

= Interstate 84 in Utah =

Interstate 84 (I @-@ 84) is a part of the Interstate Highway System that links Portland , Oregon to I @-@ 80 near Echo , Utah . The 119 @.@ 77 @-@ mile @-@ long (192 @.@ 75 km) segment in the U.S. state of Utah is the shortest of any of the three states the western portion of the Interstate Highway passes through , and contains the eastern terminus of the highway . I @-@ 84 enters Box Elder County near Snowville before becoming concurrent with I @-@ 15 in Tremonton . The concurrent highways travel south through Brigham City and Ogden and separate near the Ogden @-@ Hinckley Airport . Turning east along the Davis County border , I @-@ 84 intersects U.S. Route 89 (US @-@ 89) and enters Weber Canyon as well as Morgan County . While in Morgan County , I @-@ 84 passes the Devil 's Gate @-@ Weber Hydroelectric Power Plant and Devil 's Slide rock formation . Past Morgan , the highway crosses into Summit County , past the Thousand Mile Tree before reaching its eastern terminus at I @-@ 80 near Echo .

Construction of the controlled @-@ access highway was scheduled in late 1957 under the designations Interstate 82S and Interstate 80N . The I @-@ 82S designation was only applied on paper for about a year , but the I @-@ 80N designation was the highway 's official designation until 1977 when it was renumbered I @-@ 84 by the American Association of State Highway and Transportation Officials . By 1978 , construction of the freeway had been completed across Utah , as well as Oregon and most of Idaho . I @-@ 84 is unusual as there are two noncontiguous segments : Oregon , Idaho , and Utah as well as Pennsylvania , New York , Connecticut , and Massachusetts . Average traffic in 2012 , along the non @-@ concurrent parts of I @-@ 84 , ranged from as few as 6 @,@ 655 vehicles traveling along I @-@ 84 at the interchange with SR @-@ 86 in Henefer , and as many as 18 @,@ 945 vehicles used the highway at the SR @-@ 26 interchange in Riverdale .

= = Route description = =

Out of the three states that the western portion of I @-@ 84 passes through , the 119 @.@ 77 @-@ mile @-@ long (192 @.@ 75 km) segment in Utah is the shortest . By comparison , the longest stretch of western I @-@ 84 through a single state is the 375 @.@ 17 @-@ mile @-@ long (603 @.@ 78 km) segment in Oregon . I @-@ 84 also has a noncontiguous eastern segment that passes through Pennsylvania , New York , Connecticut , and Massachusetts : all four of these segments are shorter than the Utah segment .

Every year , the Utah Department of Transportation (UDOT) conducts a series of surveys on its highways in the state to measure traffic volume . This is expressed in terms of average annual daily traffic (AADT) , a measure of traffic volume for any average day of the year . In 2012 , UDOT calculated that as few as 6 @,@ 655 vehicles traveled I @-@ 84 at the interchange with SR @-@ 86 in Henefer , and as many as 18 @,@ 945 vehicles used the highway at the SR @-@ 26 interchange in Riverdale . Between 27 and 57 percent of the traffic recorded consisted of trucks . These counts are of the portion of the freeway in Utah and are not reflective of the entire Interstate , or of its concurrency with I @-@ 15 . As part of the Interstate Highway System , the entire route is listed on the National Highway System , a system of roads that are important to the nation 's economy , defense , and mobility .

= = = Western segment = = =

Crossing the Idaho @-@ Utah state line , I @-@ 84 enters Box Elder County and the Curlew Valley near farmland that utilizes center pivot irrigation before intersecting SR @-@ 30 at a diamond interchange . The town of Snowville is crossed before passing to the north of the Hansel Mountains and the North Promontory Mountains . The town of Howell , accessible from an interchange with SR @-@ 83 , lays to the southeast of Blue Creek Reservoir in the Blue Creek Valley . Access to the Golden Spike National Historic Site is provided by SR @-@ 83 south of Howell . The Blue Spring Hills form the southern border of Howell as I @-@ 84 continues southeast . Additional center

irrigation farmland is passed before giving way to more traditional farmland outside of the city of Tremonton , where a trumpet interchange marks where I @-@ 15 turns north towards Malad City and Pocatello . Heading southeast from this interchange , I @-@ 84 and I @-@ 15 are concurrent for just over 38 miles (61 km) .

== = Concurrency with I @-@ 15 == =

Concurrent highways I @-@ 15 / 84 continue south , parallel to rail belonging to the Union Pacific Railroad (UP) past the Wellsville Mountain Wilderness , to an interchange at 1100 West in Brigham City , also known as US @-@ 91 , which once in Brigham City becomes concurrent with US @-@ 89 and the two highways travel northeast from Brigham City into Box Elder Canyon towards Logan in the heart of the Cache Valley . US @-@ 89 closely parallels I @-@ 15 / 84 east , as the highways pass Willard Bay , the Willard Bay State Park and Bear River Migratory Bird Refuge before crossing into Weber County .

Upon entering Weber County the rail line that the highway has paralleled since Tremonton splits off eastwards near Defense Depot Ogden , as the concurrent highways continue south past Farr West and Slaterville before a Southern Pacific Railroad rail line , which traverses the Great Salt Lake on a causeway , crosses under the freeway . The city of Ogden is bypassed by the Interstates , with US @-@ 89 serving downtown . US @-@ 89 is accessible via interchanges with SR @-@ 39 , SR @-@ 79 and SR @-@ 104 in addition to I @-@ 84 further southeast . I @-@ 84 splits from I @-@ 15 at the south end of the Ogden @-@ Hinckley Airport , with I @-@ 15 continuing south towards Salt Lake City and Provo .

