

S.R. 30 Corridor Study

UDOT project number is S-R199(185)

Comment Form 2: Study Recommendations

Date: _____

Name/Organization _____

Address _____

Email _____ Phone _____

After reviewing the S.R. 30 Corridor Study Recommendations from the handout or presentation, please provide comments below and return the completed form to the email address listed at the bottom of the form.

1. **I-15 to S.R. 23:** Please provide comments on the S.R. 30 Corridor Study recommendations for the area between I-15 and SR 23. Please be as specific as possible noting the specific location for your comment, such as the intersection or corridor area.

2. **S.R. 23 to 1000 West:** Please provide comments on the S.R. 30 Corridor Study recommendations for the area between SR 23 and 1000 West. Please be as specific as possible noting the specific location for your comment, such as the intersection or corridor area.

3. **Other Issues and Comments:**

Identifying Improvements on State Route 30

WHAT IS THE S.R. 30 CORRIDOR STUDY?

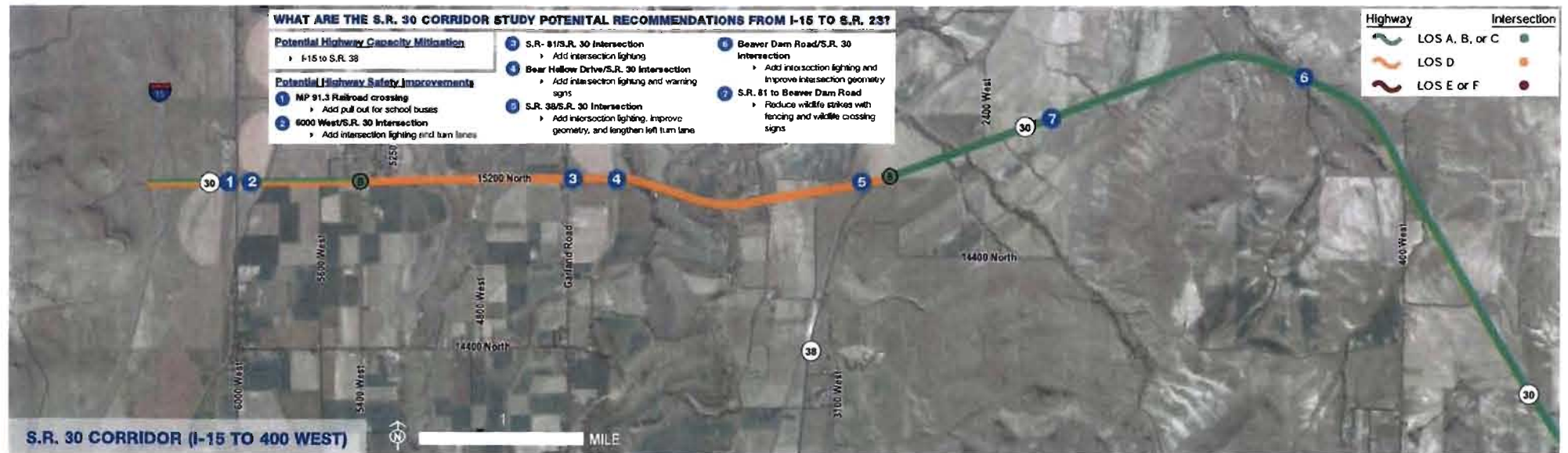
The Utah Department of Transportation conducted a corridor study on 17.54 miles of State Route 30 (S.R. 30) from Interstate 15 (I-15) to Logan 1000 West (10th West or S.R. 252). UDOT recognizes the importance of the S.R. 30 Corridor to the communities within Box Elder and Cache counties and is committed 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		
Level of Service	Flow Conditions	Descriptions
A		Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed.
B		Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability.
C		Stable traffic flow, but less freedom to select speed, change lanes, or pass.
D		Traffic flow becoming unstable. Speeds subject to sudden change. Passing is difficult.
E		Unstable traffic flow. Speeds change quickly and maneuverability is low.
F		Heavily congested traffic. Demand exceeds capacity and speeds vary greatly.

