

Identifying Improvements on State Route 30

WHAT IS THE S.R. 30 CORRIDOR STUDY?

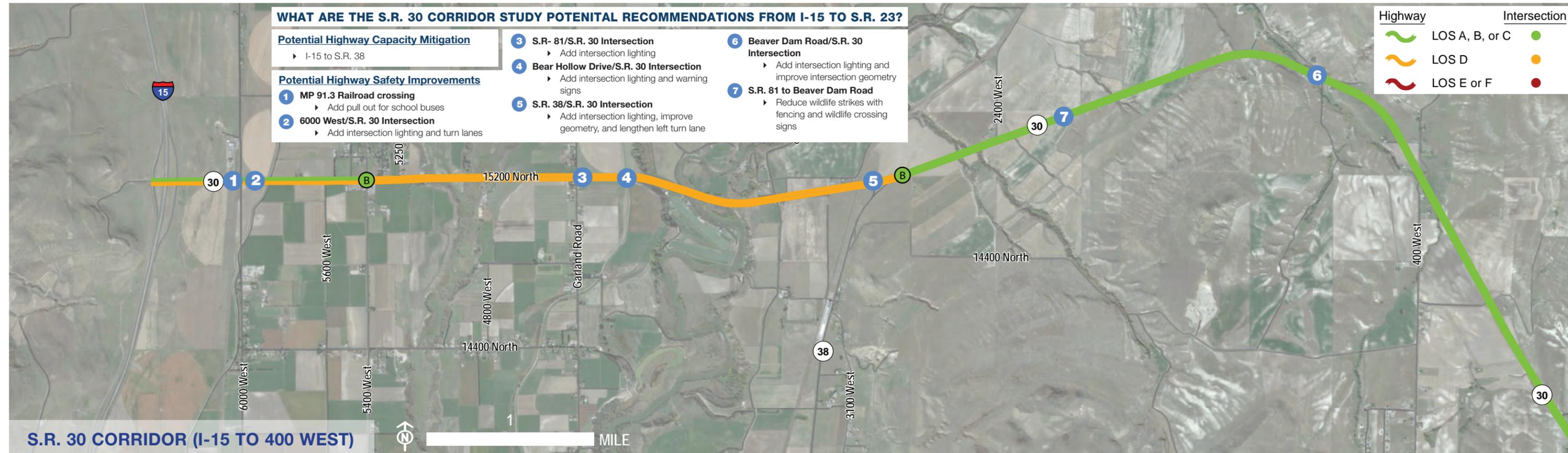
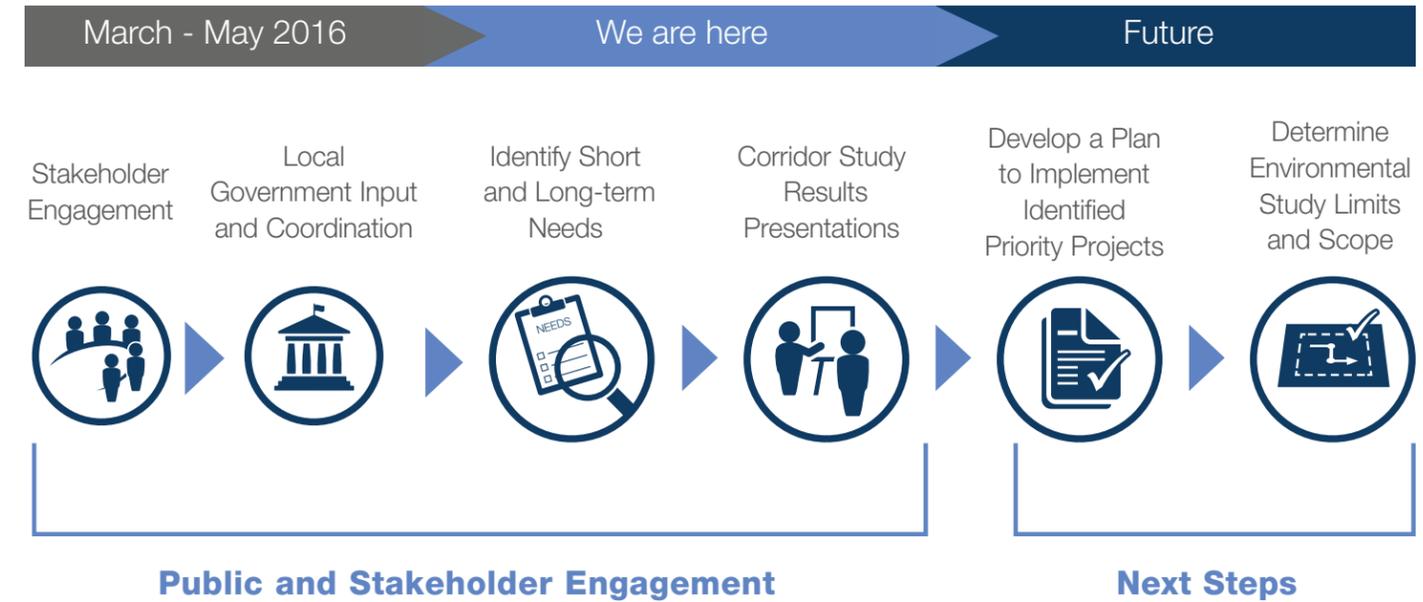
The Utah Department of Transportation conducted a corridor study on 17.54 miles of State Route 30 (S.R. 30) from Interstate 15 (I-15) to Logan 1000 West (10th West or S.R. 252). UDOT recognizes the importance of the S.R. 30 Corridor to the communities within Box Elder and Cache counties and is committed to meeting the short and long-term needs of the traveling public while ensuring the continued efficiency of this important route. A targeted public engagement program was conducted as part of the S.R. 30 Corridor Study. The purpose of the outreach effort was to seek input from key stakeholders, local governments, state and federal agencies with associated opportunities for input from the general public. Specific input was invited on the locations that need improvement along the corridor and