== = Eastern segment == =

Splitting from I @-@ 15 near Roy , I @-@ 84 passes between Hill Air Force Base , which is to the south of the highway , and Washington Terrace before clipping the extreme northern portions of Davis County . While in Davis County , I @-@ 84 intersects 475 East , also known as the Adams Avenue Parkway , before coming to a hybrid partial cloverleaf / half @-@ diamond interchange with US @-@ 89 along the Davis @-@ Weber county line .

I @-@ 84 follows the Weber River into Weber Canyon , Morgan County , and the Wasatch @-@ Cache National Forest . Once in the canyon , the carriageways of the highway split to accommodate the Devil 's Gate @-@ Weber Hydroelectric Power Plant . Following the river south , I @-@ 84 exits the forest and enters the county seat of Morgan . Leaving the city the highway turns back east , passing Devil 's Slide , an unusual rock formation just off the freeway .

Upon entering Summit County , I @-@ 84 passes the Thousand Mile Tree , planted by Union Pacific Railroad workers to mark the construction of 1 @,@ 000 miles (1 @,@ 600 km) of rail from its origin in Omaha , Nebraska . The tree was said to be the only pine tree between Omaha and Salt Lake City . Another tree was planted as the original tree had died in 1900 and was removed in 1926 to during the conversion from single track to double track through the canyon . Past the tree the freeway passes through the town of Henefer before terminating at a directional T interchange with I @-@ 80 just south of the census @-@ designated place of Echo . Immediately south of the interchange is Echo Reservoir and Echo Dam .

== History ==

== = Earlier roads == =

Most of the original routing of what is now I @-@ 84 existed as early as 1923 ; however the portion of now I @-@ 84 into Idaho was not yet constructed . In 1926 , much of the route was signed as US @-@ 30S , from the now eastern terminus at I @-@ 80 (US @-@ 530 then) , northwest into Ogden . Between Ogden and Brigham City , the highway was to be concurrent with US @-@ 91 ,

then US @-@ 30S split off northwest to the Idaho border . The entire western branch of US @-@ 30S was an unimproved road , however the concurrency into Ogden was paved . The remainder of the route to its now terminus was mostly graded with a few improved sections , and by 1937 , the entire route was paved .

= = = Current road = = =

The first Utah State Route to have the number 84 is what is now known as SR @-@ 126 . SR @-@ 126 was originally numbered SR @-@ 84 until the 1977 renumbering of Utah State highways . Previously , the freeway 's legislative designation was SR @-@ 3 . Like the other two main Interstate Highways in Utah , I @-@ 15 (the Veterans Memorial Highway) and I @-@ 80 (the Purple Heart Trail) , I @-@ 84 has also been given a special name of " Vietnam Veterans Memorial Highway " . House Bill HB275 authorizing the name designation was signed into law by Utah Governor Gary Herbert on March 30 , 2015 . The highway loosely follows the path of the First Transcontinental Railroad . The original routing of US @-@ 30S had the highway passing into Idaho west of Black Pine Peak however , the new I @-@ 84 was constructed to the east . The original roadways are now numbered SR @-@ 30 , SR @-@ 42 and Idaho State Highway 2847 .

Passage of the Federal Aid Highway Act of 1956 formed the Interstate Highway System , however only the western segment of now I @-@ 84 was approved at this time , and a designation of I @-@ 82S was assigned to a then unconstructed controlled @-@ access highway across Box Elder County in 1957 . The eastern segment of the highway was added later in 1957 , and the route was numbered I @-@ 80N by 1958 . By 1968 , portions of the western half of the freeway had been completed , along with the segment between Tremonton and Brigham City . A portion of the freeway was completed around Morgan as well . By 1971 , most of the western portions of the freeway had been constructed with two sections remaining that had at @-@ grade intersections . Along the concurrency , there were gaps between Brigham City and Pleasant View , and one small gap near the Devil 's Slide .

The I @-@ 80N designation was changed to I @-@ 84 in 1977 by the American Association of State Highway and Transportation Officials , over objections from the Washington State Department of Transportation and the Idaho Transportation Department , and with the support of UDOT and the Oregon Department of Transportation . By 1978 , construction of I @-@ 84 was complete across Utah , Oregon and most of Idaho .

In 1994 I @-@ 84 was planned to be used to transport low @-@ level radioactive waste from the Idaho National Engineering Laboratory to Waste Isolation Pilot Plant in Carlsbad , New Mexico via Wyoming . This did not start until 1999 however due to the delay in the opening of the New Mexican plant . A \$ 20 million (equivalent to \$ 33 @. @ 9 million in 2015) reconstruction of the US @-@ 89 interchange at the mouth of Weber Canyon was financed partly by the funding obtained by the state in preparation for the 2002 Winter Olympics in 1998 , and was scheduled to begin in 2000 . Reconstruction of a 10 @-@ mile @-@ long (16 km) segment of I @-@ 84 between Mountain Green and Morgan was done between 2004 and 2005 at a cost of \$ 19 million (equivalent to \$ 25 @. @ 3 million in 2015) . One of the sub @-@ contractors on the job was found guilty of lying about sub @-@ par work done on installation of roadside impact absorbers along this stretch .

= = Exit list = =