

Route 6

Updated: May 2016

Kimball Jct. via Heber and Vernal to Colorado Line. Kimball Jct.-Jensen, 1910. Jensen to Colorado Line, 1911. Kimball Jct. to near Keetley Jct. Deleted 1952. Silver Creek Jct. to Keetley Jct. Added 1952

1953 Description:

From Silver Creek Jct. on Route 4 southerly, via Hailstone to Heber; thence easterly, via Fruitland, Duchesne, Myton, Roosevelt, and Vernal the Utah-Colorado State line near Artesia, Colorado.

1962 Description:

(*A 2 copies) Scanned) From Silver Creek Jct. on Route 2 southerly, via Hailstone to Heber; thence easterly via Fruitland, Duchesne, Myton, Roosevelt and vernal to the Utah-Colorado State line near Artesia, Colorado. Myton was deleted and this route approved by **1963 Legislature.

**(*B) Scanned) **(*C) Scanned)

1965 Description:

From Silver Creek Junction on Route 2 via Heber, Duchesne, Roosevelt, and Vernal to the Utah-Colorado State line. **Approved by 1965 Legislature**

*D) 1969 Commission Action:

3.982 miles transferred of the old alignment transferred to County. 11/21/69. 2.944 miles abandoned 11.21.69. 0.076 miles transferred to Duchesne City 11/21/69.

*E) *F) *G)

*H) 1977 Commission Action May 20, 1977

The 1975 description of State Route 6 has been deleted from the State System and reassigned as State Route 40.

*I) Frontage Road

1977 Description of State Route 6

From the Utah-Nevada state line easterly via Delta and Tintic Junction; thence easterly via Santaquin, Payson and Spanish Fork to Moark Junction; thence easterly via Spanish Fork Canyon and Price to State Route 70 (I-70) west of Green River.

1979 Legislature: Description remains the same.

1981 Legislature: Description remains the same.

1985 Legislature: Description remains the same.

1986 Legislature: Description remains the same.

1987 Legislature: Description remains the same.

1988 Legislature: Description remains the same.

1990 Legislature: Description remains the same.

1992 Legislature: Description remains the same.

1993 Legislature: Description remains the same.

Route 6 Cont.

1994 Commission Action September 9, 1994

*(J) U.S. Route Designation 6, was changed from Moark Jct. westerly to I-15 (Moark Connection Interchange), running concurrently with I-15 to North Santaquin Interchange.

1994 Legislature: Description remains the same.

1995 Commission Action April 21, 1995

*(K) Transferred that portion of SR-6 traversing from the North Santaquin Interchange via Payson, Salem, and Spanish Fork to near Moark Jct. was reassigned as State Route 198.

1995 Description of State Route 6

From the Utah-Nevada state line easterly via Delta and Tintic Junction; to the North Santaquin Interchange N.B. On and Off Ramps; thence commencing again at the east and west bound ramp split of I-15 (Moark Connection Interchange), traversing southeasterly via Moark Junction; Spanish Fork Canyon and Price to State Route 70 (I-70) west of Green River.

1995 Legislative Description:

From the Utah-Nevada state line easterly via Delta and Tintic Junction, thence easterly via Spanish Fork Canyon and Price to Route 70 west of Green River.

1996 Legislature: Description remains the same.

1997 Legislature: Description remains the same.

1998 Legislative Description:

From the Utah-Nevada state line easterly through Delta and Tintic Junction to the northbound ramps of the North Santaquin Interchange of Route 15; then beginning again at the Moark Connection Interchange of Route 15 easterly through Spanish Fork Canyon and Price to Route 70 west of Green River.

1999 Legislature: Description remains the same.

2000 Legislature: Description remains the same.

2001 Legislature: Description remains the same.

2002 Legislature: Description remains the same.

2003 Legislature: Description remains the same.

2004 Legislature: Description remains the same.

2005 Legislature: Description remains the same.

2006 Legislation: Description remains the same.

2007 Legislature: Description remains the same.

2008 Legislature: Description remains the same.

2011 Legislation: Description remains the same.

2016 Legislation: Description remains the same.

* Refers to resolution index page following.

**Refers to Scanned Computer Resolution index on the following page.

Route 6

COUNTY/VOLUME & RESOLUTION NO.

A. Duchesne Co. 1/46	B. Uintah Co. 1/89	C. Uintah Co. 1/111
D. Duchesne Co. 3/1	E. Duchesne Co. 3/19	F. Uintah Co. 3/20
G. Wasatch Co. 4/27	H. Multiple Co. 6/2	I. Carbon Co. 6/22
J. Utah Co. 10/9	K. Utah Co. 10/10	

DESCRIPTION OF RESOLUTION CHANGE

- (A). Relocation - From a point in Duchesne to a point southeast of Bridgeland.(2 Copies)
- (B). Relocation - Depicted on Project No. F-015-3(5).
- (C). Relocation - West of Vernal.
- (D). Relocation - West of Duchesne.
- (E). Relocation - Tabiona Jct. easterly toward Duchesne.
- (F). Relocation - One mile east of Vernal.
- (G). Relocation - Near Strawberry Reservoir.
- (H). Re-designation - U.S. 6&50 from Utah\Nevada State Line to Delta; thence Delta to Jct. SR-70, also alignment of SR-27 designated as SR-6.
- (I). Transfer - Old Alignments to Carbon County.
- (J). U.S. Route Realignment - Near Moark Jct. to Moark Connection Interchange in Spanish Fork
- (K). Deletion - From North Santaquin Interchange to near Moark Jct.
- Reassign - From Moark Connection Interchange to Jct. SR-198.

Approved Oct. 6, 1962

RECOMMENDED CHANGE IN STATE ROUTE SYSTEM

State Route 6 and 86

Whereas:

The completion of Project F-015-2(4), Duchesne to Bridgeland, will permit the transfer of the existing highway in this area. To maintain continuity in the State Road System, it is deemed necessary that State Route 6 be revised as an interim designation, subject to the approval of the Legislature, to follow the new alignment on new location of Project F-015-2(4), from Engineer Station 103 + 06.2 in Duchesne City, to Engineer Station 650 + 50+-, southeast of Bridgeland.

With the transfer of State Route 6 to this new location, it is recommended that the portion of the old alignment from a point near 4th Street in Duchesne City, to the east city limits be transferred to the jurisdiction of Duchesne City, and that portion of the old alignment, from the Duchesne City east city limits, to a junction with State Route 86 at Bridgeland be transferred to the jurisdiction of Duchesne County.

To provide an adequate connection with the new alignment of State Route 6, it is necessary that State Route 86 be extended from its present junction with the old alignment of State Route 6 in Bridgeland southeasterly, via a newly constructed connection, to a junction with the new location of State Route 6, a distance of approximately 1.1+- mile.

It is further recommended that application be made to the U. S. Department of Commerce, Bureau of Public Roads, requesting the extension of Federal-Aid Secondary Route 252 to follow the proposed extension of State Route 86, and that the portion of old alignment being transferred to the County and City be made local Federal-Aid Secondary Route number 270.

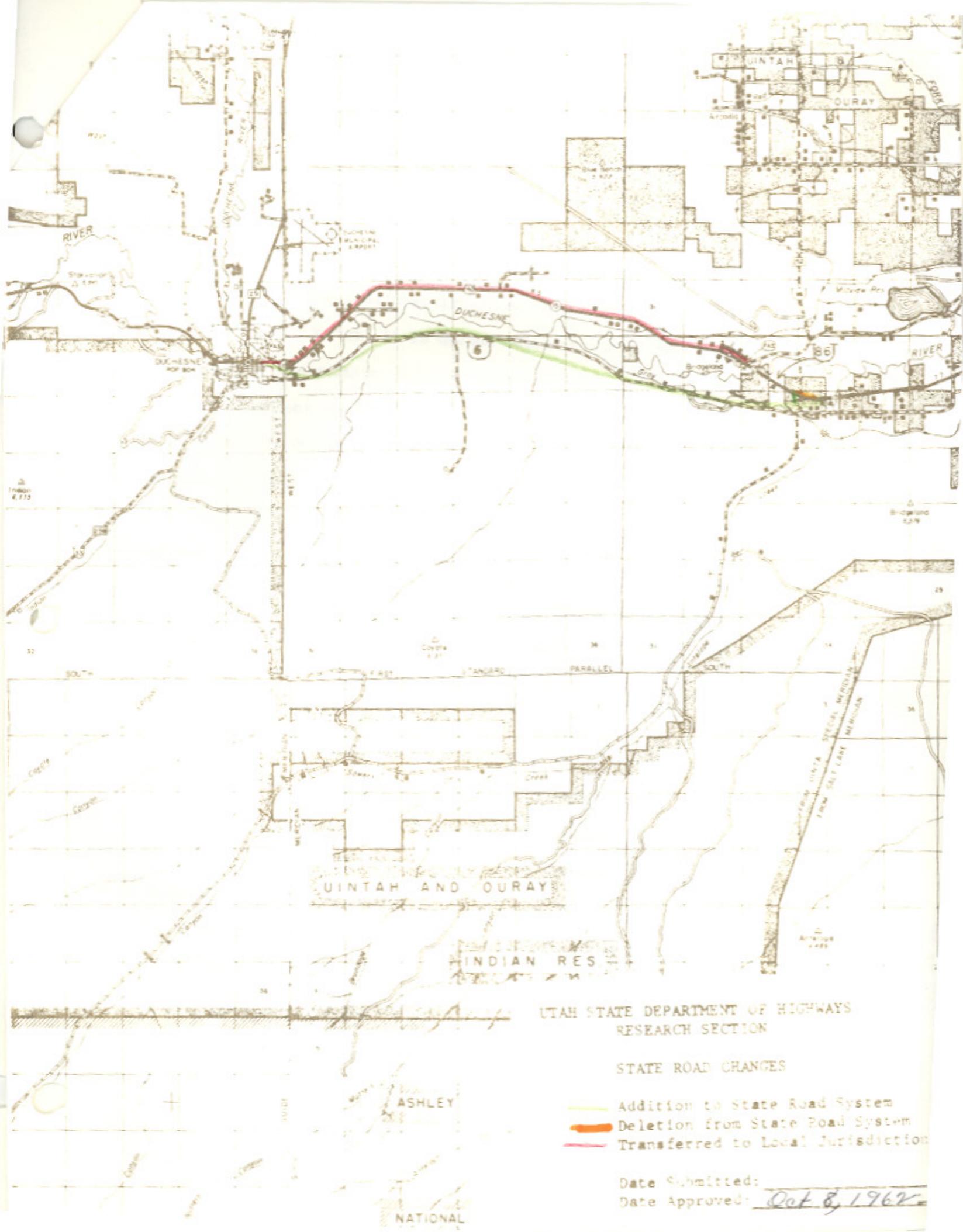
40

And that Federal-Aid Primary Route 15 be transferred to the proposed relocation of State Route 6.

THEREFORE, BE IT RESOLVED, that State Route 6 be revised as an interim designation subject to the approval of the Legislature, to follow the new alignment on new location of Project F-015-2(4) from Duchesne to a point southeast of Bridgeland. And that portion of the old location of State Route 6, from a point near 4th Street in Duchesne to the east city limits, be transferred to the jurisdiction of Duchesne City, and that portion of road from Duchesne City east limits to a junction with State Route 86 at Bridgeland, be transferred to the jurisdiction of Duchesne County.

And, be it further resolved that State Route 86 be extended from its present junction with the old alignment of State Route 6 in Bridgeland southeasterly, via a newly constructed connection, to a junction with the new location of State Route 6 southeast of Bridgeland.

Be it further resolved that application be made to the U. S. Department of Commerce, Bureau of Public Roads, requesting the extension of Federal-Aid Secondary Route 252 to follow the extension of State Route 86, and that the portion of old alignment being transferred to the County and City be made local Federal-Aid Secondary Route number 270. And that Federal-Aid Primary Route 15 be transferred to the new location of State Route 6. These changes will increase the State Route mileage 0.6+- miles, decrease Federal-Aid Primary System mileage 0.6+- miles, and increase Federal-Aid Secondary System mileage 1.1+- miles.



UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____
Date Approved: Oct 8, 1962

24-6-2

RESOLUTION

State Route 6 *Le*

SR-6
89

WHEREAS, with the completion of Project F-015-3(5) from Halfway Hollow to Twists in Uintah County, a distance of 6.023 miles, has resulted in the construction on new alignment section of new roadway and,

WHEREAS, the old alignment will no longer serve as a public roadway and,

WHEREAS, to maintain continuity in the State System of Highways and,

WHEREAS, it has been recommended by Mr. Earl A. Johnson, District Engineer, that the road changes be made as follows.

NOW THEREFORE, pursuant to the Authority of Section 27-12-27, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

1. That all portions of highway construction on new alignment as a result of Project F-015-3(5) be designated as a part of State Route 6.
2. That the old alignment of State Route 6 between Engineer Station 835 + - to 1000 + - be abandoned from the State System of Highways.
3. That the right-of-way should now be held by the Utah State Department of Highways as shown on the project drawing and all other areas should revert to the Bureau of Land Management.
4. That by this action State Highway System mileage will be reduced 0.1 + - mile.
5. That the map attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 17th day of December, 1965.

STATE ROAD COMMISSION OF UTAH

Chairman

Wesley Cross
Commissioner

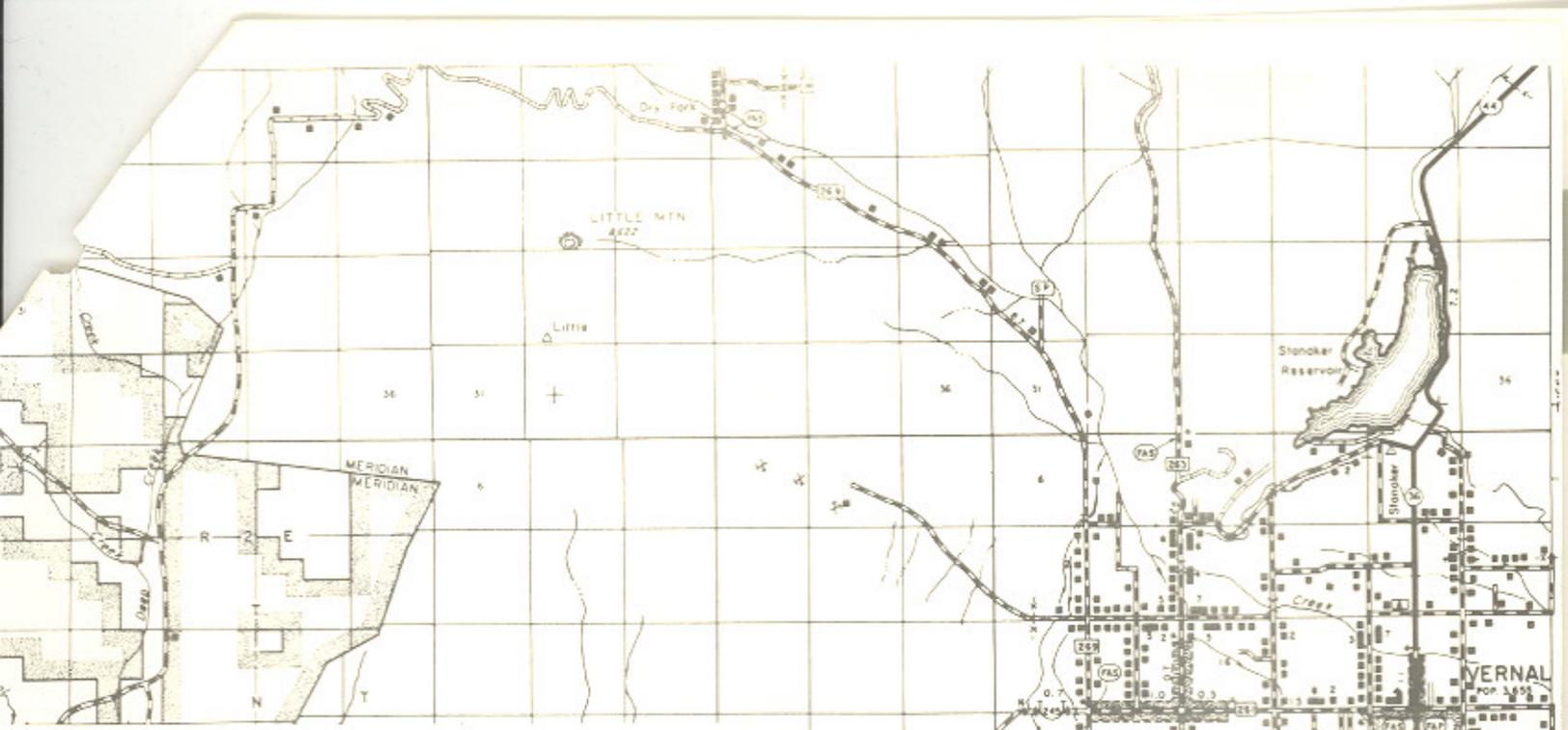
Glen A. Church
Commissioner

Ernest A. Salch
Commissioner

Thomas G. Galt
Commissioner

ATTEST:

