

EXPLORE | CHOOSE | PRIORITIZE | IMPLEMENT



2019-2050

MORGAN COUNTY-OGDEN VALLEY LONG-RANGE REGIONAL TRANSPORTATION PLAN



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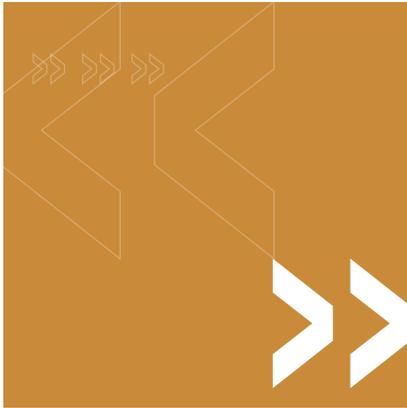


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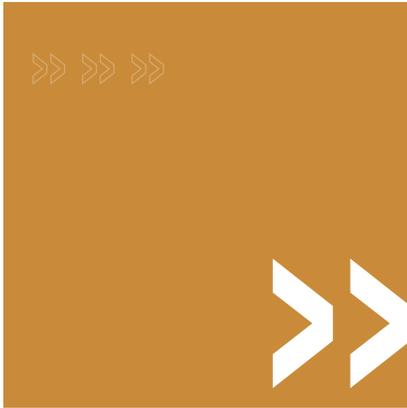
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INTRODUCTION

In January 2018, the Morgan County-Ogden Valley Rural Planning Organization (RPO) was formed to establish a process to assist the local jurisdictions in Morgan County and the Ogden Valley area of Weber County in working cooperatively to plan the transportation system and prioritize transportation projects. The principal outcome is a coordinated, prioritized long-range transportation plan. Map 1 shows the planning area for the RPO.

The RPO has two committees – a policy committee composed of elected officials and a technical committee composed of staff members. The policy committee includes the mayor of Morgan City, the mayor of Huntsville, a representative of the Morgan County Council, a representative of the Weber County Commission, and a representative from the business community of each county.

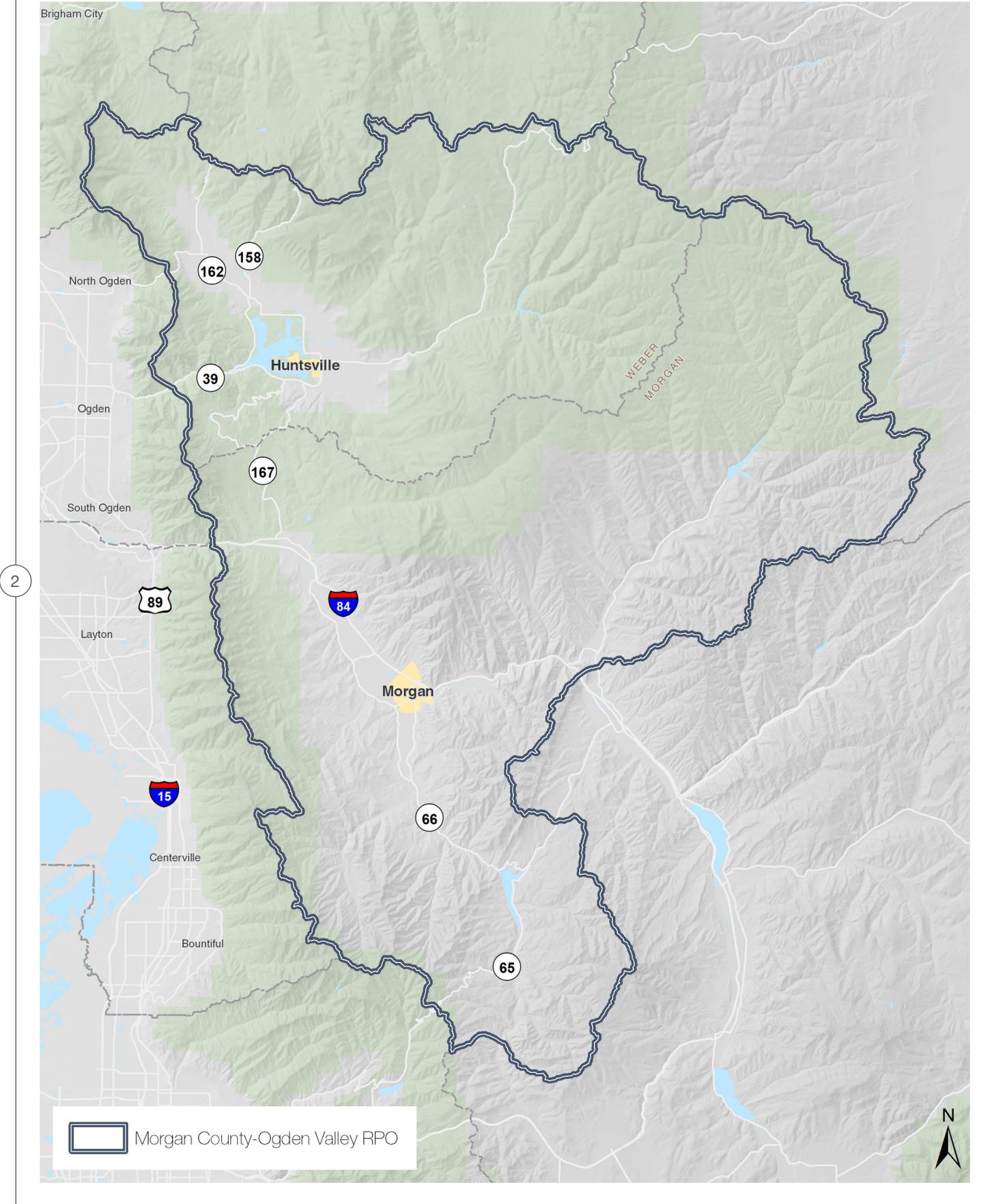
Morgan County and Ogden Valley are growing areas of the Wasatch Back, adjacent to but traditionally separated from, the Ogden-Clearfield Urbanized Area. The growth trends currently experienced in the area are projected to continue into the future, as the Wasatch Front continues to urbanize and people look to Morgan County and the Ogden Valley for rural living, second homes, and access to recreation. Over the next thirty years, Morgan City, Mountain Green, Snowbasin, and areas around the Pineview Reservoir will experience the most residential growth. Morgan City will experience the most growth in employment. Recent growth has been primarily residential, with nearly two thirds of all workers from Morgan County commuting to work outside Morgan County. Socioeconomic projections were prepared by the Utah Department of Transportation (UDOT), with county-level employment and population control total projections sourced from the University of Utah’s Kem C. Gardner Policy Institute, and input from local governments. These projections are summarized in Tables 1 and 2 and shown in Map 2. A comparison of the population growth between Morgan County and Ogden Valley is shown in Figure 1.



ES.1

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Map 1. Morgan County-Ogden Valley RPO Planning Area



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Table 1. Morgan County Socioeconomic Projections

Projection Year	Population	Households	Employment
2010	9,520	2,850	2,820
2020	13,440	4,370	3,510
2030	17,610	6,120	4,190
2040	20,560	7,530	4,860
2050	21,980	8,430	5,550
2060	23,580	9,270	6,280
Annual Growth, 2010-2060	3.0%	4.5%	2.4%

