

**LAUNCH OF I-15 BILLBOARD IN DAVIS COUNTY AND WEBSITE OPPOSING  
UDOT'S SHEPARD LANE OPTION FOR THE WEST DAVIS CORRIDOR**

Billboard and Website Highlight Harmful Impact Shepard Lane Option Has on all I-15 Travelers

(Kaysville/Farmington, April 13, 2012) Today a new billboard and website were launched by a group of concerned homeowners in Davis County opposing the Shepard Lane option for the West Davis Corridor (the northern extension of Legacy Parkway). The billboard, which is located on the west side of I-15 (and is viewed by northbound I-15 traffic) between Pages Lane and Porter Lane in Centerville, states, **“WARNING: I-15 Bottleneck Coming. UDOT: [www.StopTheBottleNeck.com](http://www.StopTheBottleNeck.com).”** Funds for the billboard were raised through a door-to-door campaign organized by a group of concerned citizens in Farmington and Kaysville.

The West Davis Corridor is the proposed northern extension of Legacy Parkway. The original intent of Legacy Parkway (and any extensions thereof) was to be an alternative route to I-15. UDOT is currently considering two proposals for continuing Legacy Parkway on the northern end in Farmington/Kaysville: (1) the Glover's Lane option and (2) the Shepard Lane option. It is anticipated that UDOT will announce its “preferred route” sometime during late Summer 2012. The purpose of the billboard and [www.StopTheBottleNeck.com](http://www.StopTheBottleNeck.com) is to alert all travelers on I-15 in Davis County of the devastating effects of the proposed Shepard Lane option on I-15 and, conversely, the advantages of the Glover's Lane option.

Should UDOT choose the proposed Shepard Lane option, the negative impact on I-15 would be tremendous, and the impact would be felt by all drivers on I-15 in central and northern Davis County. Instead of Legacy Parkway (and its proposed northern extension, West Davis Corridor) being an alternate route to I-15, the Shepard Lane option UDOT is considering would divert all north and southbound Legacy/West Davis Corridor traffic onto I-15 between Park Lane on the south and Shepard Lane on the north in Farmington. The Shepard Lane option eliminates a true “alternative” I-15 route as all travelers on Legacy/West Davis Corridor would be merged onto I-15 for a mile and a half before merging back off to either Legacy or West Davis Corridor (just as I-80 traffic merges onto I-15 in Salt Lake City between 500 South on the northern end and 2400 South on the southern end). The loss of a north-south freeway option to I-15 prevents alternative travel options in times of heavy traffic, emergency, or natural disaster.

In addition to merging all traffic for the new Legacy/West Davis Corridor back onto I-15 for a mile and a half, UDOT's Shepard Lane proposal calls for at least fourteen (14) lanes of I-15 traffic between Park Lane and Shepard Lane in Farmington: eight northbound lanes on the east side of I-15 and six southbound lanes on the west side of I-15. In a small, mile and a half stretch, many travelers will be required to cross multiple lanes of traffic in order to take their desired roads and/or exits. This will result in heavy traffic bottlenecks. Hence the new website: [www.StopTheBottleNeck.com](http://www.StopTheBottleNeck.com).

The Shepard Lane option would also require moving the FrontRunner railroad tracks on the west side of I-15 to accommodate the 14 lanes of I-15 traffic between Park Lane and Shepard

Lane. UDOT anticipates that moving the railroad track alone will cost in excess of \$10 million. Overall, UDOT anticipates the costs to construct the Shepard Lane option interchange to be \$136.4 million. On the other hand, the cost to construct the Glover's Lane option interchange is estimated to be \$77.1 million.

With I-15, Legacy Parkway, Highway 89 (which feeds onto I-15 at Park Lane), and the railroad all funneling together in one location in Farmington, it does not make sense to eliminate an alternative route to I-15. This is exactly what the Shepard Lane options does.

Conversely, the Glover's Lane option leaves Legacy Parkway and the new West Davis Corridor as a true, continuous alternative to I-15. If UDOT selects the Glover's Lane option for the West Davis Corridor, Legacy/West Davis Corridor will remain wholly independent from I-15, starting at the beginning of Legacy Parkway on the south (where it diverts from I-215) until the end of the proposed West Davis Corridor in Ogden. Traveler's would still have the option to exit I-15 at Glover's Lane and enter the northern section of Legacy Highway, but the Glover's Option would not divert all Legacy Highway traffic back onto I-15 at any point. The Glover's Lane option would also not require moving the FrontRunner railroad tracks.

"The purpose of our new billboard and website is to let people know that this is not just a Farmington and Kaysville issue. Instead, the Shepard Lane option negatively impacts all motorists travelling on I-15 in central and northern Davis County, and those travelling on FrontRunner," said [www.StopTheBottleNeck.com](http://www.StopTheBottleNeck.com) spokesman James Burton. Burton continues, "We hope that our efforts will result in the public and public officials letting UDOT know that the Shepard Lane option doesn't make sense, is tremendously more expensive, and that it just doesn't work."

In addition to the negative impacts on I-15, the Shepard Lane option calls for the destruction of 10 homes in Kaysville, and also puts 300+ homes in Farmington and Kaysville in very close proximity to the proposed West Davis Corridor freeway. Conversely, the Glover's Lane option only requires the destruction of one home, and its proposed route stays far away from remaining homes and neighborhoods.

"UDOT should choose the Glover's Lane option. This would make the West Davis Corridor a true "belt" route on the west side of Davis County and a true alternative to I-15. The Glover's Lane option also does not divide and destroy communities and neighborhoods in Farmington and Kaysville. Finally, all Utah taxpayers will pay less if the Glover's Lane option is chosen," said Burton.

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If you would like more information on [www.StopTheBottleNeck.com](http://www.StopTheBottleNeck.com), or to schedule an interview with concerned homeowners supporting the Glover's Lane option, please call James Burton at (801) 678-8423 or email him at [jamestburton@gmail.com](mailto:jamestburton@gmail.com).