOTAL</b>		<b>158,416</b>	<b>48,558</b>	<b>180,848</b>	<b>64,674</b>	<b>171,953</b>	<b>68,944</b>	<b>181,404</b>	<b>67,894</b>	<b>182,741</b>	<b>67,475</b>

**ECONOMIC ACCESS FOR DISADVANTAGED PEOPLE**

**TABLE I-12**

**DISADVANTAGED POPULATION ACESS TO JOBS**

Zone	Location	ALT 1 – NO BUILD		ALT 2 – CURRENT RTP		ALT 3 – TEAM A		ALT 4 – TEAM B		ALT 5 - INITIAL DRAFT RTP	
		Auto	Transit	Auto	Transit	Auto	Travel	Auto	Transit	Auto	Transit
198	24th and Monroe, Ogden	168,822	45,443	178,359	82,884	168,687	87,747	167,654	88,195	184,778	78,998
201	24th and Harrison, Ogden	174,176	5,376	182,460	67,547	172,742	62,269	169,555	62,198	191,505	59,467
209	30th and Wall, Ogden	186,286	40,689	187,745	84,690	184,668	101,143	183,622	98,432	200,625	97,209
213	28th and Monroe,	169,300	34,562	175,538	80,980	165,994	76,500	164,538	71,785	177,013	71,750



Zone	Location	ALT 1 – NO BUILD		ALT 2 – CURRENT RTP		ALT 3 – TEAM A		ALT 4 – TEAM B		ALT 5 - INITIAL DRAFT RTP	
		Auto	Transit	Auto	Transit	Auto	Travel	Auto	Transit	Auto	Transit
	Ogden										
214	30th and Monroe, Ogden	<b>175,210</b>	27,697	175,348	64,430	<b>169,928</b>	90,808	<b>164,577</b>	79,409	180,073	82,387
216	30th and Harrison, Ogden	<b>163,311</b>	37,844	166,203	77,405	<b>159,279</b>	77,417	<b>155,020</b>	76,779	166,835	70,640
224	31st & Washington, Ogden	<b>172,952</b>	33,633	177,875	73,032	<b>174,714</b>	94,290	<b>171,993</b>	79,482	188,627	83,279
230	32nd and Harrison, Ogden	<b>165,045</b>	3,219	169,258	42,223	<b>161,836</b>	25,821	<b>158,042</b>	24,368	170,162	29,915
595	1000 N. Redwood SLC	<b>441,220</b>	19,767	499,235	68,436	<b>483,712</b>	54,814	<b>502,370</b>	108,165	356,254	58,119
597	600 N. Redwood SLC	<b>461,737</b>	36,327	498,997	114,318	<b>502,742</b>	140,649	<b>503,179</b>	107,617	495,675	90,780
602	600 N. 900 W., SLC	<b>522,697</b>	77,886	564,693	112,674	<b>580,264</b>	103,544	<b>562,660</b>	107,512	551,482	114,450
604	600 N. Redwood SLC	<b>420,297</b>	59,755	479,796	136,417	<b>495,051</b>	161,844	<b>489,359</b>	128,734	489,111	155,456
611	600 N. 900 W.	<b>467,697</b>	120,876	510,007	164,049	<b>514,700</b>	181,476	<b>496,399</b>	170,576	514,762	193,811
632	800 S. Redwood, SLC	<b>560,120</b>	23,706	613,080	98,092	<b>603,086</b>	120,373	<b>604,447</b>	91,217	622,093	112,104
634	400 S. 900 W. SLC	<b>493,603</b>	239,737	534,818	275,794	<b>561,104</b>	305,755	<b>546,947</b>	270,511	543,159	315,372
635	800 S. 900 W. SLC	<b>522,747</b>	156,770	562,980	184,050	<b>565,753</b>	200,740	<b>559,810</b>	220,185	546,253	193,038
637	1300 S. 1300 W., SLC	<b>514,281</b>	160,826	547,123	193,497	<b>540,194</b>	193,287	<b>541,418</b>	187,526	542,168	194,813
700	3500 S. 4000 W., WVC	<b>205,226</b>	144,199	280,527	180,402	<b>292,946</b>	200,453	<b>280,865</b>	188,303	292,708	166,179
711	3500 S. 2700 W., WVC	<b>300,536</b>	175,990	393,647	179,587	<b>442,703</b>	202,175	<b>416,856</b>	183,047	392,992	177,625
719	4100 S. Redwood, WVC	<b>387,883</b>	169,123	455,856	206,112	<b>471,882</b>	200,604	<b>485,242</b>	221,580	493,402	221,863
734	4400 S. 4000 W., Taylorsville	<b>139,358</b>	107,489	222,766	113,794	<b>194,691</b>	133,028	<b>267,395</b>	145,097	27,751	108,373
735	4401 S. 3600 W., Taylorsville	<b>181,121</b>	99,034	252,427	110,471	<b>254,640</b>	118,078	<b>294,264</b>	116,450	279,865	111,625
756	5400 S. 5000 W., Kearns	<b>99,326</b>	13,586	216,508	36,759	<b>166,591</b>	43,516	<b>290,344</b>	41,733	213,498	38,378
758	5400 S. 4800 W., Kearns	<b>104,953</b>	16,110	204,192	46,994	<b>155,057</b>	42,260	<b>230,371</b>	49,182	198,501	43,010
783	6200 S. 4400 W., Kearns	<b>112,751</b>	30,236	197,436	72,987	<b>193,250</b>	59,293	<b>286,627</b>	74,365	178,290	60,960
829	S. Temple 300 E., SLC	<b>377,146</b>	208,832	408,807	244,066	<b>433,459</b>	257,742	<b>403,584</b>	249,706	434,967	253,711
869	900 S. State, SLC	<b>462,971</b>	262,539	495,932	304,427	<b>497,851</b>	316,127	<b>499,513</b>	303,671	481,181	320,315
886	300 N. 300 W., SLC	<b>486,284</b>	126,109	515,361	188,458	<b>533,181</b>	191,407	<b>509,240</b>	194,042	508,062	199,628
915	200 S. 900 E., SLC	<b>363,645</b>	164,876	397,393	169,715	<b>365,840</b>	173,927	<b>372,941</b>	164,165	392,188	174,936



