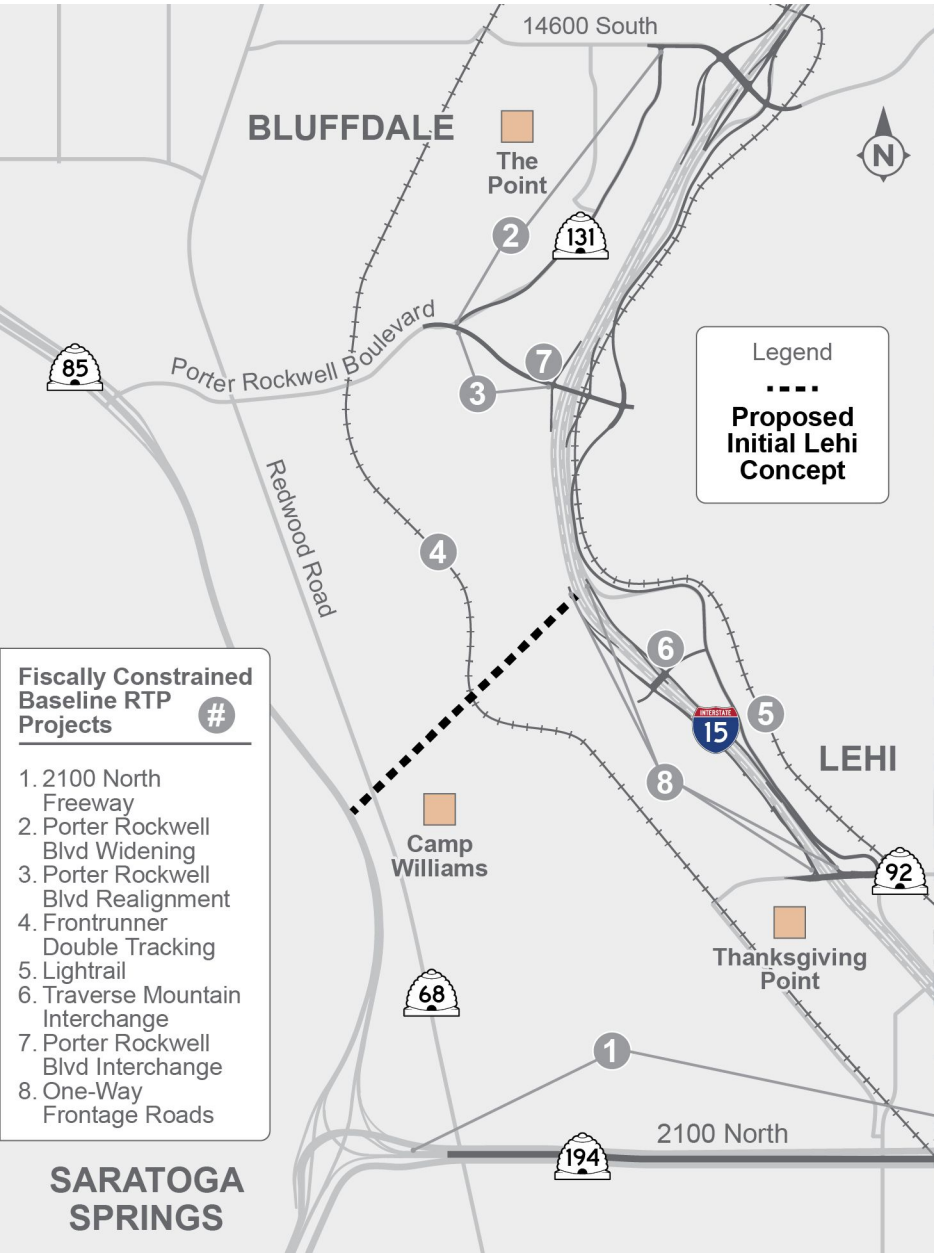
Point of the Mountain Freeway Connection Study 2024

Utah County



INITIAL CONCEPT PROPOSED BY LEHI

BACKGROUND

In the fall of 2022, Lehi City brought a proposal to the Utah Department of Transportation (UDOT) and Mountainland Association of Governments (MAG) to consider a freeway connection between Mountain View Corridor (MVC) and I-15 near the Point of the Mountain. During those discussions, it was determined that UDOT would partner with MAG, the Wasatch Front Regional Council (WFRC), and the surrounding communities to evaluate potential options. The study effort is centered on traffic analysis, high-level environmental review, and concept level cost estimates for multiple potential solutions.

