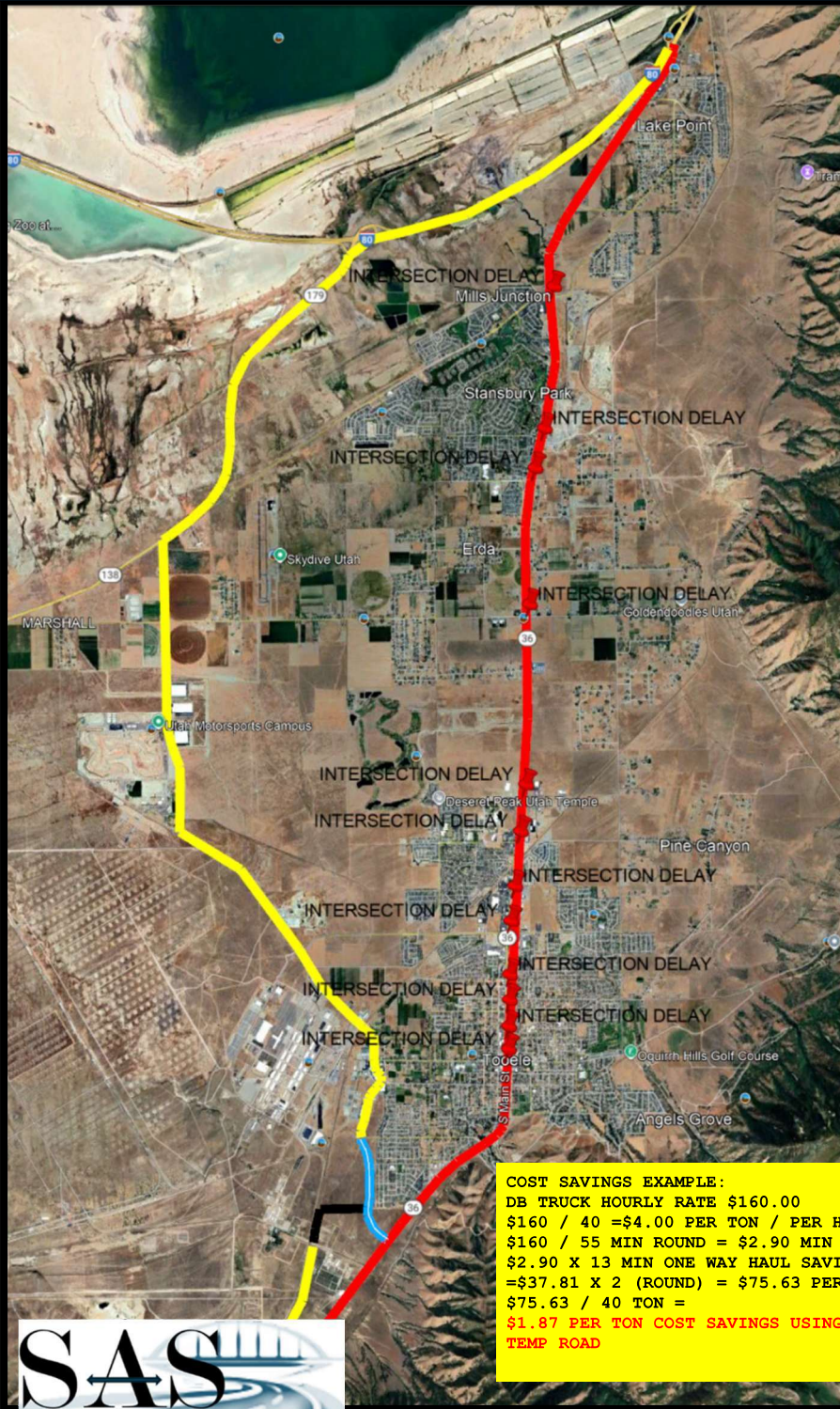


# TOOELE CITY MID-VALLEY TEMP TRUCK ROAD FACT SHEET



- MID-VALLEY TEMP ROAD TRUCK BY-PASS
- PRIMARY CURRENT HAUL ROUTE
- NEW TRUCK BY PASS ROAD



HAUL TIMES FROM I-80	
<b>26 MINS</b>	MID-VALLEY TEMP ROAD TRUCK BY-PASS 16 MILES - 1- INTERSECTION DELAY
<b>39 MINS</b>	MID-VALLEY TEMP ROAD TRUCK BY-PASS 15.8 MILES - 12- INTERSECTION DELAYS



**TRUCK COUNTS (SEE UDOT DATA)**

**77% OF HEAVY TRUCK VOLUMES ON TOOELE MAIN STREET ARE HAULING CONSTRUCTION MATERIALS ON AVERAGE THERE ARE OVER 300 DOUBLE BELLY LOADS RUN DAILY UP AND DOWN SR-36**

**COST SAVINGS EXAMPLE:**  
 DB TRUCK HOURLY RATE \$160.00  
 $\$160 / 40 = \$4.00$  PER TON / PER HR  
 $\$160 / 55 \text{ MIN ROUND} = \$2.90 \text{ MIN}$   
 $\$2.90 \times 13 \text{ MIN ONE WAY HAUL SAVINGS}$   
 $= \$37.81 \times 2 \text{ (ROUND)} = \$75.63 \text{ PER LOAD}$   
 $\$75.63 / 40 \text{ TON} =$   
**\$1.87 PER TON COST SAVINGS USING THE TEMP ROAD**



