



NORTHEAST CONNECTOR STUDY FREQUENTLY ASKED QUESTIONS

What is a feasibility study?

A feasibility study is the first step in evaluating a transportation project. It helps decision-makers understand whether a project is worth advancing to future phases.

Why is this feasibility study being conducted?

It is being conducted to evaluate whether a new east-west roadway between Spanish Springs and TRIC is feasible and worth advancing to future project development.

Does this mean the road will be built?

The feasibility study does **not** approve or commit the project to construction. Any decision to build the road would require additional studies, environmental review, funding, and future approvals before construction could occur.

If the project were to be built, is it possible this road becomes a toll road?

No, there are no plans for a toll road. Tolling would require specific state legislative authorization.

Are the feasible corridor alignments final?

No, the alignments represent a planning-level concept based on high-level analysis. Additional refinement would occur during following phases.

Wouldn't the connector cause heavy traffic through residential neighborhoods?

Traffic modeling for typical 2050 conditions suggests volumes on local roads in Spanish Springs would increase by an average of less than 5%. These results reflect normal conditions and do not account for incidents or closures on I-80. Because this is a feasibility-level study, the analysis is high-level. If the project advances, more detailed traffic analysis would be conducted in future phases to further evaluate potential neighborhood impacts.

What about truck traffic in neighborhoods if I-80 is closed?

Under typical conditions, truck traffic is expected to be relatively low. During major incidents or closures on I-80, some trucks may use the connector as an alternate route. As the project advances, potential connection locations would be evaluated to help direct traffic to appropriate roadways and minimize impacts to residential neighborhoods.

How would the project affect wildlife and the natural environment?

The feasibility study reviewed environmental resources at a high level, including wildlife habitat, sage-grouse habitat, wetlands, threatened and endangered species, and cultural resources in the study area. If the project advances, more detailed environmental studies and permitting would be required to evaluate impacts and identify ways to avoid or minimize them. Additional information is provided in Appendix A, Environmental Due Diligence, of the feasibility report.

Will the project affect cultural or historic resources?

The feasibility study evaluated cultural and historic resources at a high level, including a desktop review of known and documented sensitive areas within the study area. If the project advances, more detailed studies and consultation with tribes, resource specialists, and regulatory agencies would be required in accordance with the National Historic Preservation Act.

NEW

What has changed from the initial, December 2025 outreach materials?

Based on community feedback in December 2025 and extended through March 2026, the specific recommendation of a single preferred corridor has been removed. Both the Vista Boulevard (Golden Eagle) and the La Posada corridors are found to be feasible corridors for potential future analysis. In addition, the north/south spur option connecting these two corridors has been removed.

NEW

What does it mean that both corridors are feasible?

It means that, based on the planning-level analysis completed as part of the feasibility study, both corridors could potentially meet the transportation need and are reasonable options for future consideration. It does not mean that either corridor has been selected, approved, funded, or will be constructed.

NEW

What are the next steps?

Decision-makers will determine whether either, both, or neither corridor advances to the next phase — environmental. During the environmental phase, additional analysis would provide more detailed information on the relative benefits and impacts of each corridor. If both corridors advance, this information would help inform the ultimate decision on which, if any, corridor should be identified as the preferred alternative. At this time, no decision has been made to advance the Northeast Connector to the environmental phase, and no funding has been specifically allocated for that purpose.