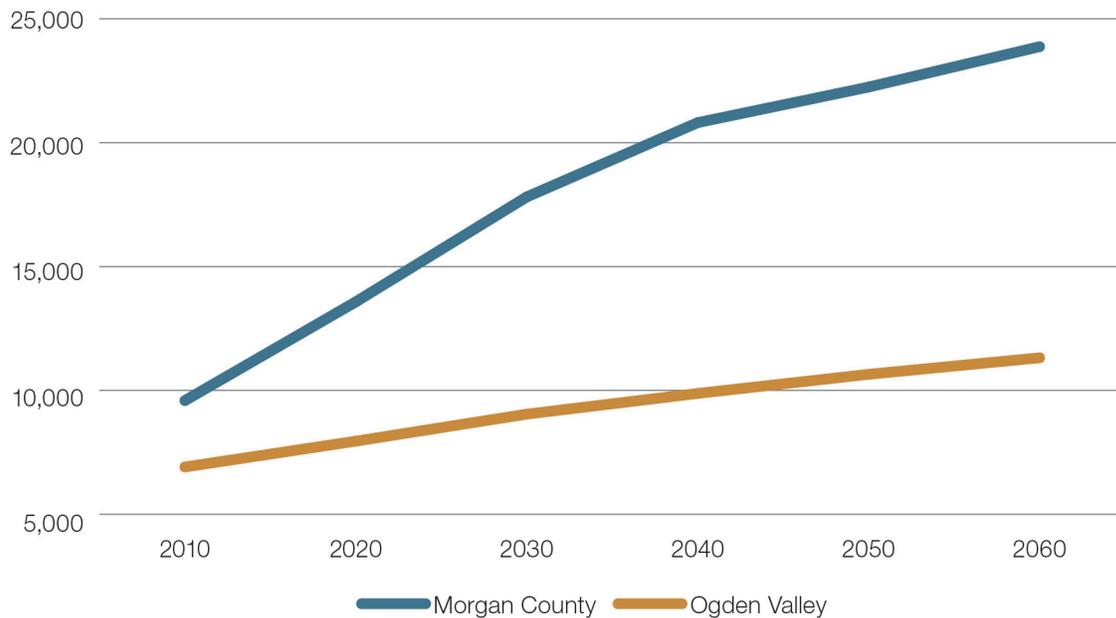
Source: Utah Department of Transportation

Table 2. Ogden Valley Socioeconomic Projections

Projection Year	Population	Households	Employment
2010	6,880	2,370	1,550
2020	7,910	2,890	2,030
2030	8,980	3,440	2,330
2040	9,800	3,920	2,470
2050	10,560	4,300	2,550
2060	11,220	4,650	2,610
Annual Growth, 2010-2060	1.3%	1.9%	1.4%

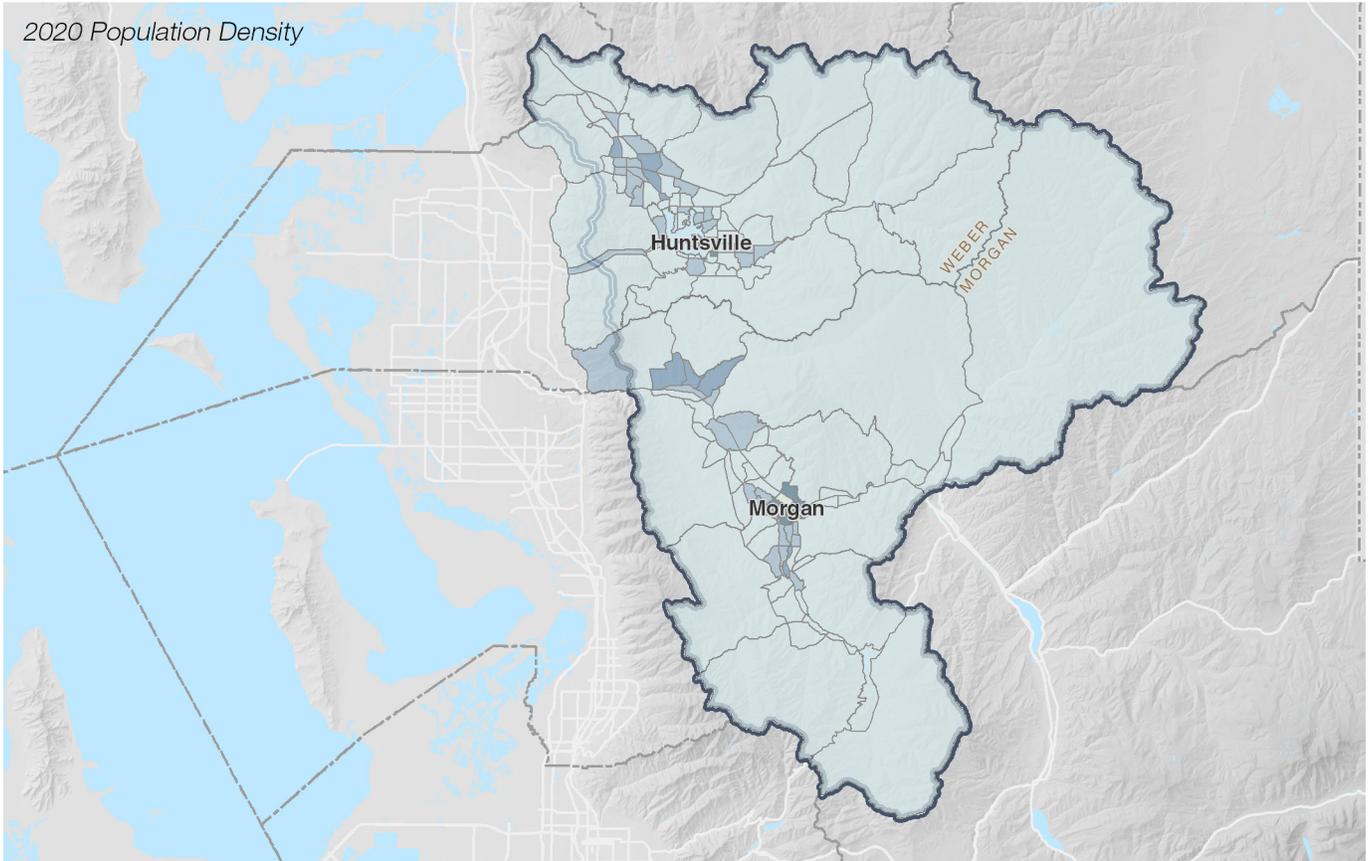
Source: Utah Department of Transportation

Figure 1. Population Growth

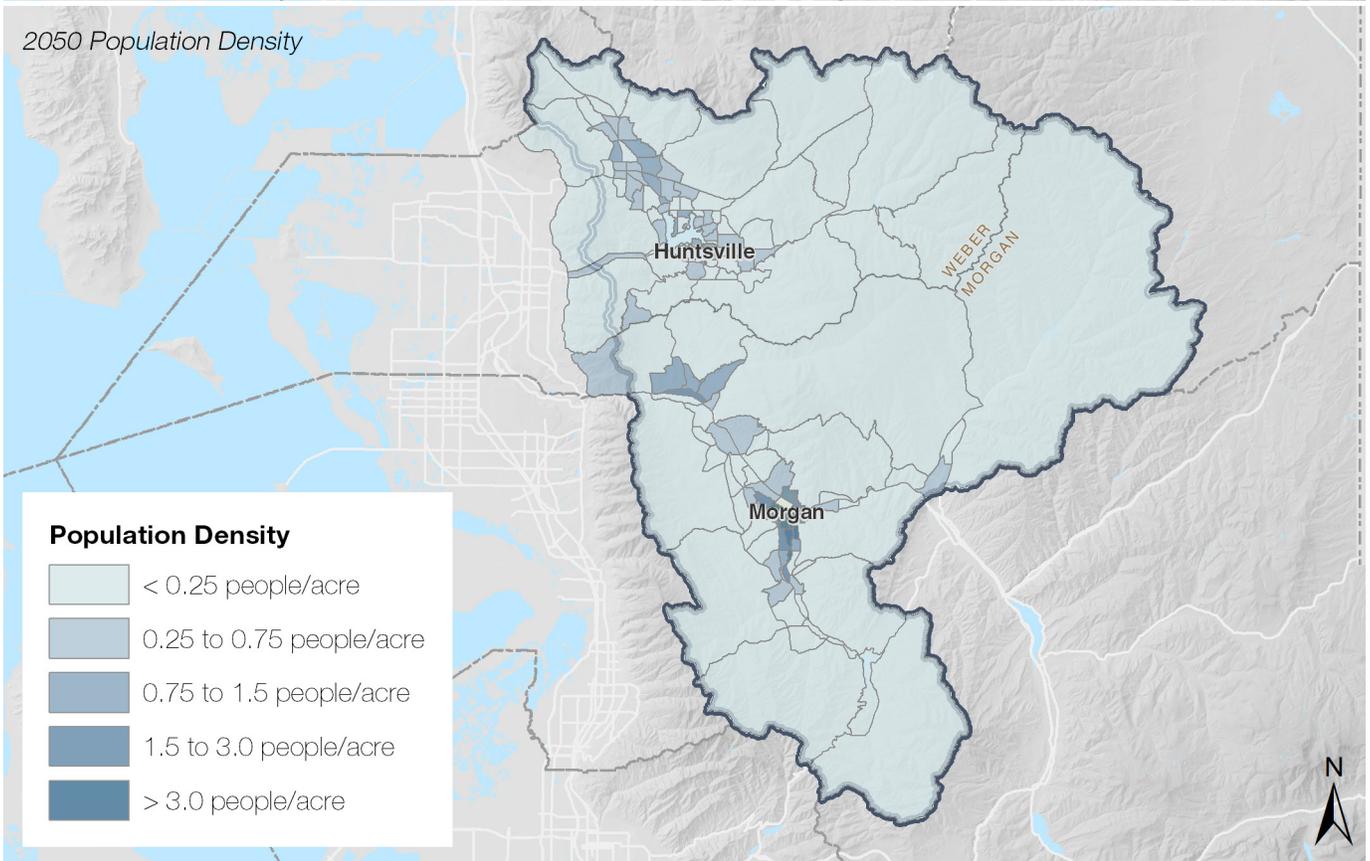


Map 2. Morgan County-Ogden Valley RPO Population, 2020 and 2050

2020 Population Density



2050 Population Density



Population Density

- < 0.25 people/acre
- 0.25 to 0.75 people/acre
- 0.75 to 1.5 people/acre
- 1.5 to 3.0 people/acre
- > 3.0 people/acre

ES.2 Public Outreach

Two public open houses were held in July 2018, one in Huntsville and one in Morgan City. At the open houses, the public’s input was sought on proposed projects and RPO goals. Twenty-seven people attended the open house in Huntsville and 11 people attended the open house in Morgan City. A summary of public comments received can be found in [Appendix A](#).



Huntsville Open House



Morgan Open House

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EXPLORE



ONE
1

CHAPTER
Establish Goals

The RPO adopted goals to inform the regional transportation plan and provide the framework for prioritizing future transportation investments. These goals were developed using existing plans and guidance from RPO members and are a reflection of the defining characteristics of the area – an area that provides good, safe access to jobs and recreation on well-maintained roads. To that end, the RPO established the following vision statement and goals:

Vision Statement

Plan for transportation in a way that promotes sustainability (balancing environmental, economic, and fiscal) and maintains quality of life.

Goals

Figure 2. Wasatch Choice 2050 Goals



Improve safety



Assure mobility efficiency



Maintain existing infrastructure and preserve future corridors



Provide access to jobs and businesses



Provide access to regional recreation opportunities



Safely accommodate active transportation



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As Morgan County and the Ogden Valley continue to grow, improvements to the transportation system will be needed so that all travel modes will be able to operate as efficiently and effectively as possible and access to recreation and jobs will be preserved. Both short-, medium-, and long-term transportation needs for the area were determined through discussions with the RPO, outreach to the public, and by utilizing a highway travel demand model.

Baseline needs in the area were determined through an open dialogue with the RPO, aided by a mapping exercise and review of existing conditions and planning efforts. A large map was displayed for at the RPO kick-off meeting to document growth areas and transportation needs. Figure 3 shows the information collected at the kick-off meeting, which supplemented existing plans to create the existing conditions and projected needs of the RPO.

Roadway Capacity Needs

In order to determine roadway capacity needs, a highway travel demand model encompassing Morgan County and the Ogden Valley was updated by UDOT as part of their state-wide long-range planning efforts. The socioeconomic projections discussed in the Introduction, along with characteristics of the road network such as free flow speed and vehicle capacities are the primary inputs to this model.

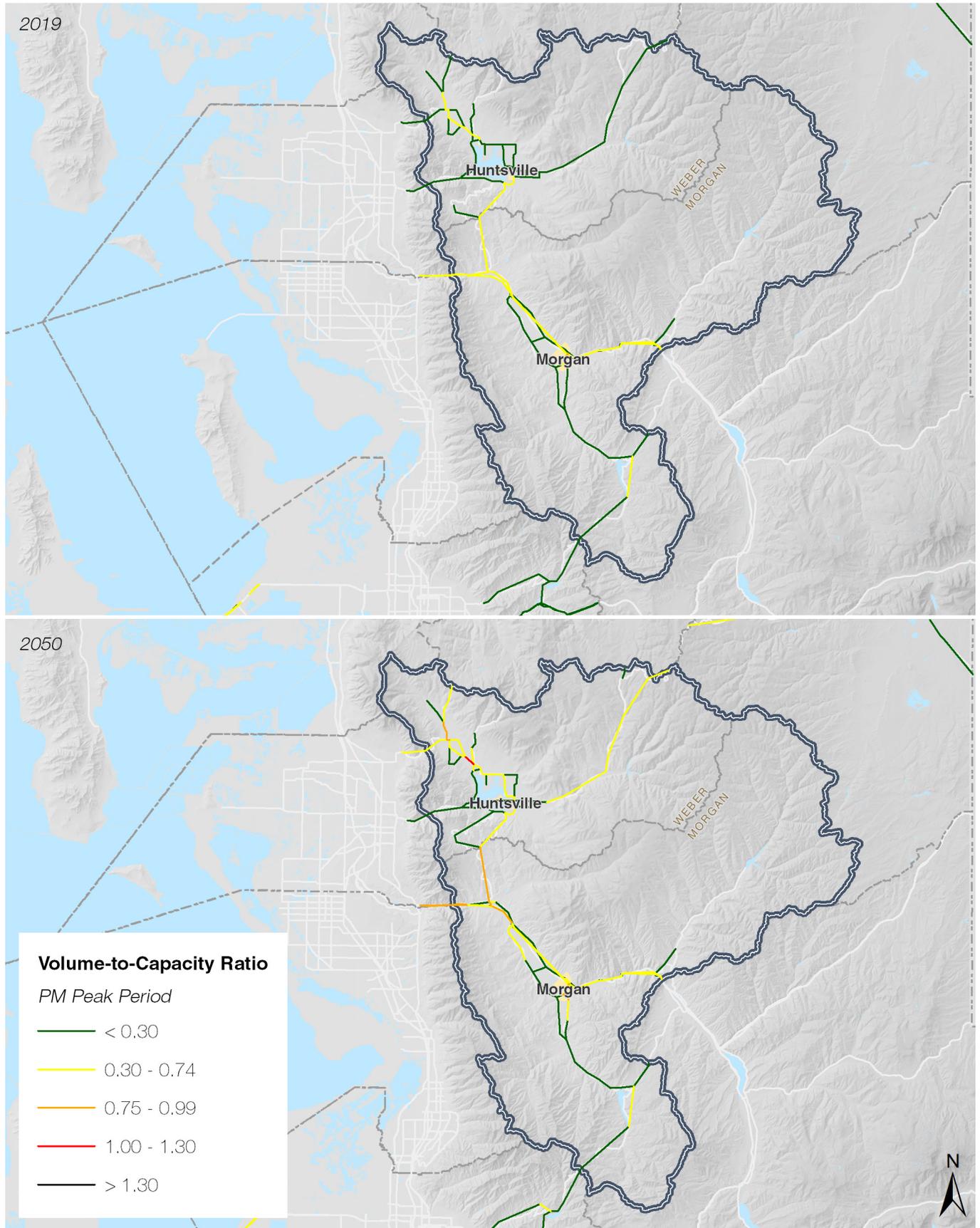
Volume-to-capacity ratios (V/C) is a performance measure often used to assess congestion levels on roadways. Lower V/Cs indicated less congested travel conditions. Roads that are less than a quarter full and have free-flow travel speeds have V/Cs of 0.27 or lower, while roads that are so full of vehicles that flow can barely proceed have V/Cs of greater than 1.0. Map 3 shows the existing and future PM peak period V/Cs in the RPO area.

As illustrated in Map 3, all roads in the RPO area operate at acceptable V/C for the current PM peak period, with some congestion along State Street in Morgan City just south of I-84. However, in the future, conditions will worsen along I-84, State Street in Morgan City, Trapper’s Loop, and areas to the northwest of Pineview Reservoir.

To improve mobility along UDOT roads, UDOT has recommended widening along Trapper’s Loop and State Street in Morgan City. These projects have been included in the RPO project list.



Map 3. PM Volume-to-Capacity, 2019 and 2050



2.2 Safety Needs

To help identify where safety improvements are needed both the UDOT Safety Index and crash locations have been used.

The Safety Index was developed by the UDOT, and currently has only been applied to state roads. The Safety Index is a value ranging from one to ten, which represents the degree of risk to the driver, in terms of both crash rate and severity for a three-year period. It is a strategic performance measure that can be used for the asset management system, planning corridor studies and transportation master plans, prioritizing areas for further investigation, traffic and safety analysis, and prioritizing of projects in Long-Range Plans and Transportation Improvement Programs. The Safety Index, 2013 - 2015, is shown in Map 4. As shown in Map 4, there are no areas with a Safety Index over nine. Three areas have a Safety Index of greater than six – SR-39, south of Pineview Reservoir; I-84, west of the Mountain Green interchange; and I-84 between Rees Lane and Croydon. Many of the crashes on I-84 in Morgan County are due to inclement weather.

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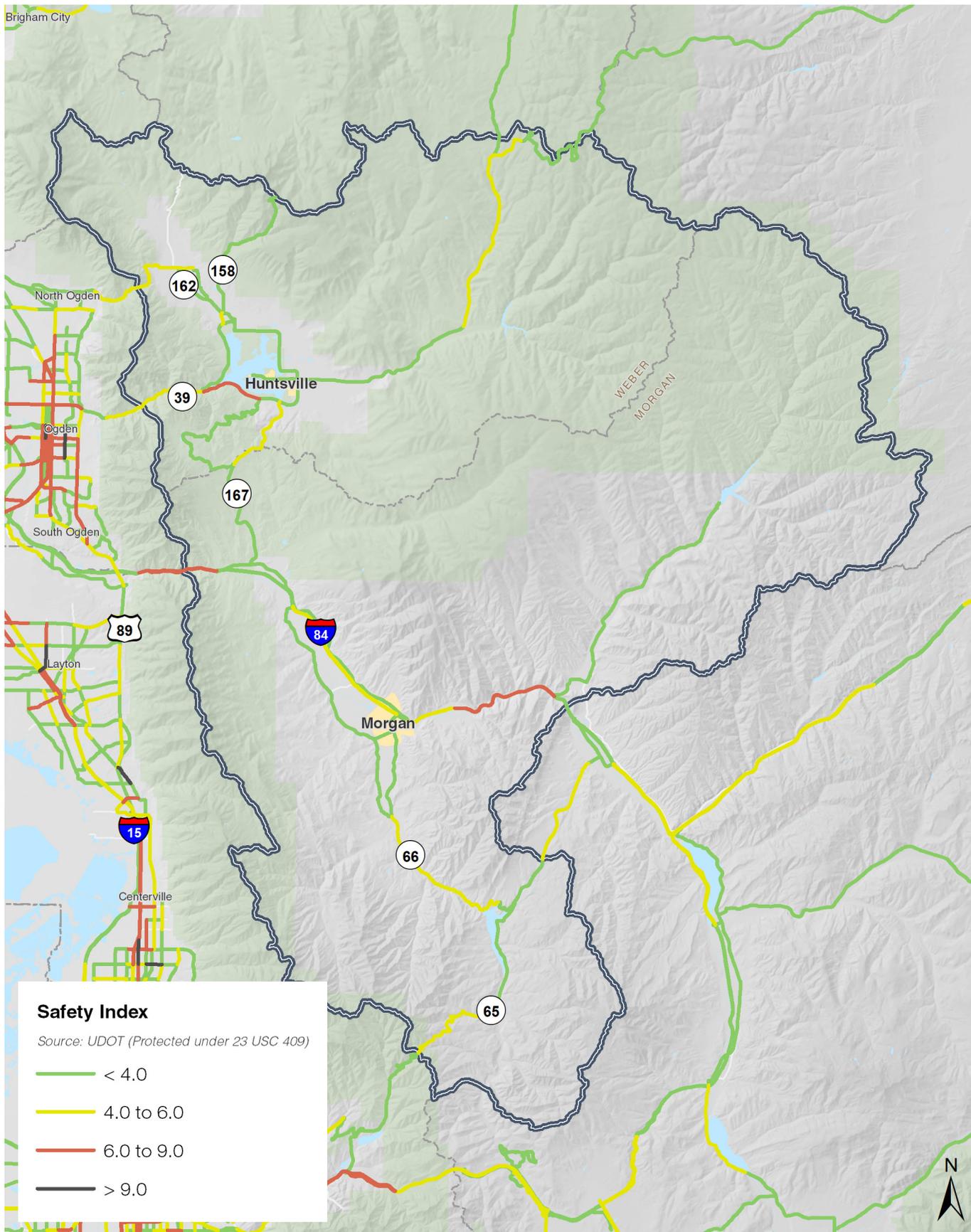
Individual crash locations, including bicycle and pedestrian crashes, between 2014 and 2018 were also analyzed. Crashes were assigned a crash severity on a scale of 1-5, with one being no injury and five being a fatal crash. No repeated injury location indicated an immediate safety issue in Morgan County or the Ogden Valley. However, a few safety hotspots were identified as areas of concern during extreme weather conditions. Map 5 shows a heat map of crashes in the RPO area

2.3 Public Comment

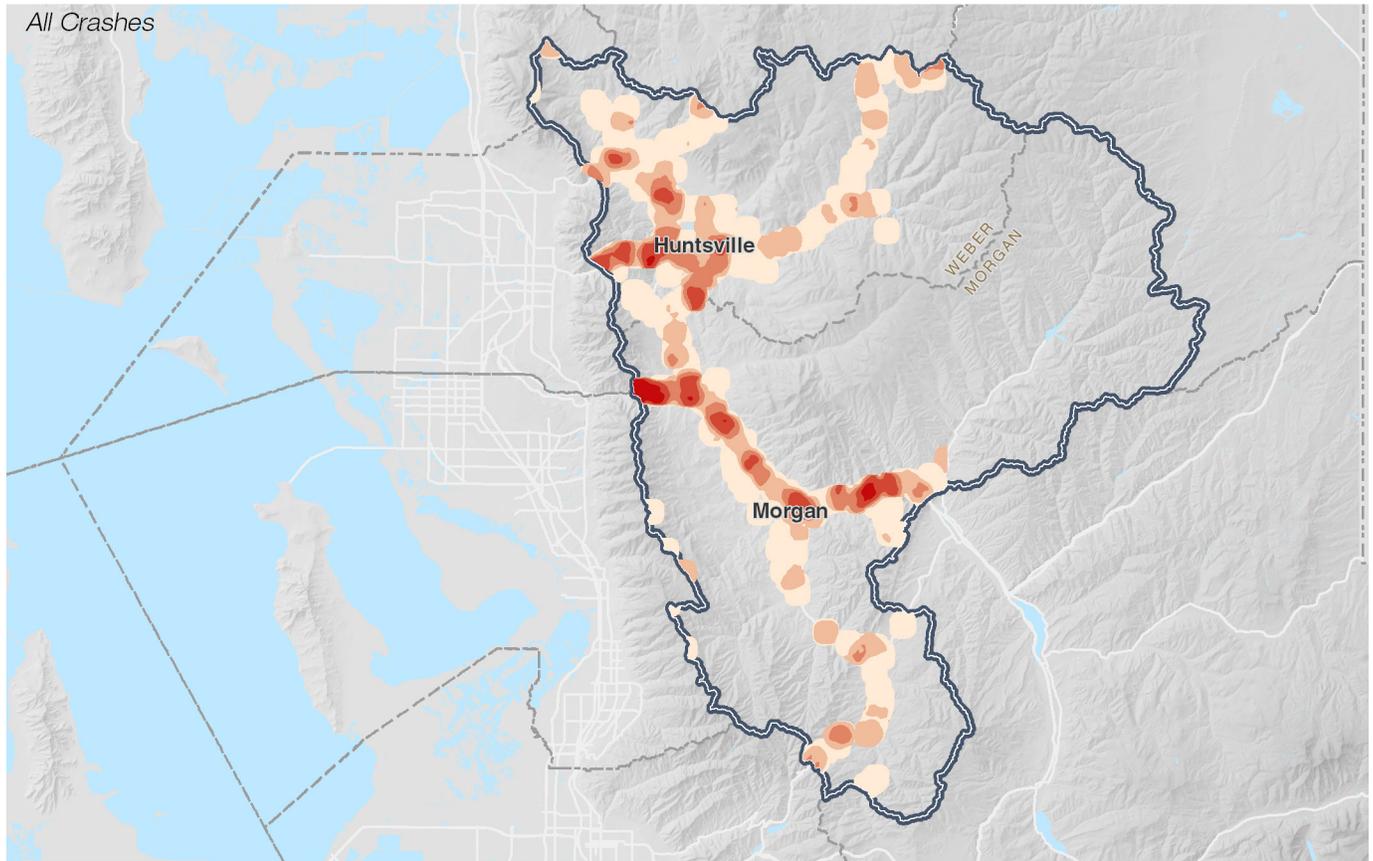
Public feedback on a draft project list was sought at the two public open houses held in July 2018, one in Huntsville and one in Morgan City. The interchange in Mountain Green received support from attendees and mobility around Morgan schools was a concern, indicating a support for both of these proposed projects. There were also a number of comments about safety around reservoirs and schools. The draft project list contained a number of bicycle and pedestrian paths and facilities around the area's reservoirs, as well as safety improvements near the Morgan schools. Streetlights in Huntsville were overwhelming not supported, and this project was removed from the draft project list. Other comments received touched on general roadway maintenance, maintaining a rural

feel, supporting the Wolf Creek tunnel, and additional pathways. Map-based comments include more pathways in Weber County, parking issues associated with recreation, reopening Old Trapper's Loop Road, intersection improvements, bicycle accommodations in Morgan County, and wildlife. Weber County and the Forest Service are working on parking solutions for Pineview Reservoir based on reservoir capacity, therefore no project related to this will be included in the long-range plan. A summary of public comments received can be found in Appendix A.

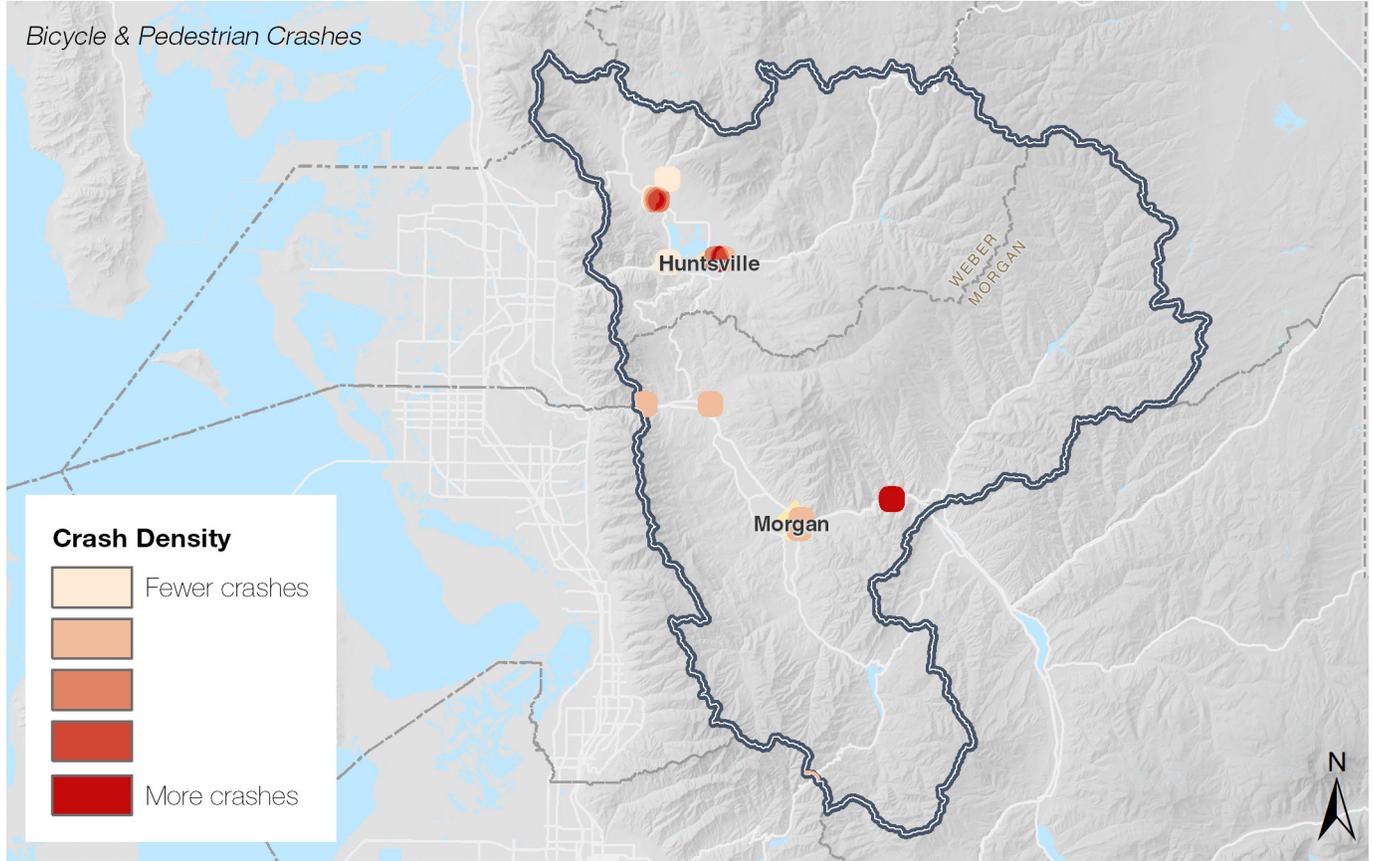
Map 4. Safety Index, 2013 - 2015



Map 5. Morgan County-Ogden Valley Crash Locations, 2014-2018

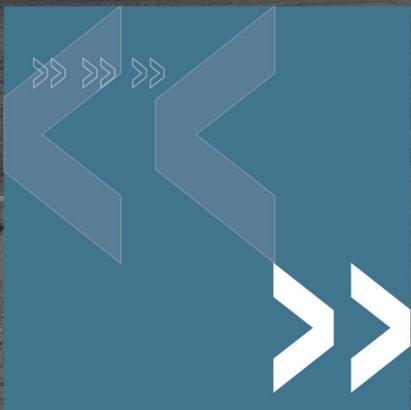


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STOP



PRIORITIZE



THREE
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CHAPTER
Recommendations

Recommended improvements in the Morgan County-Ogden Valley RPO Long Range Plan include roadway, active transportation, and access to recreation projects. The RPO Committee recommended that three phases be used in the long-range plan: near-term improvements, mid-term improvements, and long-term improvements.

Goal Weighing

The RPO project goals formed the basis of project evaluation. First, the Technical Committee of the RPO completed a pairwise scoring evaluation to determine how goals would be weighed in project evaluation. Second, participants at the open houses were asked to prioritize their top three goals. Participants at the Huntsville open house prioritized maintenance and corridor preservation, safely accommodating active transportation, and improving safety. Participants at the Morgan open house prioritized proving access to jobs and businesses, maintenance and corridor preservation, improving safety, and assuring mobility. These priorities were combined with technical committee recommendations to develop weighing for each goal to be used in project prioritization.

The RPO decided to separate weighing for projects within Morgan County and Weber County. Table 3 shows the RPO goals and recommended criteria weighing for each county.

3.1

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Table 3. Goal Weighing in Project Evaluation

Goal	Morgan County Weighing	Weber County Weighing
Improve safety	25%	30%
Assure mobility efficiency	20%	10%
Maintain exiting infrastructure and preserve future corridors	20%	10%
Provide access to jobs and businesses	20%	10%
Provide access to regional recreation opportunities	5%	15%
Safely accommodate active transportation	10%	25%

3.2 Project Scoring

Projects were scored and ranked based on how well they met specific evaluation criteria based on the RPO goals, as shown below, and then refined based on political and feasibility considerations.

Improve safety

Does the project improve a corridor with a high score on UDOT’s safety index or address a crash hotspot?

Assure mobility

Does the project improve roadway level of service?

State of good repair/maintenance and preservation

Does the project address a bridge in poor condition or a roadway pavement in poor condition, or does the timing of development require this corridor to be preserved?

Provide access to jobs, businesses, and community services

Does the project improve service to a major employer, commercial area, or a principal means for people to access employment?

