



## MORE PASSING LANES COULD INCREASE ROADWAY EFFICIENCY

Utah is the crossroads for freight traffic traveling to and from the east and west coasts on Interstates 15, 70, 80 and 84. Truck traffic has been growing rapidly along these and other routes in the state. In fact, truck traffic is 23 percent of total traffic on Utah's highways, while nationally it averages only 12 percent. To keep up with this growth, UDOT Planning is exploring ways to make highways more efficient at moving freight.

Utah's highways have the highest percent of truck traffic in the nation.

### WHAT ARE PASSING LANES?

A passing lane is an auxiliary lane on two-lane and multi-lane highways used for the passing of slower traffic. On two-lane highways, a passing lane provides for a desired frequency of safe passing zones.

Passing lanes are constructed on two-lane highways when the level of service (i.e. highway performance) is reduced. They may be designed for one or both directions of travel. There are three specific criteria to meet for approval and the design for each lane direction is independent of the other.



*I-80 east of Evanston, Wyoming is an example of a climbing lane on a multi-lane highway.*

### AMERICAN ASSOCIATION OF STATE HIGHWAY TRANSPORTATION OFFICIALS (AASHTO) PASSING LANE CRITERIA

1. Upgrade traffic flow exceeds 200 vehicles an hour
2. Upgrade truck flow exceeds 20 vehicles per hour
3. One of the following conditions exists:
  - A 10 mph or greater speed reduction is expected
  - Level of service E or F exists on the grade
  - A reduction of two or more levels of service is experienced

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## HOW A PASSING LANE WORKS

Passing lanes are lanes designated for drivers who want to pass slower traffic like trucks, RVs, or other slow moving vehicles. On two-lane highways, passing lanes allow faster vehicles to safely pass without going into the opposing lane of traffic.

## HOW CAN UDOT PLANNING HELP?

The UDOT Planning Division works with freight stakeholders, business leaders, universities, transportation and elected officials about transportation projects throughout Utah. UDOT Planning can provide UDOT Regions with passing lane data on any state route, and appreciates input and feedback with the Regions to identify passing lane projects. Industry feedback, combined with UDOT Regions' local expertise, can enhance transportation on freight corridors in Utah.

## UTAH TRUCKING INDUSTRY'S TOP PASSING LANE PRIORITIES



### KEY

- Interstates
- Major Routes
- Coal Routes
- County Borders
- Other Roads
- ☾ Lakes

### PASSING LANES

List is not prioritized

- A** U.S. Highway 40 (Heber City to Vernal)
- B** U.S. 191 (Moab to Monticello)
- C** U.S. 89 (Kanab to S.R. 20)
- D** U.S. 89 (Kanab to Utah/Arizona Stateline)
- E** U.S. 6/191 (Wellington to I-70)
- F** I-15 (North of St. George, between milepost 20-22, 28-30, and 34-37)
- G** State Route 18 (St. George to Enterprise turnoff)
- H** S.R. 59 (Hildale to Hurricane)
- I** I-15 (North Scipio, Mills Interchange and Nephi)
- J** I-15 (Near Cove Fort)
- K** S.R. 10 (Price to Fremont Junction/I-70)
- L** U.S. 89 (Salina to Gunnison - S.R. 28 Gunnison to Levan)

Utah's Primary Freight Routes.

Source: Utah Department of Transportation and Utah Trucking Association  
 The statistics gathered by the trucking industry complement the information UDOT has found.