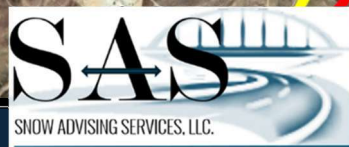
## TEMP TRUCK ROAD CONSTRUCTION START SPRING 2026

### MAJOR ITEMS:

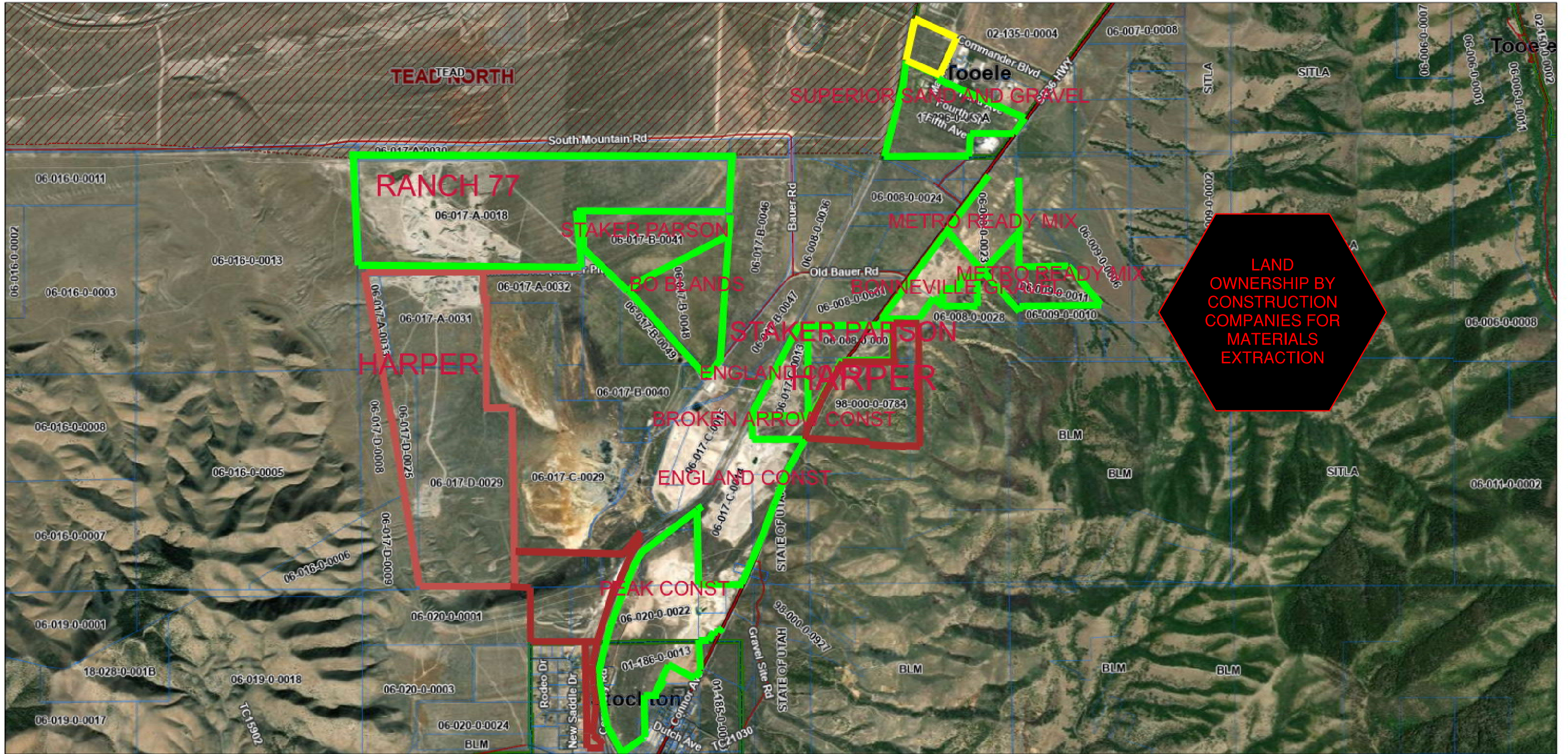
- ROADWAY EX: 28k CY
- HMHMA : 12K TN
- GRANULAR BORROW: 18K TN
- UTBC: 15K TN
- DRAINAGE: 6K LF

### MAJOR STAKEHOLDERS

- HARPER CONSTRUCTION
- STAKER PARSONS
- GENEVA ROCK
- KILGORE CONSTRUCTION
- AMES CONSTRUCTION
- PEAK CONSTRUCTION
- ENGLAND CONSTRUCTION
- BO BLAND
- SUPERIOR SAND & GRAVEL
- TOOELE GROWTH PROP.
- TOOELE ARMY DEPOT
- TOOELE CITY



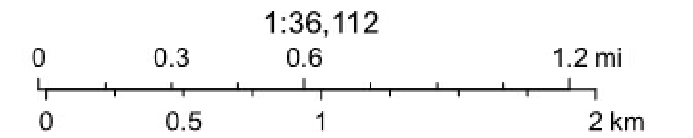
# Tooele County ArcGIS Web Map



LAND OWNERSHIP BY CONSTRUCTION COMPANIES FOR MATERIALS EXTRACTION

11/10/2025, 12:22:30 AM

- Lines
- █ Override 4
  - █ Override 1
  - █ Override 2 TC Roads
  - █ Override 3
  - █ Class B - County
  - █ Class C - Municipality
  - Parcels 40k-8k
  - Military
  - Incorporated Municipalities
  - █ Class A - State



Vantor, Tooele County GIS

# HAUL TIMES FROM I-80 to Contractor Batch Plants

Best 27 min 11 hr 3 hr

Flying J, 1605 Saddleback Boulevard, Tooele, UT 84395

1155-1109 W 23rd N St, Salt Lake City, UT

via I-80 E 27 min  
26 min without traffic 24.2 miles

**Harper Precast**  
4.4 ★★★★★ (49)  
Concrete product supplier

1150 W 2300 N St, Salt Lake City, UT 84116  
Closed · Opens 7:30 AM

Explore nearby 1155-1109 W 23rd N St

- Jordan River OHV State Recreation Area 4.3 ★ (266)
- Tunnel Springs
- Rose Park Golf

Best 26 min 1h 8m 11 hr 2h 58m

Flying J, 1605 Saddleback Boulevard, Tooele, UT 84395

Staker Parson Materials & Construction, Salt Lake City, UT

via I-80 E 26 min  
Fastest route now due to traffic conditions 25.2 miles

**Staker Parson Materials & Construction, A CRH Company**

Explore nearby Staker Parson Materials & Construction, A CRH Company

- Tunnel Springs Park 4.7 ★ (597)

Best 21 min 2h 25m 8 hr 2h 20m

Flying J, 1605 Saddleback Boulevard, Tooele, UT 84395

Kilgore West Valley Hot Plant, 6755 W 54th St, Salt Lake City, UT

via UT-201 E and UT-111 S 21 min  
Fastest route now due to traffic conditions 17.0 miles

**Kilgore West Valley Hot Plant**

Explore nearby Kilgore West Valley Hot Plant

- Lodestone Park 4.7 ★ (1,982)
- Utah First Credit

Best 48 min 13 hr 3h 30m

UT-36, Tooele, UT 84074

Geneva Rock Products, 6852 W 6200 S, Tooele, UT

via UT-36 N 48 min  
41 min without traffic 34.5 miles

**Geneva Rock Products**

Explore nearby Geneva Rock Products

- Utah First Credit Union Amphitheater 4.5 ★ (6,847)
- Lodestone Park 4.7 ★ (1,982)
- The Ridge Golf Club 4.5 ★ (543)
- Oquirrh Park 4.6 ★ (2,210)

