

**9th Annual
Transportation Report
Summit County, Utah**

2015

Public Works Department & Engineering Department



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1-INTRODUCTION

The Annual Transportation Report for Summit County, Utah describes the County’s transportation system, transportation related projects, and traffic trends. This 9th edition of the report is based on information collected from Utah Department of Transportation (UDOT), Summit County Engineering and Public Works departments, Snyderville Basin Special Recreation District (SBSRD), Park City Transit (PCT), and Park City Municipal regarding roadway operation and maintenance, transportation improvement projects, transportation studies, future projects, and traffic patterns and demand. Within the County boundaries, Summit County itself maintains 269 miles of paved and 63 miles of unpaved roadway. SBSRD maintains 22 miles of paved trails, ten miles of soft surface trails, 108 miles of natural surface trails, and a bike park in the Trailside neighborhood. UDOT maintains 265 lane miles of state routes; and Park City Transit currently operates the bus system.

2-ROADWAY MAINTENANCE

Roadway maintenance refers to the projects that help maintain the roadway infrastructure that is already in place. Studies by the United States Department of Transportation Federal Highways Administration (FHWA) have demonstrated the importance of roadway maintenance in extending infrastructure life and cost savings. The most common maintenance procedures that Summit County uses are overlay, slurry seal, and chip seal. Most roadways within city limits and state owned roadways are maintained and improved by the cities and UDOT, respectively.

County funding for roadway maintenance projects comes from the Capital Road Budget, Service Area #6 (SA6), Service Area #8 (SA8), and Class B (gas tax) funds. In 2015, there were maintenance projects completed in the areas of Pinebrook, Hoytsville, Jeremy Ranch, Wanship, Silver Summit, Henefer, Oakley, Kamas, and Summit Park. In SA6 there were projects in the Silver Springs, Willow Creek, Snyders Mill, Spring Creek Commerce, and Sun Peak neighborhoods. In SA8, there was a single maintenance project along Chalk Creek Drive completed.

Table 1 shows the approximate total cost of labor and materials for overlay, reconstruct, slurry seal, and chip seal projects completed in 2015.

Table 1: County Maintenance Amount & Cost

Maintenance Type	Amount	Cost
Overlay	26,585 (tons)	\$1,875,000
Slurry Seal	124,911 (sqyd)	\$227,000
Chip Seal	104,505 (sqyd)	\$200,000
Total		\$2,302,000

Summit County Public Works Department plays a large role in maintaining our transportation infrastructure. Below is a list of the different types of projects that they complete each year to assist in the maintenance of the roadways and the County’s overall transportation network:

- Snow removal
- Street marking
- Chip seal and pot hole repair
- Traffic sign repair and replacement
- Sidewalk and curb and gutter maintenance
- Storm drain control and maintenance
- Noxious weed control

UDOT maintains state routes within the County from its four maintenance stations, located in Park City, Wanship, Kamas, and Echo. Table 2 shows the total amount of money that UDOT spent in the physical year of 2015 to maintain state routes within Summit County, delineated by service station origination.

Table 2: UDOT Maintenance Cost

Maintenance Station Location	Cost
Park City	\$1,054,010
Wanship	\$735,767
Kamas	\$1,086,500
Echo	\$1,036,209
Total Dollars Spent in FY 2015	\$3,912,486

3-TRANSPORTATION IMPROVEMENTS

Transportation improvements identified in this section are those projects that were completed in 2015 by Summit County, as well as other government entities operating within the County.

3.1-Jeremy Ranch Exit Sidewalk Project

The sidewalk between the Pinebrook and Jeremy Ranch communities was improved to provide safer pedestrian and recreation access with a grade-separated sidewalk along the east side of the I-80 underpass. The project also improved connectivity to existing sidewalks and trails and brought the road crossings into ADA compliance. Figure 1 shows the location and finished sidewalk project.



Figure 1: Jeremy Ranch Underpass Grade Separated Sidewalk

3.2-Roadway Reconstruction

Road reconstruction refers to the process of replacing an entire existing pavement structure. Summit County reconstructed roadways in Pinebrook, Jeremy Ranch, and Wanship; approximately 9,221 tons of new asphalt placed. Table 3 shows the areas and total costs of road reconstruction in the County, identified by neighborhood.

Table 3: Reconstruction Areas & Cost

Area	Description	Cost
Pinebrook	Buckboard Drive	\$472,300
Jeremy Ranch	Lariat Road, Lariat Circle, Jeremy Circle	\$387,000
Wanship	Three Mile Road	\$320,800
Total		\$1,180,100

3.3-Millennium Trail Extension

This project consisted of a new 0.9-mile long and ten-foot wide paved segment of the Millennium Trail that runs from the Olympic Parkway roundabout to Overland Drive. This segment completes the Millennium Trail from Summit Park to Bear Hallow Drive and is the first trail in the Snyderville Basin to have lights along the length of the trail. Figure 2 shows the location and finished product of the Millennium Trail.



Figure 2: New Segment of Millennium Trail with Lights

3.4-UDOT Projects

Bridge Deck Replace: UDOT replaced the bridge decks on the Judd Lane and Hobson Lane bridges that pass over I-80 near Hoytsville. Figure 3 shows the project locations of the two bridges along I-80.



Figure 3: Judd & Hobson Lane Bridge Deck Replacement

US-40 Wildlife Crossing: UDOT partnered with SBSRD, Park City, and Summit County to construct a new underpass for recreation users and wildlife. The underpass is on US-40 just south of Exit 2 (Silver Creek Road). The crossing improves trail connectivity and reduces wildlife related crashes along US-40. Figure 4 shows the location of the underpass along US-40.

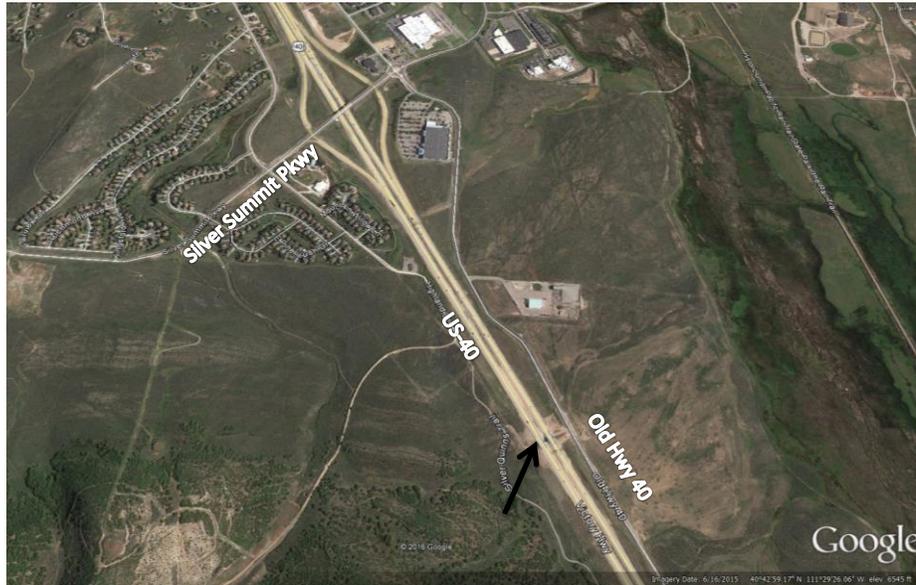


Figure 4: US-40 Wildlife Underpass

I-80 Silver Creek to Wanship: To prolong the life of its roadway, UDOT reconstructed a seven-mile section of I-80 with new cement-treated asphalt base that uses 100 percent recycled asphalt, replacing the westbound bridge over Silver Creek. Figure 5 shows the location of the reconstruction along I-80.



Figure 5: I-80 Reconstruction

SR-224 Overlay: To increase roadway longevity, UDOT milled and overlaid along SR-224 from the Deer Valley Drive/Marsac Avenue roundabout to the seasonal gate. The project also included some curb and gutter replacement and drainage improvements. Figure 6 shows the location of the overlay along SR-224.



Figure 6: SR-224 Overlay

3.5-Park City Projects

SR-224 Walkability Project: This was the first phase of a multi-use path from Kearns Boulevard to Empire Avenue. Narrow sidewalk was replaced with an eight-foot wide, separated path on the west side of SR-224 (Park Avenue). The project also improved the existing bus stop and included underground utility replacement. Figure 7 shows the location of the walkability project.

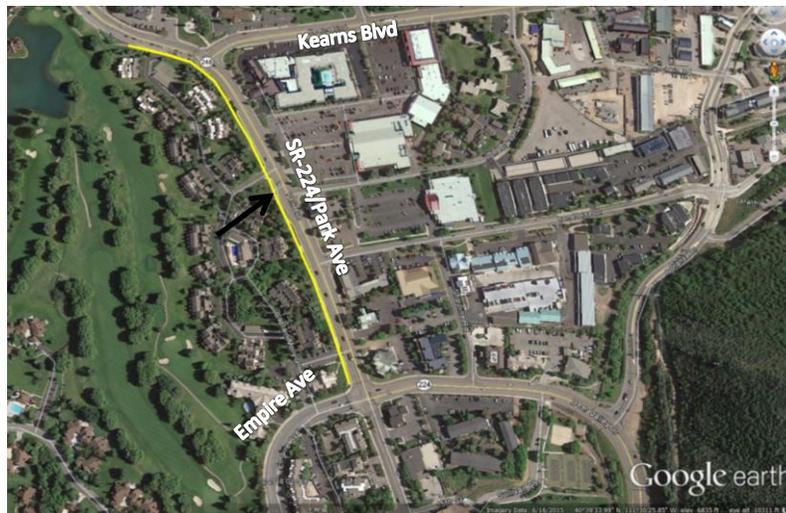


Figure 7: SR-224 Walkability Project

3.6-Transit Improvements

PCT improved two bus stops: one at Bobsled Road and SR-224 and another at Cutter Lane and SR-224. PCT continues to improve transit service by extending hours and changing routes to better serve the community.