Zone	Location	ALT 1 – NO BUILD		ALT 2 – CURRENT RTP		ALT 3 – TEAM A		ALT 4 – TEAM B		ALT 5 - INITIAL DRAFT RTP	
		Auto	Transit	Auto	Transit	Auto	Travel	Auto	Transit	Auto	Transit
927	500 S. 700 E., SLC	409,760	239,305	455,649	266,477	487,494	270,761	458,344	260,856	482,253	271,021
930	900 S. 700 E., SLC	429,645	235,615	463,657	258,756	488,967	277,720	460,891	259,114	489,870	283,802
936	500 S. 1100 E., SLC	380,964	165,425	417,327	193,051	414,305	203,471	404,829	187,610	418,002	171,267
949	1300 S. State, SLC	464,392	268,746	521,648	282,761	509,916	279,776	519,729	273,737	512,331	283,578
991	1700 S. State, SLC	473,230	237,579	506,827	275,936	507,434	273,681	503,579	266,736	514,790	279,542
1041	2700 S. State, S. SLC	531,952	124,752	577,015	208,826	563,805	217,278	567,148	217,838	580,873	232,034
1268	7000 S. 5600 W., W Jordan	69,512	5,966	186,507	35,804	140,813	43,673	205,375	36,958	150,656	32,266
1286	7000 S. Redwood., W Jordan	278,747	89,829	422,577	129,382	434,515	157,362	541,309	131,370	409,809	134,295
TOTAL		12,038,918	4,009,453	13,815,574	5,425,283	13,753,809	5,740,809	14,140,036	5,538,251	13,572,571	5,565,996