# UDOT 2024 TRAFFIC STUDY DATA



**Utah Avenue  
to 600 North**

**31,749  
Annual  
Average Daily  
Traffic**

**1,111  
Single Unit  
Trucks,  
Busses, etc.**

**984  
Combination  
Unit Trucks  
(2 or more  
trailers)**

over 2,000  
trucks per day



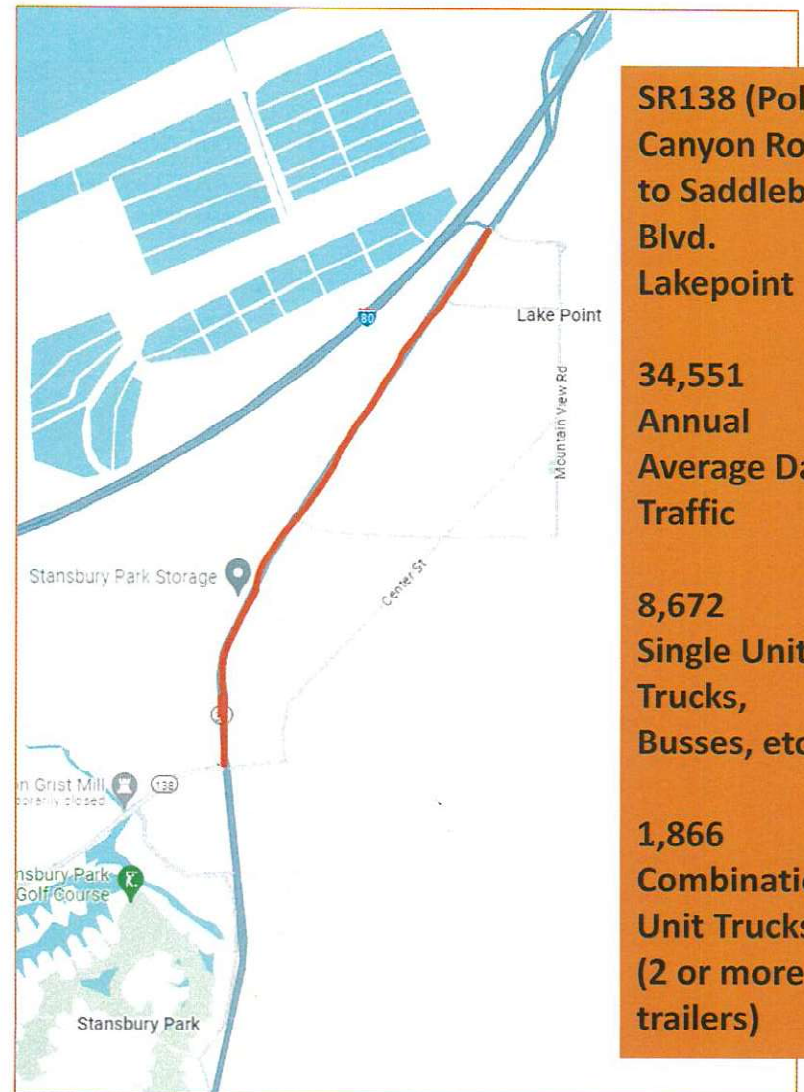
**600 North to  
2000 North**

**29,772  
Annual  
Average  
Daily Traffic**

**3,186  
Single Unit  
Trucks,  
Busses, etc.**

**1,161  
Combination  
Unit Trucks  
(2 or more  
trailers)**

over 4,300  
trucks per  
day  
coming from ~~the~~ 1000 No.



**SR138 (Pole  
Canyon Road)  
to Saddleback  
Blvd.  
Lakepoint**

**34,551  
Annual  
Average Daily  
Traffic**

**8,672  
Single Unit  
Trucks,  
Busses, etc.**

**1,866  
Combination  
Unit Trucks  
(2 or more  
trailers)**

over 10,000  
trucks per day

## UDOT 2024 TRAFFIC STUDY DATA

# Truck Traffic

STATION	DESCRIPTION	ANNUAL AVERAGE DAILY TRAFFIC	SINGLE UNIT TRUCKS, BUSES, ETC. %	SINGLE UNIT TRUCKS, BUSES, ETC.	COMBINATION UNIT TRUCKS (2 OR MORE TRAILERS) %	COMBINATION UNIT TRUCKS (2 OR MORE TRAILERS)
045-0030	Kings Ave Stockton via SR36 - Tooele Army Depot	7,773	11.5%	894	9.0%	700
045-0035	Tooele Army Depot via SR36 - 1120 South Tooele	6,366	12.4%	789	8.0%	509
045-0040	1220 South via SR36 (Main Street) - 400 South Tooele	13,112	13.2%	1731	6.9%	905
045-0046	400 South via SR36 (Main Street) - Vine Street Tooele	17,992	9.9%	1781	5.6%	1,008
045-0050	Vine Street via SR36 (Main Street) - Utah Avenue Tooele	20,773	6.7%	1392	4.4%	914
045-0055	Utah Avenue via SR36 (Main Street) - 600 North Tooele	31,749	3.5%	1111	3.1%	984
045-0060	600 North via SR36 (Main Street) - 2000 North Tooele	29,772	10.7%	3186	3.9%	1,161
045-0065	2000 North Tooele via SR36 - SR138 to Grantsville	25,477	17.9%	4560	4.6%	1,172
045-0070	SR138 to Grantsville vis SR36 - Saddleback Blvd Lakepoint	34,551	25.1%	8672	5.4%	1,866
045-0075	Saddleback Boulevard via SR36 - I80 Lakepoint	35,713	32.3%	11535	6.1%	2,178

Source: UDOT Geoff Dupaix (02/02/2024)

# UDOT 2024 TRAFFIC STUDY DATA - DELAY FAILURE DUE TO CAPACITY

LOS Category: Signalized

9: 1280 N & SR-36							Delay / LOS	
Mvmt	Demand	Volume		Queue (ft) Avg / 95th		Analysis Period		
		Served	% Served	900-4500	900-4500	900-4500	900-4500	
NBL	195	203	104%	150	350	78	E	
NBT	1,245	1,205	97%	475	750	30	C	
NBR	130	126	97%	500	775	29	C	
NB	1,570	1,534	98%			37	D	
SBL	150	130	87%	50	125	171	F	
SBT	1,790	1,528	85%	2,525	3,300	171	F	
SBR	315	259	82%	75	125	156	F	
SB	2,255	1,917	85%			169	F	
EBL	295	294	100%	225	400	64	E	
EBT	95	90	95%	50	125	48	D	
EBR	180	183	102%	75	150	19	B	
EB	570	567	99%			47	D	
WBL	110	107	97%	75	125	42	D	
WBT	95	96	101%	125	250	66	E	
WBR	90	88	98%	150	275	46	D	
WB	295	291	99%			51	D	
<b>Total</b>	<b>4,690</b>	<b>4,309</b>	<b>92%</b>			<b>98</b>	<b>F</b>	