Provide access to regional recreation opportunities

Does the project serve a major recreation site?

Safely accommodate active transportation

Does the project improve a high-priority corridor for bicyclists and pedestrian or improve the safety of bicycle and pedestrian accommodations?

Recommendations

The Morgan County-Ogden Valley RPO Long Range Plan: 2019-2050 project list (Table 4) provides details individual projects identified as needed improvements. Each project includes project location, project description, jurisdiction, and projected cost in 2019 dollars. Projects are shown as Map 6, which includes the recommended phase.

Concept-level cost estimations were derived from previous studies; recent, similar projects; and from costs per mile derived by UDOT and the Utah Transit Authority (UTA) and used in the 2019 Utah’s Unified Transportation Plan. No concept-level costs were estimated for certain projects. For these projects, more detailed project scoping is needed.

3.3

20 Table 4. Morgan County-Ogden Valley Long-Range Plan 2019-2050 Projects (listed by geography, not ranking)

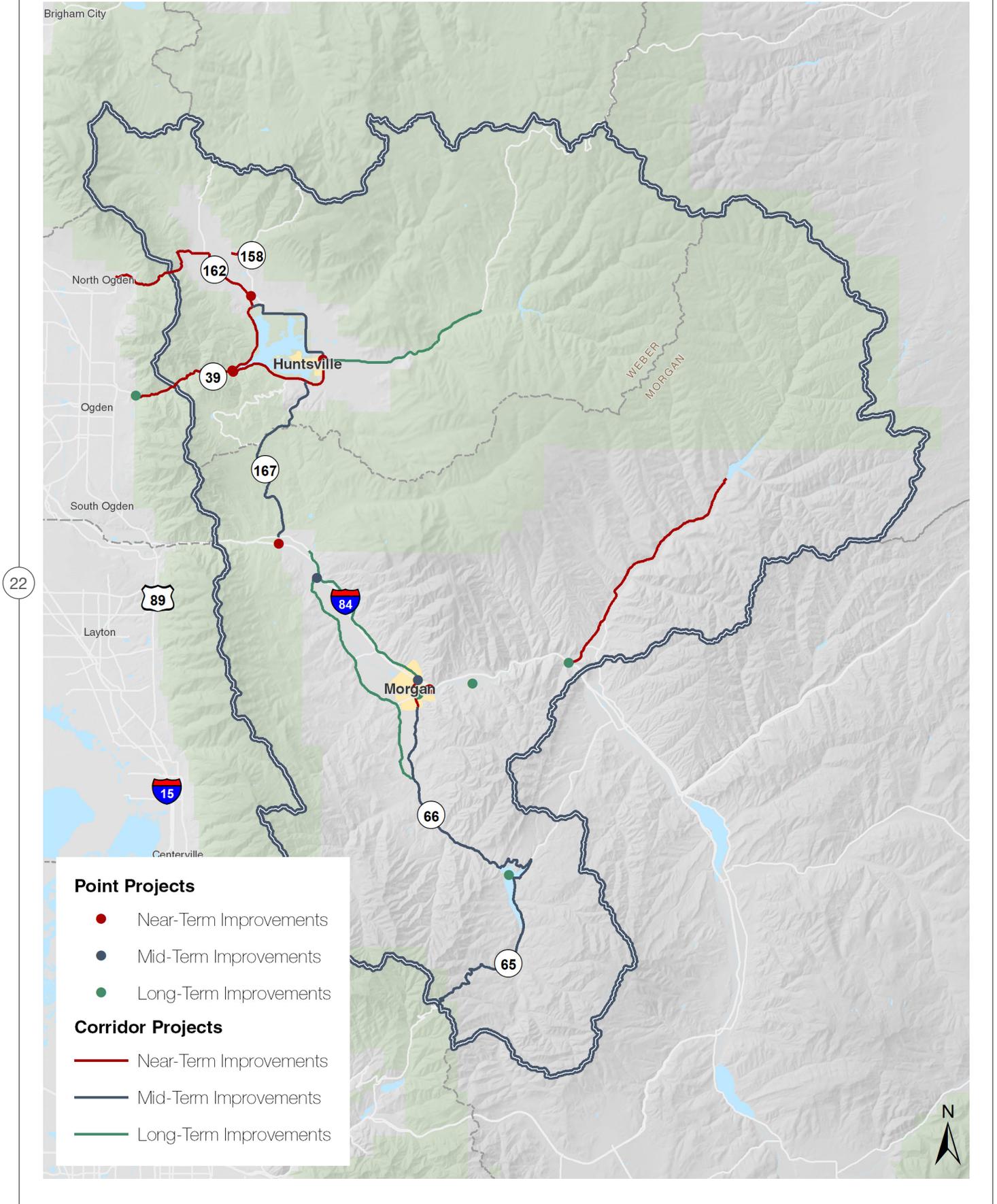
County	ID	Project Name	Project Description	Jurisdiction	Cost Estimate
Near-Term Improvements					
Weber	19-1	SR-158/SR-162/3500 E.; SR-39 to North Ogden Canyon Rd.	Shoulders and pathway	Weber County, UDOT	\$8,400,000
Weber	19-2	North Ogden Canyon Road; 3500 East to North Ogden	Shoulders, guardrails, and pathway	Weber County	N/A
Weber	19-4	SR-158 and 2500 West; Eden	Intersection redesign, possibly roundabout	Weber County, UDOT	\$400,000
Weber	19-7	SR-39; SR-158 to 7800 East	Shoulders and pathway	UDOT	\$6,300,000
Weber	19-8	7800 East and 100 South (SR-39); Huntsville	Intersection redesign, possibly roundabout	Weber County, UDOT	\$400,000
Weber	19-9	SR-158; Pineview Reservoir dam	Bicycle and pedestrian access	UDOT	N/A
Weber	19-10	SR-39 and SR-158 intersection; Pineview Reservoir	Intersection redesign to improve safety, visibility	UDOT	N/A
Weber	19-11	SR-39; Ogden to SR-158	Shoulders, operational/widening	UDOT	\$33,600,000
Weber	19-12	SR-39; Ogden to SR-158	Multi-use pathway	UDOT	
Morgan	19-15	Mountain Green interchange relocation with extension to SR-167	Construct new interchange and extend SR-167	UDOT	\$35,000,000
Morgan	19-20	Young Street Bridge	New construction	Morgan City	\$3,800,000
Morgan	19-21	Young Street Bridge	Active transportation crossing and trail extension	Morgan City, Morgan County	\$1,000,000

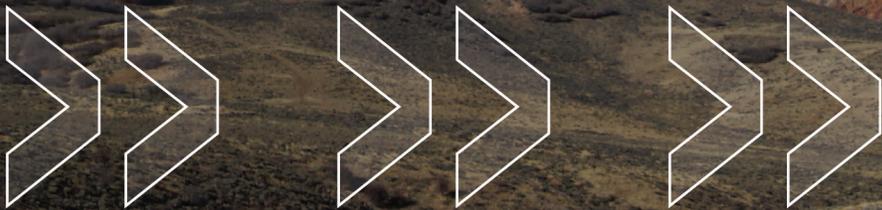
County	ID	Project Name	Project Description	Jurisdiction	Cost Estimate
Morgan	19-28	Lost Creek Road; I-84 to Lost Creek Reservoir	Access management, staking lanes for boat launching	Morgan County	N/A
Morgan	19-30	SR-66; I-84 to Landmark Lane	Add one travel lane in each direction	UDOT	\$9,800,000
Weber	19-31	Fairways Drive' 4300 East to Eagle Rldge Drive	Corridor preservation and new construction	Weber County	\$900,000
Mid-Term Improvements					
Weber	19-3	SR-158, Wolf Creek Road; Wolf Creek Resort	Multi-use tunnel	Weber County, UDOT	\$500,000
Weber	19-5	2200 N./5010 E./1900 N./1700 E./500 N./7800 E.; SR-158 to SR-39	Shoulders	Weber County	\$2,300,000
Weber/ Morgan	19-13	SR-167, Trapper's Loop; SR-39 to Old Highway Road	Gateway, signs, overlook, and trailhead	UDOT	\$100,000
Morgan	19-16	Railroad bridge; Peterson	Bridge reconstruction	Morgan County	\$2,200,000
Morgan	19-19	I-84; Morgan City State Street interchange	Improve interchange, including cast-in-place concrete bridge at WB-I-84	UDOT	N/A
Morgan	19-24	SR-66 Scenic Byway; SR-66 to East Canyon Reservoir	Signage; shoulder widening	UDOT	N/A
Morgan	19-25	SR-65; Salt Lake County line to SR-66	Shoulder widening	UDOT	N/A
Long-Term Improvements					
Weber	19-6	SR-39; 7800 East to Red Cliff Ranch	Shoulders and pathway	UDOT	\$5,000,000
Weber	19-14	Park and Ride facility	Transit access improvement	UTA	\$700,000
Morgan	19-17	Old Hwy Rd; SR-167 to 300 N.	Bike facility	Morgan County	\$5,200,000
Morgan	19-18	Morgan Valley Drive; 4300 N. to SR-66	Bike facility	Morgan County	\$6,900,000
Morgan	19-22	Lighting and signage improvements; School area	Active transportation safety	Morgan City	\$100,000
Morgan	19-23	Taggart River access study	Planning study	Morgan County	\$100,000
Morgan	19-26	I-84, Croydon interchange	Interchange improvement, including realignment of westbound ramps	UDOT	\$18,000,000
Morgan	19-27	East Canyon Reservoir access management study	Planning study	Morgan County	\$100,000
Weber/ Morgan	19-29	SR-167; new I-84 extension to SR-39	Add one travel lane in each direction	UDOT	\$66,500,000