4-TRANSPORTATION STUDIES & FUTURE PROJECTS

Summit County's current transportation projects are based on alternatives from three different master plans that together cover the entire County. These master plans serve as general guidance documents for the future of the County's transportation system and are listed below.

- **Snyderville Basin Transportation Master Plan:** This plan includes the more populated western part of the County and was last completed and adopted in 2009. In 2014, Summit County contracted with Fehr & Peers for the Snyderville Basin Long Range Transportation Plan, originally intended as a more comprehensive version of the previous Snyderville Basin Master Plan. The final report was received in 2015 but was never adopted by the County Council.
- **Eastern Summit County Transportation Master Plan:** This plan encompasses the smaller communities on the east side of the County; Henefer, Coalville, Oakley, Kamas, and Francis. County Council adopted the Plan in 2013.
- **Park City Traffic & Transportation Master Plan:** This plan includes all of the incorporated Park City area and was last completed in 2011.

From the comprehensive planning efforts discussed above, the following projects were taken and studied or presented in 2015.

4.1-I-80 Jeremy Ranch Interchange

UDOT and Summit County performed a planning study for the Jeremy Ranch Exit along I-80, including intersection design options for the on- and off-ramps and frontage roads. The study contained recommended solutions and cost estimates that will provide an acceptable level of service to the year 2040. The final recommendation was for one large roundabout on each side of I-80 that ties the frontage roads with the on- and off-ramps. UDOT proposed to commence construction in 2017. Figure 8 illustrates the proposed design for the upgrades.



Figure 8: Jeremy Ranch Interchange Conceptual Design

4.2-Bitner Ranch/Silver Creek Connector Road

Summit County conducted a study regarding the connection of Bitner Ranch Road to Silver Creek Road, the goal of which was to determine if there was a need for a connector between these two roadways in the Silver Creek area. Emergency service and utility providers were in favor of a connector road. The findings of two surveys and a public open house revealed that majority of the residents in the area were also in favor of a connector. Four options were presented during the study period, with no preferred alternative selected. Further study, design and right-of-way acquisition could start in 2016, with construction following in 2017. Figure 9 illustrates the four options presented during the study period.



Figure 9: Bitner Ranch/Silver Creek Connector Road Options

4.3-SR-248 Corridor Plan

During 2015, Park City updated their 2009 SR-248 Corridor Plan. The updated plan discusses the possibility of making SR-248 a four lane corridor with the outside lanes being used for high occupancy vehicles and transit only. Park City is currently moving forward with the design phase of this project.

4.4-Kimball Junction Transit Center

Summit County and Park City worked together to locate a site and obtain grant funding for the construction of the Kimball Junction Transit Center. The transit center was approved in 2015 and will serve as a community transfer point for PCT's county routes. It will also showcase the County's public arts program and commitment to alternative modes of transportation. Construction of the transit center is expected to begin in the fall of 2016. An architectural rendering of the transit center is shown as Figure 10.



Figure 10: Kimball Junction Transit Center

4.5-Park City Transit Expansion Plan

A study was prepared for Park City and Summit County to explore transit needs and alternatives in the community. The study focused on possible, new routes to Kamas, Heber City, and Coalville. The study will be used to help decide where possible PCT expansion is necessary.

5-TRAFFIC DATA

Traffic counts are taken yearly in various locations throughout Summit County to identify patterns and growth. For comparison, the traffic volumes on county roads from 2010 and 2015 are shown on the maps in Appendix A. The highest traffic months are between December and March and the lowest traffic levels are seen in April, May, and November. However, because snow plows would damage the traffic counting equipment, the traffic counts on county roads are performed between June and October to try and capture the highest traffic time outside the winter months.

5.1 UDOT State Road Data

Traffic counts along SR-224 and SR-248 were taken from data collected by automatic traffic recorders (ATR) operated by UDOT. The ATR on SR-224 is located north of Canyons Resort Drive and on SR-248, west of US-40. The annual average daily traffic (AADT) between 2005 and 2014 for SR-224 and SR-248 are shown in figures 11 and 12. Between 2010 and 2014, traffic volume increased by 9 percent along SR-224 and by 12 percent along SR-248, respectively.

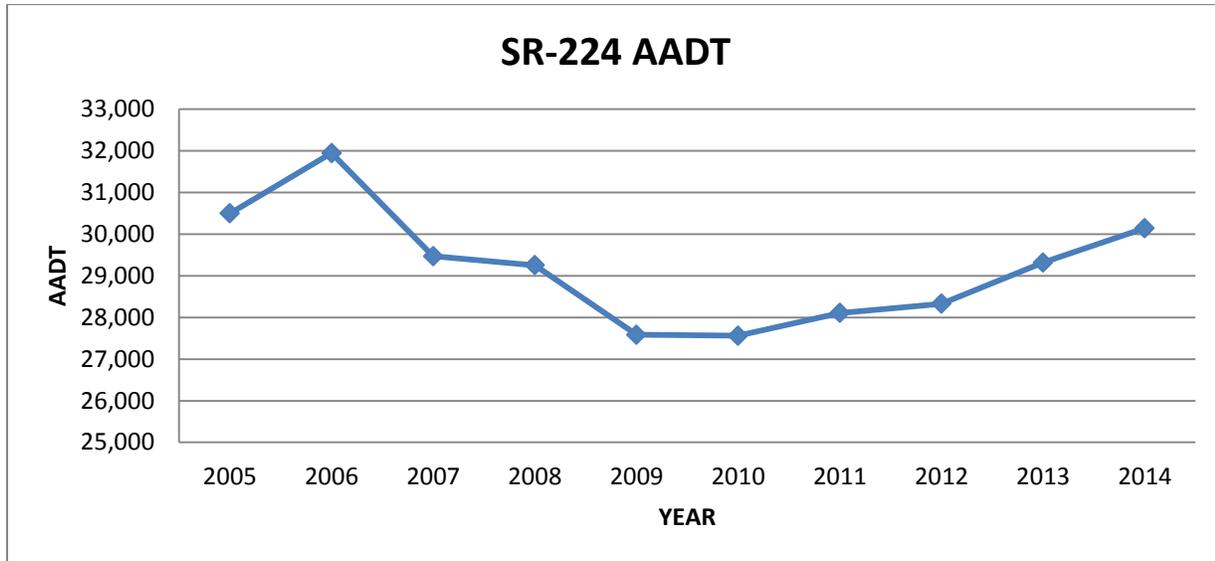


Figure 11: AADT for SR-224

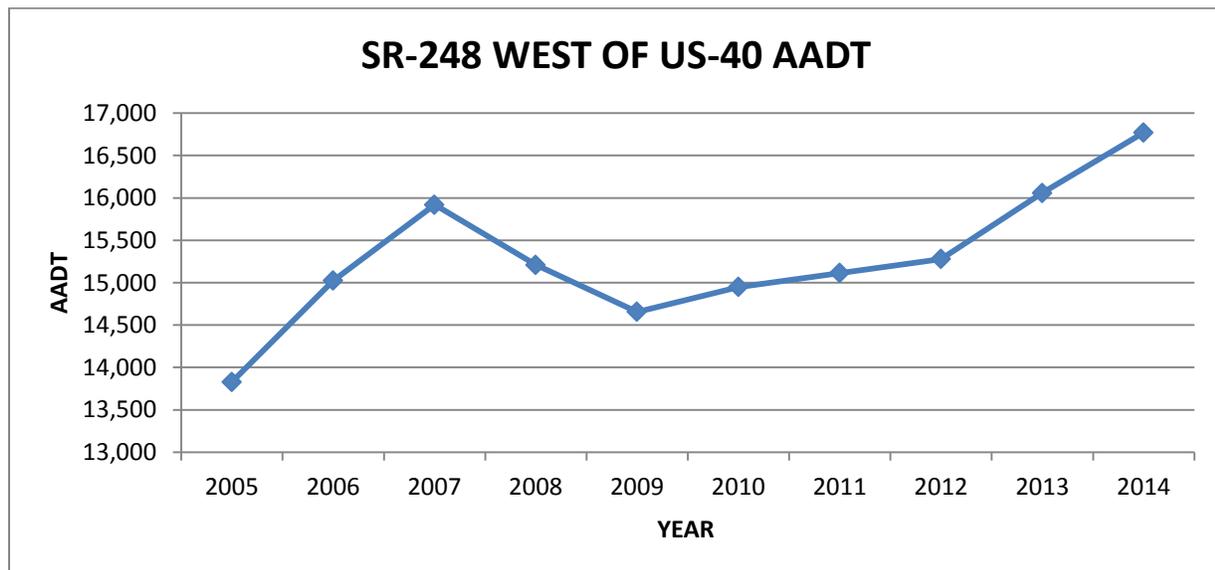


Figure 12: AADT for SR-248 West of US-40

Communities east of US-40 along SR-248 in Wasatch County and in Kamas continue to grow. UDOT does not have an ATR in this area but does conduct manual traffic counts throughout the year. AADT from 2003 to 2013 for both areas are shown in figures 13 and 14. AADT numbers were collected from east of US-40 to Brown’s Canyon Road and west of Kamas along SR-248. As shown, traffic in both areas increased by at least ten percent between 2009 and 2013.

