

SR-92: North Lehi Extension Study Summary February 2025

The Utah Department of Transportation (UDOT) has concluded a preliminary study for a potential western extension of SR-92/Club House Drive (SR-92) in Lehi, Utah County. The study findings show that a local connection could have potential substantial benefits to the transportation and mobility needs in the Thanksgiving Point area. However, the concepts evaluated for a western extension of SR-92 would not effectively address the regional traffic needs and would likely impact the built environment substantially. Based on the study's findings, the regional benefit to the transportation system is limited. Therefore, UDOT's study will not advance further. Lehi City and its partners may continue to evaluate a potential SR-92 extension to address local traffic and access in this area.

UDOT recognizes the ongoing need for effective transportation planning in this area and will continue to work closely with Lehi City, Mountainland Association of Governments (MAG), Wasatch Front Regional Council (WFRC), and others to identify effective transportation solutions that best meet the community's needs while minimizing impacts.

Study Overview

The Utah State Legislature allocated funding to UDOT to conduct a preliminary study to evaluate alternatives to extend SR-92 west over the Jordan River to improve regional mobility in northwest Utah County (see Figure 1).



Figure 1. Study Area Overview

In the fall of 2023, the study team identified the following transportation needs in the area.

- Inadequate roadway connections between SR-92 and key regional transportation facilities.
- Inadequate transportation corridors to accommodate increasing travel demand to and from the Thanksgiving Point Urban Center.
- Existing and future (2050) traffic congestion on 2100 North, Mountain View Corridor (MVC), I-15, Porter Rockwell Boulevard, and Triumph Boulevard.
- Lack of east-west pedestrian and bicycle routes over the Jordan River to and from the Thanksgiving Point Urban Center.

Agency, stakeholder, and public engagement efforts during this time included several project coordination meetings with Lehi City, a mailer to area residents, several meetings with key stakeholders, a project update memo for UDOT leadership to use in coordination with the Utah State Legislature, and an Active Transportation Workshop to help inform pedestrian and bicycle needs. Public Scoping Meeting opportunities included a virtual meeting held on Wednesday, November 29, 2023, and an in-person meeting on Thursday, November 30, 2023.

Transportation Improvements Analysis

The study evaluated existing and future transportation improvements within the study area, focusing on widening SR-92 to a consistent five-lane facility from Thanksgiving Way to Garden Drive and extending the roadway and trail over the Jordan River to connect to the existing regional transportation network.

A traffic analysis was completed that included both regional modeling and local traffic operations. The analysis identified the Thanksgiving Point Urban Center attracting significant daily traffic volumes from Utah and Salt Lake counties. Despite the regional significance of the area, routes providing direct access to this core regional employment center and destination are limited to Triumph Boulevard and SR-92 via 2100 North or I-15. The strong regional draw of the Thanksgiving Point Urban Center, coupled with limited routing options, is a strong contributing factor to Existing (2023) traffic congestion, with long delays, stop-and-go conditions, and volumes that exceed roadway capacities (level of service [LOS] F) along segments of 2100 North, Triumph Boulevard, Porter Rockwell Boulevard, Redwood Road, and I-15 (see Figure 2).

*Level of Service (LOS):
Transportation agencies use this qualitative measurement to evaluate the operational performance of a road using factors such as speed, average travel delay, travel times, and freedom to maneuver. LOS ranges from A to F, with LOS A representing the best operating conditions (almost no congestion or delay) and LOS F representing the worst operating conditions (traffic demand exceeds capacity, long queues and delays).*