INITIAL FINDINGS

The proposed initial Lehi concept:

- Reduces traffic volumes on Porter Rockwell Blvd and 2100 North
- Increases travel times on I-15 and MVC by 5 minutes
- Reduces average speeds on I-15 by 10+ mph
- Requires a new 1,500-foot structure over the Union Pacific Railroad (UPRR) and Utah Transit Authority (UTA) tracks and the Jordan River
- Requires significant right-of-way (ROW) acquisitions, including challenging federal approval to cross Camp Williams property
- Further perpetuates dependance on I-15 as the backbone for vehicle movement
- Estimated Cost $1.5 billion (2030 construction year)

CONCLUSION

- The Proposed Initial Lehi Concept is not feasible due to traffic impacts to I-15 and Mountain View Corridor
- Additional study was conducted to identify potential solutions
- Results identified that additional improvements beyond those included in the fiscally constrained Regional Transportation Plan (RTP) would be necessary

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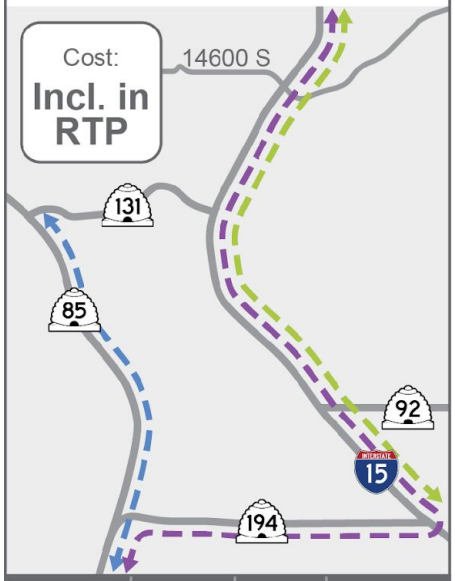
OPTIONAL SCENARIO COMPARISONS

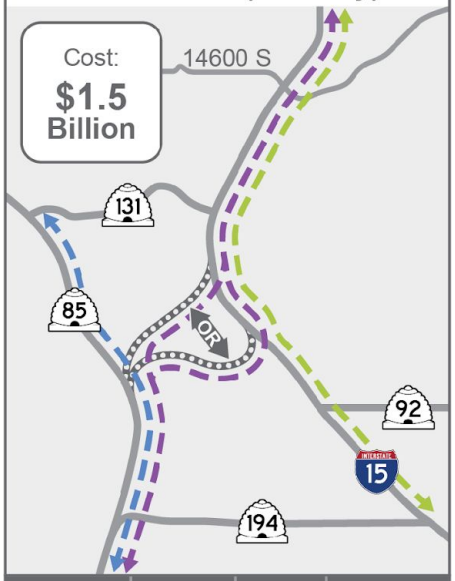
2050 Base



Route	Distance	Time	Avg. Speed
2100 N/MVC to I-15/I/215	20 Miles	35 min	34 mph
MVC: 2100 N to Porter Rockwell	3.7 Miles	6.1 min	36 mph
I-15: 2100 N to I-215	16.5 Miles	31 min	32 mph

- MVC and I-15 corridors: moderate to heavy congestion expected.
- Porter Rockwell: heavy congestion expected.
- 2100 N Freeway: operates acceptably despite nearing capacity.
- Emphasizes MVC as an alternative travel corridor to I-15.