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: _____



State Route 30 CORRIDOR STUDY

I-15 to 1000 West

A UDOT PROJECT

JUNE 2016

STUDY RECOMMENDATIONS



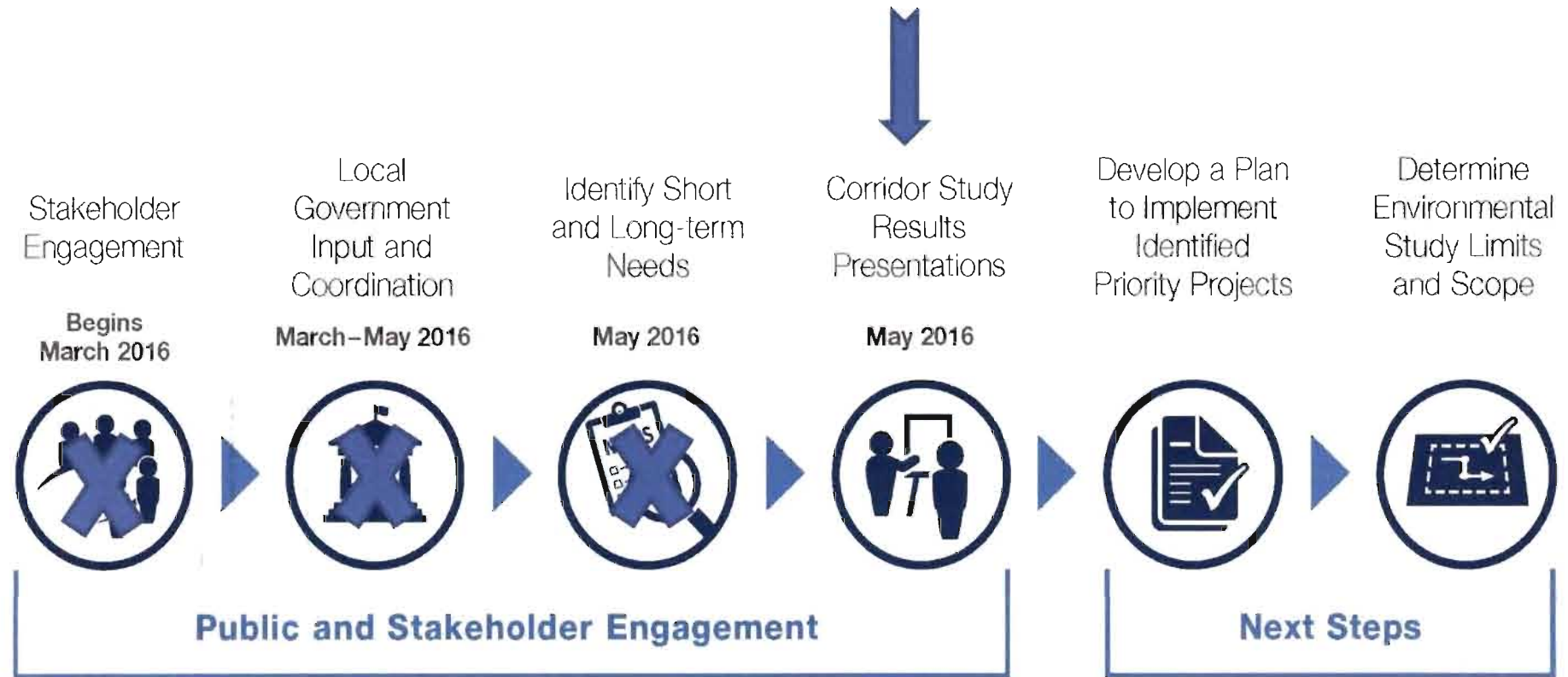
Study Overview

- Identifies current and future roadway needs
- Study limits – I-15 to 10th West, Logan (17.5 miles)
- Two counties
 - Box Elder
 - Cache
- 2040 Planning Horizon
- Not an environmental study (EA or EIS)
- Does not include alignment changes