### FREIGHT CENTER TO FREEWAY ACCESS

TABLE I-13

### FREIGHT CENTER TO FREEWAY ACCESS

TAZ	Location	ALT 1	ALT 2	ALT 3	ALT 4	ALT 5
		NO BUILD	CURRENT RTP	TEAM A	TEAM B	INITIAL DRAFT RTP
54	Associated Foods	5.5	5.24	5.44	5.22	5.12
75	Business Depot Ogden	5.88	5.6	5.89	5.57	5.66
120	Ogden Business Park (24th/I15)	6.58	4.74	4.88	4.59	4.63
124	Ogden Airport	6.49	6.5	6.22	5.95	5.81
318	Freeport	9.65	6.62	7.63	6.22	6.27
361	Smith's (Layton)	10.87	5.61	6.26	5.67	5.69
491	North Salt Lake	5.12	5.14	3.82	5.06	5.15
517	International Center	23.37	4.07	6.84	6.17	7.05
593	SLIA East	3.54	3.54	3.12	3.54	3.54
618	Intermodal Center	2.91	3.43	3.28	3.46	3.45
629	I-215 and California Ave.	3.72	3.56	3.29	3.5	3.52
642	4800 W. and California Ave.	4.95	3.8	3.15	3.76	4.25
644	3200 W. and California Ave.	4.37	4.21	3.49	4.24	4.13
659	5600 W./Hwy 201	6.33	4.49	4.21	3.27	3.25
668	3200 South/Hwy 201	5.06	3.14	3.41	3.18	3.03
680	Decker Lake	5.86	5.24	4.46	4.57	5.23
1220	Bagley Park	53.36	4.27	6.71	5.4	5.86
TOTAL		163.56	79.2	82.1	79.37	81.64

**ENVIRONMENTAL IMPACTS****TABLE I-14****NON-WEIGHTED RAW ENVIRONMENTAL SCORES**

	<b>CURRENT RTP</b>	<b>TEAM A</b>	<b>TEAM B</b>	<b>INITIAL DRAFT RTP</b>
<b>Natural Environment</b>				
Watersheds	12,865	13,567	9,357	14,017
Streams	656	651	541	868
Canals	292	349	220	390
Lakes	335	385	324	406
Wetlands	1,589	1,656	1,488	1,274
Floodplains	583	471	452	488
Water Quality	18,032	19,481	12,278	19,931
Ecological Hotspots	2,608	2,501	3,058	1,008
High Diversity Wildlife Areas	863	828	1,012	328
Rare Plants	3,478	3,774	2,708	3,761
<b>Natural Environment Sub-total</b>	<b>41,300</b>	<b>43,662</b>	<b>31,437</b>	<b>42,470</b>
<b>Construction Environment</b>				
Engineering Problems	-	1	1	3
Fault Lines	20	19	7	21
Landslide	482	827	342	634
Liquefaction Potential	12,841	13,508	9,340	13,643
Slope	631	761	382	1,185
Impaired Waters	298	517	113	401
Hazardous Waste Sites	23,456	27,460	13,456	28,347
Solid Waste Sites	204	230	146	215
<b>Construction Environment Sub-total</b>	<b>37,931</b>	<b>43,323</b>	<b>23,786</b>	<b>44,449</b>
<b>Urban Environment</b>				
Agricultural Protection Areas	94	18	91	10
Open Space	7,416	7,192	6,214	3,891
Parks	172	208	103	142
Cemeteries	1	1	0	2
Prime Farmland	952	1,018	856	836
Conservation & Mitigation	169	183	171	93
Agricultural Land use	3,175	3,201	2,775	2,898
Commercial/Industrial Land use	2,471	3,260	1,308	3,208
Residential Land use	3,651	4,144	2,196	4,163
Open Space - Low Intensity Development	4,377	4,441	3,046	4,930
Medium -High Intensity Development	9,524	9,330	5,506	10,701
Federal Ownership	179	151	102	269