Ronald A. Zienley
Secretary



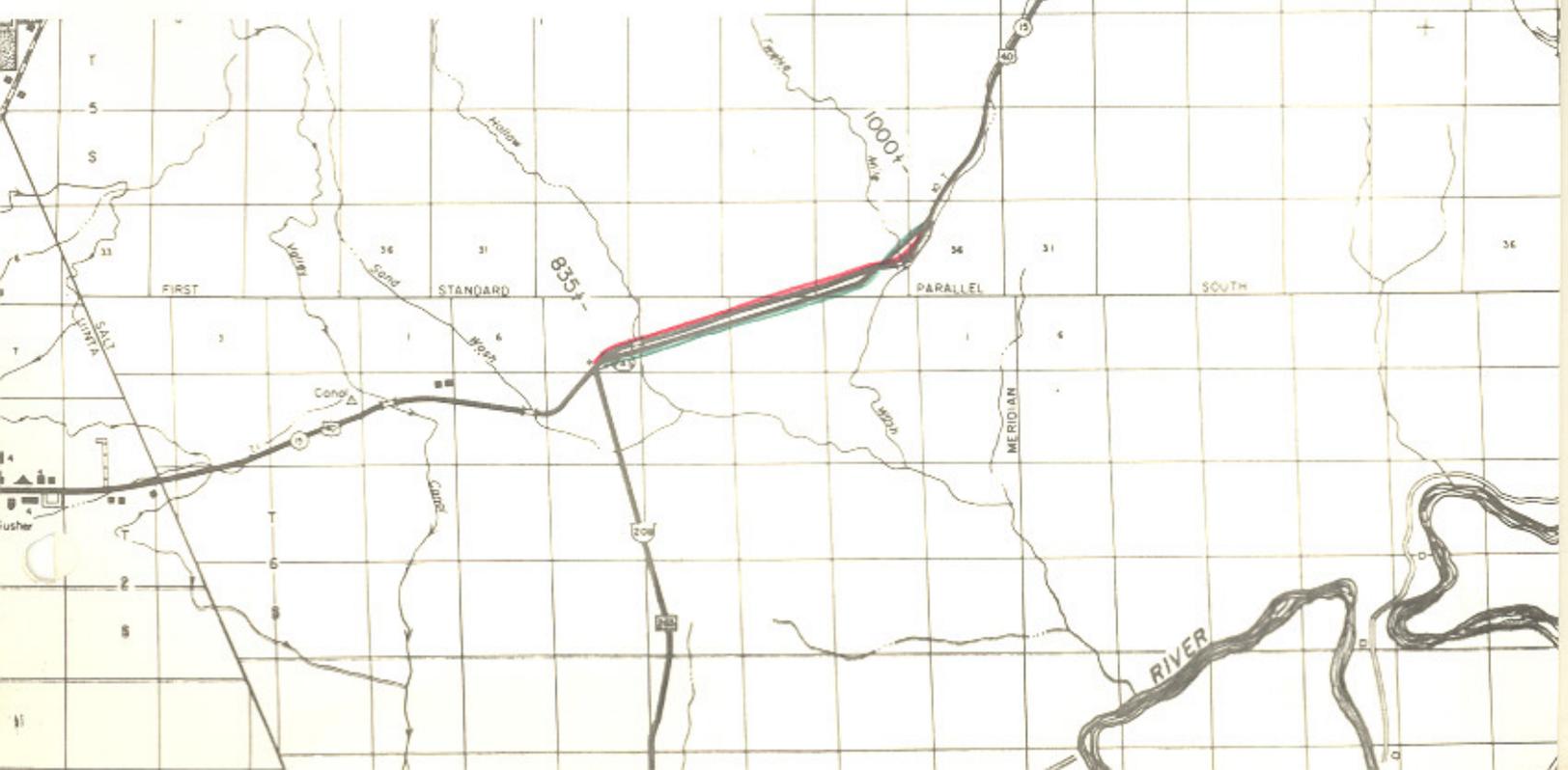
UTAH STATE DEPARTMENT OF HIGHWAYS
 Transportation - Research Section

STATE ROAD CHANGES
 UTAH COUNTY

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____



Comp

SR-2,6,8,15,54,123,155
24,26,29,44,236,259

111

RESOLUTION *T^h*

State Routes 2, 6, 8, 15, 24, 26, 29, 44, 54, 123, 155, 236, 259

WHEREAS, with the completion of various projects resulting in the re-construction of new roadway on new alignment and

WHEREAS, portions of the old alignment will no longer serve as roadways but nevertheless other sections will still serve as public roads, though not justified as part of the State Highway System and

WHEREAS, a physical inventory was made of all roadways concerned in this resolution and

WHEREAS, all county officials concerned were contacted and their letters of concurrence in our recommendations are forthcoming and

WHEREAS, it has been recommended by the District Engineers concerned.

NOW THEREFORE, pursuant to Authority 12-27-12, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

22-2-4 1. Route 2 - Summit County, Project I-80-4(8)190, west of Wyoming line, a distance of 4.373 miles built on new location. Three sections of the old roadway are no longer within the N/A line and are of no further use as public roadway, therefore all portions of roadway on old alignment are abandoned, a distance of 4.200 miles, resulting in an increase of 0.173 mile in the State System of Highways.

24-6-2 Route 6 - Uintah County, Project F-015-3(4) west of Vernal, a distance of 2.055 miles built on new location. All portions of old alignment have either been obliterated or barricaded by barriers, therefore, all portions of the old alignment are abandoned, a distance of 2.405 miles, resulting in a decrease of 0.350 mile in the State System of Highways.

8-5-1 Route 8 - Emery County, Projects F-028-3(5) and F-028-3(6) south of

Carbon County line, a total distance of 14.712 miles built on new location. All portions of the old alignment have either been obliterated, including removal of some structures, or barricaded, with the exception of that portion of old alignment from a connection with the new alignment south of Price River northerly to Woodside, a distance of 0.7 + - mile. Therefore, all portions of the old alignment are being abandoned, a distance of 14.299 miles, with the exception of that portion that is being used as a public road from a connection with the new alignment south of Price River to Woodside which is transferred to the jurisdiction of Emery County, resulting in an increase of 0.7 + - mile in Emery County "B" mileage and a decrease of 0.287 mile in the State System of Highways.

3.15-2 Route 15 - Kane County, Projects F-014-1(2) and FLH-37-(1) east of Zion Park Boundary, a distance of 2.809 built on new location. All portions of the old alignment have been closed to the public with the exception of that portion of the old alignment from a connection with the new alignment northeasterly to a mine road, a distance of 0.400 mile. Therefore, all portions of the old alignment are abandoned, a distance of 3.942 miles, with the exception of that portion being used as a connecting roadway to the mine road which is transferred to the jurisdiction of Kane County, resulting in an increase of 0.4 + - mile in Kane County "B" mileage and a decrease of 1.533 mile in the State System of Highways.

28.2004 Route 24 - Wayne County, Projects NS-371(1) and S-0371(5) east of Capitol Reef Monument, a distance of 14.484 miles built on new location. From Engineer Station 851 + - to 652 + - transferred to the jurisdiction of Wayne County, a distance of 3.600 miles, all remaining portions of the old alignment have been obliterated and, therefore, are abandoned, a distance of 11.646 miles, resulting in an increase of 3.6 + - miles in Wayne County "B" mileage and a decrease of 0.762 mile in the State System of Highways.

12.26.1 Route 26 - Juab County, Project F-029-3(2) from a junction with State Route 148 southwesterly, a distance of 6.615 miles built on new location. From

Engineer Station 1201 + - to 1115 + - the old alignment has been obliterated and, therefore, is abandoned, a distance of 1.949 mile. From Engineer Station 1115 + - to 85 + - to be transferred to the jurisdiction of Juab County, a distance of 5.030 miles, resulting in an increase of 5.0 + - miles in Juab County "B" mileage and a decrease of 0.364 mile in the State System of Highways.

5.09-1 Route 29 - Emery County, Project NR-29-1 Sanpete County line easterly, a distance of 5.908 miles built on new location. All portions of old roadway abandoned, a distance of 1.900 mile, as it will be inundated as a result of the construction of Joes Valley Reservoir, resulting in an increase of 4.008 miles in the State System of Highways.

5.00-2 Route 44 - Daggett County, Project S-0192(1) south of Manila, a distance of 2.186 miles built on new location. From Engineer Station 2145 + - to 2069 + - will serve as a public roadway and, therefore, is transferred to the jurisdiction of Daggett County, a distance of 2.400 miles, resulting in an increase of 2.4 + - miles in Daggett County "B" mileage and a decrease of 0.712 mile in the State System of Highways.

5.51-2 Route 54 - Garfield County, Project S-0392(5) near Escalante, a distance of 3.818 miles built on new location. From Engineer Station 226 + - to 111 + - to be abandoned as connections to this section of old alignment have been obliterated, a distance of 2.727 miles. From Engineer Station 111 + - to 44 + - to be transferred to the jurisdiction of Garfield County, a distance of 1.046 mile and from Engineer Station 44 + - 25 + - be transferred to the jurisdiction of Escalante City, a distance of 0.629 mile, resulting in an increase of 0.6 + - mile in the Escalante City "C" mileage, an increase of 1.0 + - mile in Garfield County "B" mileage and a decrease of 0.584 mile in the State System of Highways.

5.128-1 Route 123 - Carbon County, Project S-0294(1) near Sunnyside, a distance of 0.625 mile built on new location. All portions of old alignment will still serve as a public road, a distance of 0.691 mile and, therefore, will be transferred to

50

The construction on new location, transfers and abandonments indicated in the accompanying resolution resulted in a total of 64,816 miles being built on new location, 0.629 mile transferred to City "C" mileage, 18,767 miles transferred to County "B" mileage and 46,095 miles abandoned, resulting in a decrease of 0.675 mile in the State System of Highways.

the jurisdiction of Carbon County, resulting in an increase of 0.7 + - mile in Carbon County "B" mileage and a decrease of 0.066 mile in the State System of Highways.

8-155-1
8-230-1
Route 155 and 236 - Project NS-338(1) 1.8 mile northeast of Huntington, a distance of 0.492 mile built on new location. All portions of old alignment abandoned as they will be inundated by the construction of Huntington Reservoir, a distance of 0.47 mile, resulting in an increase of 0.017 mile in the State System of Highways.

13-250-1
Route 259 - Kane County, Project F-035-1(4) Kanab easterly, a distance of 6.739 miles built on new location. From Engineer Station 98 + - to 266 + - and commencing again at Station 295 + - to 383 + - to be transferred to the jurisdiction of Kane County, a distance of 4.900 miles, as they will still serve as a public roadway, all remaining portions of the old alignment have been made inaccessible, a distance of 2.054 miles, therefore, are abandoned, resulting in an increase of 4.9 + - miles in Kane County "B" mileage and a decrease of 0.215 mile in the State System of Highways.

2. That the maps attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 19th day of April, 1965.

STATE ROAD COMMISSION OF UTAH

Walter S. Hamilton
Chairman

Frank D. Bell
Commissioner

Elmer Strong
Commissioner

Clem A Church
Commissioner

Ernest Walsh
Commissioner

ATTEST:

Felicie C. Brassard
acting Secretary

Office Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

TO : Mr. Dale B. Burningham
Chief Research Engineer, Research Section

DATE: January 26, 1965

RECEIVED

FROM : Mr. W. E. Mickelson
District Engineer

WEM

1965 JAN 28 AM 10 33

SUBJECT: Status of Old Roads

1-80-4(8)190 Wahsatch to the Wyoming State Line
F-001-8(2) Bear River Bridge East of Corinne

UTAH STATE
DEPT. OF HIGHWAYS

The status of the old abandoned roads on the subject projects have been reviewed and following is my recommendation:

1. F-001-8(2) The old road should remain as it is at the present time. It lies on right-of-way that we have by agreement from the railroad. In addition, the old road and bridge are intended to be used for a stock trail for crossing the Bear River.
2. 1-80-4(8)190 Three sections of the old road are no longer within the N/A lines, as itemized below, and are of no further use to us for roadway purposes. These three sections should revert to private ownership.

820 ± - 836 ± right side

958 ± - 971 ± right side

984 ± - 991 ± left side

Office Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

TO : B. Dale Burningham, Chief Research Engr. DATE: January 25, 1965

FROM : J. Q. Adair, Dist. Engr. *JQA*

SUBJECT: Road Deletions

RECEIVED
1965 JAN 26 AM 10

UTAH STATE
DEPT. OF HIGHWAYS

We have listed the following projects that have been constructed in the last couple of years and sections of road that should be deleted from our system:

- S-0294(1) Dragerton (Culvert & Approaches)
- F-028-3(6) Woodside Northerly
- NR-29(1) 7 Miles W. of Orangeville (Joe's Valley)
- NS-338(1) Huntington Northerly - Mohrland Connection
- NR-24-2(1) Huntington North on SR-10

The NR-24-2(1) Huntington North Section has bypassed the location where the Huntington Reservoir is being constructed by the Bureau of Reclamation. A portion of this right-of-way has probably been acquired by the Bureau of Reclamation people.

JQA:sj

MADE IN U.S.A.

Route	Report Number	Road Section	Mile Post at	Miles from	Miles from	Miles	Miles
			To	To	To	to	to
2	I-15-4 (8) 190	Summit	2.2	2-4	4,393	4,200	4,200
6	F-015-3 (4)	Winfall	2.4	6.2	2,385	2,405	2,415
8	F-128-3 (5)	Emerald	8-8-1		6,120	6,087	6,087
8	F-028-3 (6)	"	8-8-1		8,592	8,212	8,912
15	F-014-1 (2)	Kona	13-15.2		2,305	2,927	3,327
15	FLH-37 (1)	"	13-15-2		4,504	1,015	1,015
24	NS-371 (1)	Madona	28-24-4		5,623	2,412	6,012
24	S-1371 (5)	"	28-24-4		8,861	9,234	9,234
26	F-024-3 (2)	Tual	12-26-1		6,615	1,949	6,979
29	MR-22-1	Emerald	8-29-1		5,908	1,900	1,900
44	S-0192 (1)	Daguer	5-44-2		2,186	8,498	2,898
54	S-0392 (5)	Garfield	9-54-2		3,818	2,927	4,402
123	S-0294 (1)	Carbon	4-123-1		4,625	4,691	4,691
123	(Due to Ryeckick, NS-338(1))	Emerald	8-155-1	No	4,492	0,250	0,250
236	NS-338(1)	"	8-236-1	Construction	4,492	4,225	4,225
236	F-035-1 (9)	Kona	13-259-1		6,739	2,054	6,954
					69,816	18,767	46,095

Route/Order	Order Cost	Miles Traveled	Miles Traveled	Miles Traveled	Miles	Total Miles	Total Miles
24-2-4	4,375				4,200	4,200	+ 0.173
24-4-2	2,465				2,465	2,465	- 0.350
8-8-1	6,120				6,087	6,087	+ 0.083
8-8-1	8,592				8,212	8,912	- 0.320
13-15-2	2,305				2,227	3,387	- 1.022
13-15-2	2,504				1,815	1,815	- 0.511
16-14-4	5,625				2,412	6,012	- 0.389
28-24-4	8,861				9,234	9,234	- 0.325
12-26-1	6,615				1,949	6,979	- 0.364
8-29-1	5,928				1,900	1,900	+ 4.008
5-14-2	2,186				2,448	2,898	- 0.712
9-54-2	5,818	0.629			1,046	4,402	- 0.604
4-123-1	1,625				1,691	1,691	- 0.066
6-153-1	1,492				1,250	1,250	- 0.250
8-236-1	1,492				1,225	1,225	+ 0.267
13-259-1	6,739				2,054	6,954	- 0.215
	69,816	0.629	18,767	46,095			- 0.675

No Distribution



OFFICE OF

Kane County Clerk

KANAB, UTAH

March 12, 1965

Utah State Department of Highways
Transportation - Research Section
State Office Building
Salt Lake City, Utah

Re: Kane County
Nos: F-014-1 (2)
FLH 37 (1)

Gentlemen:

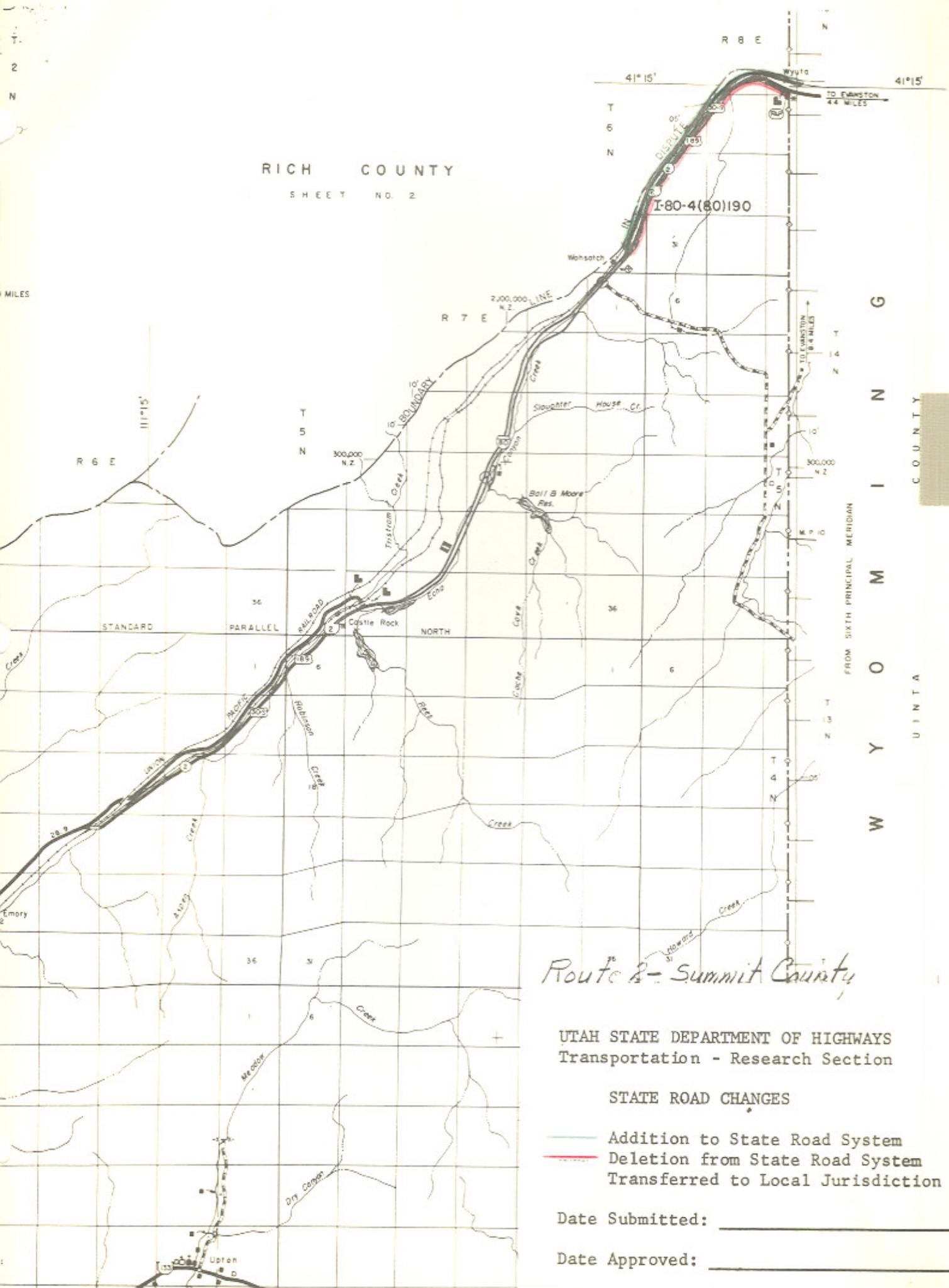
Please be advised that the Kane County Commission will be very happy to accept as additions to the Kane County Road System your projects Nos. F-014-1 (2) and FLH-37 (1) for county supervision and maintainance.