environmental concerns from those improvements. The study also included analysis of safety data and current and projected future traffic volumes. This fact sheet documents the results of the study and preliminary draft recommendations to improve the S.R. 30 Corridor.

HOW TO PROVIDE INPUT INTO THE STUDY PROCESS:

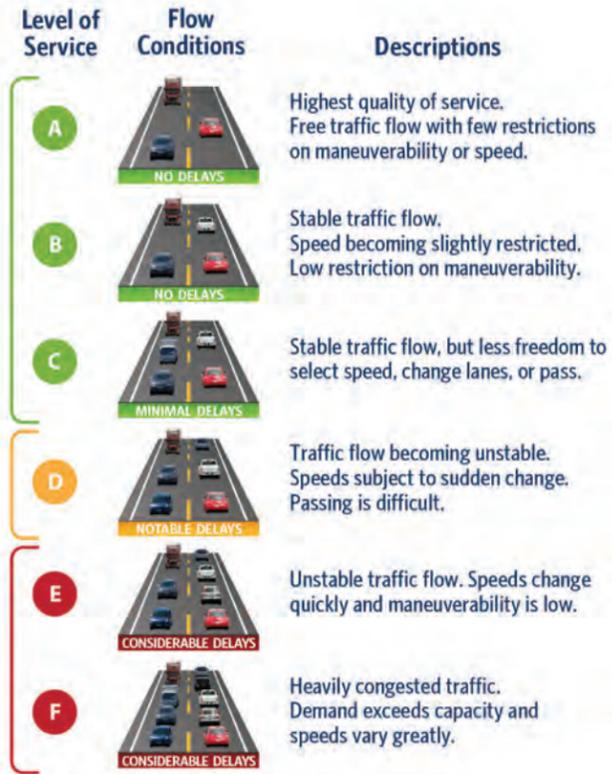
Input from stakeholders that use the corridor for personal travel and those that rely on the route for business activities and economic development is critical to the corridor study. If you have specific concerns or would like to provide comments to these draft recommendations, please send them to SR30study@utah.gov or use the attached map and provide the completed form to the project team.

WHAT IS THE CORRIDOR STUDY SCHEDULE AND NEXT STEPS?



LEVELS OF SERVICE

for Two-Lane Highways



WHAT SEGMENTS OF S.R. 30 NEED TO HAVE ADDITIONAL HIGHWAY LANES?

To determine where highways need additional lanes, UDOT uses a guideline called level of service (LOS). Level of service is graded on a letter scale from A to F, with A being the best level of service and F being the worst (see graphic to the left). UDOT has set a goal of maintaining two-lane highways in rural parts of the state (like S.R. 30) at LOS C or better. Therefore, LOS A through C are acceptable operating conditions for rural highways, and LOS D through F are unacceptable. If a rural highway operates at LOS D through F, UDOT considers adding additional travel lanes to improve traffic operations.

The orange (LOS D) and red (LOS E and F) segments of S.R. 30 on the map show where UDOT needs to consider highway capacity improvements to S.R. 30, such as adding passing lanes or widening the highway from two to four lanes. The type of capacity improvement will be evaluated in future studies.

Based on projected 2040 traffic volumes, and in order to achieve the desired LOS (as shown on the map), the following segments of S.R. 30 need highway capacity improvements:

- I-15 to S.R. 38
- S.R. 23 to 10th West

WHAT ARE THE NEXT STEPS FOR THE S.R. 30 CORRIDOR?

Based on the type of safety and highway capacity improvements identified in the corridor study, UDOT has determined that S.R. 30 can be evaluated in segments.

I-15 to S.R. 23. UDOT will look at making spot improvements in this segment of S.R. 30 to address identified safety and capacity needs. Improvements in this segment can be evaluated independently, which will allow individual projects to move forward more quickly. UDOT will prioritize projects based on future funding and the identified need.

S.R. 23 to 10th West. This segment of S.R. 30 has numerous safety issues, and the entire segment needs to be evaluated for additional capacity (adding passing lanes or widening the highway from two to four lanes). Addressing both safety and capacity will require reconstructing the highway from S.R. 23 to 10th West, plus consideration for facilities to safely accommodate bicycles. These types of improvements could affect wetlands and sensitive wildlife species. Therefore, starting in summer of 2016, UDOT will begin an environmental study to evaluate potential alternatives for the improvements, analyze potential environmental impacts, and identify appropriate recommended improvements.

GET ON THE MAILING LIST

To be added to the study mailing list, please provide your contact information

Name:

Email:

Mailing Address:

