

**Utah Department of Transportation
Utah Transportation Commission
Tooele County Area Tour
Thursday, February 8, 2024**

On Thursday, February 8, 2024, Utah Transportation Commissioners, UDOT staff and others departed from the Calvin Rampton Complex, located at 4501 South 2700 West, Taylorsville and traveled to the Flying J Travel Center, located at 1605 Saddleback Boulevard, Lake Point, to pick an additional group, departing at 1:26 p.m., for an area road tour. Those in attendance included:

- Commissioners: *Naghi Zeenati, Lew Cramer, Jim Evans, Kevin Van Tassell
- UDOT Staff: Lisa Wilson, Boyd Humphreys, Diana Leka, Geoff Dupaix, Heather Barthold, Jay Aguilar, Josh Van Jura, Kendall Draney, *Kirk Thornock, Kylar Sharp, Lisa Zundel, Oanh Le Spradlin, Rob Clayton, Rob Wight, Robert Stewart, Ross Crowe, Shelley Peterson, Travis Hair, *Wyatt Woolley
- Others: Brigitte Mandel, *Brittany Lopez, *Collin Leonard, *Debbie Winn, Ivan Marrero, Kalynn Scott, *Kendall Thomas, *Maresa Manzione, *Rachelle Custer, Rex Harris, Wayne Bennion

**joined from pickup location*

Discussions on the following took place:

I-80; Eastbound Auxiliary Lane and SR-36 Northbound Lane

This \$27.5 million project will improve mobility by increasing traffic flow out of Tooele County by providing an auxiliary lane on eastbound I-80 from Exit 99 to the SR-201 on-ramp, as well as an additional northbound lane on SR-36 from Stansbury Parkway to the eastbound I-80 on-ramp, eliminating the the weave onto I-80 and providing more capacity on SR-36. Environmental and design will start in 2024, and construction will begin in 2025.

Region Two Winter Maintenance

On average, throughout the past 5 years, there have been 18 winter storms in the valley and 33 in the mountain. Region Two has used 70,000 tons of salt. 136 snow plows have driven 392,462 miles for 23,369 hours. 10 full time avalanche forecasters and 52 part time seasonal employees conduct avalanche mitigation with 5 105mm Howitzers and 38 Remote Avalanche Control Systems (RACS). Also on average throughout the past 5 years, Region Two has carried out \$230,000 in pothole patching, \$670,000 in damage claims, \$200,000 in little pickup, \$225,000 in sign maintenance and \$63,000 in crash cushion repair.

Morton Salt Grantsville Facility Tour

At 1:57 p.m., the group arrived at the Morton Salt Grantsville Facility, located at 1794 West Solar Road, Grantsville. The bus drove through the property, along some of the Crystallizer and Concentrator ponds, while the group was told about plant operations and production.

The Morton Salt Grantsville Facility operates roughly 3,500 acres of solar evaporation ponds, and harvests between 500-600 thousand tons of salt annually, from March to October. At any given time, there are 1.5 million tons of salt in the ponds. The Grantsville facility is the only food-grade salt producer on the Great Salt Lake, as well as the only producer of salt on the Great Salt Lake that returns unused brine to the lake. It is also the only no-coastal source of sea salt in the United States. In 2023, they sold roughly 100 thousand tons of road

salt, and there is currently 94 thousand tons of raw road salt stockpiled, with 114 thousand tons in washed stockpile.

The group also learned about the salt harvesting process. Brine is pumped from the Great Salt Lake into infeed canals and then gravity fed into the concentrator ponds through the lakewater feed culvert. Natural solar evaporation is used to increase the concentration of the brine in the concentrator ponds. When the brine reaches the desired concentration, it is moved into the pickling ponds and then diverted to the crystallizer ponds. The evaporation process causes the brine in the crystallizers to become saturated and salt begins to crystallize. Each pond grows between 5 and 7 inches of salt per year and is harvested once every 3 years. The salt is harvested and hauled via truck to the road salt area, or put through the wash to be packaged and sold. The excess brine is put back into the lake.

Grantsville Main Street Master Plan

Within the next 30 years, Grantsville is projected to double from its current population of nearly 16,000 residents. In November 2023, Grantsville City completed an effort to incorporate active transportation elements into and update their transportation master plan. Included with the update is a proposed vision for the Main Street (SR-138) corridor to better accommodate all users. Main Street is also a key freight corridor with distribution centers located on the west side of the city as well as two proposed inland ports to the north and south. If adopted by the city, the updated plan would allow for additional opportunities for collaboration between Grantsville and UDOT to serve the needs of the growing downtown area.

Deseret Peak Complex Master Plan

In May 2020, Grantsville City annexed approximately 900 acres on the east side of Sheep Lane to create Lakeview Business Park. An additional 400 acres were added to the north later in the year. The business park would include as many as 34 buildings providing about 19 million square feet of space for various general manufacturing companies with a rail line connection to be included in the future. In December 2023, the Utah Inland Port Authority announced two new project areas, one adjacent to the business park (Twenty Wells) and another north of the city (Tooele Valley). Those sites are 500 and 240 acres, respectively.

Midvalley Highway

Midvalley Highway Segment 3 is currently funded in the long range plan for Phase 3 (2043 - 2050) for approximately \$275 million. This segment will be a 4-lane arterial that is 3.5 miles. Segment 2 is currently an unfunded need on the long range plan for an approximate \$125 million, and consists of a 4 lane grade-separated freeway for 6 miles. Construction on segment 1 of the Midvalley Highway was completed in the fall of 2021 for approximately \$80 million. Project benefits include alleviation of traffic and congestion on SR-36, providing a high capacity alternative route for heavy trucks and general traffic, and improving regional connectivity in the county.

A \$500,000 Right of Way Project will purchase needed easement from the Tooele Army Depot, an acquisition that could take up to three years, to help the Tooele Army Depot and community in confirming a footprint for them to develop around.

SR-36 Southbound; Sunset Lane to Stansbury Park

In 2019, UDOT expanded southbound SR-36 to three lanes from I-80 to Sunset Lane, significantly improving travel times along I-80 in the area. While travel delays improved, the traffic congestion point was shifted further to the south on the corridor, making it necessary to widen the road an additional 4 miles to the south. Currently valued at \$7 million, this project will extend the third southbound lane on SR-36 from Sunset Lane to Stansbury Park; construction will start in 2024.

The bus returned to the Flying J Travel Center at 3:27 p.m. to drop off those who joined the tour there, and proceeded back to the Calvin Rampton Complex, arriving at 4 p.m., ending the tour.



Heather Barthold, Commission Assistant