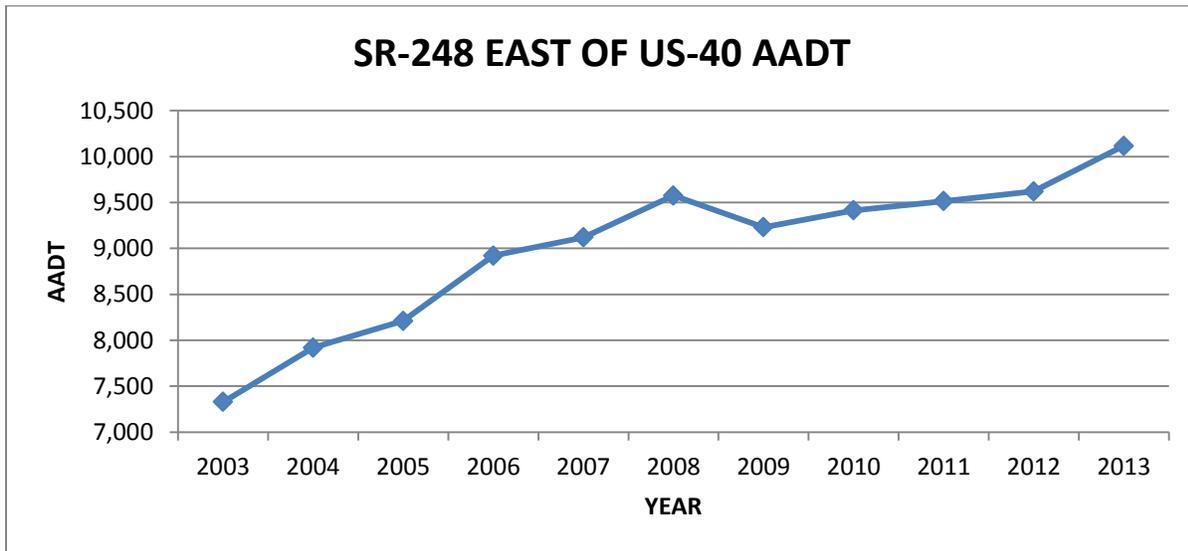


Figure 13: AADT for SR-248 East of US-40

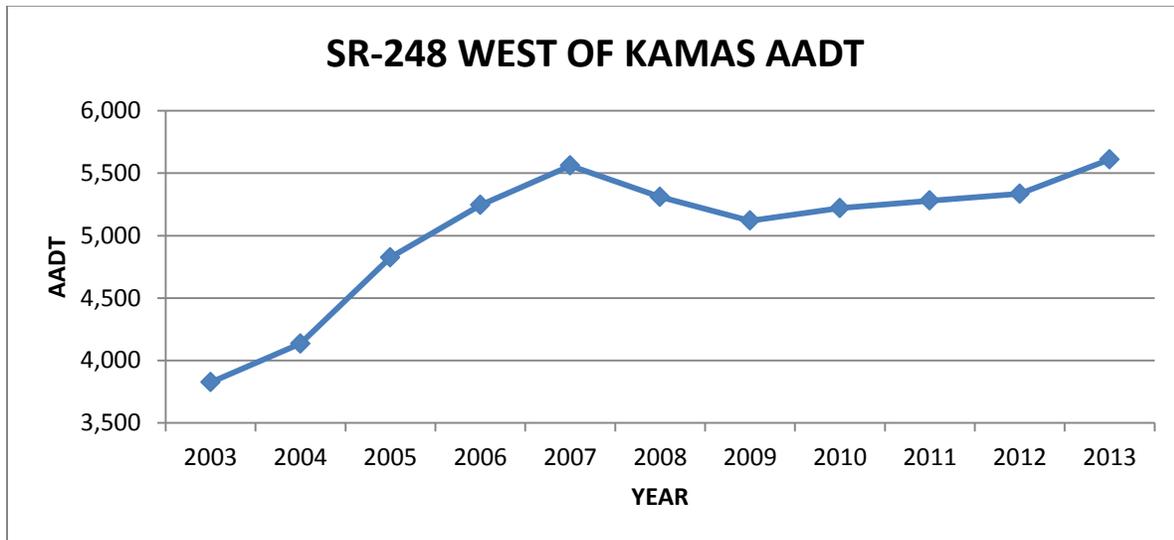


Figure 14: AADT for SR-248 West of Kamas

Along I-80 in Summit County, the highest demonstrated AADT occurs between the Parley’s Summit and Jeremy Ranch interchanges. UDOT does not have an ATR in that area but does conduct annual traffic counts throughout the year. As illustrated by Figure 15, AADT traffic increased by 15 percent between 2009 and 2013.

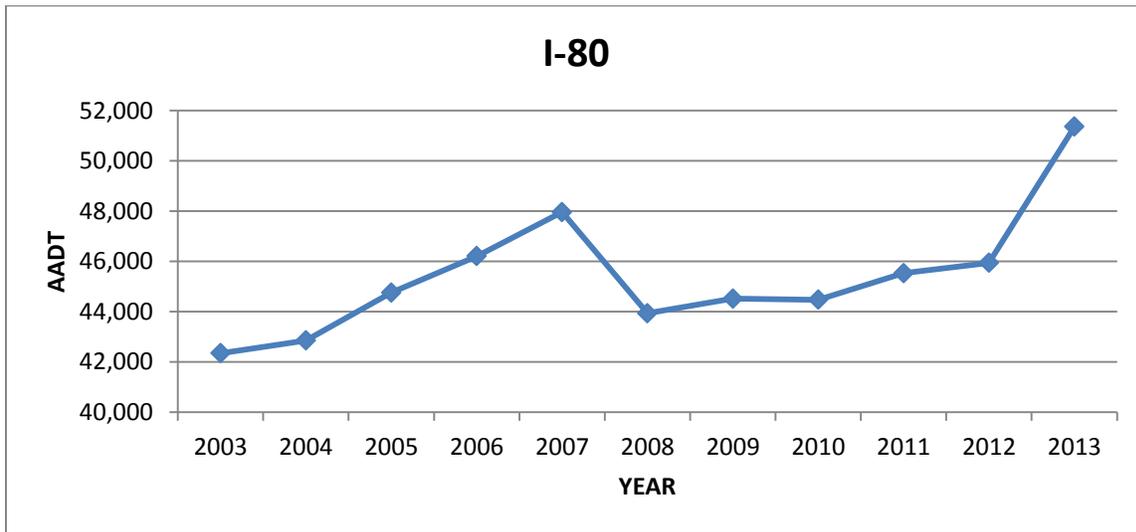


Figure 15: AADT for I-80 between Parley’s Summit & Jeremy Ranch

5.2 Summit County Road Data

Summit County started collecting traffic count data in 2006. Appendix B shows the roads, locations, and traffic count data. Due to staff and funding limitations, the County collects data in various locations for one day and data is not collected in all locations every year. No traffic data was collected during 2013 or 2014.

County data collection demonstrates that the eastern part of the county experiences only light, rural traffic demands. Rather, the majority of traffic congestion occurs in the Snyderville Basin area. One of the primary areas of congestion is Kimball Junction, especially near the intersection of I-80.

Traffic counts in Kimball Junction have shown a shift in traffic patterns from the intersection of Ute Boulevard and SR-224 to Olympic Parkway/Newpark Boulevard and SR-224. Between 2010 and 2015, traffic east of SR-224 near Ute Boulevard increased by over 11 percent and on Newpark Boulevard, by over 28 percent. Figures 16 and 17 show traffic count data for Ute Boulevard, east of SR-224, and Newpark Boulevard, respectively.