10: 1000 N & SR-36							Delay / LOS	
Mvmt	Demand	Volume		Queue (ft) Avg / 95th		Analysis Period		
		Served	% Served	900-4500	900-4500	900-4500	900-4500	
NBL	235	227	97%	250	575	118	F	
NBT	1,195	1,169	98%	400	800	38	D	
NBR	150	152	101%	25	75	23	C	
NB	1,580	1,548	98%			48	D	
SBL	330	288	87%	175	325	57	E	
SBT	1,645	1,439	87%	500	925	22	C	
SBR	105	90	86%	25	50	18	B	
SB	2,080	1,817	87%			27	C	
EBL	85	87	102%	75	125	91	F	
EBT	165	158	96%	575	1,200	150	F	
EBR	220	216	98%	600	1,250	137	F	
EB	470	461	98%			133	F	
WBL	120	122	102%	100	225	84	F	
WBT	175	176	101%	125	300	52	D	
WBR	290	286	99%	100	200	20	B	
WB	585	584	100%			43	D	
<b>Total</b>	<b>4,715</b>	<b>4,410</b>	<b>94%</b>			<b>48</b>	<b>D</b>	

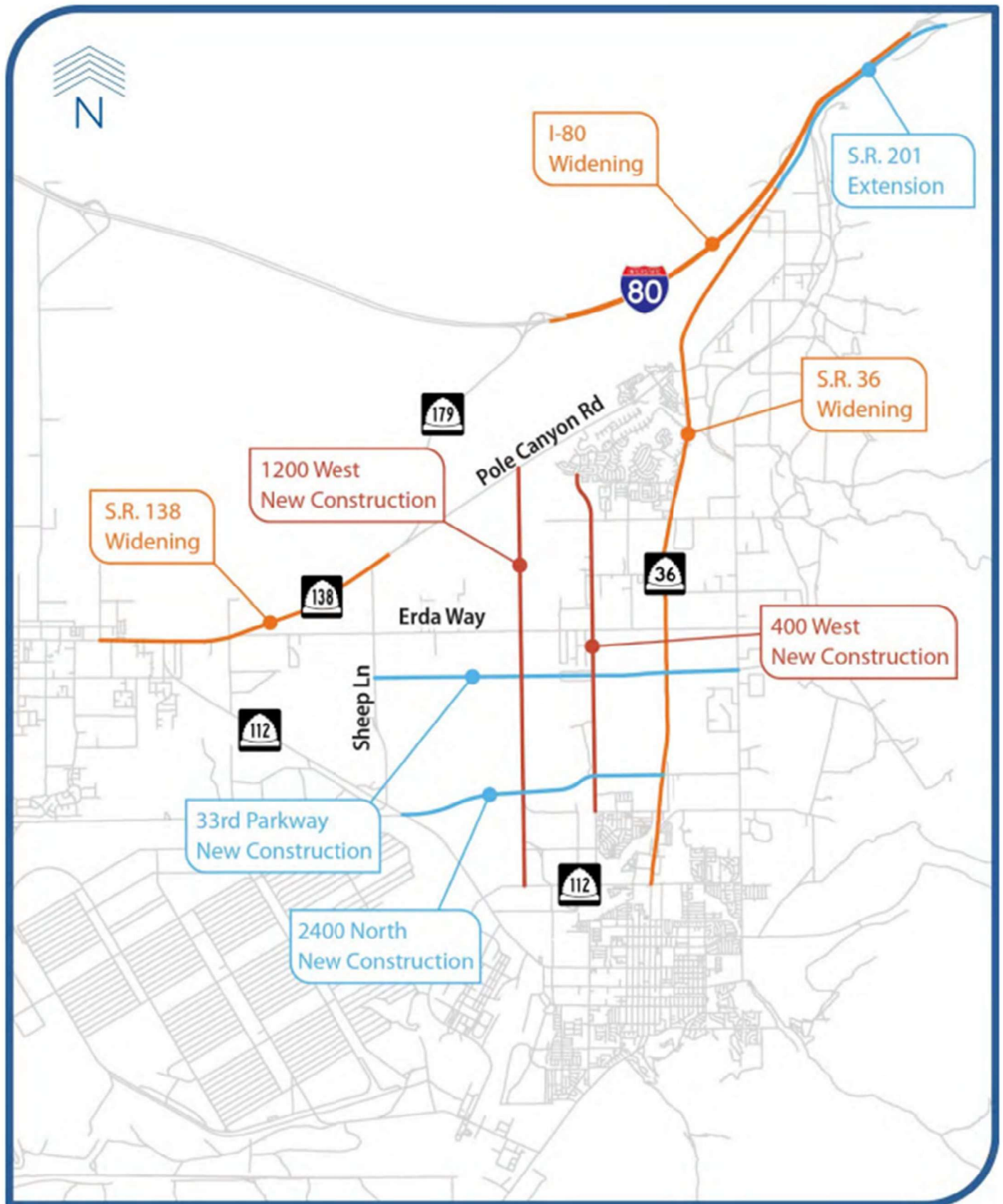
Node Letter: O VISSIMID: 16

# UDOT 2021 TRAFFIC STUDY DATA - DATA BEING USED BY UDOT IS OLD AND WAS DURING COVID

**Table 4.** 2021 Peak Hour Intersection Volumes

Study Intersection	AM Peak Hour		PM Peak Hour	
	Existing 2021	80 <sup>th</sup> Perc. Adj	Existing 2021	80 <sup>th</sup> Perc. Adj
S.R. 36 & I-80	4,149	4,370	5,129	5,390
S.R. 36 & Saddleback Rd / I-80 EB Off-Ramp	3,256	3,425	3,877	4,090
S.R. 36 & Pole Canyon Rd	3,249	3,425	3,873	4,095
S.R. 36 & Stansbury Pkwy	3,110	3,275	3,563	3,765
S.R. 36 & Village Blvd	3,306	3,485	3,732	3,950
S.R. 36 & Bates Canyon Rd	3,870	4,085	3,955	4,180
S.R. 36 & Erda Way	4,208	4,435	3,930	4,170
S.R. 36 & 2400 North	3,591	3,790	3,826	4,060
S.R. 36 & 2000 North	3,795	4,005	4,188	4,455
S.R. 36 & 1280 North	3,316	3,500	4,414	4,690
S.R. 36 & 1000 North	3,392	3,580	4,438	4,715
S.R. 36 & 600 North	2,420	2,560	3,617	3,860