	CURRENT RTP	TEAM A	TEAM B	INITIAL DRAFT RTP
Private Ownership	12,562	13,350	9,110	13,732
State Ownership	92	64	106	11
Archeological Sites	63	109	59	100
Historic Districts	156	46	5	-
Historic Sites	32	23	4	52
<b>Urban Environment Sub-total</b>	<b>45,086</b>	<b>46,738</b>	<b>31,652</b>	<b>45,038</b>
<b>Demographic Environment</b>				
Schools	490	486	397	492
Children (Block Groups)	203	196	163	196
Race/Ethnicity (Block Groups)	339	325	225	23
Poverty (Block Groups)	155	136	78	163
Disabled (Block Groups)	230	220	133	235
Disability Facilities	10	7	5	7
Seniors without a Vehicle	13	10	1	11
Senior Care Facilities	97	92	49	99
<b>Demographic Environment Sub-total</b>	<b>1,537</b>	<b>1,472</b>	<b>1,051</b>	<b>1,226</b>

### DISCUSSION OF WEIGHTING

The following discussion as well as Figure I-1 describes the method used to calculate the raw weighted scores. The impact weights were applied based both on the value of the resource potentially impacted and upon the severity of the potential impact. The weights were allocated with 100 'weighting points' each going to each of the major categories. Then an attempt was made to allocate each of the 100 weighting points to that category's issues based upon considerations such as resource scarcity and replaceability. The other weightings applied to potential system impacts were based upon the relative severity of the potential project impacts. The UPEL findings of potential impact were frequently provided in three tiers. Tier I with the most relative severity and Tier III with the least. The combined weighting value for each of the three tiers for all 49 categories of potential impact was set at one. An example of this somewhat complex process was applied is discussed below and illustrated in Figure I-1

The example is for the transportation system alternative projects that are within a stream bed. In the example stream impacts are part of the Natural Environment impacts major category. The Natural Environment major category, like each of the other major categories, gets 100 "value" weighting points to distribute among its various sub-categories. In the example streams get eight "of these 100 value points. The UPEL program provides stream impact information in three tiers that relate to severity of impact. Each sub-category gets 1 point to distribute amongst its tiers. In the example, tier 1 impacts are those that fall within the stream bed, tier 2 impacts are those that are close to the stream bank, and tier 3 impacts are those where the project is nearby the stream. In the example impacts to the stream bed (tier 1 impacts) get a 0.50 severity weighting. The total weighting is the multiple of the value weighting and the severity weighting. In the example the multiple of the value rating (8 points) and the severity weighting (0.50 points) results in a total weighting of 4.0 for impacts to stream beds. In the example UPEL stated that 100 acres in the system alternative were in stream beds. The multiple of the acres (100) and the total weight factor (4.0) results a weighted score of 400 for stream bed impacts for the system alternative in the example. This weighted result is added





to all the other weighted results from the other Natural Environment major category for a total weighted score for that major category.

All the raw weighted scores for the major categories are calculated in this same fashion. Tables I-15 through I-18 contain the individual UPEL resource categories, sub-categories as well as the value and severity weights given them. The raw weighted and un-weighted scores can be found in Tables I-20 and I-22. The relative scores are found in Tables I-19 and I-21. These relative scores are derived from the raw scores and are based upon a one to ten scale with five representing the average score for the four original and the Initial Draft Alternatives. A score greater than five for a given alternative always indicates that this alternative scored better than average for that measure.

