

## Increasing capacity on our nation's transportation system will:

- Unlock Gridlock,
- Generate Jobs,
- Deliver Freight,
- Access Energy, and
- Connect Communities

## Did you know that:

- In 10 years the U.S. population will grow by 27 million people? —That's more than the number of people who currently live in Texas.
- Commuters currently waste 22 hours annually sitting in traffic due to congestion?
- Travel on our highways will continue to increase, even with more transit, intercity passenger rail, biking and walking?

More information at <http://expandingcapacity.transportation.org>

"Transportation investments in capacity-type projects not only help meet today's challenges, but build a solid foundation for continued economic growth and prosperity. Utah's population has continued to increase rapidly. Even though vehicle miles traveled (VMT) has slightly dropped recently, congestion still remains a significant problem as population growth continues to outpace expansion of the transportation system. Over the last 18 years, Utah enjoyed tremendous economic prosperity and growth. However, the transportation system has had a difficult time in keeping pace. With the recent economic downturn coupled with continued population growth, the challenge to improve and expand Utah's transportation system to meet today's and tomorrow's travel demands has never been greater. According to U.S. Census statistics, from July 2007 to July 2008, Utah's population increased by 2.5 percent, ranking Utah first in the nation. Between 1990 and 2007, Utah's population increased by 56 percent. Projections indicate that Utah's population will surpass 3.6 million by 2020 and approximately 4.4 million by 2030. During this same time period, new highway capacity has only increased by a little over four percent."

— John Njord, Executive Director, Utah Department of Transportation



## Capacity Needs:

### **Mountain View Corridor Interstate 15**

## Urban Interstate Priority:

### **I-15 Mile Post 0 to 13; St. George, Utah**

#### **Mountain View Corridor**

The Mountain View Corridor is a new, planned freeway, transit and trail system in western Salt Lake and northwestern Utah counties, servicing 13 municipalities in the project area.

Initial construction will build two lanes in each direction with signalized intersections where future interchanges will be located. Future construction will build out the remainder of the corridor, including a transit solution and enhancement of the initial construction by adding interchanges and more lanes to achieve a fully functional freeway.

The project will be built in phases designed to balance transportation needs with available funds. Utah allocated \$500 million in the 2009 Legislative Session as part of a bonding package for start of construction.

The current funding allocated to this project is only a portion of the final cost.

#### **Interstate 15**

The I-15 Corridor Expansion (I-15 CORE) adds two additional lanes on both southbound and northbound I-15 from American Fork to Provo and extends the express lane from Orem to Provo. Additionally, aging bridges (built in the 1960s) and outdated and congested interchanges will be redesigned, modified and/or replaced for increased mobility and safety.

I-15 CORE is needed to alleviate traffic congestion, support economic development, increase safety and accommodate additional population growth. In 2007, Utah County surpassed Washington County as the fastest growing county in Utah, with a growth rate of 5.5 percent. Since 2000 it has been among Utah's top six fastest-growing counties. The Governor's Office of Planning and Budget (GOPB) estimates this growth trend will likely continue into 2060.

In March 2009, the governor and state lawmakers approved a \$1.725 Billion bond to fund the most critical area of I-15 CORE. The current funding allocated to this project is only a portion of the final cost.

## Urban Interstate Priority

### I-15 Mile Post 0 to 13; St. George, Utah

As part of the CanaMex corridor and designated by the United States Department of Transportation (U.S.DOT) as a corridor of the future, Interstate 15 is a vital transportation link for the Western United States and also for residents, business, and recreationalists in the Washington County area. The purpose of this study was to identify needs on the I-15 corridor in Washington County (milepost 0 to 42) and to prioritize projects that would meet those needs. Resources used to analyze the corridor included crash data, geometric conditions, structural evaluations, pavement conditions, and capacity. Once the corridor, its characteristics, and its needs were evaluated, environmental resources around the corridor were also evaluated to help anticipate the level of environmental clearance needed. These individual projects were conceptualized to avoid impacting the surrounding resources while still meeting the corridor's needs. These projects were then prioritized based on the Utah Department of Transportation's Final Four Strategic Goals: Take care of what we have, Make the system work better, Improve safety, and Increase capacity. A year was determined when the projects should be completed. Prioritized projects were organized into Phase I(2010 to 2015), Phase II(2016 to 2025), and Phase III(2026 to 2040).

To determine the existing conditions, current deficiencies along the corridor were identified. These deficiencies were related to safety, geometric and infrastructure deficiencies, and capacity.

Through this evaluation of existing conditions, 12 accident clusters were also identified in the project corridor. These cluster areas were associated with deficient roadway geometrics, areas of congestion, excessive speeds, and speed differentials associated with the interchange on-and off-ramp deficiencies and steep grades. These existing geometric and infrastructure deficiencies along the corridor were also associated with sub-standard elements: horizontal and vertical curves, vertical clearance, clear zones, guardrails, ramp acceleration and deceleration lengths, profile grades, and pavement conditions. In addition, pavement is deficient between MP 19 to 42 and will need pavement rehabilitation in the next three to seven years.

To address the existing roadway's deficiencies, several projects have been proposed. The current programmed capacity-related projects located at the Dixie Drive, Atkinville, Bluff Street, and Bloomington interchanges are providing current and future capacity needs for the southern section of the corridor. Despite these proposed projects, traffic analysis identified that additional capacity improvements will be needed during Phase II and Phase III. These additional improvements include adding general purpose lanes on I-15 and ramp capacity between MP 0 to 16. The improvements proposed in this document were developed to correct current deficiencies along the corridor. Figures ES-3 and ES-4 summarize the location of these improvements.

Based on each project's ability to maintain what we have, make the system work better, improve safety, and increase capacity, proposed improvements were prioritized and construction completion years were recommended. Based on this prioritization methodology, total scores were generated for each proposed project improvement and then improvements were sorted by total score. Those receiving the highest score were identified as being the projects on the corridor of highest need. The recommended completion years were determined based on highest scores as well as on the logical combinations of projects.