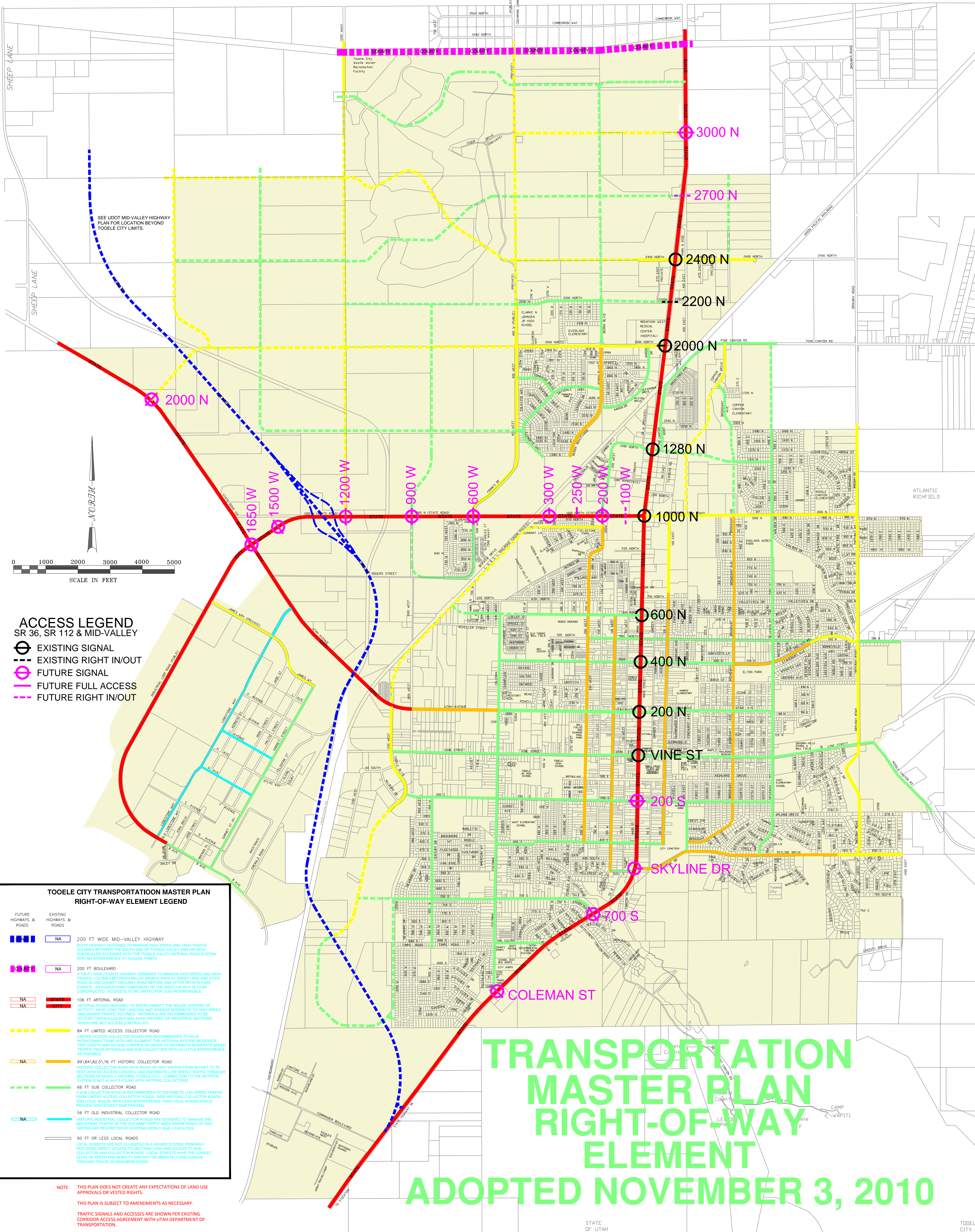


TOOELE CITY



ACCESS LEGEND
 SR 36, SR 112 & MID-VALLEY

- EXISTING SIGNAL
- EXISTING RIGHT IN/OUT
- FUTURE SIGNAL
- FUTURE FULL ACCESS
- FUTURE RIGHT IN/OUT

**TOOELE CITY TRANSPORTATION MASTER PLAN
 RIGHT-OF-WAY ELEMENT LEGEND**

FUTURE HIGHWAYS & ROADS	EXISTING HIGHWAYS & ROADS	DESCRIPTION
Blue dashed line	Blue solid line	200 FT WIDE MID-VALLEY HIGHWAY STATE HIGHWAY DESIGNED TO MANAGE HIGH SPEED AND HIGH TRAFFIC VOLUMES BETWEEN THE SOUTH END OF TOOELE VALLEY AND SR WITH CONTROLLED ACCESS WITH THE TOOELE VALLEY ARTERIAL ROAD SYSTEM WITH NO INTERFERENCE AT ACCESS POINTS.
Purple dashed line	Purple solid line	200 FT BOULEVARD A 200 FT WIDE COUNTY HIGHWAY DESIGNED TO MANAGE HIGH SPEED AND HIGH TRAFFIC VOLUMES BETWEEN MILLER SPORTS PARK AT SHEEP LANE AND STATE ROAD 89 AND COUNTY DOUBLY ROAD BEFORE AND AFTER SPORTS PARK EVENTS. AN EQUESTRIAN COMPONENT OF THE RIGHT-OF-WAY IS TO BE CONSTRUCTED. ACCESS IS TO BE LIMITED FOR LESS INTERFERENCE.
Red dashed line	Red solid line	106 FT ARTERIAL ROAD ARTERIAL ROADS DESIGNED TO INTERCONNECT THE MAJOR CENTERS OF ACTIVITY, HAVE LONG TRIP LENGTHS AND MANAGE MODERATE TO HIGH SPEED AND HIGHER TRAFFIC VOLUMES. ARTERIALS ARE RECOMMENDED TO BE ACCESS CONTROLLED BUT MAY HAVE HISTORIC OR INDUSTRIAL SECTIONS WHICH ARE NOT ACCESS CONTROLLED.
Yellow dashed line	Yellow solid line	84 FT LIMITED ACCESS COLLECTOR ROAD LIMITED ACCESS COLLECTOR ROADS ARE RECOMMENDED TO HAVE INTERCONNECTIONS WITH AND AUGMENT THE ARTERIAL SYSTEM. MODERATE TRIP LENGTHS AND ACCESS CONTROL IN ORDER TO DISTRIBUTE MODERATE SPEED TRAFFIC FROM ARTERIALS AND SUB COLLECTORS WITH AS LITTLE INTERFERENCE AS POSSIBLE.