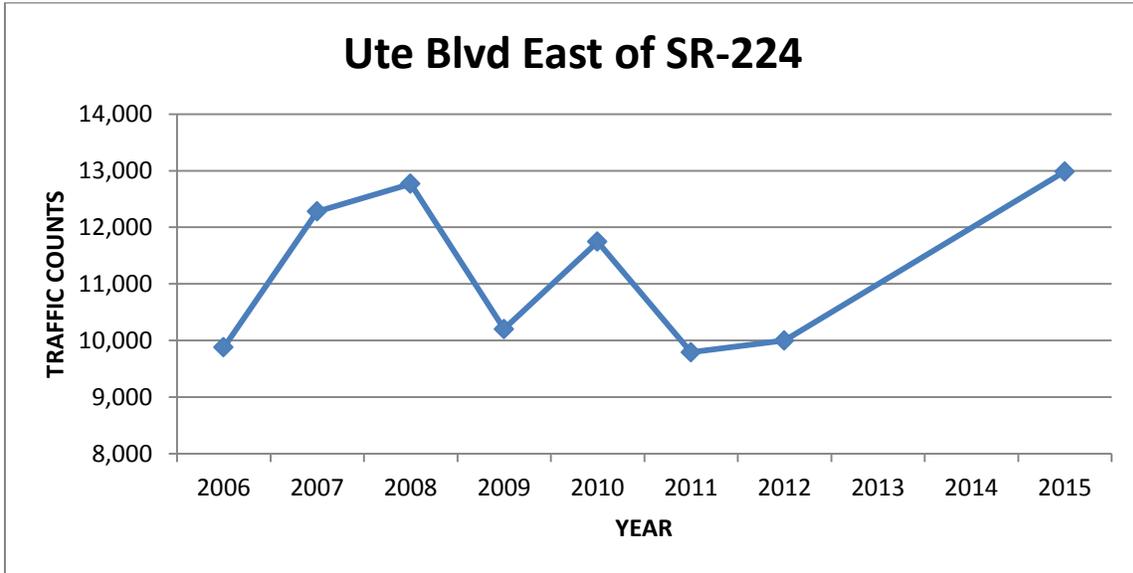


Figure 16: Traffic Count Data for Ute Blvd East of SR-224

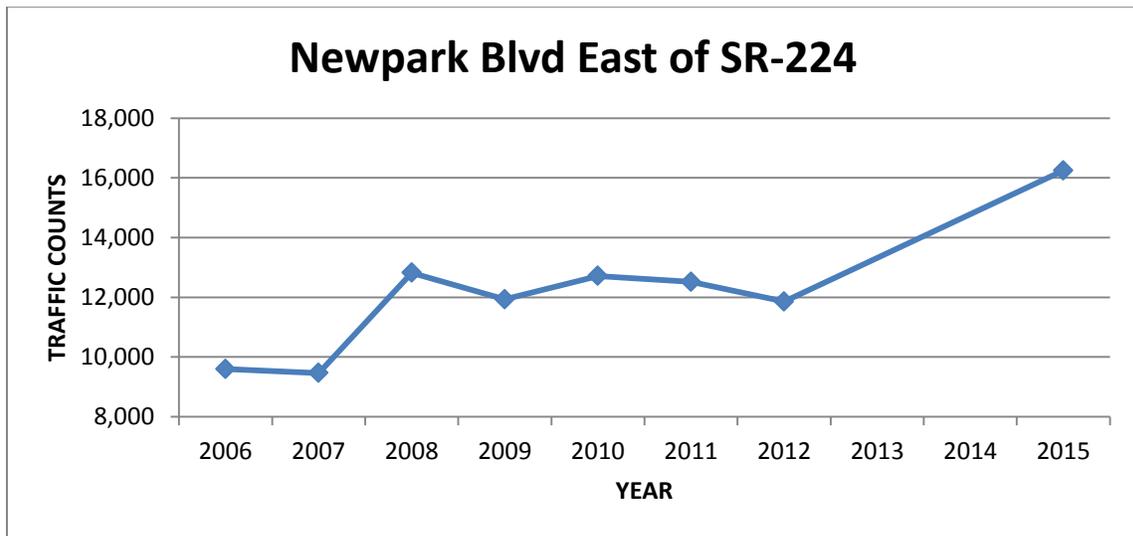


Figure 17: Traffic Count Data for Newpark Blvd East of SR-224

Between 2011 and 2015 (2010 = null) traffic has on Ute Boulevard west of SR-224 has decreased by 10 percent. Conversely, traffic on Olympic Parkway west of SR-224 has increased by 10 percent. This can be likely attributed to the amount of congestion at the Ute Boulevard and SR-224 intersection, and the natural inclination of drivers to attempt to avoid this the congested area. Figures 18 and 19 show the traffic count data for Ute Boulevard, west of SR-224 and Olympic Parkway, respectively.

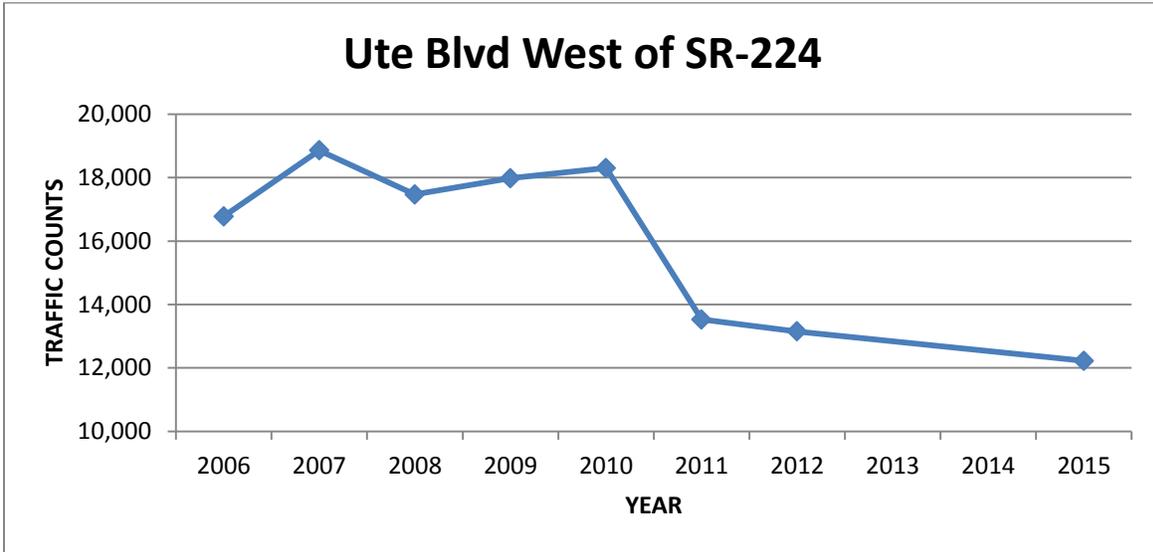


Figure 18: Traffic Count Data for Ute Blvd West of SR-224

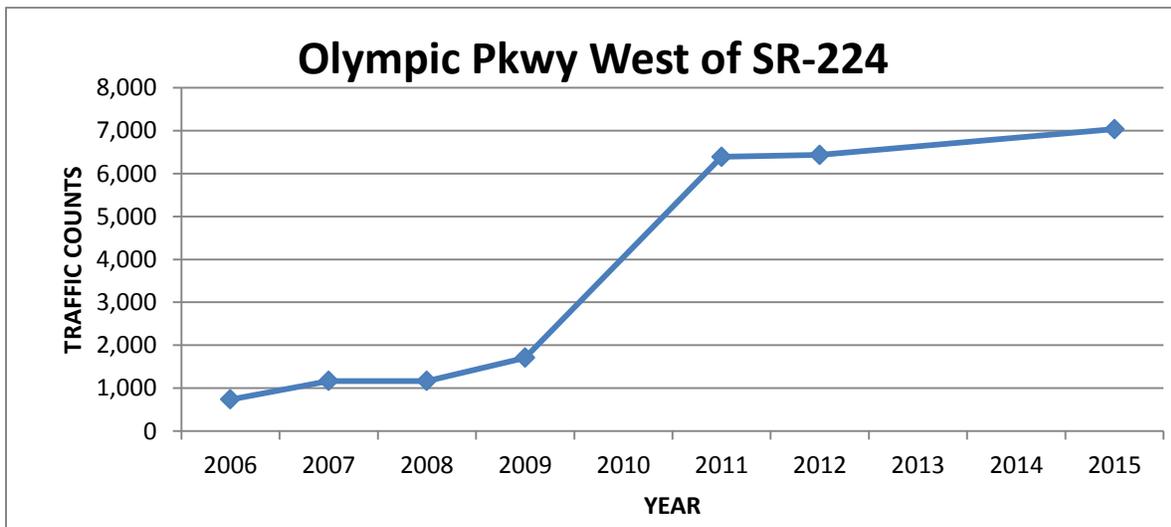


Figure 19: Traffic Count Data for Ute Blvd West of SR-224

Even though traffic counts are taken county wide they are not taken in every location every year. For total county wide traffic count data to be representative, only data that was collected in a location every year from 2006 to 2012 and 2015 was used for countywide analysis. Figure 20 demonstrates clearly that traffic has increased in the County by 9 percent from 2011 to 2015.