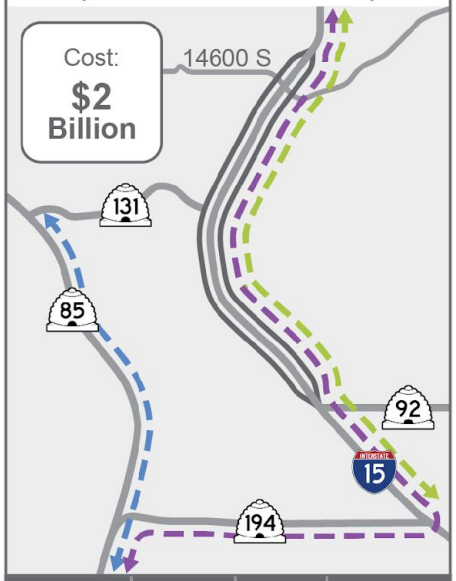
2050 New Lehi Point Connection (Freeway)



Route	Distance	Time	Avg. Speed
2100 N/MVC to I-15/I/215	-2.9 Miles	+5 min	-8 mph
MVC: 2100 N to Porter Rockwell	—	+4.4 min	-15 mph
I-15: 2100 N to I-215	—	+5 min	-4 mph

- Connector road overloads both MVC and I-15 causing congestion levels to increase compared to base scenario.
- Decreases traffic on Porter Rockwell Blvd and 2100 N Freeway.
- Further perpetuates dependance on I-15 as the backbone for vehicle movement.

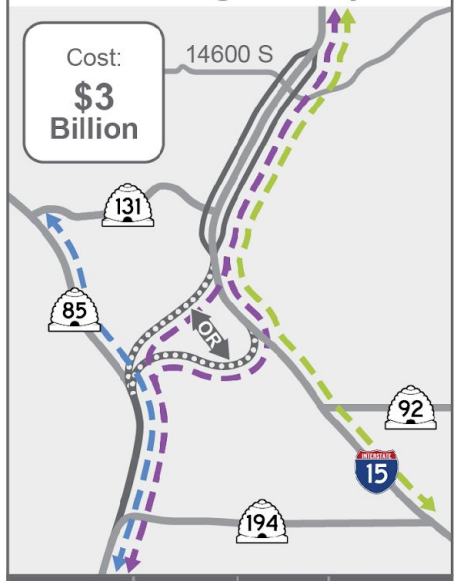
2050 I-15 C-D System (SR-92 - 14600 South)



Route	Distance	Time	Avg. Speed
2100 N/MVC to I-15/I/215	—	-8 min	+10 mph
MVC: 2100 N to Porter Rockwell	—	—	—
I-15: 2100 N to I-215	—	-8 min	+11 mph

- Improves I-15 operations and travel time by 8 minutes compared to base scenario.
- Does not improve MVC, Porter Rockwell or 2100 N Freeway compared to base scenario
- This C-D (Collector-Distributor) system uses auxiliary lanes separated from the freeway mainline to prevent local entering and exiting traffic from conflicting with through traffic.

2050 Lehi Point Connection, MVC Widening & C-D System



Route	Distance	Time	Avg. Speed
2100 N/MVC to I-15/I/215	-2.9 Miles	-15 min	+16 mph
MVC: 2100 N to Porter Rockwell	—	-1.6 min	+14 mph
I-15: 2100 N to I-215	—	-10 min	+15 mph

- Widened MVC plus Collector-Distributor system on I-15 reduces congestion levels from heavy to moderate on both corridors.
- Overall traffic operations are improved on I-15, Porter Rockwell, 2100 N freeway, and MVC when compared to base scenario.
- Further perpetuates dependance on I-15 as the backbone for vehicle movement.