**FIGURE I-1  
CALCULATION OF RAW WEIGHTED ENVIRONMENTAL IMPACT SCORES  
(AN EXAMPLE USING STREAM BED IMPACTS)**

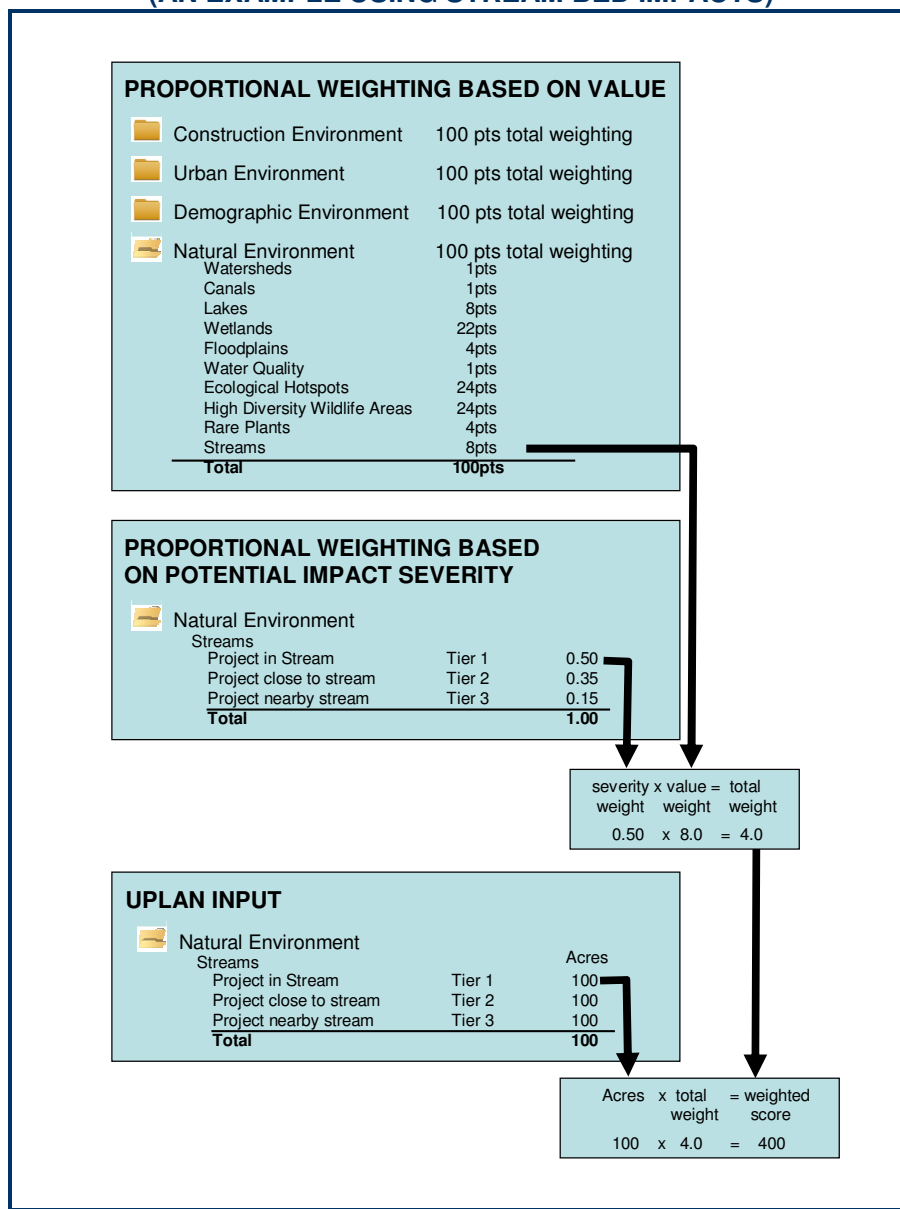


TABLE I-15

**NATURAL ENVIRONMENTAL ISSUES  
CONSIDERED AND WEIGHTINGS**

NATURAL ENVIRONMENT	PROPORTIONAL WEIGHT (=100)	TIER WEIGHTINGS		
		1	2	3
<b>Hydrology</b>				
Watersheds	1	0.33	0.33	0.33
Streams	8	0.5	0.35	0.15
Canals	1	0.5	0.35	0.15
Lakes	8	0.5	0.35	0.15
Wetlands	22	0.5	0.35	0.15
Floodplains	4	0.5	0.35	0.15
Water Quality	1	0.5	0.35	0.15
<b>Ecology</b>				
Ecological Hotspots	24	0.5	0.35	0.15
High Diversity Wildlife Areas	24	0.5	0.35	0.15
Rare Plants	7	0.5	0.35	0.15
<b>GRAND TOTAL</b>	<b>100</b>			