Orange dashed line	Orange solid line	99\84\82.5\76 FT HISTORIC COLLECTOR ROAD HISTORIC COLLECTOR ROAD HAVE RIGHT-OF-WAY WIDTHS FROM 89 FEET TO 76 FEET WITH NO ACCESS CONTROL AND DISTRIBUTE LOW SPEED TRAFFIC THROUGH SECTIONS OF MOSTLY HISTORIC TOOELE CITY. CONNECTION TO THE ARTERIAL SYSTEM IS NOT ALLOWED WITH HISTORIC COLLECTORS.
Green dashed line	Green solid line	66 FT SUB COLLECTOR ROAD A SUB COLLECTOR ROAD IS RECOMMENDED TO DISTRIBUTE LOW SPEED TRAFFIC FROM LIMITED ACCESS COLLECTOR ROADS, WIDE HISTORIC COLLECTOR ROADS AND LOCAL ROADS. WITH LESS INTERFERENCE THAN LOCAL ROADS WOULD PROVIDE WITH STREET SIDE PARKING.
Cyan dashed line	Cyan solid line	56 FT OLD INDUSTRIAL COLLECTOR ROAD HISTORIC INDUSTRIAL COLLECTOR ROADS ARE DESIGNED TO MANAGE THE INDUSTRIAL TRAFFIC IN THE OLD ARMY DEPOT AREA WHERE RIGHT-OF-WAY WIDTHS ARE RESTRICTED BY EXISTING WORLD WAR II FACILITIES.
Grey dashed line	Grey solid line	60 FT OR LESS LOCAL ROADS LOCAL STREETS ARE NOT CLASSIFIED IN A HIGHER SYSTEM, PRIMARILY PROVIDING DIRECT ACCESS TO ADJUTING LAND AND ACCESS TO SUB COLLECTOR AND COLLECTOR ROADS. LOCAL STREETS HAVE THE LOWEST LEVEL OF SPEED AND MOBILITY AND MAY DELIBERATELY DISCOURAGE THROUGH TRAVEL IN NEIGHBORHOODS.

NOTE: THIS PLAN DOES NOT CREATE ANY EXPECTATIONS OF LAND USE APPROVALS OR VESTED RIGHTS.
 THIS PLAN IS SUBJECT TO AMENDMENTS AS NECESSARY.
 TRAFFIC SIGNALS AND ACCESSES ARE SHOWN PER EXISTING CORRIDOR ACCESS AGREEMENT WITH UTAH DEPARTMENT OF TRANSPORTATION.

**TRANSPORTATION
 MASTER PLAN
 RIGHT-OF-WAY
 ELEMENT
 ADOPTED NOVEMBER 3, 2010**