S.R. 36 & 400 North	2,551	2,700	3,604	3,840
S.R. 36 & Utah Ave	2,502	2,655	3,497	3,730
S.R. 36 & Vine St	2,356	2,490	3,047	3,250
S.R. 138 & Stansbury Pkwy	815	860	942	980
S.R. 138 & Village Rd	605	635	755	780
S.R. 138 & Parachute Ln	299	320	428	450
S.R. 138 & Midvalley Highway	908	960	1,474	1,545
S.R. 138 & Erda Way	901	955	1,182	1,245
S.R. 138 & S.R. 112	1,507	1,605	2,128	2,240
S.R. 112 & Sheep Ln	874	935	1,362	1,435
S.R. 112 & Utah Ave & Industrial Loop Rd	1,099	1,165	1,695	1,775
Utah Ave & 1100 West	804	850	1,138	1,195
I-80 & Midvalley Highway	1,074	1,135	1,493	1,565

# UDOT - TOOELE COUNTY LONG RANGE TRANSPORTATION PLAN





# MIDVALLEY HIGHWAY S.R. 179

*Environmental Assessment*

**NOT FUNDED -  
NO PLAN TO BUILD**

**VOLUME 2**

**AUGUST 2023**

**PROJECT NUMBER S-179(2)0**

**PIN 19500**

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by UDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.

Figure ES.2 Preferred Alternative

FOUR-LANE, ARTERIAL



New four-lane (two travel lanes in each direction) arterial between SR-112 and SR-36

Shared-use path along the alignment of Midvalley Highway

FOUR-LANE, GRADE-SEPARATED FREEWAY



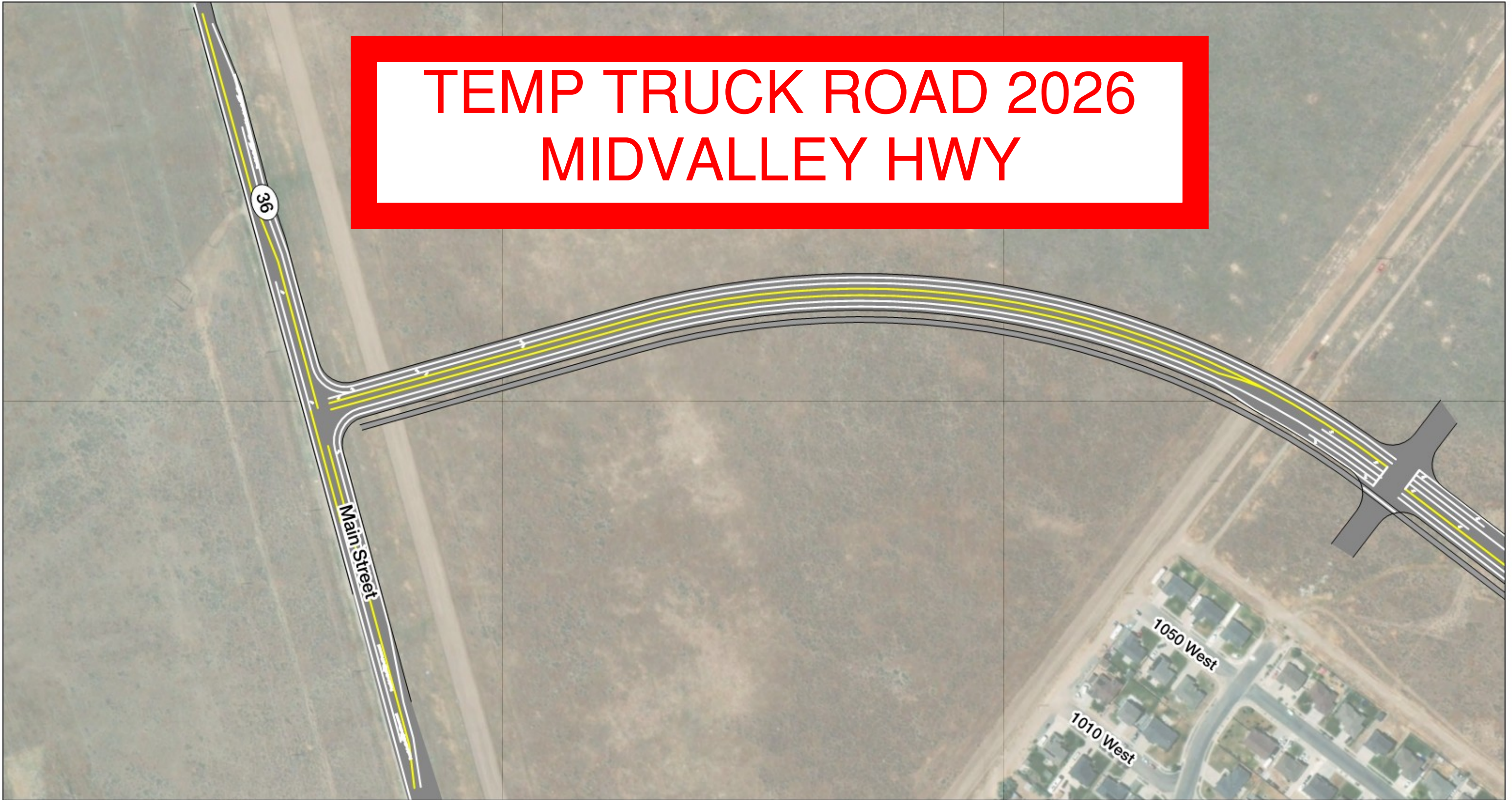
New, four-lane (two travel lanes in each direction), grade-separated freeway between the end of the existing segment of Midvalley Highway and SR-112



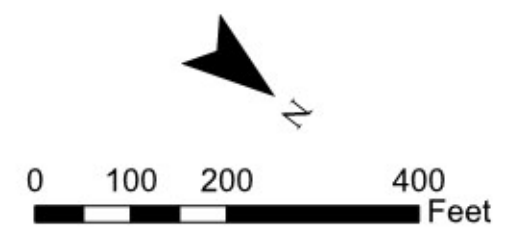
**LEGEND**


- Existing Roads
- Preferred Alternative
- Union Pacific Railroad
- Signalized Intersection
- Interchange
- Future Intersection (to be built by others)
- Future Interchange (to be built by others)