Yours very truly,

KANE COUNTY COMMISSION

By Thomas H. Haycock
Thomas H. Haycock
Kane County Clerk

RICH COUNTY
SHEET NO. 2



Route 2 - Summit County

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

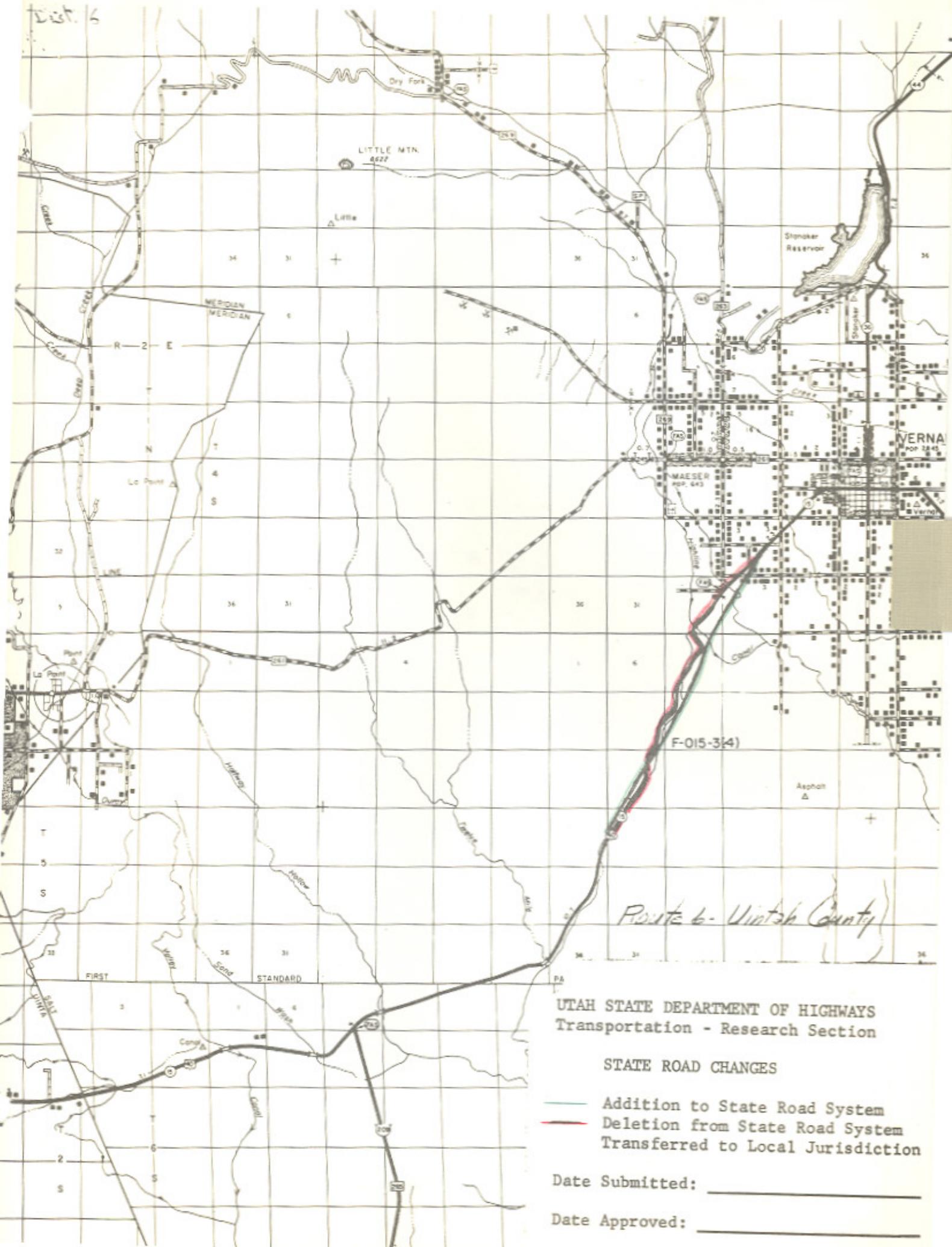
- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____

SR-2

Dist. 6



SR-6

F-015-34)

Route 6 - Uintah County

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

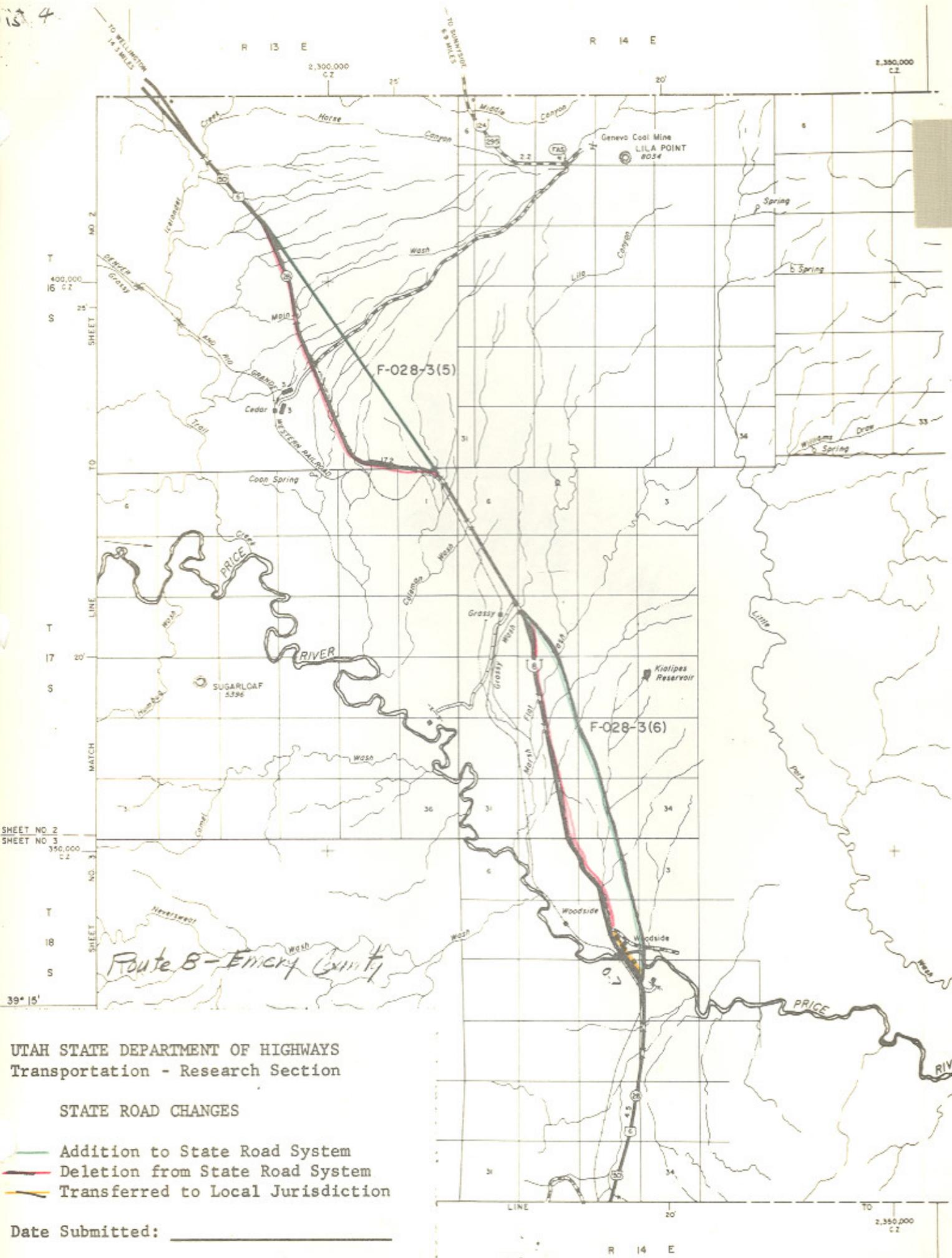
STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____

1574



SR-8

UTAH STATE DEPARTMENT OF HIGHWAYS
 Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

SHEET NO. 1

T
41
S
200,000
T
42
S
200,000
T
43
S

TO VIRGIN
23.7 MILES

ZION

NAIL

PARK

SANSTONE BUTTE
6,600

B T W S T A N O A R D

F-014-(2)
B

FLH-37(1)

Mt. Carmel Junction

Route 15 - Kane County

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted _____

Date Approved _____

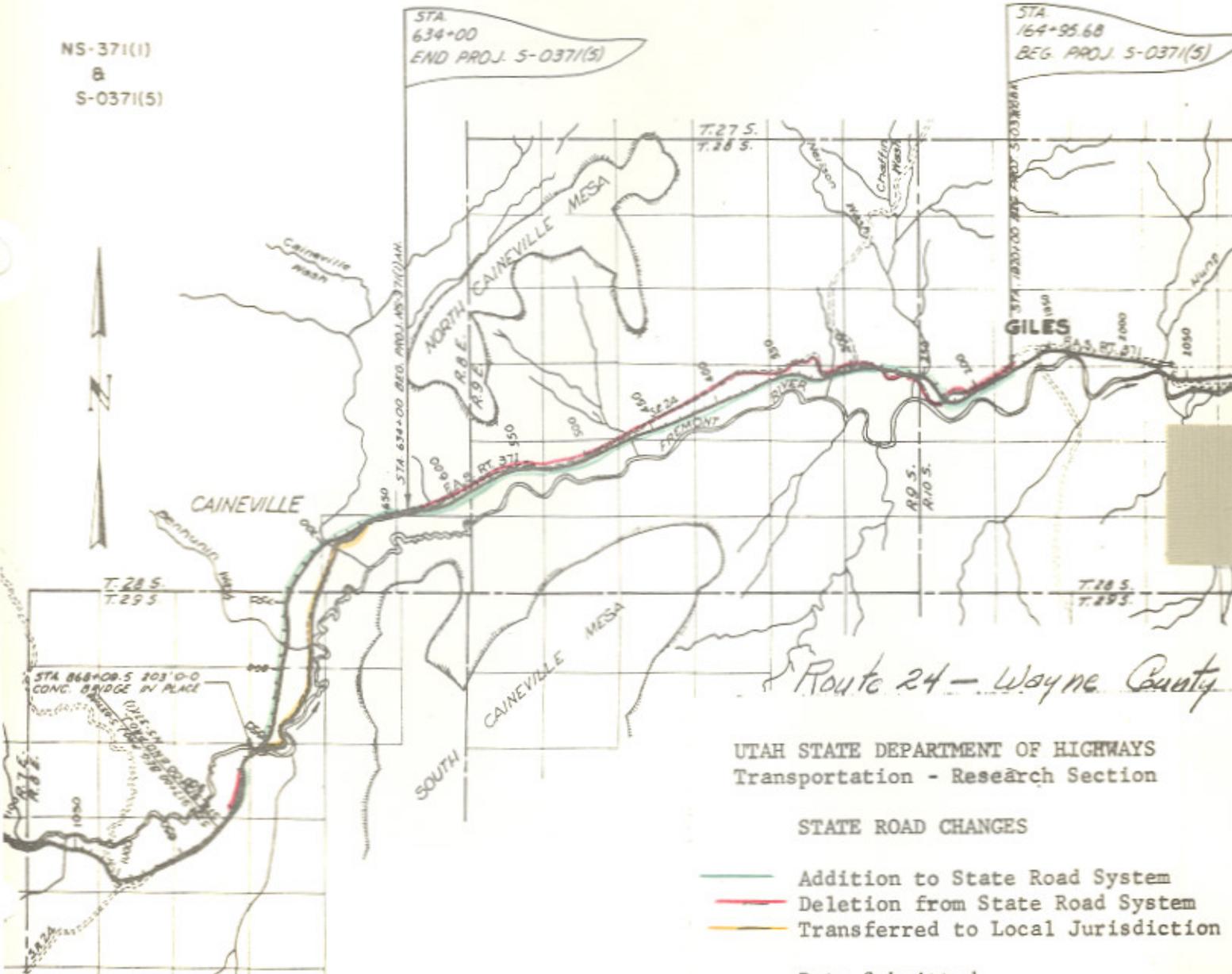
SR-15

Dist. #

NS-371(1)
&
S-0371(5)

STA.
634+00
END PROJ. S-0371(5)

STA.
164+95.68
BEG. PROJ. S-0371(5)



SR-24

Route 24 - Wayne County

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted _____

Date Approved _____

10
6
1st: 6



Route 26 - Juab County

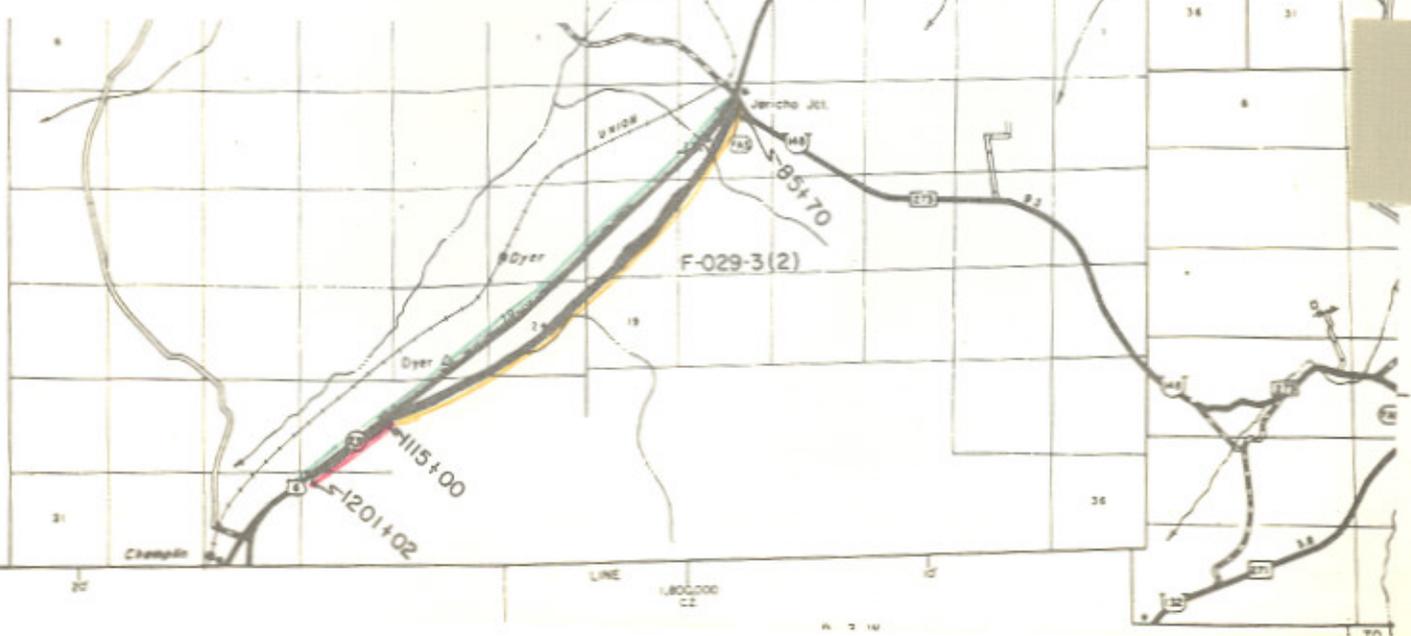
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

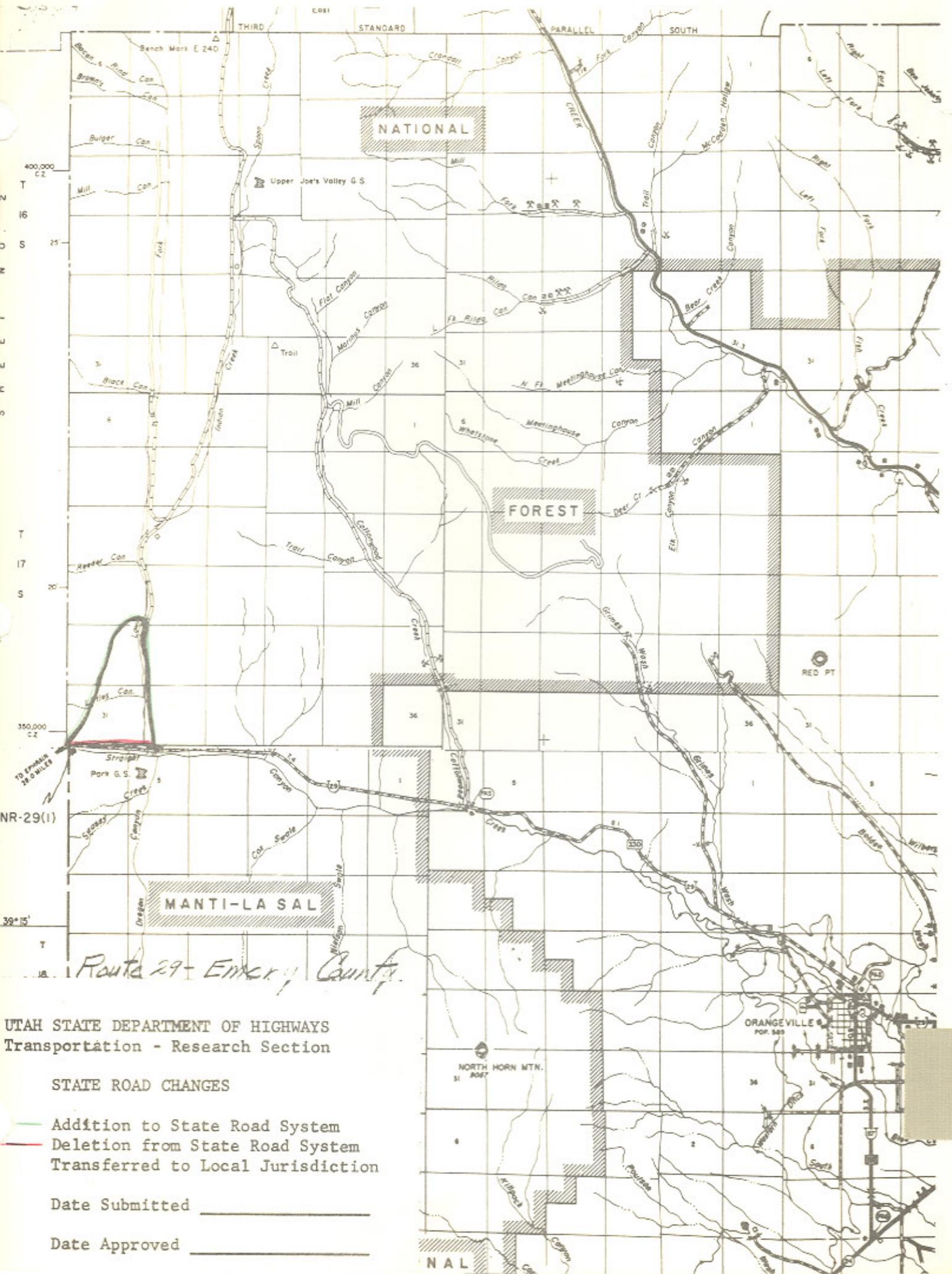
- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____