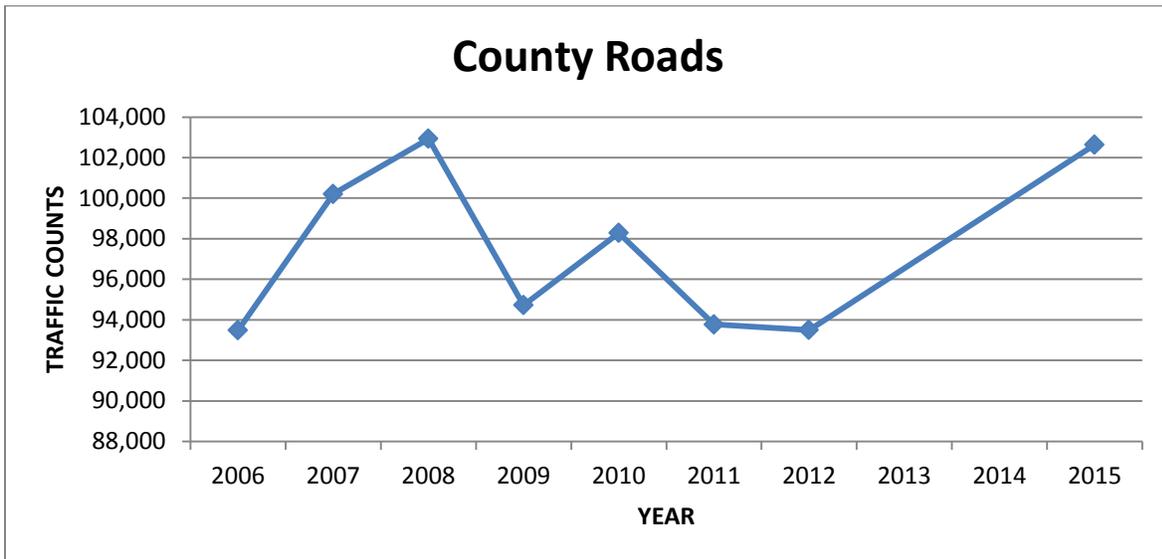
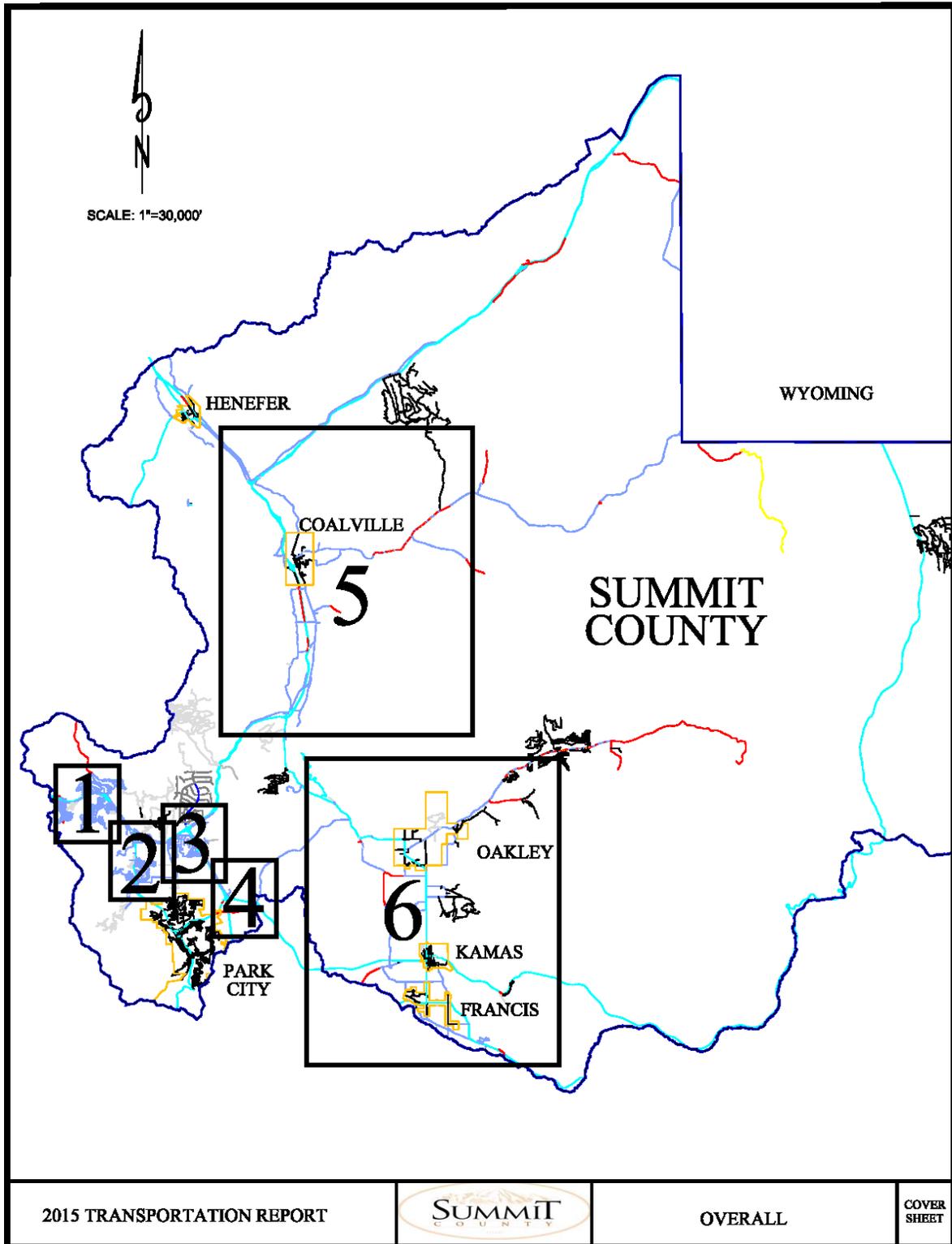