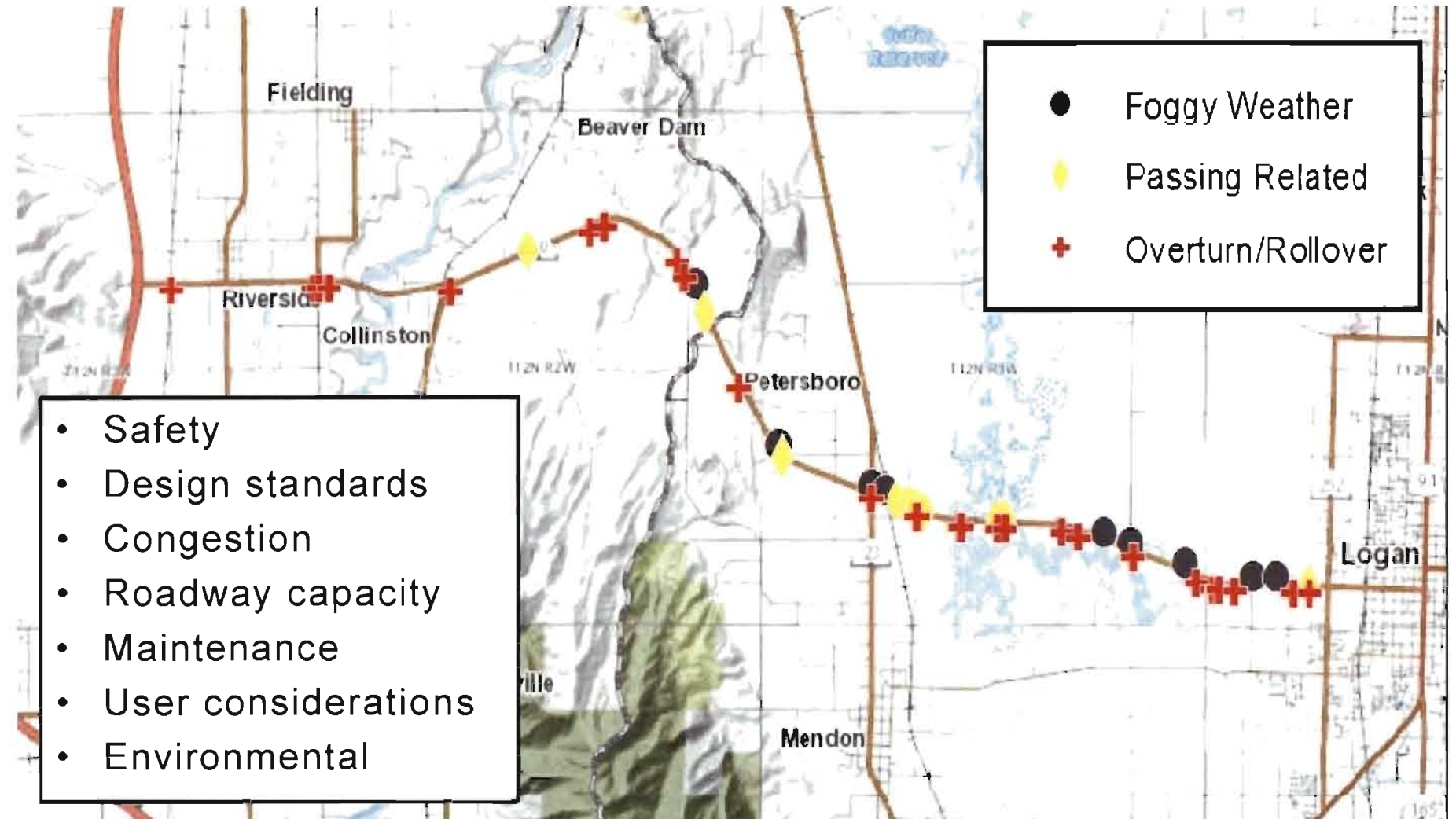
Study Area



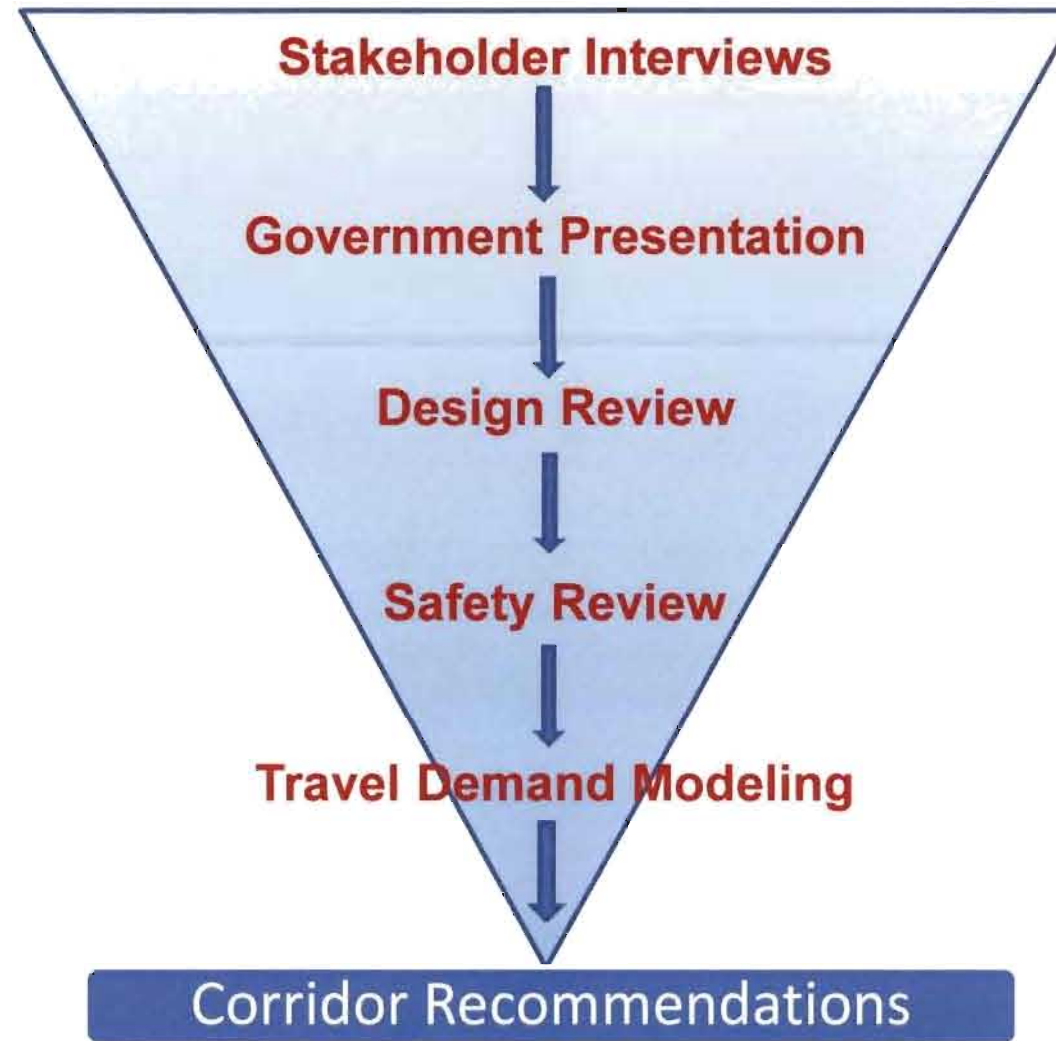
Study Overview



Study Purpose: To identify corridor needs









Corridor Study Process



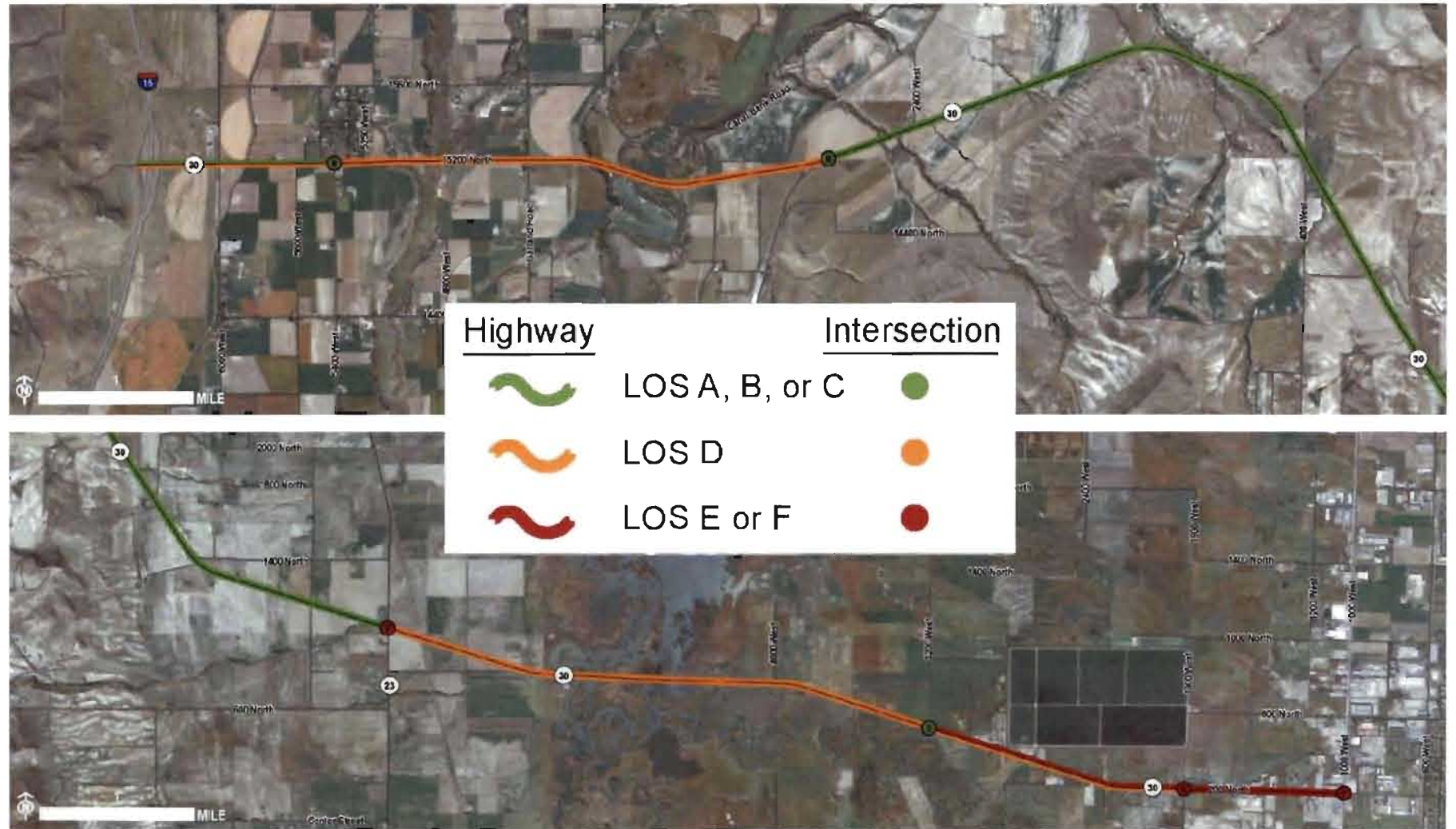
Levels of Service

for Two-Lane Highways

Level of Service	Flow Conditions	Descriptions
A		Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed.
B		Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability.
C		Stable traffic flow, but less freedom to select speed, change lanes, or pass.
D		Traffic flow becoming unstable. Speeds subject to sudden change. Passing is difficult.
E		Unstable traffic flow. Speeds change quickly and maneuverability is low.
F		Heavily congested traffic. Demand exceeds capacity and speeds vary greatly.