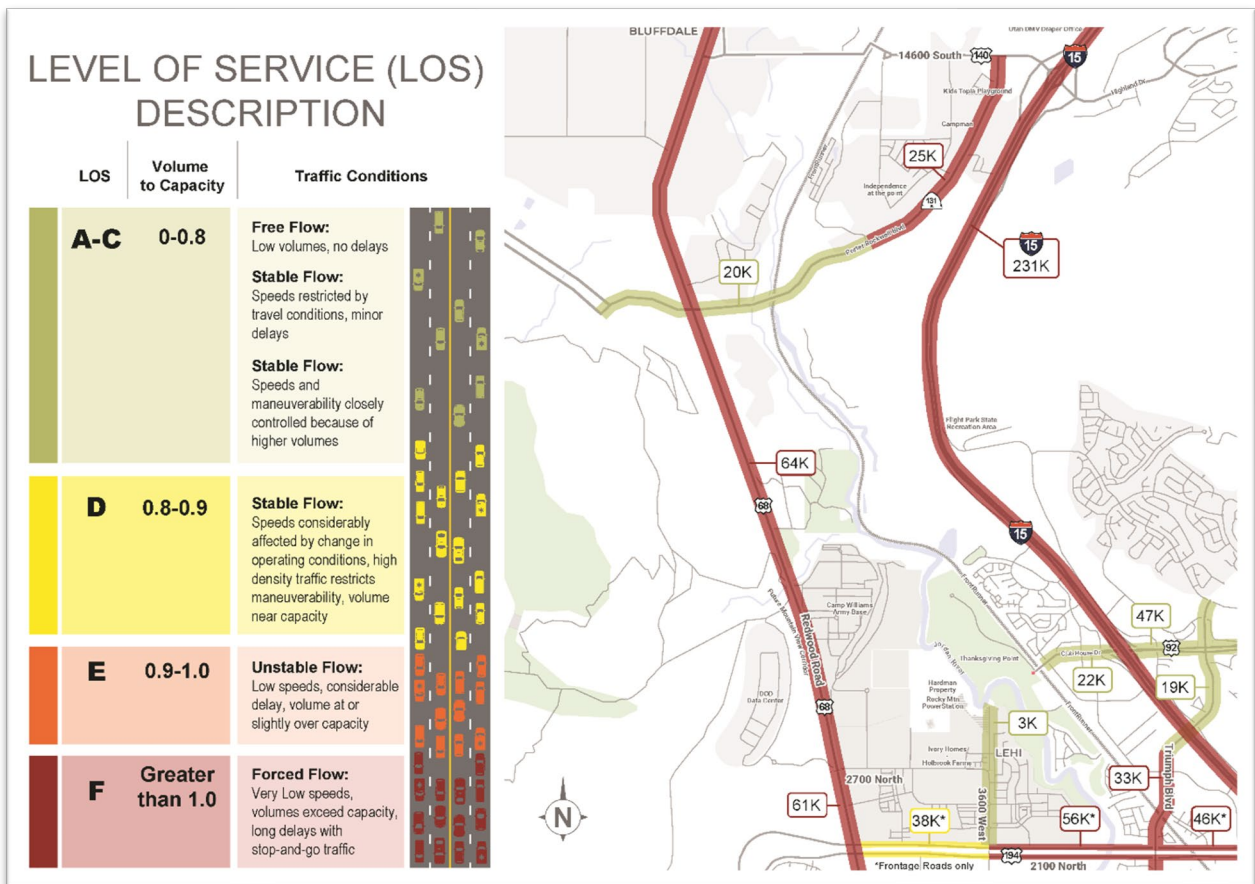


Figure 2. Existing (2023) Traffic Conditions

Robust growth is projected in northwest Utah County and southwest Salt Lake County. Projected regional population and employment growth are expected to increase traffic volumes significantly (see Figure 3). By 2050, if no improvements are made, MVC, 2100 North, Triumph Boulevard, I-15, and Porter Rockwell Boulevard will be highly congested at peak travel times (operate at LOS F). SR-92 west of I-15 is not congested under Existing (2023) and No-Build (2050) conditions, does not provide regional connections, and does not offer a route to other regional facilities except for I-15. This suggests that the corridor could accommodate more traffic by providing an additional regional transportation connection to reduce traffic on the adjacent congested regional corridors.

No-Build: A scenario that assumes all planned projects are completed by the project design year (2050) except for the improvements that are the subject of this study.