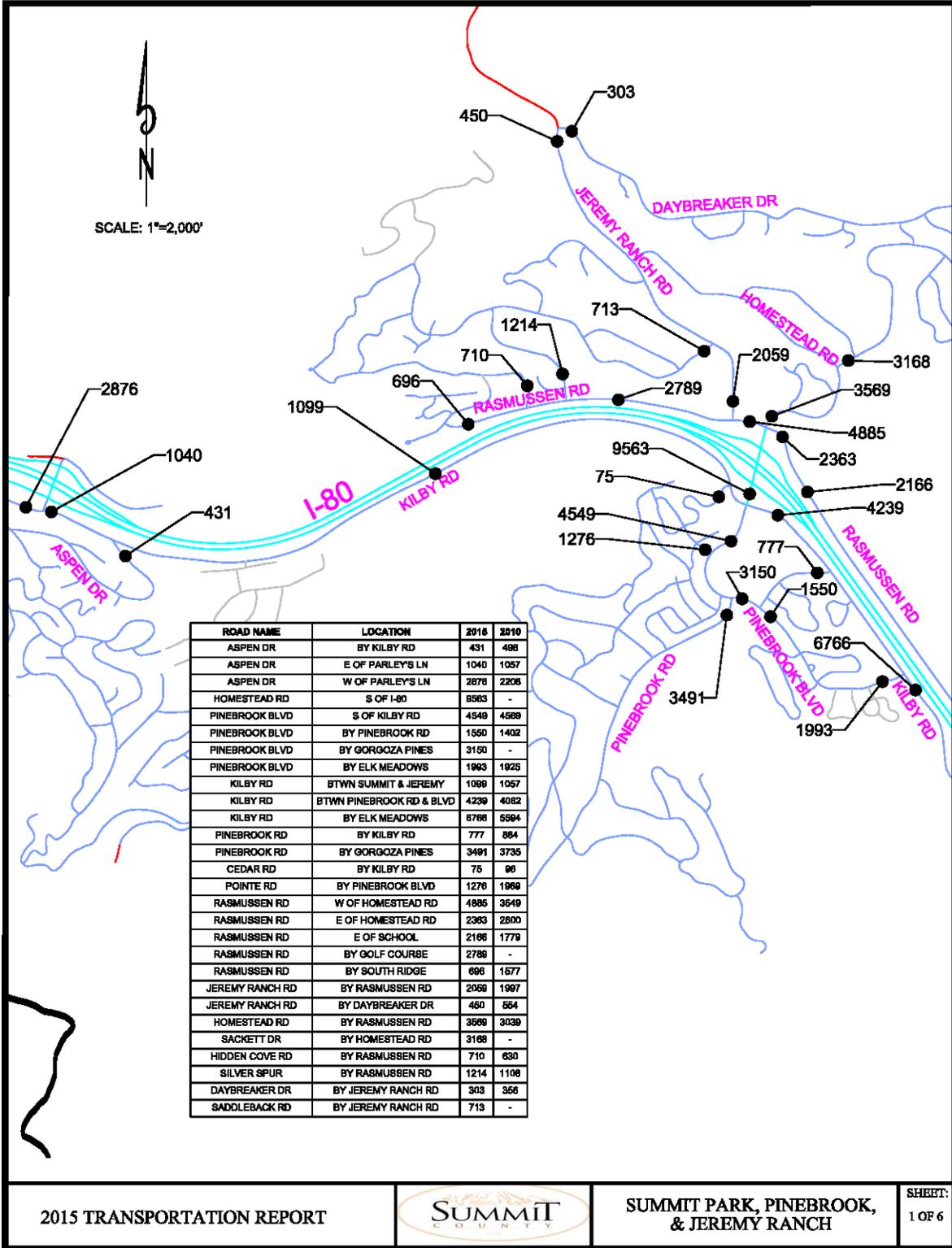
Figure 20: County Wide Traffic Counts

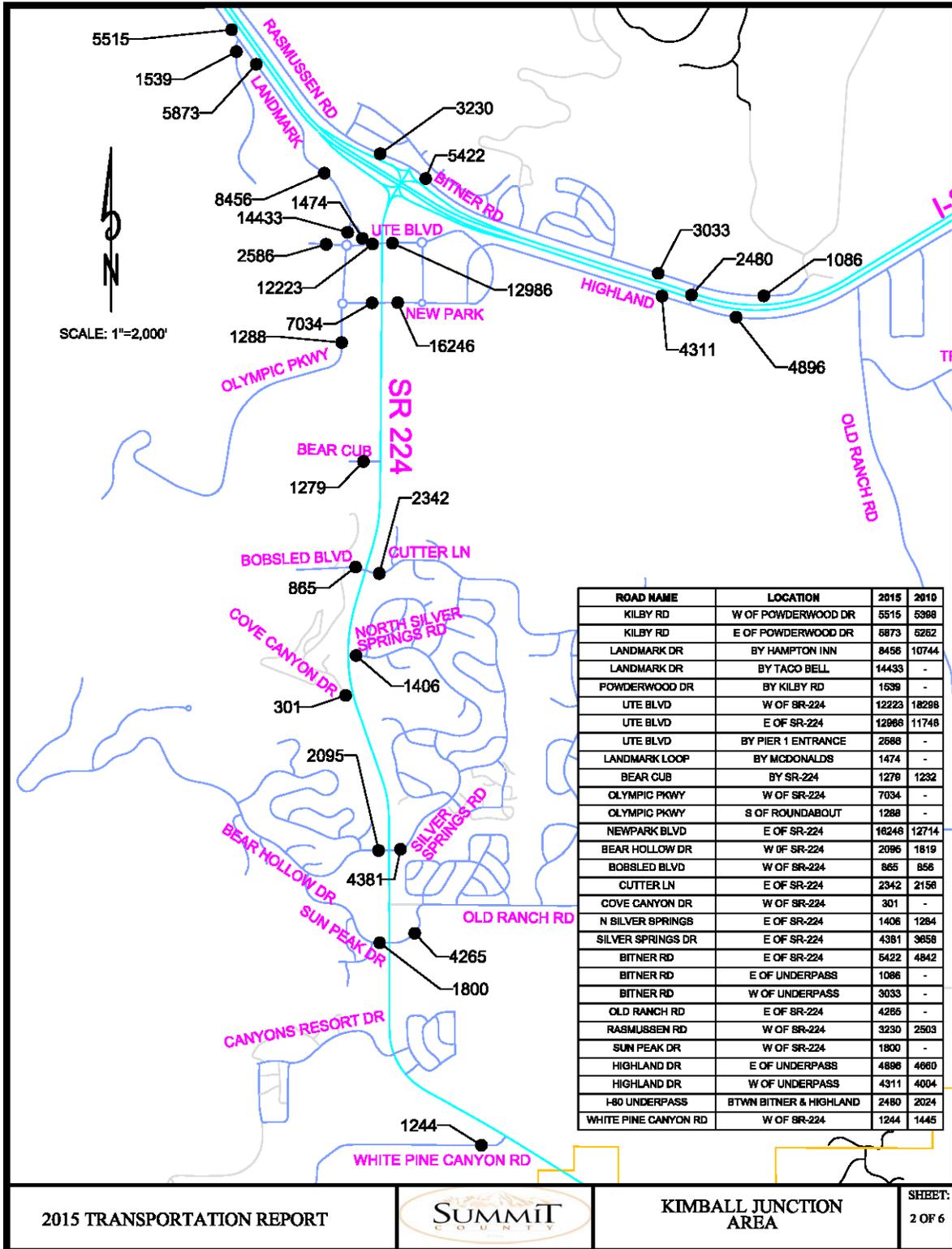
6-CONCLUSION

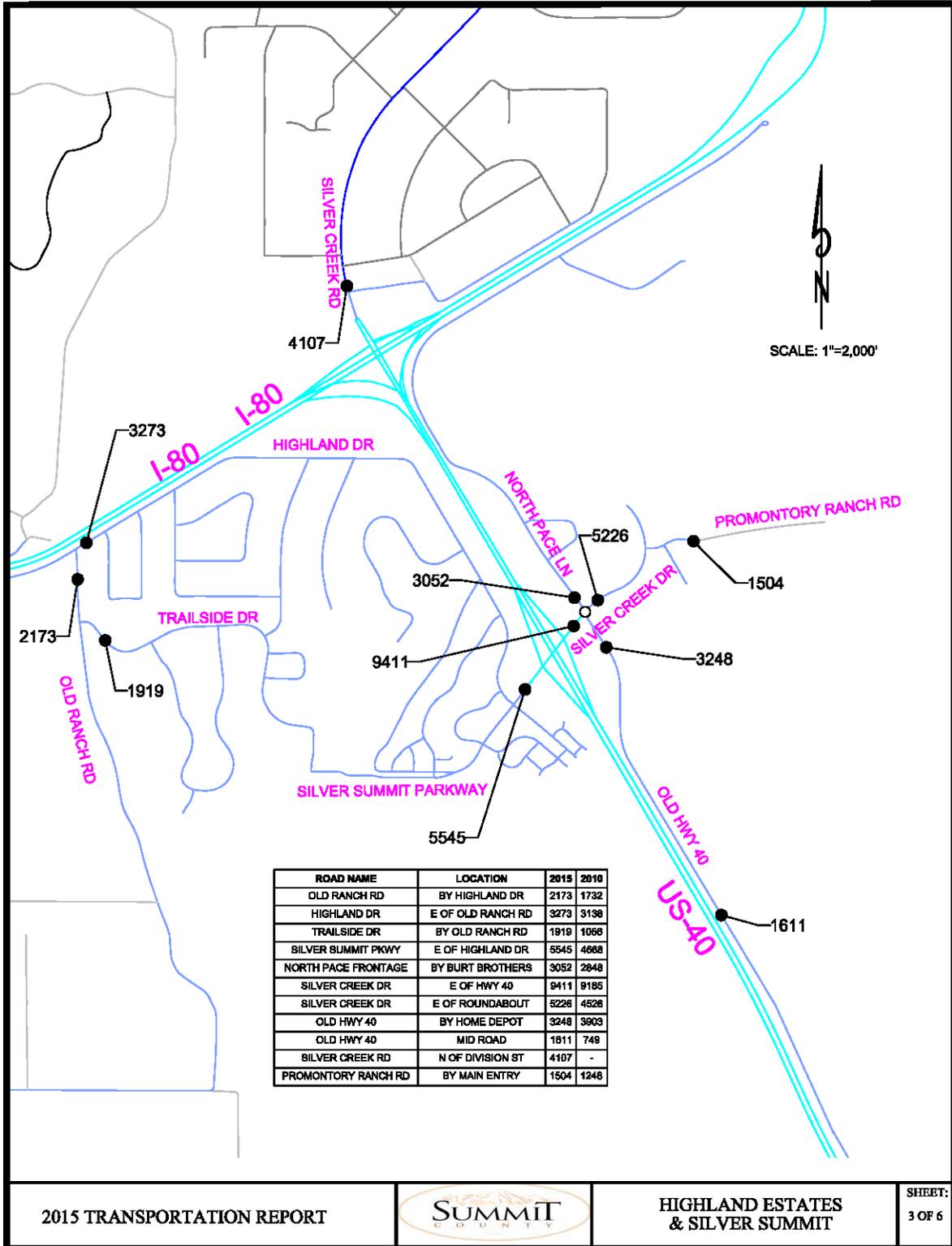
In most areas, both on county and state roads, traffic numbers are starting to return to what they were in 2007 and 2008, prior to the Great Recession. The upgrades at the Jeremy Ranch Interchange and the new Transit Center should help with congestion and increase transit use in those areas. As demonstrated by our report, the County experiences areas of congestion, especially along SR-224 and SR-248. If traffic continues to increase like it has, congestion will only get worse along these corridors. Summit County and UDOT are working together to study SR-224, while Park City and UDOT are collaborating on SR-248 to create a solution. With the completion of the Long Range Transportation Plan, the County will be able to better understand what to expect in the future and what solutions are viable.