UDOT 's Goal for Rural Highways is LOS C or Better

S.R. 30 2040 Level of Service (LOS)



S.R. 30 LOS

S.R. 30 SEGMENTS NOT MEETING LOS GOALS IN 2040

I 15 to S.R. 23

- I-15 to S.R. 13 Eastbound - LOS D
- S.R. 13 to S.R. 38 Eastbound and Westbound - LOS D

S.R. 23 to 10THWest

- S.R. 23 to 1900 West westbound - LOS D
- 1900 West to 10th West westbound - LOS E and F
- 10th West to 3200 West eastbound – LOS E and F

INTERSECTION LOS

- S.R. 23 – LOS F
- 1400 West – LOS E
- 10th West – LOS F

S.R. 30 Safety Recommendations I-15 to S.R. 23



WHAT ARE THE S.R. 30 CORRIDOR STUDY POTENTIAL RECOMMENDATIONS FROM I-15 TO S.R. 23?

Potential Highway Capacity Improvements

- ▶ I-15 to S.R. 38

Potential Highway Safety Mitigation

- | | | |
|---|--|--|
| <p>1 MP 91.3 Railroad crossing</p> <ul style="list-style-type: none"> ▶ Add pull out for school buses <p>2 6000 West/S.R. 30 Intersection</p> <ul style="list-style-type: none"> ▶ Add intersection lighting and turn lanes | <p>3 S.R. 81/S.R. 30 Intersection</p> <ul style="list-style-type: none"> ▶ Add intersection lighting <p>4 Bear Hollow Drive/S.R. 30 Intersection</p> <ul style="list-style-type: none"> ▶ Add intersection lighting and warning signs <p>5 S.R. 38/S.R. 30 Intersection</p> <ul style="list-style-type: none"> ▶ Add intersection lighting, improve geometry, and lengthen left turn lane | <p>6 Beaver Dam Road/S.R. 30 Intersection</p> <ul style="list-style-type: none"> ▶ Add intersection lighting and improve intersection geometry <p>7 S.R. 81 to Beaver Dam Road</p> <ul style="list-style-type: none"> ▶ Reduce wildlife strikes with fencing and wildlife crossing signs |
|---|--|--|

S.R. 30 Recommendations

S.R. 23 to 10th West



WHAT ARE THE S.R. 30 CORRIDOR STUDY POTENTIAL RECOMMENDATIONS FROM S.R. 23 TO 10TH WEST?

Potential Highway Capacity Improvements

- ▶ S.R. 23 to 10th West

Potential Highway Safety Mitigation

- 8 S.R. 23/S.R. 30 Intersection**
 - ▶ Improve intersection geometry
- 9 MP 102.6 Railroad Crossing**
 - ▶ Add pull out for school buses
- 10 Cutler Marsh Marina/S.R. 30 Intersection**
 - ▶ Add left turn and acceleration lanes
- 11 Lower Logan River Access**
 - ▶ Add left and right turn and acceleration lanes
- 12 3200 West/S.R. 30 Intersection**
 - ▶ Add intersection lighting and right turn lane
- 13 MP 107.2 Curve**
 - ▶ Widen shoulders
- 14 S.R. 23 to 1900 West**
 - ▶ Widen shoulders, add weather alert system for fog, add turn lanes to access points, and consider bike safety
- 15 1900 West to 10th West**
 - ▶ Add continuous left turn lane, improve right turn lane access to businesses, add shoulders, and consider bike safety

Implementation Plan

Spot Improvement Locations

- *Capacity Improvements I-15 to S.R. 38*
- *MP 91.3 Rail crossing*
- *6000 West Intersection*
- *Bear Hollow Drive*
- *S.R. 81 Intersection*
- *S.R. 38 Intersection*
- *Beaver Dam Road Intersection*
- *S.R. 81 to Beaver Dam Road – Wildlife Warning Signs*

Implementation Plan

Environmental Document

- *S.R. 23 to 10th West*
- *Evaluate alternatives and develop recommendations to address the numerous safety and access deficiencies*
- *Evaluate alternatives and develop recommendations to address capacity needs and LOS goals*
- *Start process in summer 2016*

Question & Answer

- What are your comments on the S.R. 30 Corridor Study recommendations?
- **Additional input:**
 - Phone: (435) 554-1136
 - Email: SR30study@utah.gov