TABLE I-16

**URBAN ENVIRONMENTAL ISSUES  
CONSIDERED AND WEIGHTINGS**

URBAN ENVIRONMENT	PROPORTIONAL WEIGHT (=100)	TIER WEIGHTSINGS		
		1	2	3
<b>Open Space</b>				
Agricultural Protection Areas	10	0.5	0.35	0.15
Open Space	2	0.5	0.35	0.15
Parks	10	0.5	0.35	0.15
Cemeteries	10	0.5	0.35	0.15
Prime Farmland	4	0.5	0.35	0.15
Conservation & Mitigation	10	0.5	0.35	0.15
<b>Land Use</b>				
Agriculture	1	0.33	0.33	0.33
Commercial/Industrial	2	0.33	0.33	0.33
Residential	1	0.33	0.33	0.33
<b>Land Development</b>				
Open Space - Low Intensity	1	0.5	0.35	0.15
Medium -High Intensity	10	0.5	0.35	0.15
<b>Private/Public Ownership</b>				
Federal BLM	3	0.33	0.33	0.33



URBAN ENVIRONMENT	PROPORTIONAL WEIGHT (=100)	TIER WEIGHTSINGS		
		1	2	3
Federal DOD	4	0.33	0.33	0.33
Federal USFS	3	0.33	0.33	0.33
Private	1	0.33	0.33	0.33
State SL&F	1	0.33	0.33	0.33
State UDWR	6	0.33	0.33	0.33
State SITLA	1	0.33	0.33	0.33
State UDOT	-10	0.33	0.33	0.33
<b>Cultural Resources</b>				
Archeological Sites	10	0.5	0.35	0.15
Historic Districts	10	0.5	0.35	0.15
Historic Sites	10	0.5	0.35	0.15
<b>GRAND TOTAL</b>	<b>100</b>			

**TABLE I-17**  
**CONSTRUCTION ENVIRONMENTAL ISSUES**  
**CONSIDERED AND WEIGHTINGS**

CONSTRUCTION ENVIRONMENT	PROPORTIONAL WEIGHT (=100)	TIER WEIGHTSINGS		
		1	2	3
<b>Geology</b>				
Engineering Problems	20	0.5	0.35	0.15
Fault Lines	4	0.5	0.35	0.15
Landslide	8	0.5	0.35	0.15
Liquefaction Potential	4	0.5	0.35	0.15
Slope	20	0.5	0.35	0.15
<b>Environmental Hazards</b>				
Impaired Waters	4	0.5	0.35	0.15
Hazardous Waste Sites	20	0.5	0.35	0.15
Solid Waste Sites	20	0.5	0.35	0.15
<b>Grand TOTAL</b>	<b>100</b>			

**TABLE I-18**  
**DEMOGRAPHIC ENVIRONMENTAL ISSUES**  
**CONSIDERED AND WEIGHTINGS**

DEMOGRAPHIC ENVIRONMENT	PROPORTIONAL WEIGHT (=100)	TIER WEIGHTSINGS		
		1	2	3
<b>Sensitive Population Concentrations</b>				
Schools	19	0.5	0.35	0.15
Children (Block Groups)	3	0.5	0.35	0.15