3.4 Funding Sources

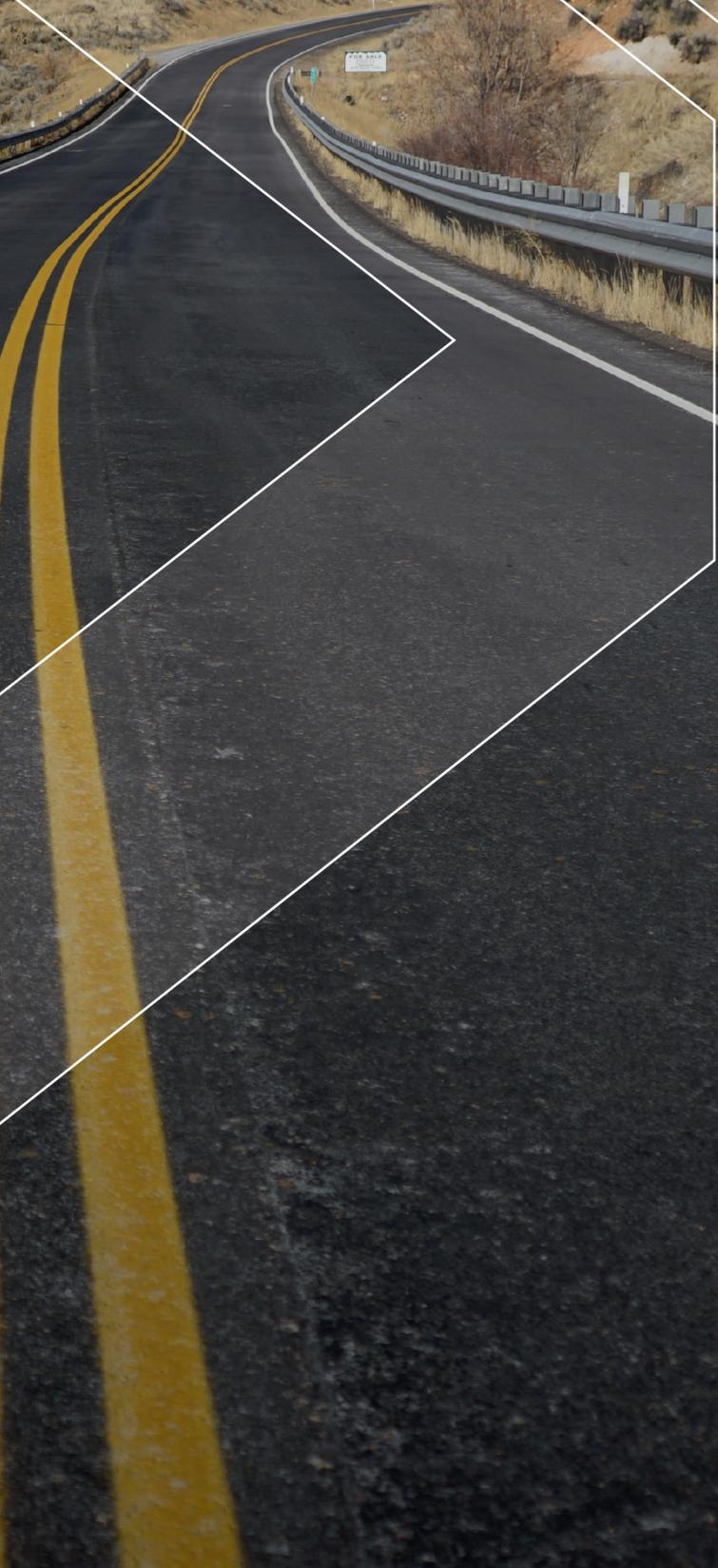
A summary of possible funding sources available for transportation projects in the Plan can be found in Appendix B, and help aid in moving a project from concept to implementation. It should be noted that although projects may be eligible for the listed funding sources, there is no guarantee a project will receive funds from that source.

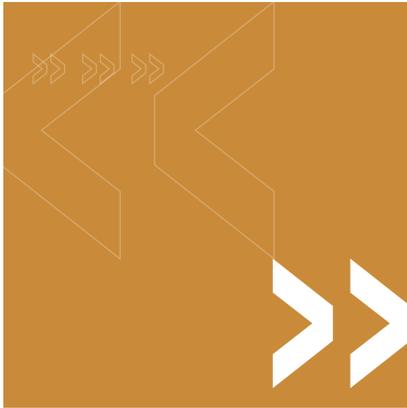
Map 6. Morgan County-Ogden Valley Long-Range Transportation Plan: 2019-2050 Projects





APPENDIX





- A. [Public Open House Comment Summary](#)
- B. [Potential Funding Sources](#)





APPENDIX Public Open House Comment Summary

A.1

Safety

- Safety issues at the boat ramp entrance off SR-159 and at Wolf Creek Golf Course. Cars and pedestrians crossing and parking on the road.
- Safety issues from 500 South north along 7100 East.
- The following locations should be reviewed for safety issues:
 - » Young Street and State Street – traffic at times is quite heavy.
 - » Young Street and State Street – crossing needs to be improved for the kids.
 - » State Street at the bank intersection – needs to be improved for kids safety.
 - » Commercial Street and State Street – the issue is the heavy traffic which makes it difficult to turn either way – traffic travels north can sometimes be blocked by the hill.
- Streetlights in Huntsville:
- No streetlights in Huntsville. (5)
- Street lights in Huntsville needed in two places – 1st Street/Hwy 39 & 5th Street entrance near Post Office.

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A.2

Mobility Efficiency

- No traffic lights in Huntsville.
- Work with UDOT to get interchange soon in Mountain Green.
- Would love to see a small valley shuttle bus (that can carry bikes outside) that connects to a canyon bus (or maybe a Trappers Loop bus).
- Morgan County interchange at Mountain Green is important.
- The Mountain Green interchange is very important to the community to alleviate traffic issues for the community as we get larger number of homes.
- The school district would benefit from adding a bridge on Young Street to accommodate increasing traffic.
- Roundabout at SR-158 & 2500 West:



- » Seems like a traffic light would be safer than roundabout by Maverik.
- » Need to accommodate pedestrians and bikes. Do a traffic study. Need to combine state and county road considerations.

A.3 Maintenance and Corridor Preservation

- The challenge with MCOV transportation is to maintain the rural feel of OV as stated in the recent OVMP. A blacktop and/or concrete massive infrastructure will not lend to a rural look, feel, and atmosphere.
- As development is allowed the infrastructure to either residential or commercial should be improved to meet the standards of the development being built. Example – Old Hwy in Mtn Green is substandard compared to the current & future developments standards of the area.
- Maintenance is in issue in Ogden Valley. Specifically, North Ogden Divide and upper SR-159 above Wolf Creek.
- Make North Ogden Pass better.