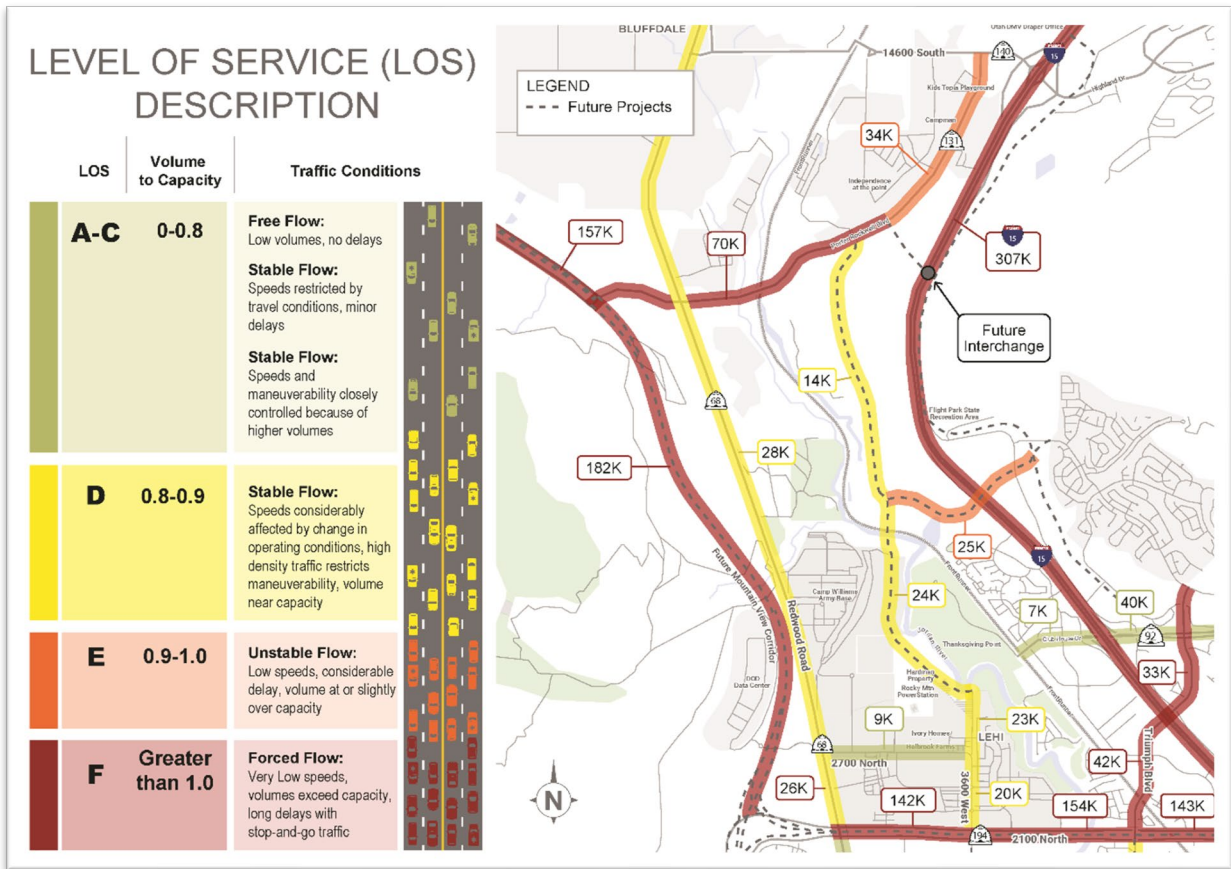


Figure 3. Future (2050) No-Build Traffic Conditions

Concept Development

Conceptual alignments for a five-lane roadway and adjacent trail configuration were developed that would widen SR-92 between Thanksgiving Way and Garden Drive; extend the facility from Garden Drive west over the Jordan River to 3600 West or Redwood Road; widen 3600 West to 2100 North; or widen 2700 North from 3600 West to Redwood Road (see Figure 4 and Table 1). Travel demand analysis shows that these alignments would help reduce existing and future congestion on Triumph Boulevard but only provide a minimal traffic reduction on Porter Rockwell Boulevard and 2100 North. None of the concept alignments evaluated would reduce existing and future congestion on MVC or I-15.

