



US-89 FARMINGTON TO I-84



MAY 2019 OPEN HOUSE FAQ

NOISE WALLS

The project noise study was updated to reflect the revised design with U.S. 89 crossing under the local streets. While most of the noise walls shown in earlier project phases remain in the design, a few no longer qualify.

In some locations on the project we saw that when the grade of U.S. 89 was lowered, the noise fell below the policy threshold. In other locations, less people were affected, which meant that the overall cost of the wall fell outside the allowable range.



Balloting for qualifying wall locations is anticipated in July 2019.

View the noise policy video [here](#).

PROPERTY IMPACTS

Bringing U.S. 89 under the local streets changed the way the project impacted some neighboring properties. We are working to make contact with all affected property owners, but are also prioritizing the areas of largest impact and focusing on the areas where work is anticipated to begin first.

If you think your property is impacted but have not yet been in contact with a project real estate team member, please [view the project design](#) and send the team your questions.



Property acquisition process information is also available on our website.

Surplus property auction information is available at: <https://www.udotauctions.utah.gov>

U.S. 89/INTERSTATE 84 INTERCHANGE

In order to balance the area of highest transportation need with the amount of available funding, the decision was made to focus on U.S. 89 south of the I-84 interchange. This project will add a “free right”- a right-turn lane where drivers are not required to stop or merge into another lane— from eastbound I-84 to southbound U.S. 89.

Other improvements were not included in this project because their size and complexity would have significantly exceeded the project budget. UDOT is working on a study of the I-84/U.S.89 interchange to evaluate current and future traffic demand and what improvements may be needed, but no major projects are funded at this time.

FRONTAGE ROADS, BICYCLE & PEDESTRIAN FEATURES

Frontage roads already exist along the corridor in several locations. Where possible, the project plans connections to these existing roads.

Not all of the frontage roads will be directly adjacent to U.S. 89. In these instances, the project reviewed traffic projections for 2040 and compared those needs with impacts to private property, the existing topography, connections to existing roads and overall cost.

UDOT has committed to working with the local municipalities to designate a Class III signed bicycle route along the east side of U.S. 89 between Farmington Main Street and South Weber Drive. This will be a mix of existing and new frontage roads, and a new segment of a shared use path.



As shown in the drawing of the Antelope Drive interchange above, improved sidewalks and pedestrian crossings are provided at all of the interchanges and bridges. Sidewalks are also being added to some of the frontage roads where none currently exist.

Since the cities will have final maintenance responsibilities for the bicycle route and frontage road features, we’re working closely with them on the design details. More information will be shared as these details are confirmed.

CONSTRUCTION

We are committed to building this project the right way by working in concert with residents, neighborhoods, cities and counties in the project area to balance the needs of the traveling public with the impacts to the surrounding community. Finalizing the design is our main focus in 2019, so construction start and finish dates have not been determined at this time.



The project team has developed a construction approach that prioritizes a few locations at a time so that access to and from U.S. 89 remains available. Interchange construction is anticipated to range from 16-24 months per location.

Construction is anticipated to occur across the project area for a duration of approximately three to four years.

Two lanes of travel will be maintained on U.S. 89 in each direction during peak times. Night work is expected.

AESTHETICS & LANDSCAPING

Throughout the project, we’ve heard comments asking for a design that fits the natural surroundings of the project area. The project theme provides several options for bridge beam color, wall pattern and some decorative bridge elements.



UDOT shared the opportunity to decide on the project theme with the public in an online survey throughout the month of May. The photo at right shows the most popular combination.