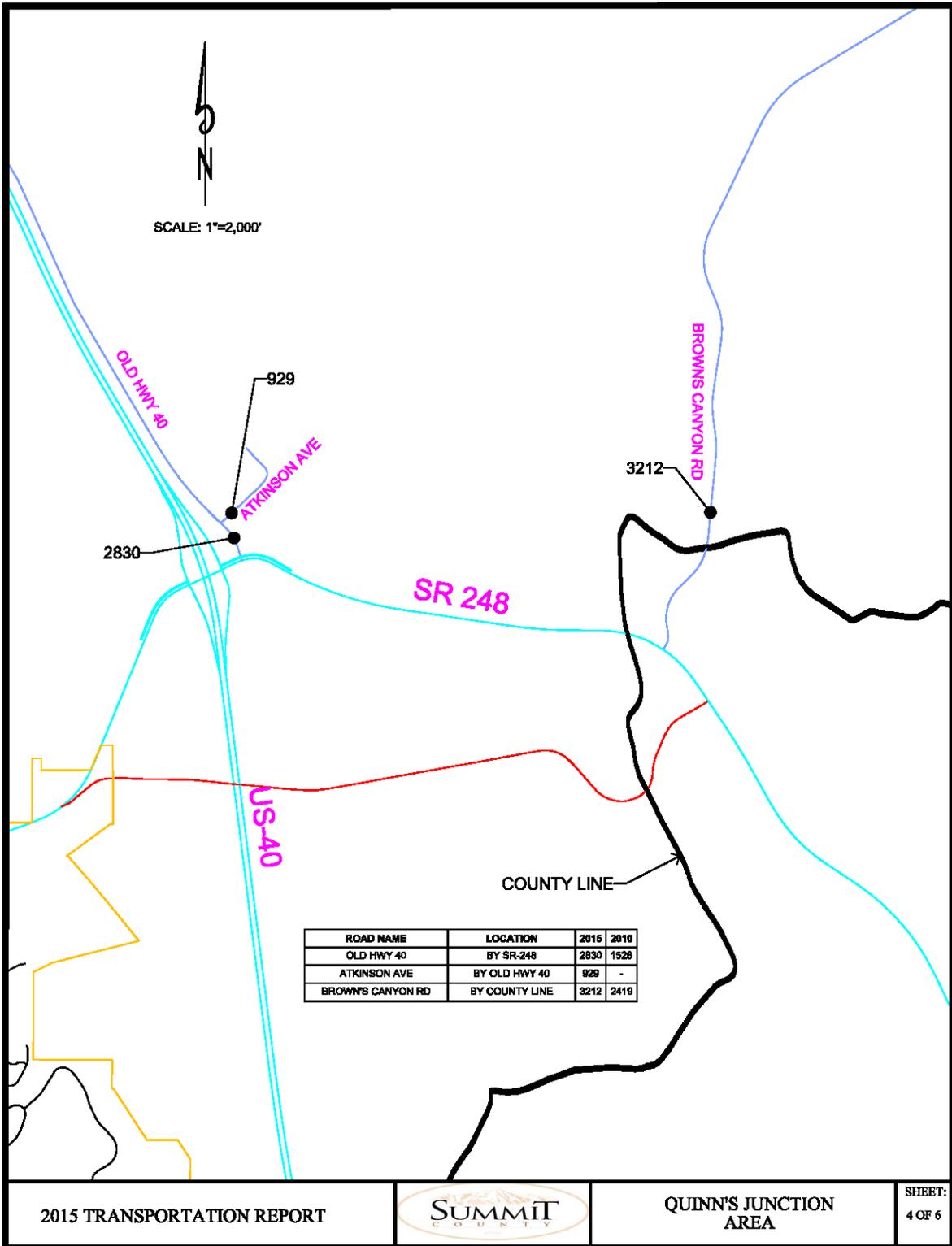
Appendix A

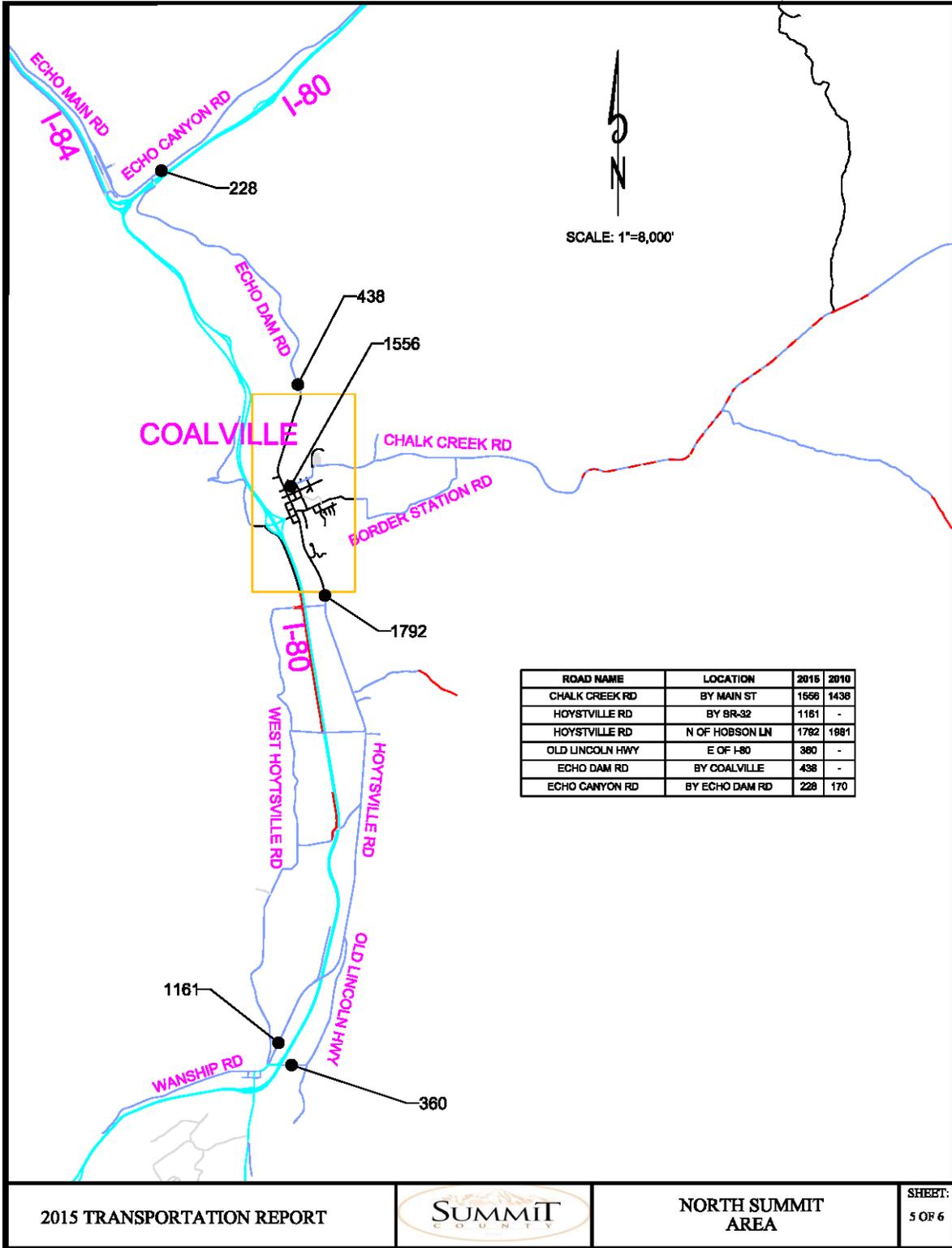


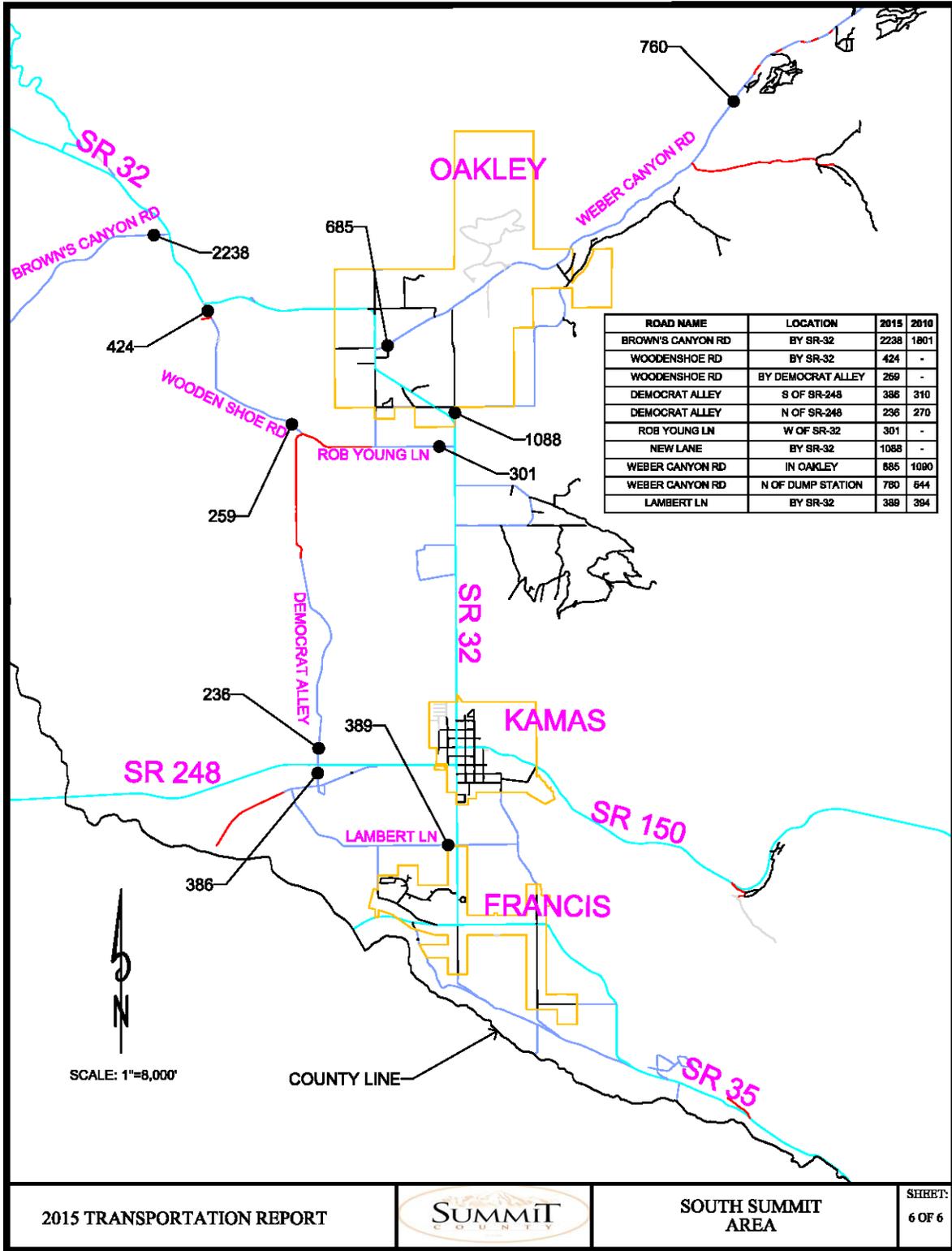












Appendix B

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Report Map #	Road	Location	2006	2007	2008	2009	2010	2011	2012	2015
1	Aspen Dr	By Kilby Rd	453		497	458	498			431
1	Aspen Dr	E of Parly's Ln	3644		2148	936	1057			1040
1	Aspen Dr	W of Parly's Ln	2265		2445	2424	2208	2548	2548	2876
1	Homestead Rd	S of I-80							9315	9563
1	Kilby Rd	Btwn Summit & Jeremy	1011		1138	1087	1057	2282	1618	1099
1	Kilby Rd	Btwn Pinebrook Rd & Blvd	4242	4267	3519	3590	4062	4030	3208	4239
1	Kilby Rd	By Elk Meadows	4882	3710	5754	4898	5594	4590	5020	6766
1	Pinebrook Rd	By Gorgoza Pines	3719	3242	3201	3143	3735	3045	3245	3491
1	Pinebrook Rd	By Kilby Rd	1485	2035	949	949	884	1958	1958	777
1	Cedar Rd	By Kilby Rd	90	195	90	71	96			75
1	Pointe Rd	By Pinebrook Blvd	1519	1407	1275	1251	1969			1276
1	Pinebrook Blvd	By Pinebrook Rd	1574	1527	1363	1335	1402	1508	1486	1550
1	Pinebrook Blvd	By Gorgoza Pines								3150
1	Pinebrook Blvd	S of Kilby Rd	5109	5525	3453	3766	4569	4460	5090	4549
1	Pinebrook Blvd	By Elk Meadows	2213	828	1838	1985	1925			1993
1	Rasmussen Rd	W of Homestead Rd		4940	4940		3549	5592		4885
1	Rasmussen Rd	E of Homestead Rd	3118	2623	2852	2840	2600	3231	3231	2363
1	Rasmussen Rd	E of School	1831	1570	1923	1920	1779	2066	2066	2166
1	Rasmussen Rd	By Golf Course	2698	2785	2596	3040		2855	2736	2789
1	Jeremy Ranch Rd	By Rasmussen Rd	1720	2272	3336	2137	1997	2294	2294	2059
1	Jeremy Ranch Rd	By Daybreaker Dr	565	524	416	469	554		702	450
1	Homestead Rd	By Rasmussen Rd		3890	4076	3779	3039	3634	3634	3569
1	Sackett Dr	By Homestead Rd	2841	3064	2947	2966	2778	2850	3006	3168
1	Rasmussen Rd	By South Ridge					1577			696
1	Hidden Cove Rd	By Rasmussen Rd	566	588	626	844	630			710
1	Silver Spur	By Rasmussen Rd	1115	1108	1088	1059	1108			1214
1	Daybreaker Dr	By Jeremy Ranch Rd	362	389	475	319	356			303
1	Saddleback Rd	By Jeremy Ranch Rd	561		768	644			1778	713
2	Kilby Rd	W of Powderwood Dr	4741	5179	5252	2336	5398		6704	5515
2	Landmark Dr	By Hampton Inn	11874	10548	10583	10842	10744		11397	8456
2	Powderwood Dr	By Kilby Rd							1408	1539
2	Kilby Rd	E of Powderwood					5252		5398	5873
2	Landmark Dr	By Taco Bell						14406	12226	14433
2	Ute Blvd	W of SR 224	16773	18858	17465	17976	18298	13525	13150	12223
2	Ute Blvd	E of SR 224	9879	12278	12768	10203	11746	9790	10000	12986
2	Ute Blvd	By Pier 1 Entrance							1972	2586
2	Landmark Loop	By McDonalds						2616	1352	1474
2	Bear Cub	By SR 224	1053	799	799	1049	1232	1279	1279	1279
2	Olympic Pkwy	W of SR 224	737	1168	1168	1710		6389	6433	7034
2	Newpark Blvd	E of SR 224	9595	9466	12822	11930	12714	12515	11854	16246
2	Bear Hollow Dr	W of SR 224	2227	2168	1754	2151	1819		1734	2095
2	Bobsled Blvd	By SR 224	499	592	592	690	856	912	912	865