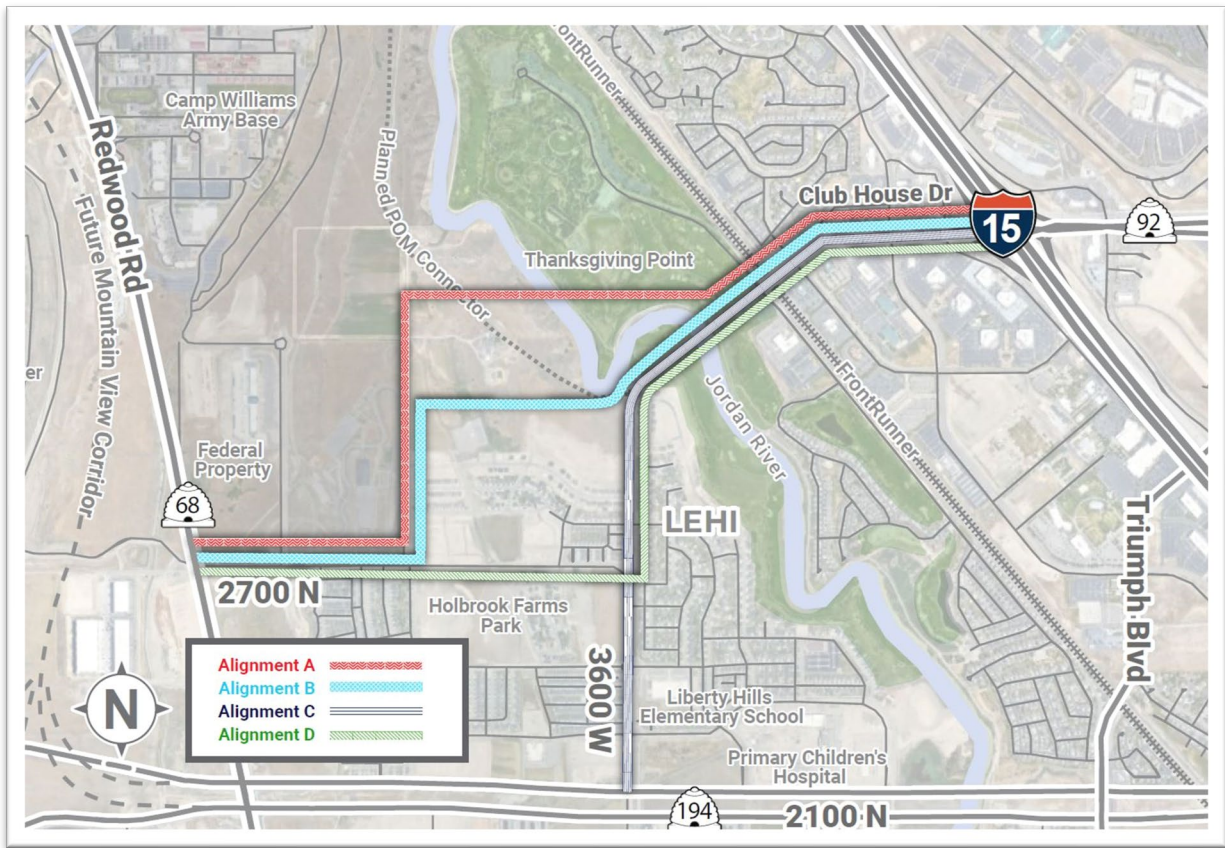


Figure 4. Conceptual Alignments Overview

Table 1. Conceptual Alignment Average Daily Traffic (ADT) Changes

Conceptual Alignments	Description	2100 North (2050 ADT) Change from No-Build	Triumph Blvd (2050 ADT) Change from No-Build	Porter Rockwell Blvd (2050 ADT) Change from No-Build	3600 West (2050 ADT)
Concept A	Extend SR-92 from Garden Drive to 4200 West at approximately 3300 North, extend south along 4200 West to 2700 North, and extend west along 2700 North to Redwood Road	-8,000 vehicles per day (5% reduction)	-9,000 vehicles per day (21% reduction)	-3,000 vehicles per day (4% reduction)	+22,000 per day vehicles (57% increase)
Concept B	Extend SR-92 from Garden Drive to 3600 West at approximately 3000 North and follow 3600 West south to 2100 North	-8,000 vehicles per day (5% reduction)	-11,000 vehicles per day (27% reduction)	-1,000 vehicles per day (4% reduction)	+45,000 vehicles per day (300% increase)