# TEMP TRUCK ROAD 2026 MIDVALLEY HWY

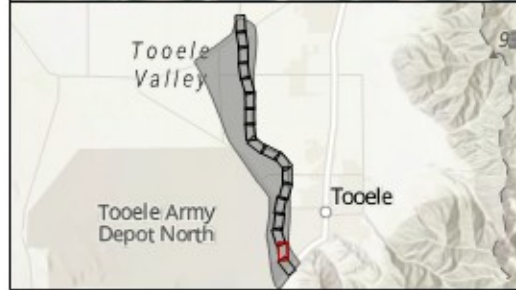
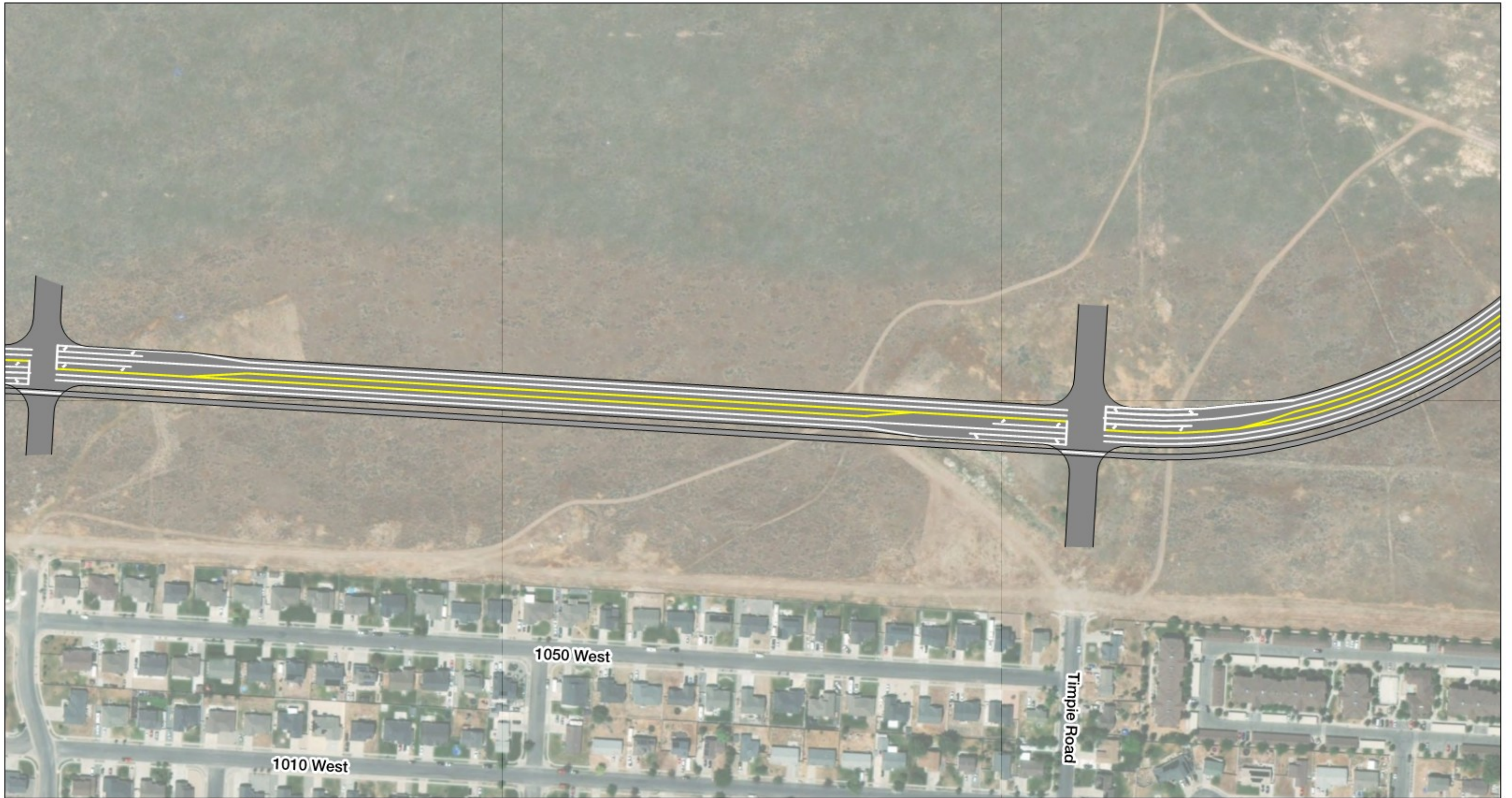


- |  |                                       |  |
|--|---------------------------------------|--|
| NRHP Eligible Historic Structure (Section 4(f) Property) | Floodplains                           | Tooele Valley Airport                          |
| Relocation   | Floodplain Impacts                    | Union Pacific Railroad (Archaeological Site)   |
| UNEV Pipeline  | Lakeview Business Park                | Western Pacific Railroad (Archaeological Site) |
| Agriculture Protection Areas (APAs)                      | Lincoln Highway (Archaeological Site) | Wetlands/Waters of the U.S.                    |
| Potential Impact Area                                    |                                       |  |