2	Cutter Ln	E of SR 224	2025	2210	2214	1995	2156	2387		2342
2	Cove Canyon Dr	W of SR 224	431	388	388	325		498	490	301
2	N Silver Springs	E of SR 224		1483	988		1284			1406
2	Olympic Pkwy	S of Roundabout								1288
2	Silver Springs Dr	E of SR 224	4032	4033	4376	3069	3658	3515	3275	4381
2	Bitner Rd	E of SR 224	4811	4476	5364	4910	4842	5208	5208	5422
2	Old Ranch Rd	By SR 224	2980	2031	2589	2547		2536		4265
2	Rasmussen Rd	W of SR 224	2539	2800	2389	2506	2503	2491	2491	3230
2	White Pine Canyon	By SR 224	1317	1319	1366	1604	1445			1244
2	Sun Peak Dr	W of SR 224	1787	1438	1606	1690			1687	1800
2	Highland Dr	E of Underpass	3897		3496	3386	4660	3796	3796	4896
2	Highland Dr	W of Underpass	3127			3033	4004	3085	3085	4311
2	Highland Dr	E of Old Ranch Rd	2773	2991	3372	3120	3138	2668	2668	3273
2	I-80 Underpass	Btwn Bitner and Highland	1733		2273	1686	2024	1976	1976	2480
2	Bitner Rd	E of Underpass	951	1478	1755			944	944	1086

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2	Bitner Rd	W of Underpass	2324	4398	2878	2646		2382	2382	3033
3	Old Ranch Rd	By Highland Dr	1787	2179	2099	1994	1732	1640	1640	2173
3	Trailside Dr	By Old Ranch Rd		1469	1852	1852	1056	1302	1234	1919
3	Silver Summit Pkwy	E of Highland Dr	4865	5032	5035	1168	4668		4480	5545
3	North Pace Frontage	By Burt Brothers		3294	3091	2536	2848		2145	3052
3	Silver Creek Dr	E of Hwy 40		10958	10018	7793	9185	7738	7522	9411
3	Silver Creek Dr	E of Roundabout			4455	4682	4526		5109	5226
3	Silver Creek Rd	N of Division St		3307	4850	5209				4107
3	Promontory Ranch	By Main Entry	1750	3860	3030	1851	1248	1854	1854	1504
3	Old Hwy 40	By Home Depot			2944	3314	3903		2733	3248
3	Old Hwy 40	Mid Road	570	1250	847		749		1038	1611
4	Old Hwy 40	By SR 248		2762	1276		1528		1710	2830
4	Atkinson Ave	By Old Hwy 40	1264					1236	1236	929
4	Brown's Canyon Rd	By County Line	1931	3108	2528	2569	2419	3888	4072	3212
5	Chalk Creek Rd	By Main St in Coalville	1531	1493	1510	1547	1436	1391	1391	1556
5	Hoystville Rd	By SR 32		1356	1110	1329		1234	1234	1161
5	Hoystville Rd	N of Hobson Ln		1354	1519	2112	1981	1932	1932	1792
5	Old Lincoln Hwy	E of I-80		430	430	1064		451	451	360
5	Echo Dam Rd	By Coalville	526	572	655	509		832	832	438
5	Echo Canyon Rd	By Echo Dam Rd	208	356	338	516	170	290	290	228
6	Brown's Canyon Rd	By SR 32	1557	2026	3232	1963	1801	1864	1875	2238
6	Woodenshoe Rd	By SR 32	369	784	784	488		426	384	424
6	Woodenshoe Rd	By Democrat Alley							236	259
6	Democrat Alley	S of SR 248	1328	395	568	290	310		232	386
6	Democrat Alley	N of SR 248		148	273	286	270	252	206	236
6	New Lane	By SR 32	981	1106	1130	978		1114	1136	1088
6	Rob Young Ln	By SR 32	286	459	459	417		270	212	301
6	Weber Canyon Rd	In Oakley	2254	1055	947	1287	1090	912	936	685
6	Weber Canyon Rd	N of Dump Station	872	961	620	1351	544	996	988	760
6	Lambert Ln	By SR 32		223	223	546	394			389