DEMOGRAPHIC ENVIRONMENT	PROPORTIONAL WEIGHT (=100)	TIER WEIGHTSINGS		
		1	2	3
Race/Ethnicity (Block Groups)	7	0.5	0.35	0.15
Poverty (Block Groups)	10	0.5	0.35	0.15
Disabled (Block Groups)	11	0.5	0.35	0.15
Disability Facilities	19	0.5	0.35	0.15
Seniors without a Vehicle	10	0.5	0.35	0.15
Senior Care Facilities	19	0.5	0.35	0.15
<b>GRAND TOTAL</b>	<b>100</b>			

TABLE I-19

**TOTAL (NON-WEIGHTED) RELATIVE ENVIRONMENTAL SCORES**

	NO BUILD	CURRENT PLAN	TEAM A	TEAM B	INITIAL DRAFT RTP
Natural Environment	NA	5.1	4.4	6.0	4.5
Construction Environment	NA	4.6	4.3	6.9	4.2
Urban Environment	NA	4.6	4.5	6.2	4.7
Demographic Environment	NA	4.2	4.4	6.0	5.4

\*A 1 to 10 scoring method with 5 representing the average value and higher values representing a more favorable outcome

TABLE I-20

**NON-WEIGHTED RAW ENVIRONMENTAL SCORES**

	CURRENT RTP	TEAM A	TEAM RTP	INITIAL DRAFT RTP
<b>Natural Environment</b>				
Watersheds	12,865	13,567	9,357	14,017
Streams	656	651	541	868
Canals	292	349	220	390
Lakes	335	385	324	406
Wetlands	1,589	1,656	1,488	1,274
Floodplains	583	471	452	488
Water Quality	18,032	19,481	12,278	19,931
Ecological Hotspots	2,608	2,501	3,058	1,008
High Diversity Wildlife Areas	863	828	1,012	328
Rare Plants	3,478	3,774	2,708	3,761
Natural Environment Sub-total	41,300	43,662	31,437	42,470
<b>Construction Environment</b>				
Engineering Problems	0	1	1	3
Fault Lines	20	19	7	21



	CURRENT RTP	TEAM A	TEAM RTP	INITIAL DRAFT RTP
Landslide	482	827	342	634
Liquefaction Potential	12,841	13,508	9,340	13,643
Slope	631	761	382	1,185
Impaired Waters	298	517	113	401
Hazardous Waste Sites	23,456	27,460	13,456	28,347
Solid Waste Sites	204	230	146	215
Construction Environment Sub-total	37,931	43,323	23,786	44,449
<b>Urban Environment</b>				
Agricultural Protection Areas	94	18	91	10
Open Space	7,416	7,192	6,214	3,891
Parks	172	208	103	142
Cemeteries	1	1	0	2
Prime Farmland	952	1,018	856	836
Conservation & Mitigation	169	183	171	93
Agricultural Land use	3,175	3,201	2,775	2,898
Commercial/Industrial Landuse	2,471	3,260	1,308	3,208
Residential Land use	3,651	4,144	2,196	4,163
Open Space - Low Intensity Development	4,377	4,441	3,046	4,930
Medium -High Intensity Development	9,524	9,330	5,506	10,701
Federal Ownership	179	0	0	0
Private Ownership	12,562	13,350	9,110	13,732
State Ownership	92	0	0	0
Archeological Sites	63	109	59	100
Historic Districts	156	46	5	0
Historic Sites	32	23	4	52
Urban Environment Sub-total	45,086	46,738	31,652	45,038
<b>Demographic Environment</b>				
Schools	490	486	397	492
Children (Block Groups)	203	196	163	196
Race/Ethnicity (Block Groups)	339	325	225	23
Poverty (Block Groups)	155	136	78	163
Disabled (Block Groups)	230	220	133	235
Disability Facilities	10	7	5	7
Seniors without a Vehicle	13	10	1	11
Senior Care Facilities	97	92	49	99
Demographic Environment Sub-total	1,537	1,472	1,051	1,226