Conceptual Alignments	Description	2100 North (2050 ADT) Change from No-Build	Triumph Blvd (2050 ADT) Change from No-Build	Porter Rockwell Blvd (2050 ADT) Change from No-Build	3600 West (2050 ADT)
Concept C	Extend SR-92 from Garden Drive to 3600 West at approximately 3000 North, follow 3600 West south to 2700 North, and extend west along 2700 North to Redwood Road	-8,000 vehicles per day (5% reduction)	-11,000 vehicles per day (27% reduction)	-1,000 vehicles (4% reduction)	+44,000 vehicles per day (300% increase)
Concept D	Extend SR-92 from Garden Drive to 4200 West at approximately 3000 North, follow 4200 West south to 2700 North, and extend west along 2700 North to Redwood Road	-9,000 vehicles per day (6% reduction)	-11,000 vehicles per day (27% reduction)	-3,000 vehicles per day (4% reduction)	+29,000 vehicles per day (93% increase)

Environmental Resources Analysis

Several environmental resources were reviewed to help inform the team should a conceptual alignment be evaluated further (see Table 2).

Table 2. Environmental Resources

Resource	Results	Preliminary Impacts
Cultural Resources	<ul style="list-style-type: none"> A limited survey along the Jordan River within the study area confirmed the presence of archaeological sites likely eligible for the National Register of Historic Places 	<ul style="list-style-type: none"> Potential adverse effects on the archaeological sites would be anticipated
Threatened and Endangered (T&E) Species/Wildlife	<ul style="list-style-type: none"> Two threatened (T) and one candidate (C) species were listed for the study area based on the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Conservation (IPaC) database: Yellow-billed Cuckoo (T), Ute Ladies'-tresses (T), and Monarch Butterfly (C) No critical habitat is located within the study area No suitable habitat is present for yellow-billed cuckoo Potential suitable habitat for Monarch Butterfly and Ute Ladies'-tresses is within the study area 	<ul style="list-style-type: none"> No effect determination likely for Yellow-billed Cuckoo. Based on potential impacts to waters and wetlands, a determination of may affect, not likely to adversely affect is anticipated for Ute Ladies'-tresses. Monarch Butterfly does not qualify for protection or mitigation as a candidate species at this time

Resource	Results	Preliminary Impacts
Hazardous Waste	<ul style="list-style-type: none"> Two incidents (sewage and gasoline spills) were previously reported within the study area 	<ul style="list-style-type: none"> Both incidents have been closed
Right-of-Way	<ul style="list-style-type: none"> Zoning within the study area includes resort community, planned community, commercial, high-density residential, and transitional holding Lehi City's General Plan for the study area includes low, medium, and high-density residential; transit-oriented development; open space; commercial; and public facilities 	<ul style="list-style-type: none"> Many partial acquisitions would likely be required to accommodate the potential widening of SR-92, 3600 West, or 2700 North and continuation of SR-92 through the Thanksgiving Point Golf Course and over the Jordan River to the west Full property acquisitions may or may not be required

Conclusion

All four concepts have substantial impacts to the existing built environment, including direct impacts to the Thanksgiving Point Golf Course and Clubhouse, existing and planned neighborhoods, and commercial properties along Club House Drive.

The concepts evaluated for a western extension of SR-92 would not effectively address the regional traffic need. Based on the study's findings, the regional benefit to the transportation system is limited. Therefore, the study will not advance further. UDOT recognizes that a local connection could potentially benefit the Thanksgiving Point area, which is a consideration for Lehi City. UDOT will continue to work closely with Lehi City, MAG, WFRC, and others to identify solutions that best meet the community's needs while minimizing impacts.