

**Utah Department of Transportation
Utah Transportation Commission
Area Road Tour
Thursday, August 14, 2025**

On Thursday, August 14, 2025, Utah Transportation Commissioners, UDOT staff and others departed from the Spanish Fork City Library, located at 80 South Main Street, Spanish Fork, at 1:59 p.m., for a tour of the surrounding area. Those in attendance included:

- Commissioners: Jim Evans, Natalie Gochnour, Bruce Adams, Tom Jacobson
- UDOT Staff: Carlos Braceras, Ben Huot, Heather Barthold, Andrew Gwynn, Andy Spencer, Boyd Humphreys, Chad Moore, Claudia Ramirez Gomez, Eric Buell, Eric Rasband, Jared Beard, Jeff Lewis, Josh Van Jura, Kenzie Abplanalp, Leif Elder, Paul Egbert, Peter Asplund, Rob Wight, Stephanie Tomlin, Wyatt Woolley, Zane DeBernardi
- Others: Bill Wright, Brigitte Mandel, Christine Adams, Christy Simons, Eric Isom, Ivan Marrero, Jamie Evans, Matt Marziale, Robert Mills, Seth Perrins, Steven Loveland

As the bus traveled through Spanish Fork and into Benjamin, Salem and Payson, the following projects and topics were discussed:

I-15 Spanish Fork Interchange Study

UDOT identified the Center Street Interchange as the selected alternative and has issued a decision on the \$5 million EA, which is a Finding of No Significant Impact (FONSI). The next steps for this project will be the final design, right of way acquisition and construction. The timeline for final design and construction is currently unknown and depends on prioritization of other projects and available funding.

Spanish Fork Main Street Vision

Spanish Fork City's vision is to create a more business- and pedestrian-friendly downtown that entices business owners to stay and redevelop the downtown area.

I-15 Springville to Spanish Fork

UDOT is constructing a new I-15 interchange at 1600 South/2700 North, and widening the road from Main Street in Spanish Fork to the Union Pacific Railroad (UPRR) Tintic Line in Springville. The project is currently funded at \$133 million. Construction is anticipated to be completed by Summer 2026. The project will also include a shared-use path on the north side of the widened road, a bridge over the UPRR Sharp Line, noise walls from 1120 West to 950 West, and utility relocations east of the UPRR Tintic line.

Sharp/Tintic Rail Connection

Currently funded at \$24 million, the Sharp/Tintic Rail Connection will construct approximately 3,900 linear feet of UTA-owned railroad track for the future FrontRunner, allowing for the bypass of current UPRR routes and the abandonment of approximately 12,500 feet of the Tintic railroad line through residential sections of Springville, eliminating the existing need for 6 crossings in the area.

Provo Sub Rail Consolidation

The \$9,378,000 Provo Sub Railroad consolidation project is intended to consolidate two rail corridors into one, abandoning 7 miles of rail line through Springville, Spanish Fork and Mapleton, and discontinuing 19 rail crossings in those same cities.

US-6 Spanish Fork City Improvements

A \$14.5 million project made a series of key improvements to US-6 in Spanish Fork to enhance safety, traffic flow, and long-term capacity, including dual left-turn lanes at Expressway Lane and Canyon Creek Parkway to reduce congestion and improve mobility; roadway widening with the addition of a third eastbound lane continuing through Expressway Lane to approximately Center Street; intersection and signal improvements at Expressway Lane to support better traffic management and safety; trail realignment along the south side of the roadway to accommodate the expanded roadway while maintaining access for pedestrians and cyclists; upgraded drainage infrastructure for better storm water control and roadway protection; and, new pavement from I-15 to US-89 near the mouth of Spanish Fork Canyon to improve ride quality and durability.

I-15 Benjamin Interchange

Funded at \$3 million, the I-15 Benjamin Interchange Study focuses on improving traffic capacity. The existing single-lane configuration under the I-15 bridges no longer meets the needs of the growing communities and residents of Salem City, Spanish Fork City, and Utah County. The interchange, along with SR-164, is experiencing a substantial increase in traffic. To accommodate this growth, along with projected future demand, the study will evaluate options for replacing the current bridge with a new structure that supports a widened SR-164 and provides improved connections to and from I-15. Another important consideration is the integration of the future FrontRunner track system into the new improvements, ensuring that the final solution supports this planned transit expansion. Overall, the improvements aim to enhance mobility, safety, and long-term regional connectivity.

Salem City Growth

Salem City officials project the population to double in the next few years, signaling one of the fastest growth trajectories in Utah. According to a 2010 projection, Salem's population is expected to grow by 524% between 2010 and 2050, from 6,423 to over 40,000 residents. While this is a long-term estimate, it underscores the unprecedented pace of growth the city is already beginning to experience. Key infrastructure projects such as the addition of Loafer Mountain Parkway and the much needed upgrade to the I-15 Benjamin interchange are critical to managing this growth. These investments are a direct response to the city's expanding footprint and are designed to improve mobility, safety and regional access. Salem City, UDOT, and Utah County are working closely together to stay ahead of the curve by planning, coordinating and investing in the transportation systems needed to support a thriving and rapidly growing community.

Payson City Growth and Priorities

Payson is rapidly expanding, with a projected population of 59,000 by 2050, and a trade area nearing 260,000. To keep pace, the city is prioritizing transportation upgrades to drive economic development and attract industry, retail, tourism and revitalize downtown. Future projects include the I-15/Main Street Interchange Realignment and Nebo Beltway; a new UVU campus and FrontRunner station; an 86,000 square foot MTECH building, and Redbridge and other new housing developments. Transportation priorities include a new beltway,

interchange improvements, Main Street upgrades, 500 South improvements, FrontRunner extension and improved bus services, more bike lanes and multi-use paths, and addressing I-15's barrier to access transit and education. Payson's multi-modal transportation strategy is key to managing growth and maintaining quality of life.

Nebo Beltway and I-15 Interchange

Funded at \$95 million, Phase 1 of the Nebo Beltway and I-15 Interchange project marks a major step in improving regional mobility and relieving congestion in southern Utah County. This initial phase will construct a new connection from I-15 to SR-198, build a new overpass over I-15, and add a northbound on-ramp and southbound off-ramp at I-15 to reduce traffic congestion on Payson Main Street, provide direct I-15 access for southern Utah County without routing through Payson and improve connectivity to the planned FrontRunner station and surrounding residential and commercial developments. The project supports Payson's long-term growth strategy by enhancing access, easing congestion and preparing for future development across the region.

The bus returned to the Spanish Fork City Library at 3:15 p.m., ending the road tour, and then an optional walking tour, led by the UDOT Trails Division, took place.



Heather Barthold, Commission Assistant