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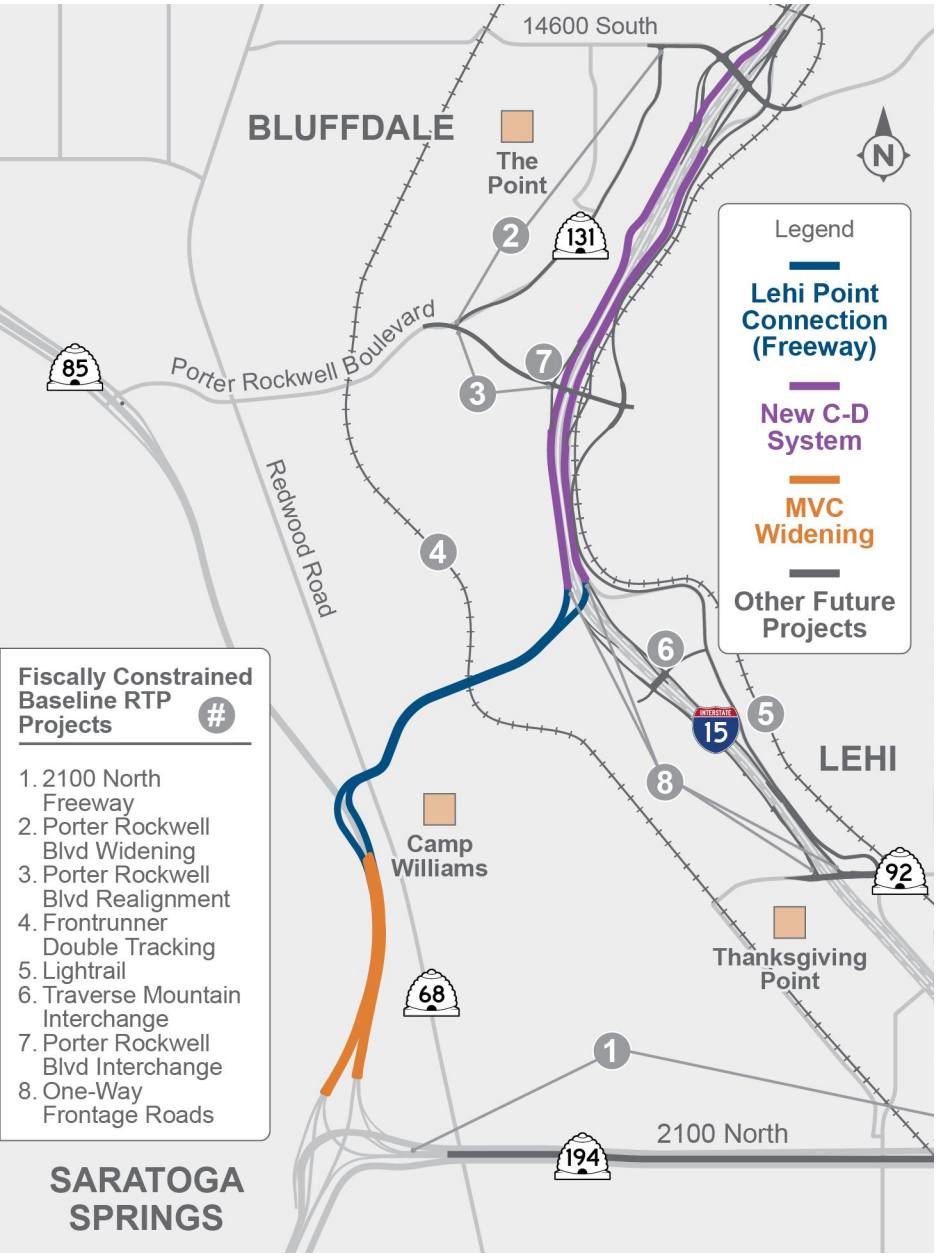

ADDITIONAL FINDINGS FOR NEW LEHI POINT CONNECTION (FREEWAY)

The Lehi Point Connection (freeway) is only feasible with additional improvements beyond the RTP, including:

- Convert planned one-way frontage road to a three/four-lane, no access, C-D (Collector-Distributor) system 0n I-15 between SR-92 and 14600 South, resulting in 18-20 freeway lanes over the Point of the Mountain
- Add a lane on MVC between the potential freeway connection and 2100 North (requiring structure and roadway widening)
- Construct a new four-lane (two each way) one-mile connector freeway between I-15 and MVC.

In addition, this alternative requires:

- A new 1,500-foot structure over UPRR and UTA tracks and the Jordan River
- Local roadway network replanned and reconfigured for freeway connections
- Two new braided ramps at the I-15 connection
- 70 acres of additional right-of-way to be acquired
- A crossing of Camp Williams and NSA property, complicating the right-of-way acquisition
- $3B cost resulting in displacement or re-programming of other projects currently included on the fiscally constrained RTP

Based on the projected growth and current travel demand model, a solution is not needed until 2050 or beyond.