

**Utah Department of Transportation  
Utah Transportation Commission  
Ogden Area Tour  
July 18, 2013**

The tour departed at 1:28 p.m. from the Region One offices. Kris Peterson welcomed the group on the tour. The vans traveled south on Wall Avenue to 20<sup>th</sup> Street. Mr. Peterson talked about the retrofit dowel bar project that was currently taking place between I-15 and Wall Avenue. On 1900 West/SR-126, the vans traveled south. Mr. Peterson noted the microsurface project completed last year, and Carlos Braceras pointed out Hinckley Drive, saying it has helped alleviate a lot of traffic congestion. On Midland Drive/SR-108, Mr. Peterson said that this roadway would be widened next year, as well as 4000 South in FY 2017, as there is a lot of congestion on those roads. The vans traveled south on 5100 West. Mr. Peterson said this was a local road, but would likely need to become a state road if this alternative of the West Davis Corridor (WDC) was selected. At this point, the vans followed along, or close to, a majority of UDOT's preferred WDC alternative (B1). There was general discussion of what the future WDC would look like.

The vans traveled to the SR-193 project currently under construction between 2000 West/SR-108 and State Street/SR-126. Mr. Peterson talked about the project and noted that the project will put pressure on UDOT to widen SR-108. The vans stopped at the project and the groups got out to view the construction of MSE walls and to hear a project overview by Brian Griffiths from Granite/Ames Constructors. The group re-boarded the vans and traveled along/nearby more of the WDC. Mr. Braceras talked about the Shepard Lane vs. Glovers Lane alternatives to connect to I-15 on the southern portion of the WDC. Mr. Peterson said that the estimated cost for the total WDC project is just over \$600 million. The vans drove through Farmington to view the new city and county complexes. There was a short rest break at this point in the tour.

The vans traveled north on I-15 to the Hill Field Road exit. Mr. Braceras discussed the reasons the interchange is failing and the alternatives that were considered to address the interchange. He said the plans are to install Thru-turns, which will buy an additional 10-15 years of time. Traveling north on SR-126/Main Street, Mr. Peterson mentioned an upcoming Purple Book project to fix the failing surface. The vans traveled east on Antelope Drive, where a project is scheduled to address the intersection and widen the roadway to five lanes to I-15. At the end of Antelope Drive, Mr. Peterson noted that this is the section of about ¼ mile that will be built to complete the roadway to US-89 and eliminate the need for traffic to drive through neighborhoods to access US-89. The vans traveled on US-89 and I-84 to the only toll road in Utah, which is on Adams Avenue. It was noted that there have been discussions taking place to remove the toll and to have UDOT own the road. As the vans traveled north on Washington Boulevard, Mr. Peterson pointed out where a microsurface project was done earlier this year.

The bus returned to the Region One offices and the tour ended at 5:12 p.m.

The following Commissioners, UDOT staff, and others attended the tour: Kent Millington, Wayne Barlow, Dannie McConkie, Eddie Cox, Naghi Zeenati, LeAnn Abegglen, Carlos Braceras, Shane Marshall, Bill Lawrence, Bob Pelly, Linda Hull, Kris Peterson, Rex Harris, Patrick Cowley, Dave Adamson, James Christian, Ed Cooper, Richard Kohler, Jamie Evans.

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LeAnn Abegglen, Commission Secretary