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A.4 Access to Jobs and Businesses

- The city would greatly benefit from improvements to the I-84 overpass/underpass to bring in better access for their industrial area.

A.5 Mobility Efficiency

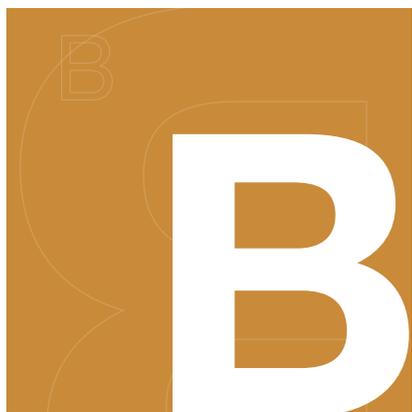
- State recreations or RAMP maybe be able to help with funding and implementing improvements near the reservoirs
- Tunnel at Wolf Creek Road:
 - » Multi-use tunnel at Wolf Creek is high priority. It's a matter of time before a truck wipes out a golf cart.

A.6 Pedestrian and bicycle accommodations

- More multi-use pathways.
- Pathways are not being utilized by bicycles at all. So what are their use? Walking paths. Help us get down the canyon better without bikes.
- I feel the community would benefit from improvements that would accommodate safer

pathways for pedestrians and bicyclists and drivers as well.

- Paved bike/walk paths from Young Street Bridge along school/county properties and river, along both sides of river on county property (upriver from round valley bridge).
- Also incorporate with parks/fairgrounds to include un-paved portions for walking and mountain biking.
- Old Trappers Loop Road:
 - » Old Trappers Loop Road should not allow motorized vehicles. Disturbs the wildlife.
 - » Should be open from Weber County Line down to Mountain Green for bikes and pedestrians.



Potential Funding Sources

B.1

B & C Funds

This funding program provides assistance to counties for the construction, improvement, or maintenance of roads and streets. B and C roads consist of all public roads (county roads or municipal streets) that are not state or federal roads. However, B & C funds can be used on state highways for safety. Class B and C road funds are allocated from the State's highway user fees revenue. Currently, 70 percent of the highway user fees are directed to UDOT and 30 percent are diverted to the Class B and C funds. These monies are then divided between counties and municipalities based on a formula that uses population and road miles for calculations.

Boating Access Grant

Boating access grants are available for developing new access facilities or renovation and/or improvement of existing facilities. Eligible projects that relate to transportation include access roads, facilities, signage, and maintenance.

FTA Formula Grants for Rural Areas (5311)

The grant provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. Eligible recipients include states and federally recognized Indian Tribes. Sub-recipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service.

Highway Bridge Replacement & Rehabilitation

For replacement of substandard bridges. Applications must be made through the State Department of Transportation.

Highway Safety Improvement Program (HSIP)

This program attempts to fund projects that will reduce traffic fatalities and serious injuries on public roads. Projects to be considered must be in a location with a correctable crash history. Funds may be used to carry out improvement projects on any public road or publicly owned bicycle or pedestrian pathway or trail.

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Local Option Sales Tax (LOST)

The State Legislature has authorized the use of local option sales taxes for roadways, transit, active transportation, and airports. Currently, counties have the option to adopt four quarter-cent sales taxes, with a fifth quarter-cent authorized by 2023 if a county already has adopted the first four quarter-cent sales taxes.

Safe Routes to School (SRTS)

This program aims to encourage students to safely walk or bike to school. This will reduce traffic, fuel consumption, and air pollution in the vicinity of schools. The funding given can be used for educational purposes and built infrastructure. Eligible infrastructure projects include: bike parking facilities, sign installments, on-street bike facilities, off-street bike/pedestrian facilities, crossing improvements, street striping, signals, signage, traffic calming devices, and sidewalk. The proposed improvements should fill in gaps currently identified as necessary updates on the school's Student Neighborhood Access Plan (SNAP) map.

State Park Access Funds

These funds pertain to facilities accessing State Parks. The facility must be one of several specific facilities identified in Utah Code, 72-3-202 through 72-3-206. This fund is scheduled through 2023. East Canyon State Park would be eligible for these funds.

State Recreational Trails Program

This program supplies grants that are available for non-motorized and motorized trail projects. Funding is used primarily for the construction and maintenance of trails and trail-related facilities, including the development of staging areas, trailheads, restroom facilities, etc. Recreational Trails Program funding may not be used for non-trail related activities such as the development of campgrounds, purchase of picnic tables, landscaping, or irrigation system development, nor may it be used for law enforcement or similar patrols.

Surface Transportation Program

Surface Transportation Program funds may be used for constructing new streets or widening, or improving freeways, highways, arterials, or collectors. In addition, STP funds can be used for bridge replacement; intersection improvements; projects which reduce traffic demand, such as transit capital improvements and active transportation; and other projects as provided for in federal law. STP fund administered by UDOT are for projects within cities that are outside of an MPO boundary. Local jurisdictions in these areas can apply for these funds through the Joint Highway Committee (JHC).

Transportation Alternatives Program

Transportation Alternative Program funds may be used for smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements, and environmental mitigation. In the non-MPO areas, UDOT administers these funds. Local jurisdictions in these areas can apply for these funds through the Joint Highway Committee (JHC).

Utah Outdoor Recreation Grant

The grant was created to foster tourism and the expansion of outdoor recreation amenities. The grant helps aid local economic development by financing new trails and outdoor opportunities. Local governments are encouraged to apply if the built infrastructure will increase visitation, boost local business, and/or attract and retain residents. The grants awarded can range from a minimum of \$5,000 up to a maximum of \$150,000.

B.2 Potential Funding Sources by Project

ID	Project	B & C Funds	Boating Access Grant	Corridor Preservation	FTA 5311	Highway Bridge	HSIP	LOST	SRTS	State Park Access Funds	State Recreational Trails	STP	TAP	Utah Outdoor Rec.
18-1	SR-158/SR-162/3500 East; SR-39 to North Ogden Cyn Rd.							•			•	•	•	•
18-2	North Ogden Canyon Road; 3500 East to North Ogden	•						•			•	•	•	•
18-3	Wolf Creek Road; Wolf Creek Resort	•						•				•	•	
18-4	SR-158 and 2500 West intersection improvements; Eden						•	•				•		
18-5	2200 North/5500 East/1900 North/1700 East/500 North/7800 East; SR-158 to SR-39	•						•			•	•	•	•
18-6	SR-39; 7800 East to Red Cliff Ranch							•			•	•	•	•
18-7	SR-39; SR-158 to 7800 East							•			•	•	•	•
18-8	7800 East and SR-39 intersection improvements						•	•				•		
18-9	SR-158 at Pineview Reservoir dam							•				•	•	•
18-10	SR-39 and SR-158 intersection; Pineview Reservoir		•				•	•				•		
18-11	SR-39; Ogden to SR-158, shoulders						•	•						
18-12	SR-39; Ogden to SR-158, pathway							•			•		•	•
18-13	SR-167, Trapper's Loop; SR-39 to Old Highway Rd.										•		•	•
18-14	Park and Ride facility				•			•					•	
18-15	Mountain Green interchange relocation						•	•				•		
18-16	Railroad bridge; Peterson	•				•		•				•		
18-17	Old Highway Road; SR-167 to 300 North	•						•				•	•	
18-18	Morgan Valley Drive; 4300 North to SR-66	•						•				•	•	
18-19	I-84, State Street interchange; Morgan City						•	•				•		
18-20	Young Street Bridge	•						•	•			•		
18-21	Young Street Bridge ped. crossing and extension of trail							•	•			•	•	•
18-22	Lighting and signage improvements; Morgan school area	•						•	•				•	
18-23	Taggart river access study		•											

ID	Project	B & C Funds	Boating Access Grant	Corridor Preservation	FTA 5311	Highway Bridge	HSIP	LOST	SRTS	State Park Access Funds	State Recreational Trails	STP	TAP	Utah Outdoor Rec.
18-24	SR-66 Scenic Byway; SR-66 to East Canyon Reservoir							•		•		•		
18-25	SR-65; Salt Lake County line to SR-66							•		•		•		
18-26	I-84, Croydon interchange						•	•				•		
18-27	East Canyon Reservoir access management study		•					•		•				
18-28	Lost Creek Road; I-84 to Lost Creek Reservoir	•	•					•				•	•	•

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