TABLE I-21

## WEIGHTED RELATIVE ENVIRONMENTAL SCORES

	NO BUILD	CURRENT PLAN	TEAM A	TEAM B	INITIAL DRAFT RTP
Natural Environment	NA	4.6	4.6	4.9	5.9
Construction Environment	NA	5.0	4.1	7.0	3.9
Urban Environment	NA	4.5	4.6	6.5	4.3
Demographic Environment	NA	4.5	4.7	6.1	4.7

\*All relative terms of measure

TABLE I-22

## WEIGHTED RAW ENVIRONMENTAL SCORES

	CURRENT RTP	TEAM A	TEAM RTP	INITIAL DRAFT RTP
<b>Natural Environment</b>				
Watersheds	4,245	4,477	3,088	4,625
Streams	1,526	1,517	1,254	2,062
Canals	146	175	110	195
Lakes	915	1,069	882	1,111
Wetlands	13,542	13,949	12,837	10,170
Floodplains	1,165	942	904	977
Water Quality	7,029	7,147	4,884	7,566
Ecological Hotspots	20,841	19,987	24,444	8,084
High Diversity Wildlife Areas	3,108	2,979	3,643	1,181
Rare Plants	12,172	13,208	9,479	13,163
Natural Environment Sub-total	64,691	65,449	61,524	49,133
<b>Construction Environment</b>				
Engineering Problems	-	10	10	23
Fault Lines	40	38	14	42
Landslide	719	1,170	504	930
Liquefaction Potential	17,442	18,136	13,394	18,598
Slope	3,566	4,280	2,121	7,884
Impaired Waters	179	310	68	241
Hazardous Waste Sites	183,910	216,892	105,069	223,296
Solid Waste Sites	923	1,083	669	891
Construction Environment Sub-total	206,778	241,920	121,849	251,905
<b>Urban Environment</b>				
Agricultural Protection Areas	471	90	455	49
Open Space	7,416	7,192	6,214	3,891
Parks	860	1,040	513	709



	CURRENT RTP	TEAM A	TEAM RTP	INITIAL DRAFT RTP
Cemeteries	5	3	1	11
Prime Farmland	1,234	1,321	1,085	1,134
Conservation & Mitigation	847	914	853	464
Agricultural Land use	1,048	1,056	916	956
Commercial/Industrial Landuse	1,631	2,152	863	2,117
Residential Land use	1,205	1,368	725	1,374
Open Space - Low Intensity Development	2,188	2,221	1,523	2,465
Medium -High Intensity Development	47,621	46,649	27,531	53,506
Federal Ownership	229	191	124	331
Private Ownership	4,145	4,406	3,006	4,532
State Ownership	111	49	135	16
Archeological Sites	314	543	297	502
Historic Districts	235	69	8	-
Historic Sites	160	116	22	261
Urban Environment Sub-total	69,719	69,377	44,269	72,317
<b>Demographic Environment</b>				
Schools	4,655	4,617	3,772	4,674
Children (Block Groups)	126	122	101	121
Race/Ethnicity (Block Groups)	411	385	261	73
Poverty (Block Groups)	345	305	161	374
Disabled (Block Groups)	856	796	468	877
Disability Facilities	95	67	48	67
Seniors without a Vehicle	20	15	2	17
Senior Care Facilities	922	874	466	941
Demographic Environment Sub-total	7,428	7,180	5,276	7,143

## AIR QUALITY

TABLE I-23

### AIR QUALITY IMPACTS

	NO BUILD	CURRENT PLAN	TEAM A	TEAM B	INITIAL DRAFT RTP
Nitrogen Oxides (NOx)	19.31	19.01	18.96	19.30	19.17
Direct particulates <2.5um (PM 2.5)	0.83	0.81	0.81	0.82	0.81
Volatile Organic Compounds (VOC)	24.52	22.60	22.72	22.72	22.31
Carbon Monoxide (CO)	744	730	728	742	735
Carbon Dioxide (CO2)	36,305	35,677	35,570	36,176	35,769
Tons per day in emitted by mobile sources Weber, Davis and Salt Lake Counties					