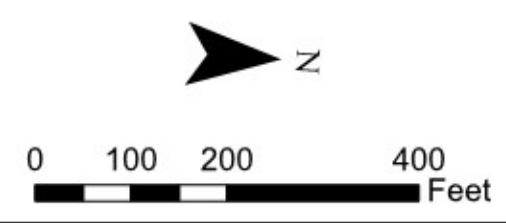



 **MIDVALLEY HIGHWAY S.R. 179**

Preferred Alternative  
Map 1 of 18

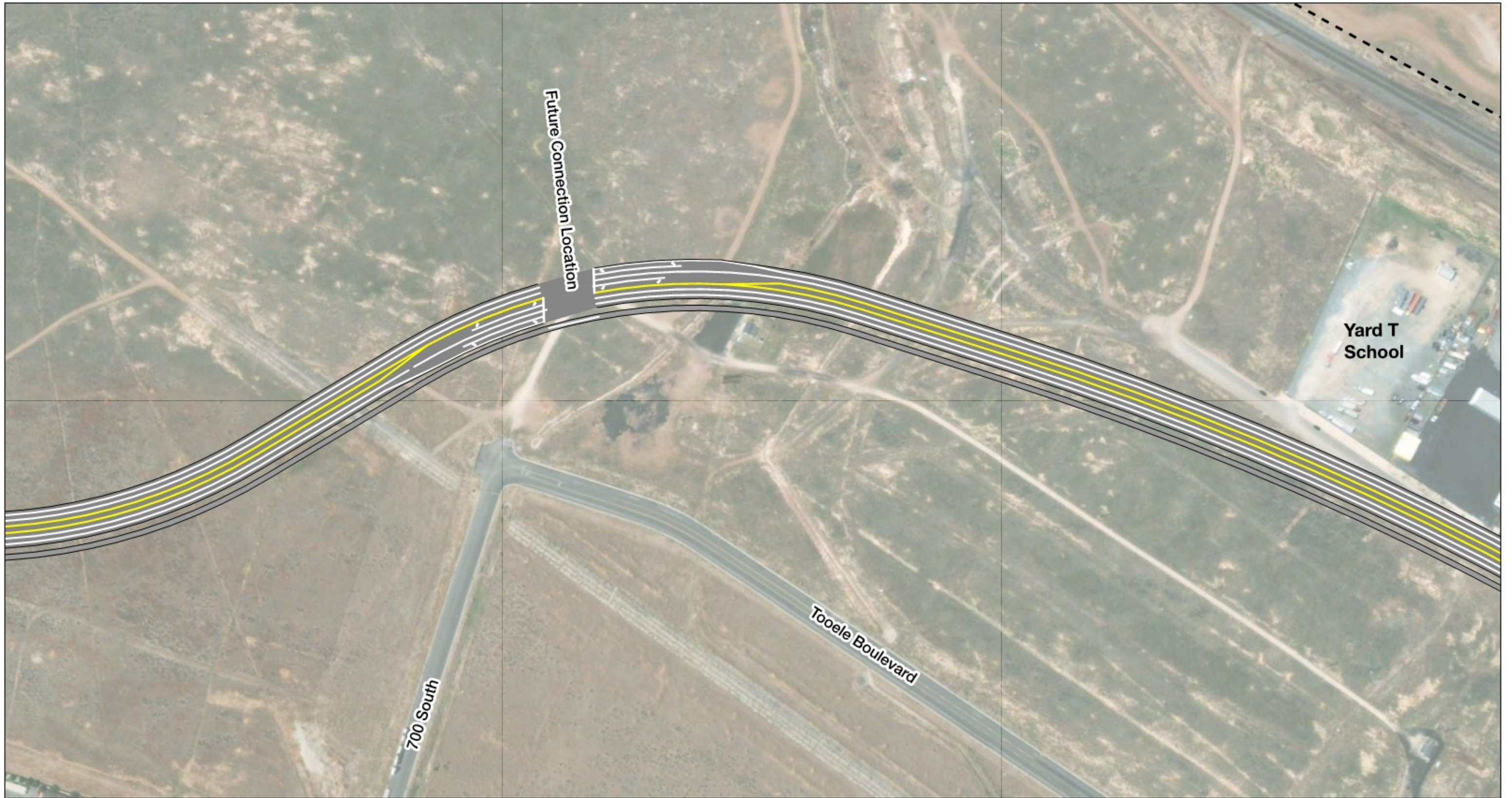


NRHP Eligible Historic Structure (Section 4(f) Property)	Floodplains	Tooele Valley Airport
Relocation	Floodplain Impacts	Union Pacific Railroad (Archaeological Site)
UNEV Pipeline	Lakeview Business Park	Western Pacific Railroad (Archaeological Site)
Agriculture Protection Areas (APAs)	Lincoln Highway (Archaeological Site)	Wetlands/Waters of the U.S.
Potential Impact Area		

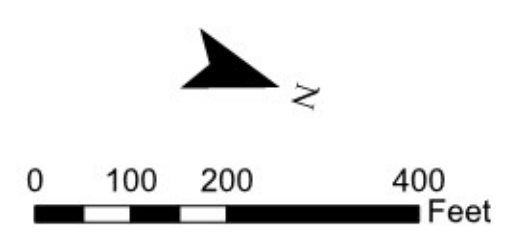



**MIDVALLEY  
HIGHWAY  
S.R. 179**

Preferred Alternative  
Map 2 of 18

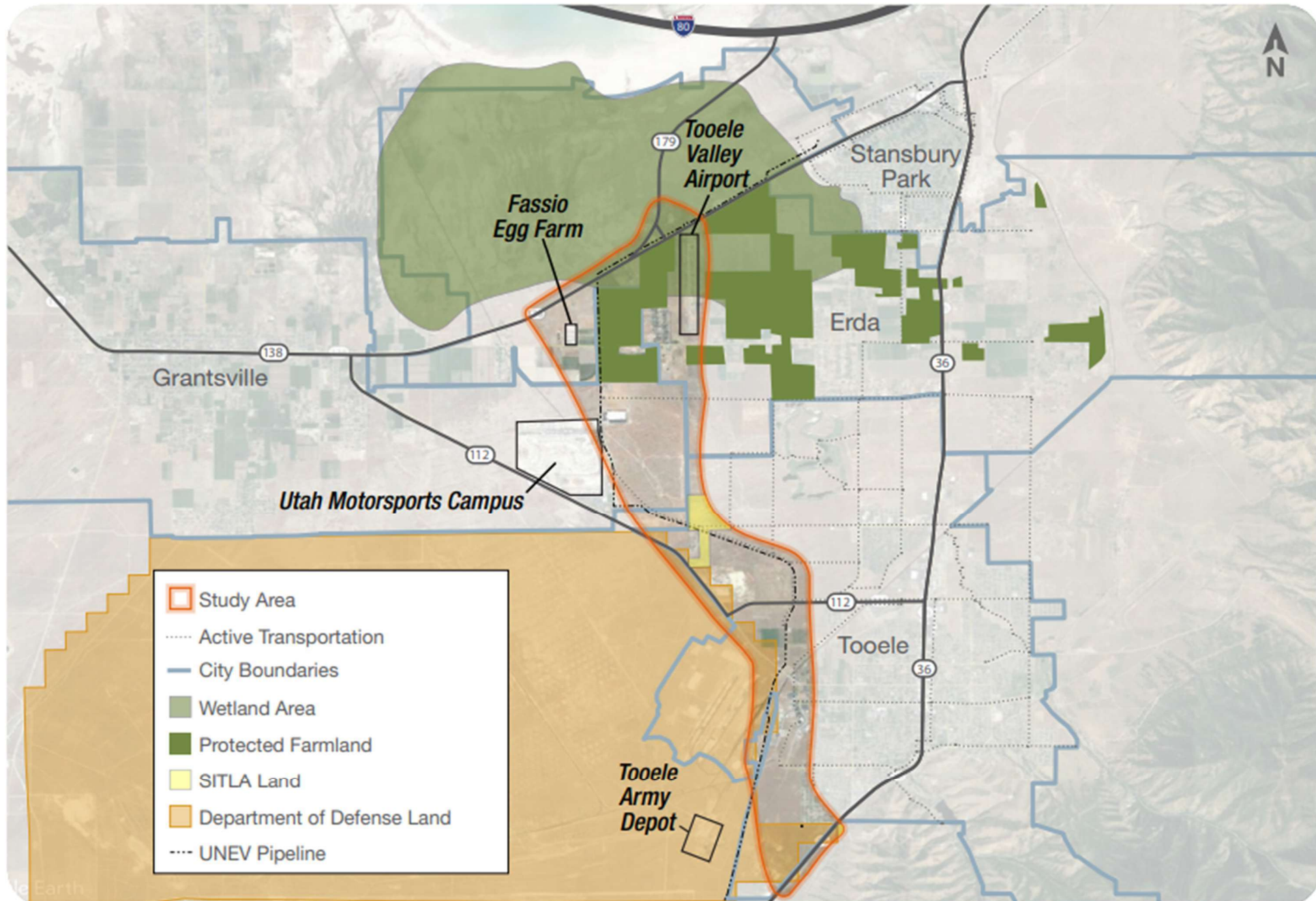


NRHP Eligible Historic Structure (Section 4(f) Property)	Floodplains	Tooele Valley Airport
Relocation	Floodplain Impacts	Union Pacific Railroad (Archaeological Site)
UNEV Pipeline	Lakeview Business Park	Western Pacific Railroad (Archaeological Site)
Agriculture Protection Areas (APAs)	Lincoln Highway (Archaeological Site)	Wetlands/Waters of the U.S.
Potential Impact Area		



**MIDVALLEY  
HIGHWAY  
S.R. 179**

Preferred Alternative  
Map 3 of 18



# TEMP TRUCK ROAD COST ESTIMATE



## INDEPENDENT OPINION OF PROBABLE CONSTRUCTION COST

1280 South (Tooele Blvd. Ext. to SR-36 Tie In)\_ Roadway\_New Construction - Concept Design REV.1

SAS Project #: 25-007 | Prepared By: S. Snow | Date Prepared: 10.27.25

BID NO.	BID ITEM	BID QTY	UM	UNIT COST	TOTAL COST	REMARKS
100	MOBILIZATION	1	LS	\$ 518,083.00	\$ 518,083.00	
101	TRAFFIC CONTROL	1	LS	\$ 64,602.00	\$ 64,602.00	TC CHECKS ON SR-36 TRUCKS AS NEEDED / TC PLANS FOR PERMIT
102	SURVEY	1	LS	\$ 18,973.00	\$ 18,973.00	
103	CLEAR AND GRUB / SPREAD TOPSOIL	5.5	AC	\$ 9,480.18	\$ 52,140.99	GRUB / ORGAN. HAUL OFF - STRIP TOPSOIL SPREAD IN ROW
104	ROADWAY EXCAVATION (30")	28,613.76	CY	\$ 28.77	\$ 823,217.88	ADDED ADDITIONAL 500 CY OF POND EX
105	48" RCP STORM DRAIN	6286	LF	\$ 236.80	\$ 1,488,524.80	
106	24" RCP STORM DRAIN LATS.	1152	LF	\$ 173.58	\$ 199,964.16	
107	UDOT CB 5	4	EA	\$ 8,408.67	\$ 33,634.68	
108	APWA 315 (SINGLE GRATE CB)	12	EA	\$ 6,290.00	\$ 75,480.00	BOX EVERY 500'
109	GRANULAR BORROW (10")	8,902.69	CY	\$ 36.18	\$ 322,099.35	
110	LOOSE RIP RAP	500.00	CY	\$ 83.47	\$ 41,735.00	
111	UNTREATED BASE COURSE (12")	14,763.63	TN	\$ 51.83	\$ 765,198.87	
112	HMHMA (8" UDOT SPEC)	11,810.90	TN	\$ 139.80	\$ 1,651,164.23	
113	SIGN AND STRIPE	1	LS	\$ 15,500.00	\$ 15,500.00	
114	FUTURE UTILITY SLEEVE	1	LS	\$ 250,000.00	\$ 250,000.00	WATER AND SEWER IS IN CURRENT ROAD WITH FH
<b>SUB-TOTAL</b>					<b>\$ 6,320,317.96</b>	
200	PE COST	1	LS		\$ 505,625.44	8% OF CONSTRUCTION COST
201	CE / CM COST	1	LS		\$ 632,031.80	10% OF CONSTRUCTION COST
202	3RD PARTY UTIL. COST	1	LS		\$ -	
203	RIGHT OF WAY COST	1	LS		\$ -	
204	CHANGE ORD. CONTIN.	1	LS		\$ 316,015.90	5% OF CONSTRUCTION COST
205	TOOELE BLVD. FUTURE MAINT. (DUE TO ADDED TRUCK VOL.)	1	LS		\$ 750,000.00	(RDA MONIES)-COST OF FUTURE MILL AND OVERLAY MAINT. \$\$
206	SR-36 IMPROVEMENTS	1	LS		\$ 636,418.00	COST FOR TEMP WIDEN OF SR-36 TO ALLOW FOR TRUCK TURNING MOVEMENTS (500 lf 12')
<b>TOTAL PROJECT COST</b>					<b>\$ 9,160,409.09</b>	

### PROJECT ASSUMPTIONS / RISK

1	2026 CONSTRUCTION SEASON	6	
2	COST ESCALATIONS ARE THROUGH 2026	7	
3	ROW WILL BE DONATED BY TOOELE GROWTH PROP.	8	
4	UDOT WILL CONTRIBUTE / COST SHARE FOR SR-36 SHOULDER REPAIRS	9	
5		10	

**TAKE OFFS**

INCH	MAT.	L	W	D	TOTAL CY	TOTAL TONS
8	HMA	6351		38	0.664	5,935.13
10	UTBC	6351		38	0.83	7,418.91
12	GB	6351		38	0.996	8,902.69
30	ROAD EX	6351		48	2.49	28,113.76

