

**Utah Department of Transportation
Utah Transportation Commission
Davis and Weber County Area Tour
Thursday, September 15, 2016**

The Utah Transportation Commission, UDOT staff members and other departed for an area tour in Davis and Weber County at 1:55 p.m. on Thursday, September 15, 2016, from the West Point City Council Chambers, located at 3200 West 300 North in West Point. The tour traveled Region One corridors throughout Davis and Weber County, driving through current projects in Northern Utah and illustrating the need for improvements with the expected growth in population, homes and jobs. Those in attendance included:

- Commissioners: J. Kent Millington, Meghan Holbrook, Wayne Barlow, Dannie McConkie, Naghi Zeenati, Gayle McKeachnie
- UDOT Staff: Carlos Braceras, Shane Marshall, Heather Barthold, Michelle Jeronimo, Bill Lawrence, Bob Pelly, Dave Alger, Dave Adamson, Jason Davis, Joe Walker, Kris Peterson, Rex Harris,
- Others: Brigitte Mandel, Eric Isom, Jamie Evans, Jory Johner, Kathlene McKeachnie, Wayne Bennion

Kris Peterson, Region One Director, talked about needs and challenges of the SR-108 corridor. He described the upcoming CMGC project from SR-127 to SR-107, which will widen SR-108 to five lanes. The project is valued at \$50 million and will be advertised December 2016. Kris also said Region One plans to continue widening SR-108 between SR-107 and 4275 South, a project valued at \$180 million, but is waiting for funding. He also mentioned a widening project on SR-193 from 2000 West to 3000 West that will be done in conjunction with the widening of SR-108.

Kris talked about the improvements that will be made on 650 North (SR-103) and Main Street/1900 West (SR-126), including dual turn lanes onto northbound Main Street and the I-15 on-ramps, and a new dedicated left turn lane at the Hill Air Force Base (HAFB) West Gate to the southbound I-15 on ramp.

The bus traveled along the Hill Field Road (SR-232) corridor and drove through one of the newly opened ThrU Turns. Kris reassured the bus driver that the ThrU Turns are designed so buses and semis are able to maneuver through them, and afterwards, the driver confirmed that he was able to make the movement with ease. Kris talked about other improvements taking place on Hill Field Road, including a rehabilitation project where the old pavement needed to be completely replaced with concrete instead of asphalt to withstand the high amount of traffic that travels through the area. Kris said the roadway was similar to a “barn roof” because of the number of overlays that have been done. He also talked about issues the project has run into.

The group drove along US-89, and Kris talked about the concrete barriers that were recently installed as a precursor for the future expressway conversion project. He discussed the Environmental Study process and project timeline, and mentioned that this project is the reason that the Corridor Preservation Fund was established; the Department owns over 100 homes in the area. Kris said that US-89 carries up to 40,000 cars a day so the improvement and expansion of the corridor is vital to the surrounding communities.

The bus drove past the pavement rehabilitation project on Gentile Street and Oak Hills Drive. Kris said the amount of traffic during the day made nighttime operations necessary and that there have been a few noise complaints. He also talked about contractor issues on the 400 North (SR-106), and said that UDOT is working with Bountiful City and FHWA to complete the project and through the issues.

As the bus drove along I-15, Kris talked about interchange studies at Parrish Lane in Centerville, 200 North in Kaysville, 5600 South in Roy, 650 North in Sunset, and 700 South in Clearfield. He also discussed upcoming projects, like the addition of Express Lanes between Layton and I-84 in Riverdale, and Layton Crossing where a new east-west connection across I-15 between Main Street and Hill Field Road will be constructed to help relieve traffic congestion at Antelope Drive and Hill Field Road interchanges.

The group traveled through the I-15, Lagoon to Layton project where crews are adding ramp meters and north and southbound auxiliary lanes from Shepherd Lane to the Layton Parkway exit and from the Layton Parkway on-ramp to 200 North in Kaysville. Kris talked about an issue the Department ran into with UTA regarding UDOT property near UTA TRAX lines. At 3 p.m., as the bus traveled northbound back to West Point City, backing on I-15 had already started. Kris said that it is not unusual to see congestion start that early in the day, and said it usually lasts until 7 p.m.

The tour concluded at 4:15 p.m.



Heather J. Barthold, Commission Assistant