SR-26



UTAH STATE DEPARTMENT OF HIGHWAYS
 Transportation - Research Section

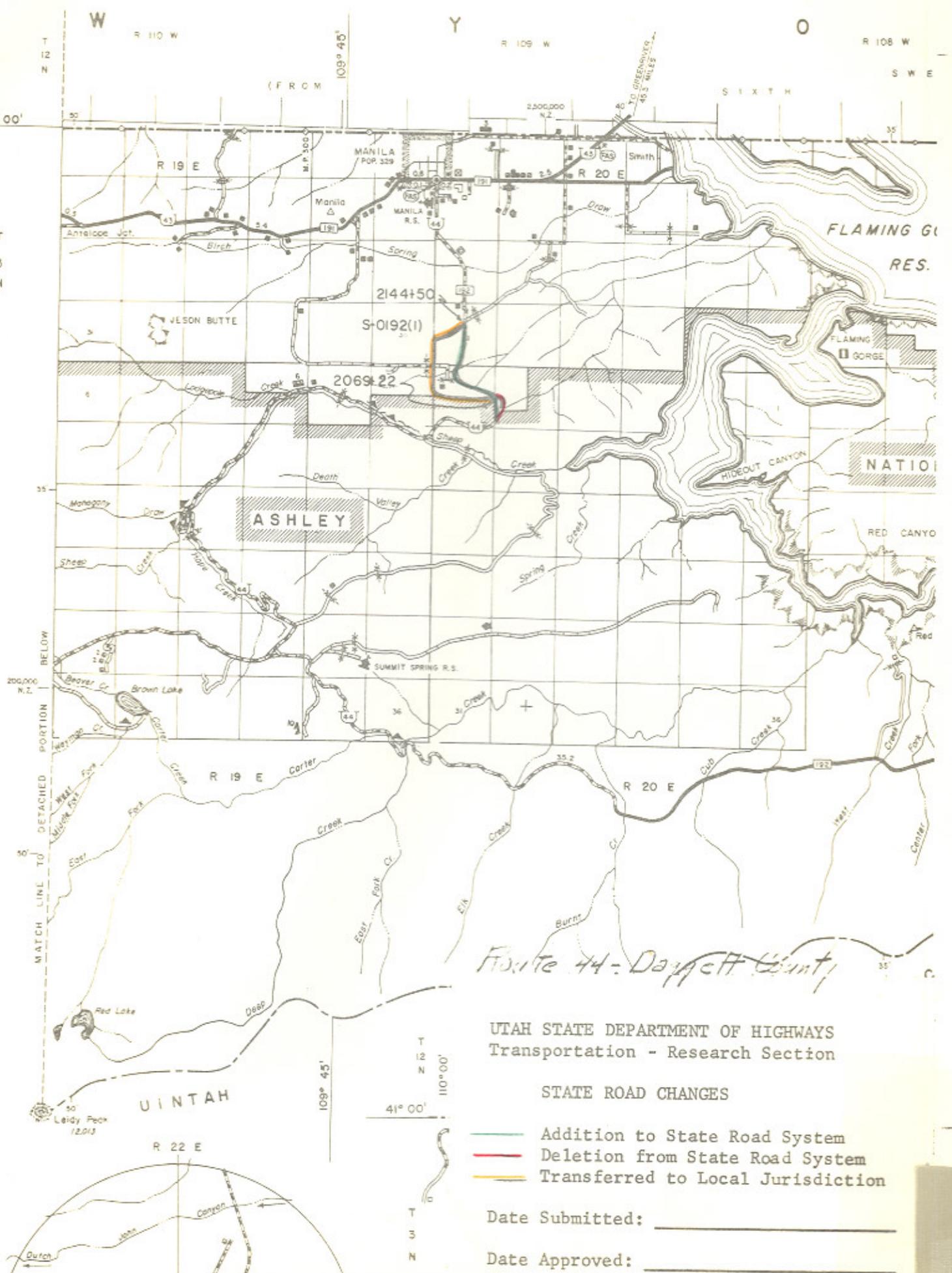
STATE ROAD CHANGES

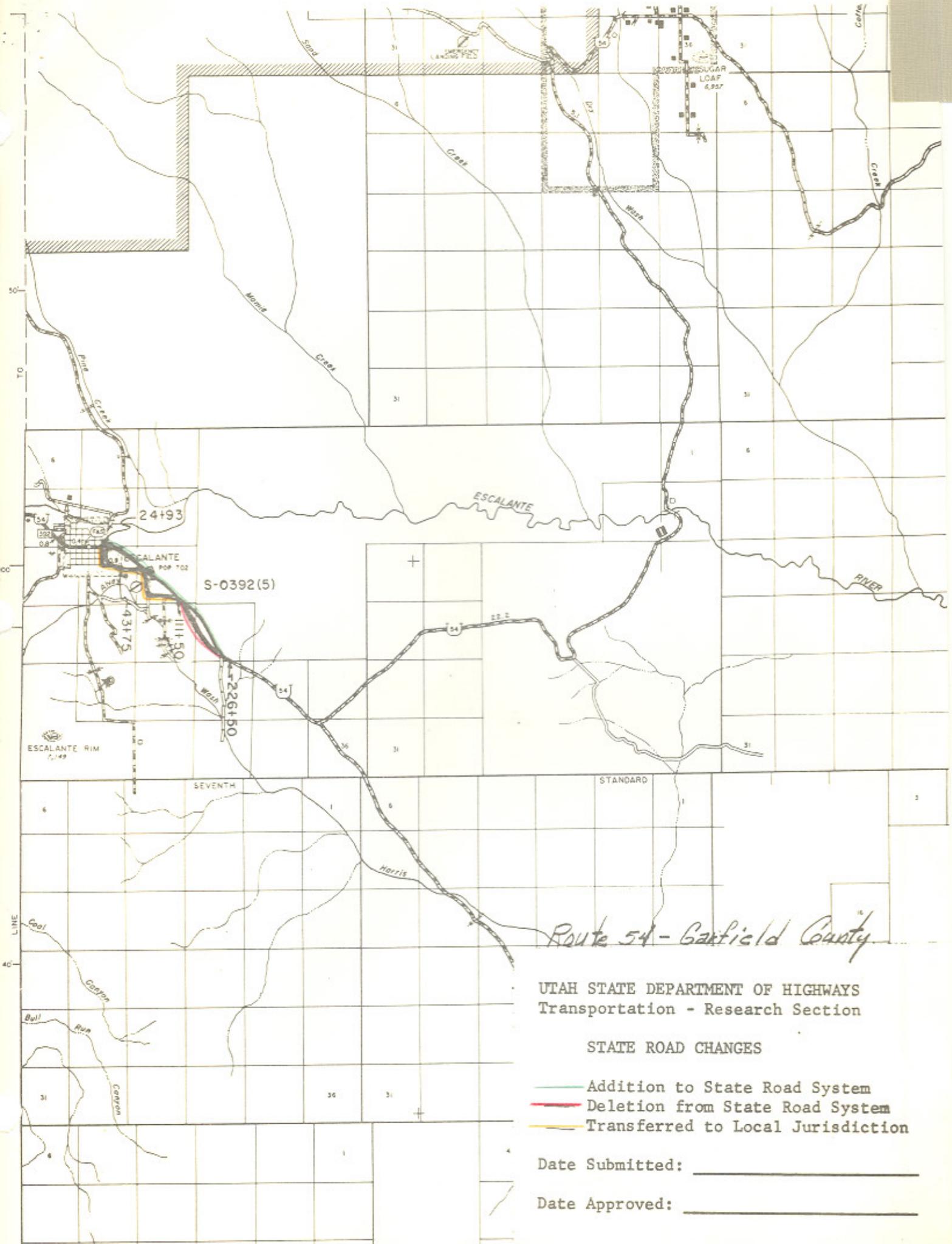
- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted _____

Date Approved _____

237.6





Route 54 - Garfield County

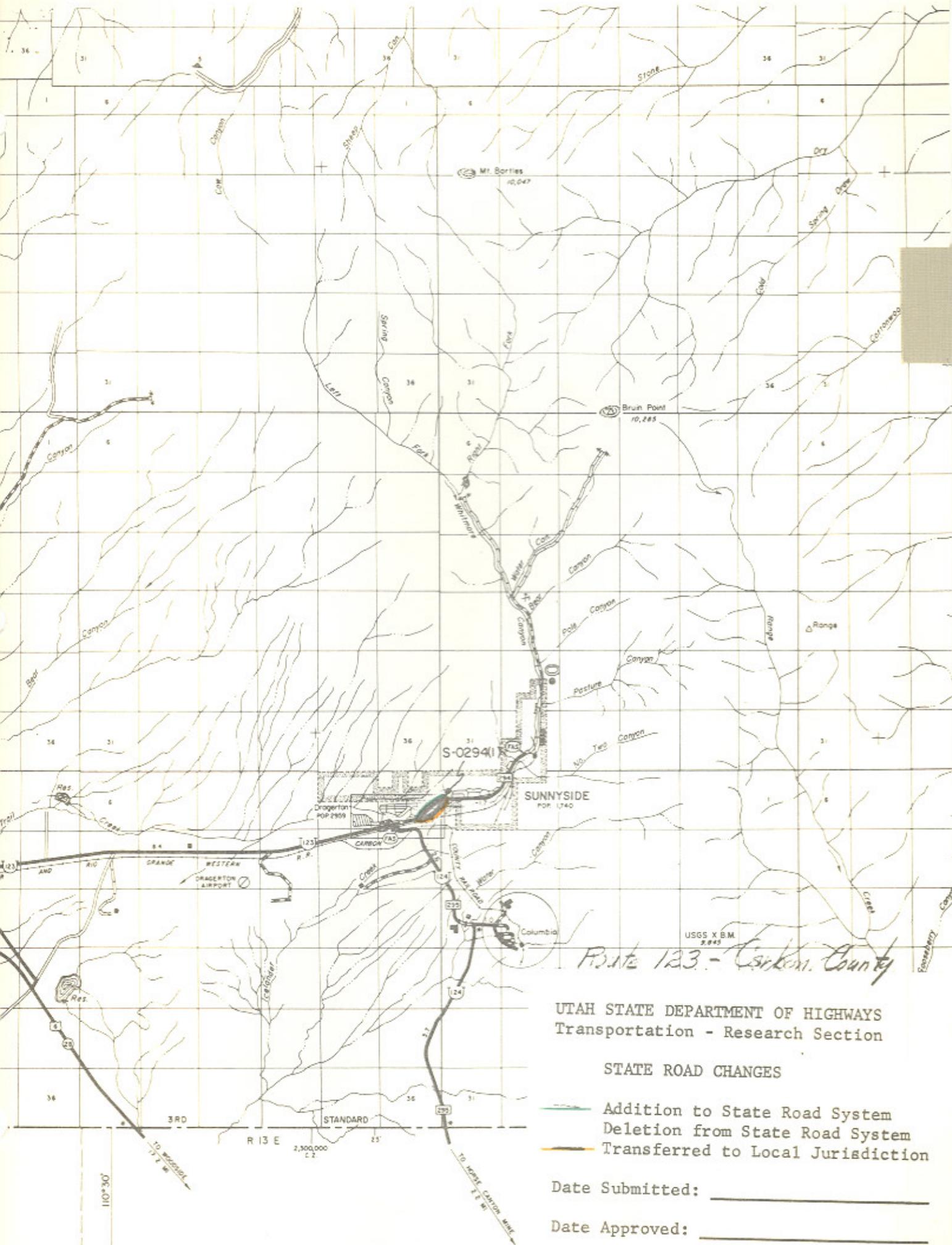
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____



Route 123 - Carbon County

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

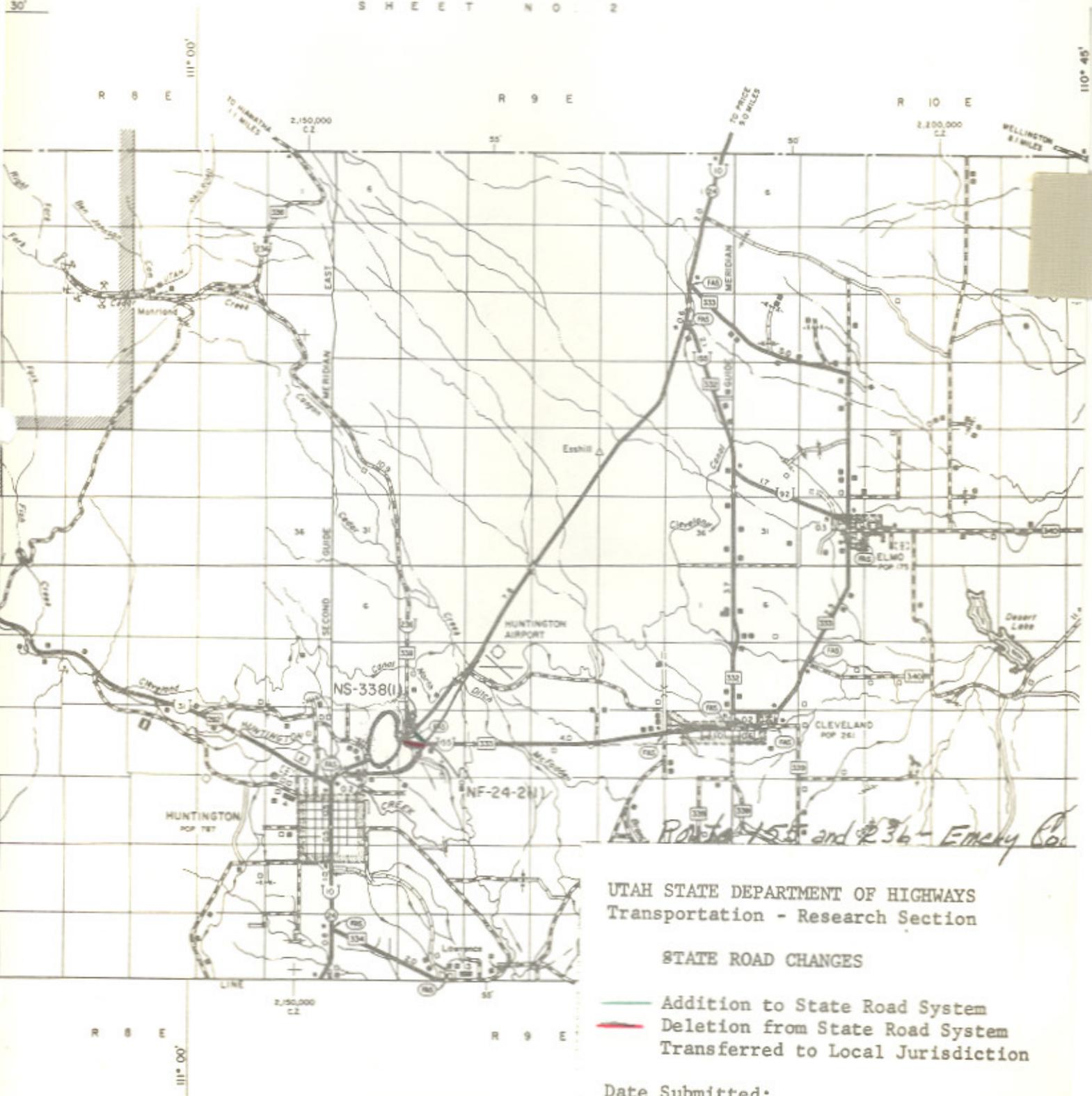
- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____

Doc 4

C A R B O N C O U N T Y
S H E E T N O . 2



SR-236
8/15/55

Routes 155 and 236 - Emery Co.

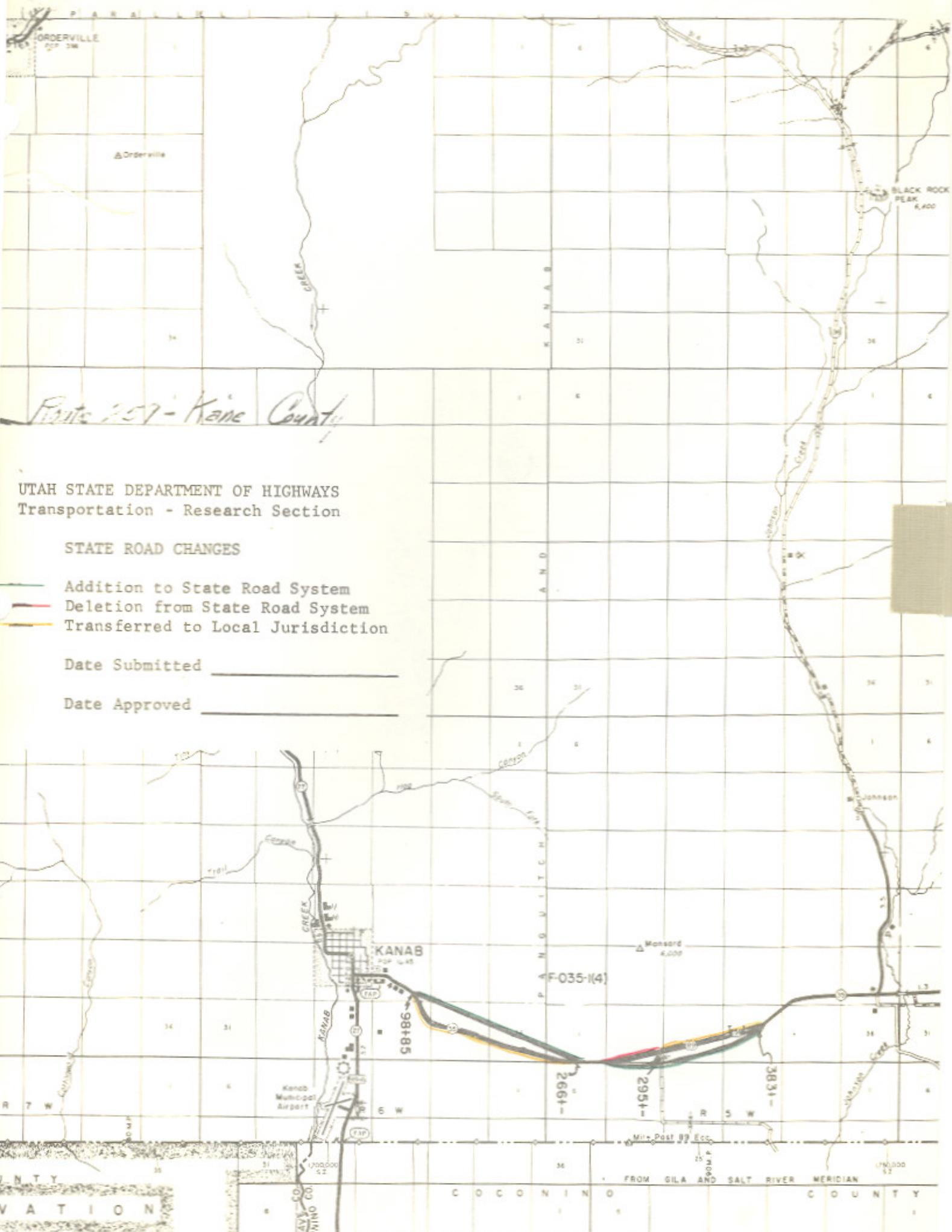
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____



Route 257 - Kane County

UTAH STATE DEPARTMENT OF HIGHWAYS
 Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted _____

Date Approved _____

SR-259

COUNTY
 DIVISION

FROM GILA AND SALT RIVER MERIDIAN

F-035-1(4)

98185

2661-

2951-

3831-

1:50,000

1:50,000

KAUAI CO.
 ONIHO CO.

C O C O N I N O

C O U N T Y

61
Relinquishment of Realigned Highway
Authority: Sec. 27-12-29, UCA, 1953, As Amended

R E S O L U T I O N

State Route 6

WHEREAS, the construction of projects N 15-2(1) and F 015-2(8) has resulted in the construction on new alignment a section of new roadway from Duchesne westerly in Duchesne County, and

WHEREAS, a portion of the old alignment of State Route 6 will be inundated by the construction of the Starvation Reservoir, and

WHEREAS, portions of the old alignment of State Route 6 will serve as public roads though not justified as part of the State System of Highways, and

WHEREAS, it is requested by the Duchesne County Commission and concurred in by Edwin E. Lovelace, District Engineer, that the remaining portions of the old alignment of State Route 6 be transferred to the jurisdiction of Duchesne County.

NOW THEREFORE, pursuant to the Authority of Section 27-12-29, UCA, 1953, As Amended, it is hereby resolved as follows:

That the portions of highway constructed on new alignment as a result of projects NF 15-2(1) and F 015-2(8) be designated as a part of State Route 6, and that the portions of the old alignment from engineers station 632+35 easterly to the high water line and from Duchesne City west city limits westerly to the high water line be transferred to the jurisdiction of Duchesne County.

That the portion of the old alignment of State Route 6 from Duchesne City Main Street to Duchesne City west city limits, be transferred to the jurisdiction of Duchesne City.

That by this action State Highway System mileage will decrease 0.22 + - mile, Duchesne County "B" mileage will increase 4.67 + - miles, and Duchesne City "C" mileage will increase 0.10 + - mile.

That the letter from the Duchesne County Commission indicating their desire to have the aforementioned road sections included in their "B" System be hereby incorporated as a part of this submission.

That the memorandum from Edwin E. Lovelace, pertaining to his recommendations concerning the transfer of the aforementioned road sections be hereby incorporated as a part of this submission.

That the map attached illustrating the action taken herewith, be hereby incorporated as a part of this submission.

Dated this 5th day of November, 1969.

STATE ROAD COMMISSION OF UTAH

Clayton Church
Chairman

B. G. Taylor
Vice-Chairman

Wayne Winters
Commissioner

Bill D. Hunt
Commissioner

Charles L. Cook
Commissioner

ATTEST:

Paul A. Zentley
Secretary

DUCHESNE COUNTY

Duchesne, Utah



October 14, 1969

RECEIVED

17 OCT 1969

POST. # 6

1969

Utah State Department of Highways
State Office Building
Salt Lake City, Utah 84114

ATTENTION: Mr. Alex Wadley

Dear Sir:

The Duchesne County Commissioners hereby notify you of their intent to take over that portion of old Highway 40 from the Duchesne City limits to the high water line of the Starvation Reservoir and the west portion of old Highway 40 from its junction with the new alignment to the high water line.

Please feel free to contact us if there is any additional information you need in this regard.

DUCHESNE COUNTY COMMISSION

By Janel Cowan
Janel Cowan, County Clerk

JC:jw

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN THIS ORIGINAL TO CENTRAL FILES AFTER ACTION HAS BEEN COMPLETED.

INITIAL ACTION	
<i>Wadley</i>	
I - Information	R - Return to Sender
C - Consult	S - Signature
A - Approval	P - Prepare Reply for my Signature
N - Necessary Action	

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: OCTOBER 17, 1969

TO : B. DALE BURNINGHAM, Planning Statistics Supervisor

FROM : EDWIN E. LOVELACE, District Six Engineer *E. E. L.*

SUBJECT: Transfer of Bypassed Section of U.S. 40

The new roadway on S. R. 6 (U.S. 40) west of Duchesne in Duchesne County which has been constructed under projects NF 15-2(1) and F 015-2(8) to bypass the new Starvation Reservoir was opened to traffic on Friday, October 17, 1969. Two sections of the road are to be transferred to Duchesne County. The section within the reservoir area is to be abandoned. Will you arrange for the transfer of this old highway as follows:

1. Transferred to Duchesne County: From existing milepost 81.43 (This point corresponds with Station 393 $\frac{1}{2}$ of Project 110A and is 100 feet left of Station 632-75 of Project NF 15-2(1) easterly to the high water mark of the reservoir at Station 296 $\frac{1}{2}$ of Project 110A. This is a calculated length of 1.84 miles. The high water mark is not evident near the roadway for a direct measurement.

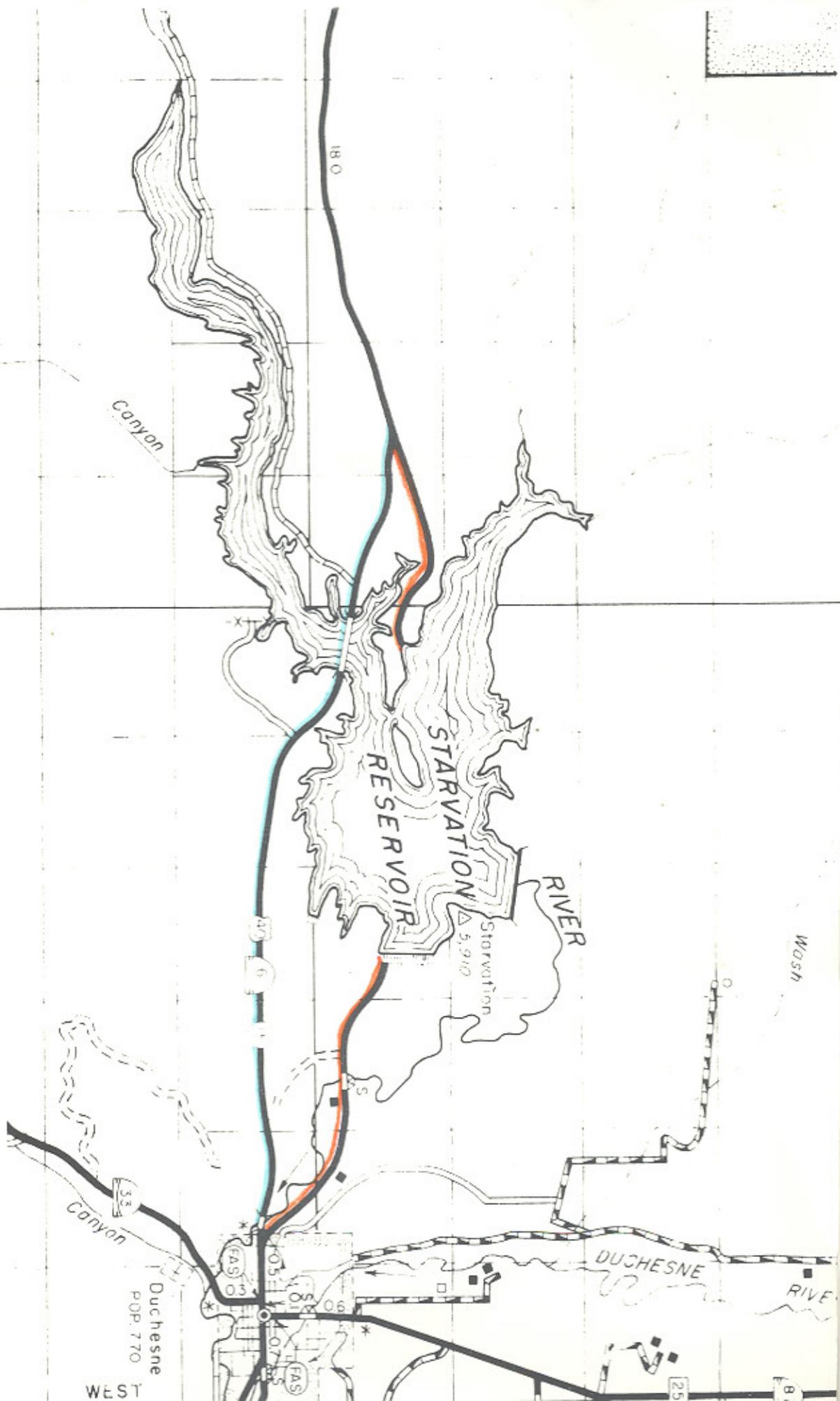
The section of the old highway from Station 393 $\frac{1}{2}$ easterly to Station 328-80 of old highway Project 110A is designated as a stock trail and must remain usable for that purpose. From this easterly station a new stock trail has been constructed to connect with the bridge on new U.S. 40 which crosses the arm of the reservoir.

2. Section to be abandoned: From Station 296 $\frac{1}{2}$ of Project 110A easterly to Station 179 $\frac{1}{2}$ of Project 110A. This is a calculated length of 2.21 miles.
3. Transferred to Duchesne County: From Station 179 $\frac{1}{2}$ of Project 110A (This point calculated to be at milepost 85.22 based on data from ground control points) easterly to Station 29-50 of Project 110A (milepost 88.05) 2.83 miles. This point being at the road junction with Duchesne Main Street.

A copy of a letter from the Duchesne County Commission approving the transfer and accepting the roadway is enclosed. A sketch is also enclosed.

EPI./AWadley/abs

Attachments



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
DUCHEсне COUNTY

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Indian
6,545

Starvation
5,910

Duchesne
POP. 770

WEST

Skitzzy

Canyon

RIVER

180

Wash

DUCHEсне RIVER

25

B

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming
Same letter sent to: Wilmer Murray, Chairman, Duchesne County Commission
Norm Hancock, Utah State Fish & Game

Resolution & location map sent to:

Edwin E. Lovelace	J. Edward Johnston	Keith Rosevear	E. Paul Gilgen
George W. Bohn, BPR	James N. Adams	Robin Hood	Charles Bertolina
W. L. Anderson	Janiel Little	Harold Brown	Jim West
Ralph Murdock	Chauncey Powis	Ray Behling	Ellen Wandell
Dean Steed	Maurice Richey	Lucy Ann Bean	Don Jensen
Porter M. Gooch	Wallace Liddle	John W. Homer	Ken Riddle
Robert Walsh	David Sargent	Evelyn Grill	Winston Neiman
Lillian Witkowski	Alex Mansour	Ezra Christensen	Robert Weadon

December 2, 1969

~~The Honorable C. C. Mickelson
Mayor of Duchesne
Duchesne City Hall
Duchesne, Utah 84021~~

Dear Mayor Mickelson:

Subject: Realignment of State Route 6 in Duchesne County

Effective November 21, 1969, the State Road Commission adopted a resolution transferring a portion of the old alignment of State Route 6, created by the construction of Starvation Reservoir, to the jurisdiction of Duchesne County and Duchesne City.

By this action Duchesne County "B" mileage will increase 4.67 + - miles, and Duchesne City "C" mileage will increase 0.10 + - mile.

Attached is a copy of the resolution and a location map.

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Attachment

That the letter from the Uintah County Commission and the memorandum from Mr. E. E. Lovelace concerning the transfer of the aforementioned road section be hereby incorporated as a part of this submission.

That the map attached illustrating the action taken herewith be hereby incorporated as a part of this submission.

Dated this 1st day of May, 1970.

STATE ROAD COMMISSION OF UTAH

Alvin H. Church
Chairman

Vice-Chairman

Frank Cook
Commissioner

Bill Peck
Commissioner

Wayne H. [unclear]
Commissioner

ATTEST:

Donald A. Fenley
Secretary

STATE ROAD COMMISSION
UINTAH COUNTY

Application to State Road System
Relinquish from State Road System
to Local Jurisdiction



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
UINTAH COUNTY

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

UINTAH COUNTY

STATE OF UTAH

OFFICE
UTAH

BERT L. ANGUS
HYRUM SLAUGH
VICTOR WILKINS
COUNTY COMMISSIONERS
MORRIS R. COOK, CLERK AUDITOR
LOLA ANDERSON, RECORDER
NELSON J. MARSHALL, SURVEYOR
MAY C. SAMUELS, TREASURER
NORMAN R. FLETCHER, SHERIFF
DON M. WALKER, ASSESSOR
RAY E. NASH, ATTORNEY
JOSEPH E. NELSON
MALVINE HARDING
ALLEN B. SORENSEN
RICHARD L. MAXFIELD
DISTRICT JUDGES
DISTRICT ATTORNEYS

March 10, 1970

Mr. Ed Lovelace
Divisional Engineer
District 6, Utah State Road Commission
Box 251
Orem, Utah 84057

Dear Mr. Lovelace:

The Uintah County Commission hereby accepts the portion of old Highway 40 right of way, also designated as Project FAP 96-B, which is east of the present Highway 40, Project F-96 (8).

Yours truly,

UINTAH COUNTY COMMISSION

Victor Wilkins
Victor Wilkins, Chairman

Hyrum Slaugh
Hyrum Slaugh

Bert Angus
Bert Angus

jl

RECEIVED
11 MAR 1970
DIST. # 6
OREM

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: March 3, 1970

TO : John W. Homer, R/W Design Engineer

FROM : Edwin E. Lovelace, District 6 Engineer *E.E.L.*

SUBJECT: Transfer of Old Highway Right of Way to Uintah County



Attached herewith is Quit Claim Deed and drawings for property as described thereon. The property referred to is a portion of the old right-of-way which was abandoned after the construction of the new highway, which is designated as Project No. F-96(8). This is U.S. Highway 40 east of Vernal City. The old highway is not now being used for highway purposes and, therefore, this is not a transfer of maintenance jurisdiction. The property is a nuisance to the Highway Department inasmuch as it is difficult for our crews to clean satisfactory to adjacent property owners and Uintah County. Therefore, it is our desire that the property be deeded to Uintah County for their use or disposal as they may so desire. However, we would like to control the access on the northwesterly portion of our existing highway and openings be allowed only as indicated on the drawing.

Therefore, it is my request that you process this transaction in the proper form and present the same to the Road Commission for further action, if such is necessary. If this information is not sufficient, please advise.

EELovelace/mba
Attachment:

cc William C. Jones, R/W Design Engineer #6
Enos Nielson, Permits Control & Encroachment Coordinator

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Same letter sent to: Mr. Norm Hancock, Fish & Game Department

Resolution & location map sent to:

E. E. Lovelace	Wallace Liddle	E. Paul Gilgen
Jerry Fenn	David Sargent	Charles Bertolina
Ralph Murdock	Alex Mansour	Jim West
Dean Steed	Keith Rosevear	Ellen Wandell
Porter M. Gooch	Robin Hood	Don Jensen
Robert Walsh	Harold Brown	Ken Riddle
Lillian Witkowski	Ray Behling	Winston Neiman
J. Edward Johnston	Bonnie Garcia	Robert Weadon
James N. Adams	John W. Homer	Beatrice Miller
Evelyn Crill	Chauncey Powis	Ezra Christensen
		Maurice Richey

May 13, 1970

Mr. Victor Wilkins, Chairman
Uintah County Commission
Uintah County Courthouse
Vernal, Utah 84078

Dear Mr. Wilkins:

Subject: Transfer of old highway Right of Way to Uintah County

Effective May 1, 1970, the State Road Commission adopted a resolution transferring that portion of the old right of way of State Route 6, created by the construction of Project F-96(8) east of Vernal, to the jurisdiction of Uintah County.

Attached is a copy of the resolution and a location map.

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Attachment

WDM:RDent:bt

File

Interim Designation of Federal-aid Highways
Authority: Sec. 27-12-27, UCA, 1953, As Amended

RESOLUTION

State Route 6

ORL 7-6-2

WHEREAS, the construction of Project F-015-2(9) from Tabiona Junction easterly 11.35 miles toward Duchesne in Duchesne County will result in the construction on new alignment of sections of roadway, and

WHEREAS, only one portion of the old alignment of State Route 6 will serve as a public road, and

WHEREAS, it has been recommended by Mr. E. E. Lovelace, District Engineer, and concurred in by the Duchesne County Commission that the old alignment of State Route 6 between engineers stations 236+75 and 320+00 be transferred to the jurisdiction of Duchesne County, and that all remaining portions of the old alignment be abandoned.

NOW THEREFORE, pursuant to the authority of section 27-12-27, UCA, 1953, as amended, it is hereby resolved as follows:

That the highway constructed on new alignment as a result of Project F-015-2(9) be designated as a part of State Route 6.

That the old alignment of State Route 6 between engineers stations 236+75 and 320+00 be transferred to the jurisdiction of Duchesne County and that all remaining portions of the old alignment be abandoned.

That by this action State Highway System mileage will decrease 0.2 + - miles and Duchesne County "B" System mileage will increase 1.7 + - miles.

That the letter of concurrence from the Duchesne County Commission and the memorandum from Mr. E. E. Lovelace pertaining to the subject road be hereby incorporated as a part of this submission.

That the map illustrating the action taken herewith be hereby incorporated as a part of this submission.

Dated this 29th day of August, 1970.

STATE ROAD COMMISSION OF UTAH

Clem H. Church
Chairman

R. La Tourette
Vice-Chairman

Francis Smith
Commissioner

Leslie H. Hunt
Commissioner

Wayne S. Whitten
Commissioner

ATTEST:

Arnold A. Ziemler
Secretary

RECEIVED
JUL 30 1970
STATE ROAD COMMISSION

Duchesne, Utah

DUCHESNE COUNTY



July 9, 1970

Edwin E. Lovelace
District Engineer, District #6
P. O. Box 215
Orem, Utah

Dear Mr. Lovelace:

At their meeting held Tuesday the Board of County Commissioners reviewed your recent letters and agreed to accept the 1.73 miles of old highway 40 fronting the Pinon Ridge subdivision, said road to be bypassed by the new road being constructed by your department. It is our understanding that you will make the report to the State Department that this 1.73 miles is to be added to the mileage for Duchesne County's class "B" system.

We also hereby request that all directional, warning, speed limit, and stop signs remain on the former state roads which were turned to the county collector road system as of July 1st.

We appreciate the help you give us from time to time and for the courtesy extended to the county.

Sincerely yours,

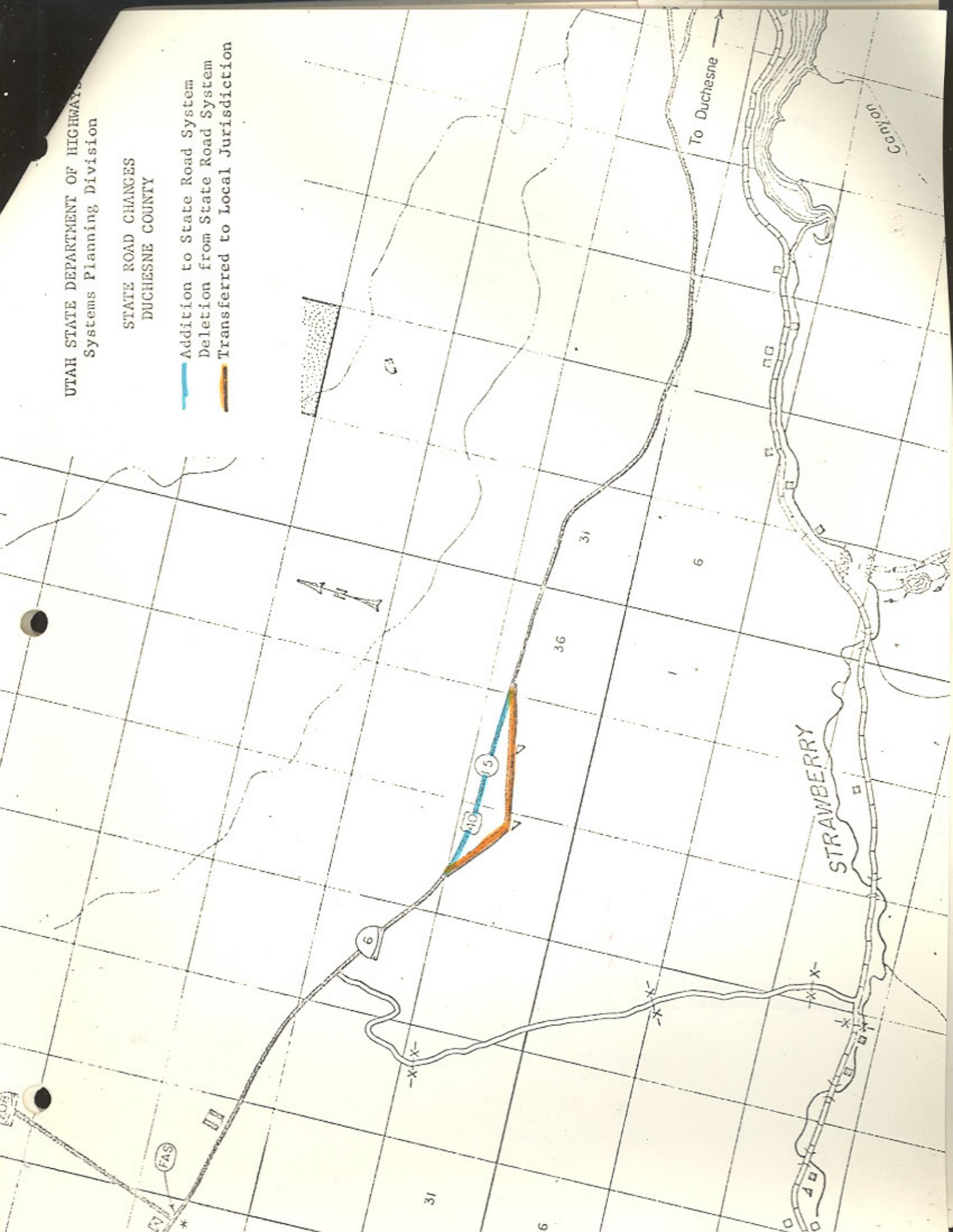
Janet Cowan,
County Clerk

RECEIVED
13 JUL 1970
DIST. # 6
OREM

UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
DUCHESNE COUNTY

- Addition to State Road System
- - - Deletion from State Road System
- Transferred to Local Jurisdiction



UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Same letter sent to: Mr. Norm Hancock, Utah State Fish & Game Department

Resolution & location map sent to:

Edwin E. Lovelace	Wallace Liddle	E. Paul Gilgen
Jerry Fenn	David Sargent	Charles Bertolina
Ralph Murdock	Art Geurts	Jim West
Dean Steed	Keith Rosevear	Ellen Wandell
Porter M. Gooch	Robin Hood	Don Jensen
Robert Walsh	Harold Brown	Ken Riddle
Lillian Witkowski	Ray Behling	Winston Neiman
Maurice Richey	Bonnie Garcia	Robert Weadon
James N. Adams	John W. Homer	Beatrice Miller
Evelyn Grill	Chauncey Powis	Ezra Christensen

September 11, 1970

~~Mr. Wilmer Murray, Chairman
Duchesne County Commission
Duchesne County Courthouse
Duchesne, Utah 84021~~

Dear Mr. Murray:

Subject: Transfer of a portion of the old alignment of State
Route 6 (US-40) Duchesne County

Effective August 28, 1970, the State Road Commission adopted a resolution transferring a portion of the old alignment of State Route 6 (US-40) east of Tabiona Junction, created by the construction of Project F-015-2(9), to the jurisdiction of Duchesne County. By this action Duchesne County "B" mileage will increase 1.7 + - miles.

Attached is a copy of the resolution and a location map.

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Attachment

File
Relinquishment of Realigned Highway
Authority: Sec. 27-12-29, UCA, 1953, As Amended

RESOLUTION

State Route 6

WHEREAS, the construction of Projects NF-015-1(2) and NF-015-1(3) has resulted in the construction on new alignment, a section of highway near Strawberry Reservoir, in Wasatch County, and

WHEREAS, the old alignment of State Route 6 within this area will be inundated as a result of the raising of the water level in Strawberry Reservoir, and

WHEREAS, it has been recommended by Mr. Edwin E. Lovelace, District Engineer, that the old alignment of State Route 6, a distance of 5.67 miles, be abandoned.

NOW THEREFORE, pursuant to the Authority of section 27-12-29, UCA, 1953, as amended, it is hereby resolved as follows:

That the portions of highway constructed on new alignment as a result of Projects NF-015-1(2) and NF-015-1(3) be designated as part of State Route 6,

That the old alignment within this area be abandoned,

That the memorandum from Mr. Edwin E. Lovelace, pertaining to the subject road be hereby incorporated as a part of this submission,

That by this action, State Highway System mileage will increase 0.11 + - mile,

That the map attached illustrating the action taken herewith be hereby incorporated as a part of this submission.

Dated this 7th day of December, 1972.

RESOLUTION
State Route 6
Page 2

TO
FROM
SUBJECT

Wm. H. Church
Chairman

G. L. Cox
Vice-Chairman

Francis Ford
Commissioner

Ross H. Hunt
Commissioner

Walter S. Winters
Commissioner

ATTEST:

Ernest A. Zentley
Secretary

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: November 9, 1972

TO : Mr. B. Dale Burningham,
Planning Statistics Supervisor

FROM : Edwin E. Lovelace,
District Six Engineer *EEL*

SUBJECT: Abandonment of Highway

Will you provide for the abandonment of the section of State Route 6, U. S. 40 in Strawberry Valley which has been bypassed by construction under Project NF015-1(2) and NF015-1(3). The new roadway is on complete new alignment except for connections at the ends. The 5.777 miles of new road replaces 5.670 miles of old road resulting in an increase in length of 0.107 miles.

The roadway abandoned is to revert back to the Strawberry Water Users Association or U. S. Reclamation Service.

A sheet showing the general location of the roadway is enclosed.

Construction on Project F015-1(6), Strawberry to Deep Creek, is nearing completion. This project has only minor variations from the existing alignment with no sections of roadway left undisturbed.

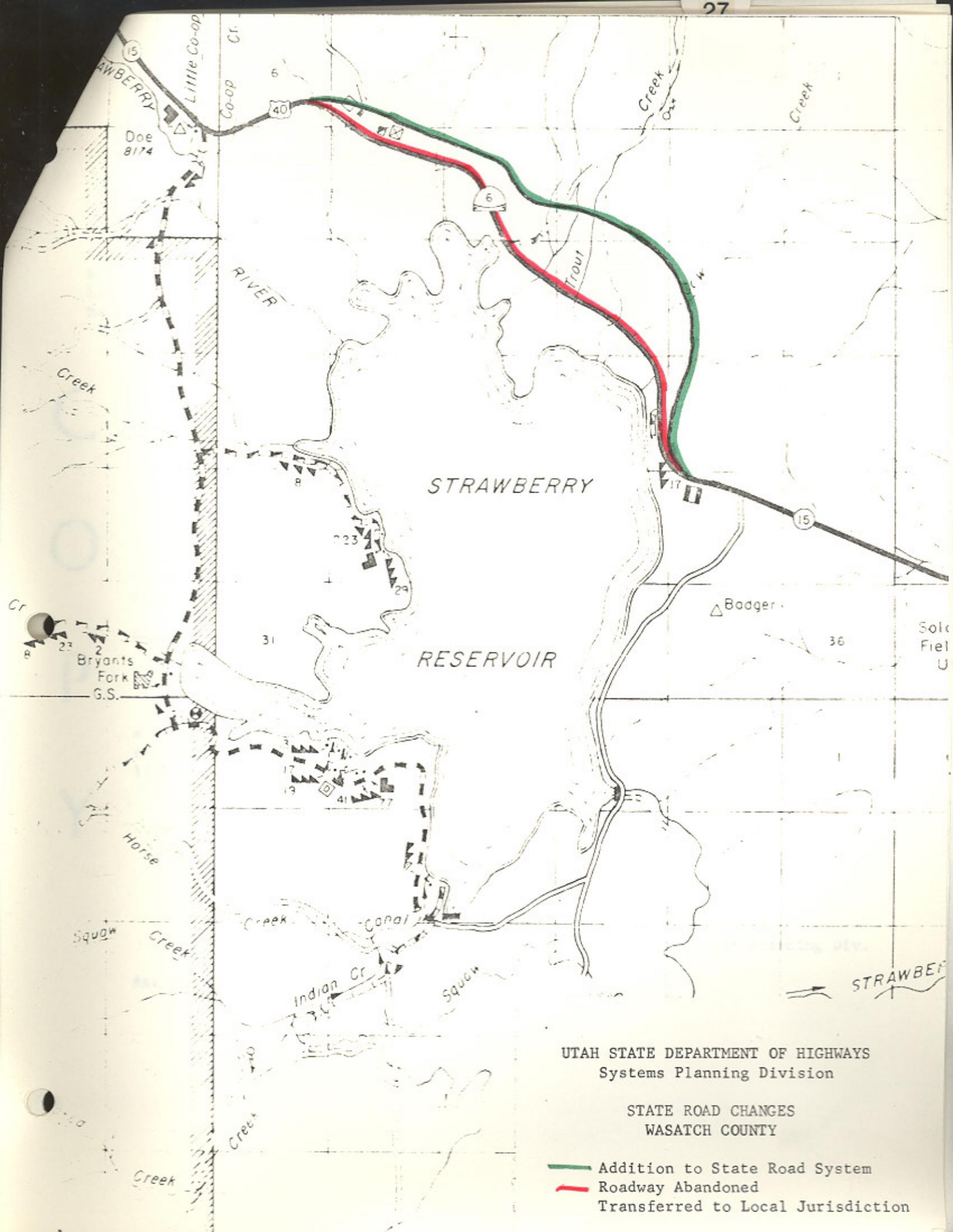
EEL/AW/ksb

ENCLOSURE

UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD ENGINEER
MADISON COUNTY

----- Addition to State Road System
----- Roadway Abandoned



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
WASATCH COUNTY

- Addition to State Road System
- Roadway Abandoned
Transferred to Local Jurisdiction

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming
Same letter sent to: Mr. Ralph Hodges, Engineer, Utah Power & Light Co.

Information sent to: Edwin E. Lovelace, District #6 Engineer

- | | | | |
|-------------------|-------------------|----------------|-------------------|
| Jerry Fenn | Clarence Stephens | Ellen Wandell | Charles Bertolina |
| Ralph Murdock | Evelyn Crill | Harold Brown | Jim West |
| Dean Steed | Wallace Liddle | Ray Behling | Don Jensen |
| Porter M. Gooch | David Sargent | Bonnie Garcia | Clarence Bywater |
| Keith Rosevear | David E. Kennison | John W. Homer | Ken Riddle |
| Robert Walsh | Robin Hood | Chauncey Powis | Winston Neiman |
| Lillian Witkowski | Ezra Christensen | E. Paul Gilgen | Robert Weadon |
| Mary Decker | Bert Kros | Steve Lawson | |

December 18, 1972

Mr. Russell Wall, Chairman
Wasatch County Commission
Wasatch County Courthouse
Heber City, Utah 84032

Dear Commissioner Wall:

Subject: Abandonment of Highway in Wasatch County

Effective December 8, 1972, the State Road Commission of Utah adopted a resolution to abandon that portion of the old alignment of State Route 6 near Strawberry Reservoir created by the construction of Projects NF-015-1(2) and NF-015-1(3).

Attached is a copy of the resolution and a location map.

Very truly yours,

L. R. Jester, P.E.
Chief, Systems Planning Div.

Attachment

C

O

P

Y

RESOLUTION

Redesignation of Various State Routes

WHEREAS, it has been determined that it would be advantageous for record keeping and developing a Highway Reference System that various state routes be redesignated by hierarchy with the route number being synonymous with the US route designation, and

WHEREAS, this proposed revision of State Route Designations is concurred in by all District Directors.

NOW THEREFORE, be it resolved as follows:

That Interstate Route 15 be designated as State Route 15 and by this action delete the designation of State Route 1 and redesignate present State Route 15 as State Route 9,

That Interstate Route 80 be designated as State Route 80 and by this action delete the designation of State Route 2 and redesignate present State Route 80 as State Route 92,

That Interstate Route 80N be designated as State Route ~~82~~⁸⁴ and by this action delete the designation of State Route 3 and redesignate present State Route ~~82~~⁸⁴ as State Route ~~126~~⁸²,

That Interstate Route 70 be designated as State Route 70 and by this action delete the designation of State Route 4 and redesignate present State Route 70, part of State Route 102, part of State Route 69, part of State Route 16 and State Route 51 as State Route 30 and by this action delete the designation of State Route 51,

That Interstate Route 215 be designated as State Route 215 and by this action delete the designation of State Route 5,

That US-6 and 50 from the Utah-Nevada State line to Delta be designated as State Route 6 and that US-6 from Delta to the junction with I-70 west of

RESOLUTION

Redesignation of Various State Routes

Page 2

Green River also be designated as State Route 6 and by this action delete the designation of State Route 27,

That US-40 be designated as State Route 40 and by this action delete the designation of State Route 6 and redesignate present State Route 40 as State Route 134,

That US-50 from Delta to Salina be designated as State Route 50 with the exception of that section coincident with Interstate Route 15 and by this action delete the designation of State Route 26 and redesignate a part of present State Route 50 as State Route 26,

That US-89 be designated as State Route 89 with the exception of those sections coincident with Interstate Route 70, US-6, I-15 and US-91 and by this action delete the designation of State Route 259, part of State Route 11, part of State Route 28, State Route 32, State Route 8, State Route 271, part of State Route 106, State Route 169, State Route 49, part of State Route 50, part of State Route 84, State Route 13 and the remaining part of State Route 16, redesignate present State Route 89 as State Route 169 and redesignate that portion of State Route 84 from Brigham northerly to State Route 30 as State Route 13,

That US-91 be redesignated as State Route 91 and by this action delete the designation of State Route 85,

That US-189 be designated as State Route 189 with the exception of those sections coincident with US-40 and Interstate Route 80 and by this action delete the designation of State Route 7, 151 and part of State Route 35,

That US-163 be designated as State Route 163 and by this action delete the designation of State Route 47, part of State Route 9 and redesignate present State Route 163 as State Route 78,

That US-666 be designated as State Route 666 and by this action delete

RESOLUTION
Redesignation of Various State Routes
Page 3

the remaining portion of State Route 9,

That as a result of the aforementioned revisions the State Routes involved will be described as follows:

✓ Route 6 From the Utah-Nevada State line easterly via Delta and Tintic Junction, thence easterly via Santaquin, Payson and Spanish Fork to Moark Junction, thence easterly via Spanish Fork Canyon and Price to Route 70 (Interstate Route 70) west of Green River.

✓ Route 9 From Harrisburg Junction on Route 15 (Interstate Route 15) easterly to Zion National Park south boundary, thence from Zion National Park east boundary to Mt. Carmel Junction on Route 89.

✓ Route 11 From the Utah-Arizona State line north to a junction with Route 89 in Kanab.

✓ Route 13 From a junction with Route 91 in Brigham City northerly via Bear River and Haws Corner to a point south of Riverside, thence east to Route 30 north of Collinston.

✓ Route 15 From the Utah-Arizona State line near St. George to the Utah-Idaho State line south of Malad, Idaho, (traversing the alignment of Interstate Route 15). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ Route 16 From the Utah-Wyoming State line northerly to Route 30 at Sage Creek Junction.

✓ Route 26 From Route 84 in Roy easterly to Route 89 in Ogden (Former SR-50 Part).

✓ Route 28 From a junction with Route 89 in Gunnison northerly via Levan to a junction with Route 15 (Interstate Route 15) north of Levan.

✓ Route 30 From the Utah-Nevada State line northeasterly via Curlew Junction to Route ~~82~~⁸⁴ (Interstate Route 80N) west of Snowville. Then commencing

RESOLUTION
Redesignation of Various State Routes
Page 4

again at a junction with Route ~~82~~⁸⁴ (Interstate Route 80N) west of Tremonton easterly via Tremonton, Haws Corner and Collinston to Route 91 in Logan. Then commencing again at a junction with Route 89 in Garden City southeasterly via Sage Creek Junction to the Utah-Wyoming State line.

✓ Route 35 From Route 189 at Francis southeasterly via Tabiona to Route 87 north of Duchesne.

✓ Route 40 From Silver Creek Junction on Route 80 (Interstate Route 80) easterly via Heber City, Duchesne and Vernal to the Utah-Colorado State line.

✓ Route 50 From Route 6 in Delta southeasterly to Holden, thence northerly to Route 15 (Interstate Route 15) and commencing again on Route 15 (Interstate Route 15) near Scipio southeasterly via Scipio to a junction with Route 89 in Salina.

✓ Route 69 From Brigham on Route 13 northerly via Honeyville to Route 30 at Deweyville.

✓ Route 70 From Route 15 (Interstate Route 15) near Cove Fort to the Utah-Colorado State line west of Grand Junction, Colorado, (traversing the alignment of Interstate Route 70). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ Route 78 From Route 15 (Interstate Route 15) west of Levan east to Route 28 in Levan.

✓ Route 80 From the Utah-Nevada State line near Wendover to the Utah-Wyoming State line west of Evanston, Wyoming, (traversing the alignment of Interstate Route 80). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

RESOLUTION
Redesignation of Various State Routes
Page 5

✓ ⁸⁴
Route ~~82~~ From the Utah-Idaho State line near Snowville to a point on Route 15 (Interstate Route 15) near Tremonton, thence from another point on Route 15 (Interstate Route 15) near Roy to Route 80 (Interstate Route 80) near Echo, (traversing the alignment of Interstate Route ⁸⁴~~80A~~). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ ¹²⁶
Route ~~84~~ From Route 15 (Interstate Route 15) south of Layton northerly to Route 89 at Hot Springs Junction.

✓ Route 89 From the Utah-Arizona State line northwest of Page, Arizona, westerly to Kanab, thence northerly to a junction with Route 70 (Interstate Route 70) at Sevier Junction. Then commencing again at the junction with Route 70 (Interstate Route 70) south of Salina northerly via Salina, Gunnison and Mt. Pleasant to a junction with Route 6 at Thistle Junction. Then commencing again at a junction with Route 6 at Moark Junction northerly via Springville, Provo, Orem and American Fork to Route 15 (Interstate Route 15) north of Lehi. Then commencing again at a junction with Route 15 (Interstate Route 15) near Draper Crossroads northerly via Murray and Salt Lake City to a junction with Route 15 (Interstate Route 15) at Becks Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) near Orchard Drive northerly via Bountiful to a junction with Route 15 (Interstate Route 15) at North Bountiful Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) at Lagoon Junction northerly via Uintah Junction and Ogden to Route 91 near south city limits of Brigham City. Then commencing again at a junction with Route 91 in Logan northeasterly to Garden City, thence north to the Utah-Idaho State line.

○ Route 91 From Route 15 (Interstate Route 15) south of Brigham, thence

RESOLUTION

Redesignation of Various State Routes

Page 6

easterly via Brigham Canyon and Logan to the Utah-Idaho State line near Franklin, Idaho.

✓ Route 92 From Route 15 (Interstate Route 15) near Point of the Mountain east via American Fork Canyon to Route 189 in Provo Canyon.

✓ Route 102 From Route 83 east of Lampo Junction northeasterly via Penrose and Thatcher to Route ~~82~~⁸⁴ (Interstate Route ~~80N~~⁸⁴) west of Tramonton.

✓ Route 106 From Route 89 northerly via Second West and Fourth North in Bountiful, thence northerly to Sheppard Lane in Farmington, thence east to Route 89.

✓ Route ~~126~~⁸² From Route 30 in Tremonton north via 300 East to Garland, thence east approximately 0.8 mile, thence north to Route 13.

✓ Route 134 From Kanesville on Route 37 northerly to Plain City, thence easterly to Pleasant View on Route 89.

✓ Route 163 From the Utah-Arizona State line southwest of Mexican Hat northerly via Blanding, Monticello and Moab to Route 70 (Interstate Route 70) at Crescent Junction.

✓ Route 169 From Route 162 east to Eden on Route 166.

✓ Route 189 From Route 15 (Interstate Route 15) south of Provo northerly via University Avenue and Provo Canyon to Route 40 south of Heber. Then commencing again from Route 40 at Hailstone Junction easterly to Francis, thence northerly via Kamas to Route 80 (Interstate Route 80) south of Wanship.

✓ Route 215 From a junction with Route 80 (Interstate Route 80) near the mouth of Parleys Canyon southeast of Salt Lake City, southwesterly near the south city limits of Murray, junctioning with Route 15 (Interstate Route 15), thence northwesterly, northerly and easterly to a junction with Route 15 (Interstate Route 15) north of Salt Lake City, (traversing the alignment of Interstate Route 215).

Route 666 From Route 163 at Monticello east to the Utah-Colorado State line.

State
Charters

RESOLUTION
Redesignation of Various State Routes
Page 7

The maps presented relating the action taken herewith are hereby a part of this resolution and will be stored at the office of the Planning Statistics Section of the Transportation Planning Division.

Dated this 20th day of May, 1977.

UTAH TRANSPORTATION COMMISSION

B. L. Lounsbury

Chairman

Wayne A. Winter

Vice-Chairman

Charles E. Wood

Commissioner

Glen A. Shunk

Commissioner

Samuel H. Day

Commissioner

ATTEST:

Donald A. Fenley
Secretary

2

STATE ROUTES REQUIRING CHANGES IN ROUTE DESIGNATION SIGNING

<u>Existing Designation</u>	<u>New Designation</u>	<u>District</u>	<u>Miles</u>
SR-15	SR-9	5	32.6
SR-15	SR-9	3	12.3
SR-80	SR-92	6	26.8
SR-82	SR-126	1	3.1
SR-40	SR-134	1	12.4
SR-50 Part	SR-26	1	3.8
SR-89	SR-169	1	0.6
SR-84	SR-13	1	<u>27.8</u>
		Total	119.4

SR-70, SR-102, SR-69, SR-16 and SR-51 in District 1, remove rectangular route signs from sign posts.

US-89 signs thru Sevier Valley will be replaced with "Temporary I-70" signs with rectangular signs under the Temporary I-70 sign indicating the State Route designation until completion of I-70 thru this area. Upon completion of I-70 between Sevier Junction and Salina all State Routes will be resigned by their designated State Route, District 3

Present State Routes 15 and 80 will be dual route signed for a period of approximately two years as a guide to Tourists, Districts 5, 3 and 6

All directional signing (junction signs, etc.) affected by these revisions will also require changing.

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: June 2, 1977

TO : District Directors

FROM : L. R. Jester, P.E. *L.R.J.*
Engineer for Transportation Planning

SUBJECT: Redesignations of State Routes

On May 20, 1977, the Utah Transportation Commission approved the redesignations of various State Routes as described in the attached resolution. Please review the changes that have been approved in your District and notify all interested agencies within your area.

Attachment

Note: All Districts refer to last page of resolution for necessary signing changes.

UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

C
O
P
Y

Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

Subject: Redesignation of State Routes

Dear Mr. Hancock:

On May 20, 1977, the Utah Transportation Commission approved the redesignations of the various State Routes as described in the enclosed Resolution.

Yours very truly,

L. R. Jester, P.E.
Engineer for Transportation Planning

LRJ/BDB/WDM/BDent/cs
Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin E. Blase, U.S. Dept. of Soil Conservation
Mr. Ralph Hodges, Utah Forest & Range Agency

State
Changyos
2

1/13/80

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

ROBERT N. HUNTER, President
Chief Engineer
Missouri State Highway Department



HENRY E. STAMMILL, Executive Director
444 N. Capitol Street, N.W., Suite 225
Washington, D. C. 20001
Telephone (202) 624-5800

July 12, 1977

- Mr. Blaine J. Kay, Director
Utah Department of Transportation
- Mr. Darrell V. Manning, Director
Idaho Transportation Department
- Mr. Robert A. Burco, Director
Oregon Department of Transportation

[Handwritten signature and stamp]
NO. 100-1-100
U.S. DEPARTMENT OF TRANSPORTATION

Gentlemen:

The Route Numbering Committee reviewed the application coming from the Idaho Department of Transportation, and concurred in by the Utah Department of Transportation, for the redesignation of I-80N.

After reviewing the application, together with objections raised by States of Washington and Oregon, the Committee voted to redesignate I-80N as I-84, subject to concurrence by the Federal Highway Administrator, and with the State of Oregon in consultation with the States of Utah and Idaho to make the determination when the sign change would take place; but no later than July 1st, 1980.

This action was reviewed by the Executive Committee at its meeting on July 7th, 1977, and concurred therein.

Sincerely,

[Handwritten signature]
H. J. Rhodes
Deputy Director

HJR:pw

cc: Mr. William Cox
Federal Highway Administrator
Federal Highway Administration

RECEIVED
7-14-77

COPY OF LETTER RETAINED IN CENTRAL FILES RETURN THIS TO CENTRAL FILES AFTER ACTION HAS BEEN COMPLETED

SEARCHED INDEXED SERIALIZED FILED
KAY

UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

C
Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

O
Subject: Redesignation of State Routes

Dear Mr. Hancock:

P
On May 20, 1977, the Utah Transportation Commission approved the redesignations of the various State Routes as described in the enclosed Resolution.

Yours very truly,

L. R. Jester, P.E.
Engineer for Transportation Planning

Y
LRJ/BDB/WDM/BDent/cs
Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin W. Hines, U.S. Dept. of Soil Conservation
Mr. Ralph Hodges, Utah Dept. of Agriculture

Addition and Redesignation of Various State Routes

WHEREAS, it has been the policy to redesignate by hierarchy state route numbers to be synonymous with US route designations, and

WHEREAS, the American Association of State Highway and Transportation Officials approved the extension of US Route 191 from a point north of West Yellowstone, Wyoming, southerly via the following state routes, or portions of state routes, in Utah: 260, 44, 40, 33, 6, 70 and 163 to Chambers, Arizona, and

WHEREAS, a portion of this route (US-191) from a point near Bluff, Utah, to US-160 near Mexican Water, Arizona, is coincident with an Indian Reservation Road for which the Bureau of Indian Affairs has administrative responsibility.

NOW THEREFORE, be it resolved as follows:

That contingent upon the Bureau of Indian Affairs granting a right-of-way easement to the State of Utah and the road being in an acceptable state of maintenance for that section of road from the Utah-Arizona state line northerly to a junction with SR-163 near Bluff, a request be submitted to the State Legislature at its next regular session for approval to have this section of road included in the State System of Highways and designated as a part of route 191, to become effective upon the approval by the Legislature, and

That present State Route 163 from a point near Bluff northerly to Crescent Junction be redesignated as part of State Route 191, and

That present State Route 33 in its entirety be designated as part of State Route 191, and

That present State Route 44 from a junction with State Route 40 in Vernal northerly to Greendale Junction be designated as part of State Route 191, and

That present State Route 260 in its entirety be designated as part of State Route 191, and

That as a result of the aforementioned revisions the state routes involved will be described as follows:

Route 44 - From a junction with Route 191 at Greendale Junction westerly and northerly to Manila on Route 43.

Route 163 - From the Utah-Arizona State line at a point southwest of Mexican Hat northeasterly to Route 191 near Bluff.

Route 191 - From the Utah-Arizona State line at a point south of Bluff northerly via Blanding, Monticello and Moab to a junction with Route 70 at Crescent Junction; then commencing again at a junction with Route 6 north of Helper northerly via Indian Canyon to a junction with Route 40 at Duchesne; then commencing again at a junction with Route 40 in Vernal northerly via Greendale Junction and Dutch John to the Utah-Wyoming State line.

The map sheet relating the action taken herewith is hereby incorporated as a part of this Resolution.

Dated this 4th day of September, 1981.

UTAH TRANSPORTATION COMMISSION

R. L. Cannon
Chairman

Wayne S. Whitten
Vice Chairman

Samuel Payne
Commissioner

Chas H Church
Commissioner

Charles Claybaugh
Commissioner

ATTEST:

Eva A. Anderson
Secretary

COMMISSION



Director
William D. Hurley, P.E.

Assistant Director
C.V. Anderson, P.E.

AUN COX
CHAIRMAN
NE S. WINTERS
VICE CHAIRMAN
CLEM H. CHURCH
SAMUEL J. TAYLOR
CHARLES E. WARD

RONALD A. FERNLEY
SECRETARY

UTAH DEPARTMENT OF TRANSPORTATION

State Office Building
Salt Lake City, Utah 84114

Subject: Addition and Redesignation of Various State Routes

Dear Sir:

On June 6, 1981, the American Association of State Highway and Transportation Officials approved the extension of U.S. Route 191 to traverse various state routes in the State of Utah, as described in the enclosed resolution.

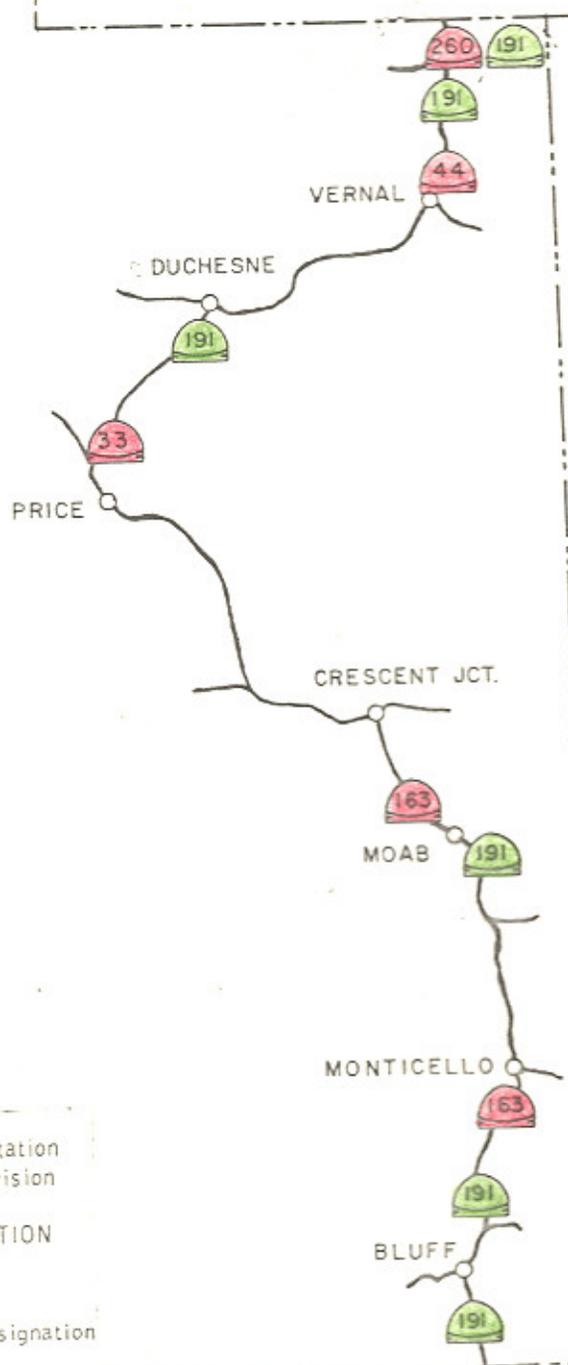
Enclosed is a copy of the resolution and a location map.

Very truly yours,

W. Ronald Delis

W. Ronald Delis
Engineer for Transportation Planning

Enclosure



Utah Department of Transportation
 Transportation Planning Division

STATE ROAD DESIGNATION

 Present Designation

 Recommended New Designation

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: October 8, 1981

TO : L. R. Jester, P.E.
District 6 Director

FROM : W. Ronald Delis, P.E. *RD*
Engineer for Transportation Planning

SUBJECT: Addition and Redesignation of various State Routes

On June 6, 1981, the American Association of State Highway and Transportation Officials approved the extension of U.S. Route 191, to traverse various State Routes in the State of Utah, as described in the attached resolution.

Attached is a copy of the resolution and a location map.

The signing changes for State Routes 260, 44, 40, 33, 6, 163 and U.S. Route 163 should be completed as soon as time and money are available.

Attachment

cc: James L. Deaton P.E.
District 4 Director

NATIONAL ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS



AN APPLICATION
FROM THE STATE HIGHWAY OR TRANSPORTATION
DEPARTMENT OF

UTAH

FOR

- the Elimination of a U.S. (1) Route
- the Establishment of a U.S. (1) Route
- the Relocation of U.S. (1) Route
- the Extension of U.S. (1) Route 191
- the Establishment of an Alternate U.S. Route
- the Establishment of a Temporary U.S. Route
- the Recognition of a Business Route on U.S. (1) Route
- the Recognition of a By-pass Route on U.S. Route

BETWEEN
West Yellowstone
Montana and Chambers, Arizona

The Following
State or States are
Involved:

Montana

Wyoming

Arizona

Date Received 7/19/80

Date application acknowledged 10/15/80 5/26/81

Date to Route Number Committee 6/25/81

Date considered by Executive Committee 6/26/81

Action of Executive Committee Extension of U.S.
Route 191 Approved

Member Department Notified 6/30/81
(This block to be completed by AASHTO General Office)

Date Submitted:

September 10, 19 80

* A local vicinity map needed on Page 3. On Page 5 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice. If there are deficiencies, they should be so indicated in accordance with Page 4 instructions.

The purpose of the U. S. Numbering and Marking is to facilitate movement along the general direction of desire lines of travel over the shortest and best available roads, and a route should form continuity of available facilities through two or more States that accommodate the most important and heaviest motor traffic flow in the area.

The system was established in 1926 and the U. S. Route System has reached the point of review, revision, consolidation, and perfecting, rather than continuous expansion. Therefore, any proposed alteration in the established system should be extremely meritorious and thoroughly, though concisely, explained in order that the Route Numbering Committee and the Executive Committee of the Association may give prompt and proper consideration to each and every request made by a Member Department.

Explanation and Reasons for the Request: (Keep Concise and Pertinent)

The extension of this route would provide a continuous north and south U.S. route through the eastern part of Utah. Thus, being in keeping with AASHTO Route Numbering policy providing a U.S. route connecting four States, Montana, Wyoming, Utah and Arizona. This extension of U.S. 191 would also result in the deletion of U.S. 187 that is entirely within the State of Wyoming. Thus, in keeping with AASHTO Route Numbering policy of eliminating U.S. routes entirely within one state.

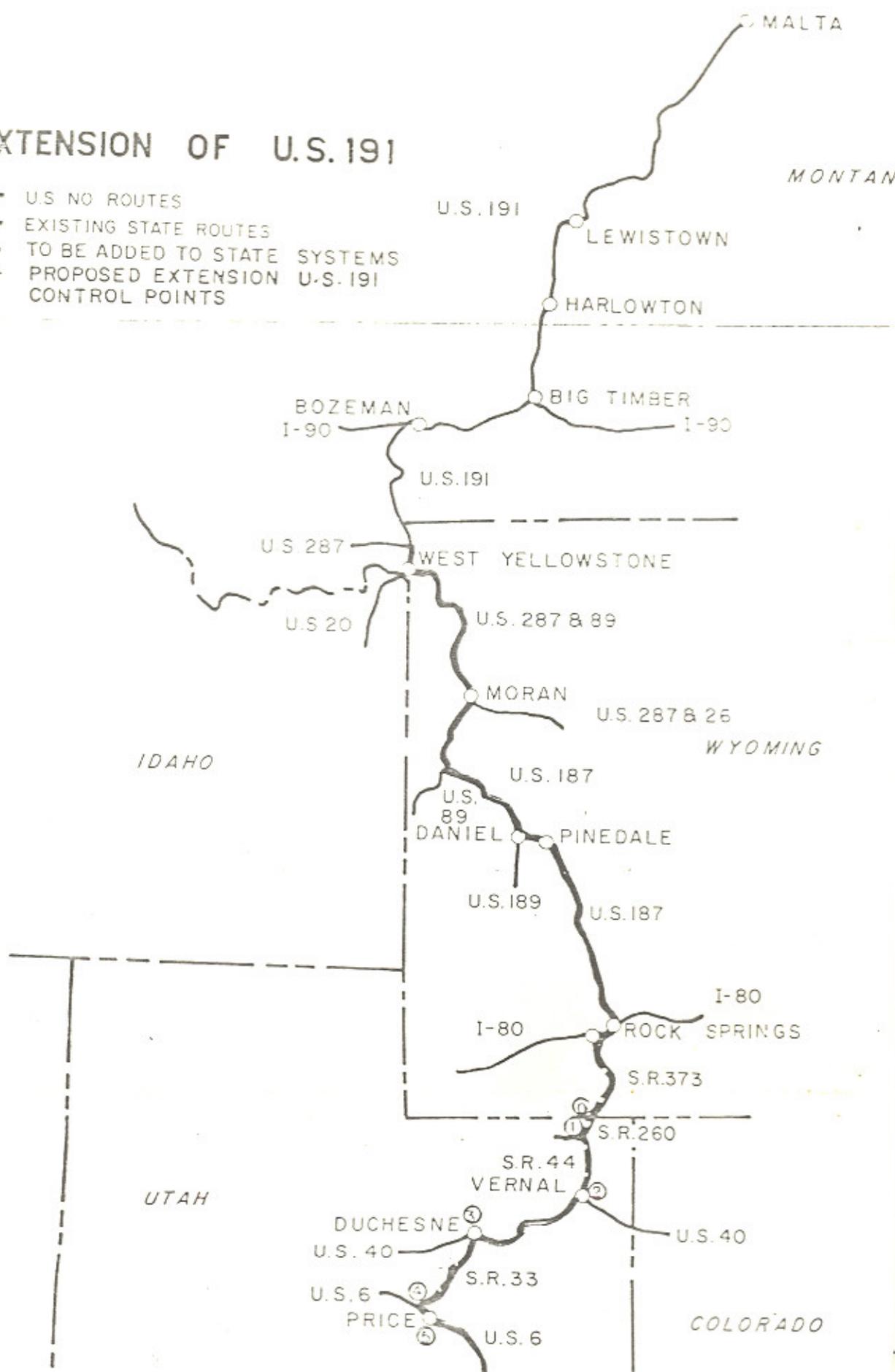
Date facility available to traffic The section of highway from Bluff to US-160 will be open to traffic by November 1980. All other sections are open to traffic now.

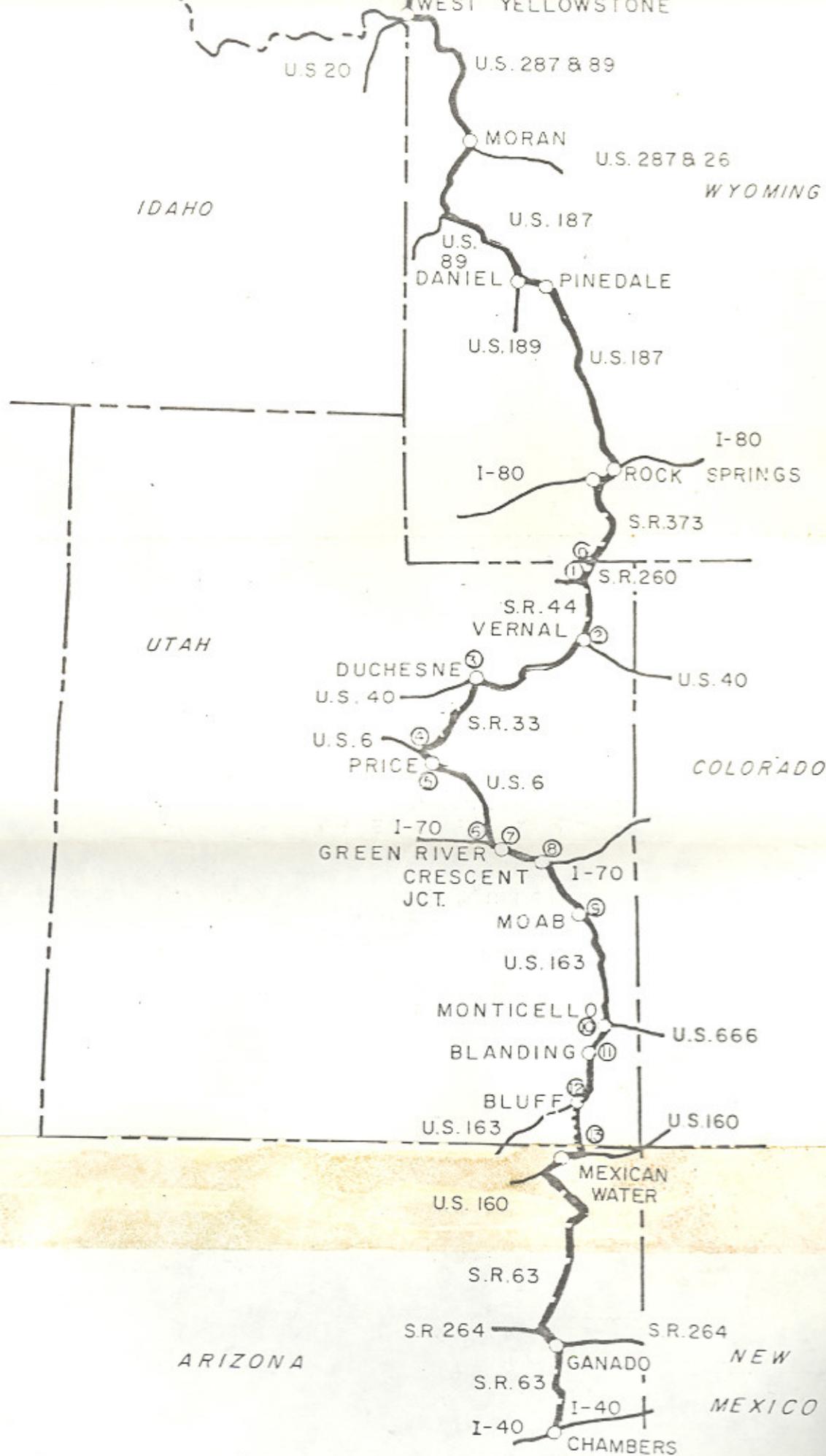
Does the petition propose a new routing over a portion of an existing U.S. Route Yes? If so, where: US-163, Bluff to Crescent Jct. - US-6 & 50, Crescent Jct. to west of Green River, US-6 west of Green River to Junction SR-33 - US-40, Duchesne to Vernal.

Does the petition propose a new routing over a portion of an existing Interstate Route Yes? If so, where: I-70, Crescent Junction to a point west of Green River.

PROPOSED EXTENSION OF U.S. 191

-  U.S. NO ROUTES
-  EXISTING STATE ROUTES
-  TO BE ADDED TO STATE SYSTEMS
-  PROPOSED EXTENSION U.S. 191
-  CONTROL POINTS





POINT MILE	PAVEME TYPE	PAVEME CONDI	TRAFF ADT	PAVEMENT WIDTH DEFICIENCY		SHOULDER WIDTH DEFICIENCY		ROADWAY WIDTH DEFICIENCY		H-LOADING DEFICIENCY		VERTICAL SIGHT DISTANCE DEFICIENCY		STANDARD	
				PERCENT		PERCENT		PERCENT		PERCENT		PERCENT		HORI-ZONTAL CURVA-TURE DEGREE	PER- CENT GRADE LENGTH
				10	20 30 40	10 40 80 80	10 20 30 40	20 40 80 80	10 40 80 80						
(10)	UTAH-WYOMING STATE LINE	H	G	375	NONE	NONE	NONE	NONE							
16.9	(11) JUNCTION SR-24 GREENDALE JUNCTION			755											
20				1200											
34.8				3350											
40	(12) JUNCTION US-40 IN VERNAL			14500											
				13000											
60				2800											
57.9				6500											
80				3400											
				2700											
100				4200											
(13)	JUNCTION SR-33 IN DUCHE SNE			900											
120				265											
43.6				RXR 1590											
140	(14) JUNCTION US-6 NORTH OF HELPER			12000											
11.0				7100											
160	(15) JUNCTION SR-10 IN PRICE			8200											
				5900											
				4000											
180				2100											
59.5															
200															

45-
191

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Executive Committee of the American Association of State Highway and Transportation Officials, nor withstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 2480 as compared to 6280 for the year 1979 for all other U.S. Numbered routes in the State.

The "Purpose and Policy in the Establishment and Development of United States Numbered Highways, as Revised September 15, 1970" or the "Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways" as revised August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy:

.....
(Signature)

Chief Administrative Official, Utah Department of Transportation
(Member Department)

This petition is authorized by official action of Utah Department of Transportation Commission under date of August 15, 1980 as follows: (Copy excerpt from Minutes)

US 191 PROPOSAL

Howard Leatham said he had the oppoutunity to meet personally with the Planning Directors of all the states involved and discuss it with them. Montana and Wyoming are very favorable to the proposal. The State of Arizona has agreed to go along with the modifications we show.

Arizona and Utah have the same problem. The only piece of road that is a problem is the piece from Mexican Water up to Bluff across the Navajo Reservation. It is not on the state highway system in either state.

Mr. Leatham talked with the Chief Engineer of the Bureau of Indian Affairs in Shiprock, and he said that piece of road will be completed south of the bridge to a 34 ft. width standard by this October. We are cooperating with San Juan County from the bridge north.

Mr. Leatham said that his recommendation would be to make our application to AASHTO and contingent on whether or not they approved the route we could come back and add it to the system afterwards. Commissioner Taylor agreed.

A motion was made by Commissioner Taylor, seconded by Commissioner Church, and unanimously passed:

That approval be granted to proceed with the US 191 proposal and submit it to the AASHTO Numbering Committee

10-9

Relocation
Portion
SR-6

RESOLUTION

Relocation of Portion U.S. Route 6

WHEREAS, AASHTO has established policy number 8-B to provide guidance in determining U.S. Route designations, and

WHEREAS, policy calls for following the newest, shortest, and best route, and

WHEREAS, compliance with aforementioned policy requires the relocation of a portion of U.S. Route 6, in order to comply with aforementioned policy,

NOW THEREFORE, be it resolved as follows:

1. That application be made to the American Association of State Highway and Transportation Officials, U.S. Numbering Committee, requesting that U.S. Route 6 should traverse alignment currently residing as SR-214 in a northwesterly direction, thence traverse concurrently with Interstate Route 15 in a southwesterly direction to the Santaquin Interchange, thus the description for U.S. Route 6 within the State of Utah should read in the following manner.

UTAH	State Line	0	0	
	Crescent Junction	50	50	Joins U.S. 191; U.S. 163 begins and leaves
	Green River	20	70	
	Jct. W. Green River	4	74	Leaves I-70, U.S.50
	Price	59	133	
	Jct. N. of Helper	11	144	Leaves U.S. 191
	Thistle Junction	44	188	Joins U.S. 89
	Moark Junction	9	197	Leaves U.S. 89
	Moark Connection	5	202	Joins I-15
	Santaquin	13	215	Leaves I-15
	Eureka	21	236	
	Delta	48	284	Joins U.S. 50
	State Line	92	376	

2. The accompanying map, and AASHTO application be made part of this resolution.

Dated on this 9th day of September 1994

UTAH TRANSPORTATION COMMISSION

Steve Brown
Chairman

Robert L. West
Vice-Chairman

James A. Larkin
Commissioner

Bill Lewis
Commissioner

Walter Colquhoun
Commissioner

Attest:

Shirley P. Querson
Secretary

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS



AN APPLICATION
FROM THE STATE HIGHWAY OR TRANSPORTATION
DEPARTMENT OF

UTAH

FOR

- the Elimination of a U.S. (I) Route
- the Establishment of a U.S. (I) Route
- the Relocation of U.S. (I) Route 6
- the Extension of U.S. (I) Route
- the Establishment of an Alternate U.S. Route
- the Establishment of a Temporary U.S. Route
- * the Recognition of a Business Route on U.S. (I) Route
- * the Recognition of a By-pass Route on U.S. Route

BETWEEN

Moarck Junction and Santaquin

The Following
State or States are
Involved:

Utah

.....

.....

.....

.....

.....

.....

Date Received
Date application acknowledged
Date to Route Number Committee
Date considered by Executive Committee
Action of Executive Committee
Member Department Notified

(This block to be completed by AASHTO General Office.)

Date Submitted:

..... 19.....

* A local vicinity map needed on Page 3. On Page 5 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice. If there are deficiencies, they should be so indicated in accordance with Page 4 instructions.

SUBMIT SIX COPIES

10-7 Partin

The purpose of the U. S. Numbering and Marking is to facilitate movement along the general direction of desire lines of travel over the shortest and best available roads, and a route should form continuity of available facilities through two or more States that accommodate the most important and heaviest motor traffic flow in the area.

The system was established in 1926 and the U. S. Route System has reached the point of review, revision, consolidation, and perfecting, rather than continuous expansion. Therefore, any proposed alteration in the established system should be extremely meritorious and thoroughly, though concisely, explained in order that the Route Numbering Committee and the Executive Committee of the Association may give prompt and proper consideration to each and every request made by a Member Department.

Explanation and Reasons for the Request: (Keep Concise and Pertinent)

The relocation of U.S. 6 would provide a quicker and better access to other portions of U.S. 6, in keeping with the policies established by AASHTO as described in the United States Numbered Highways publication.

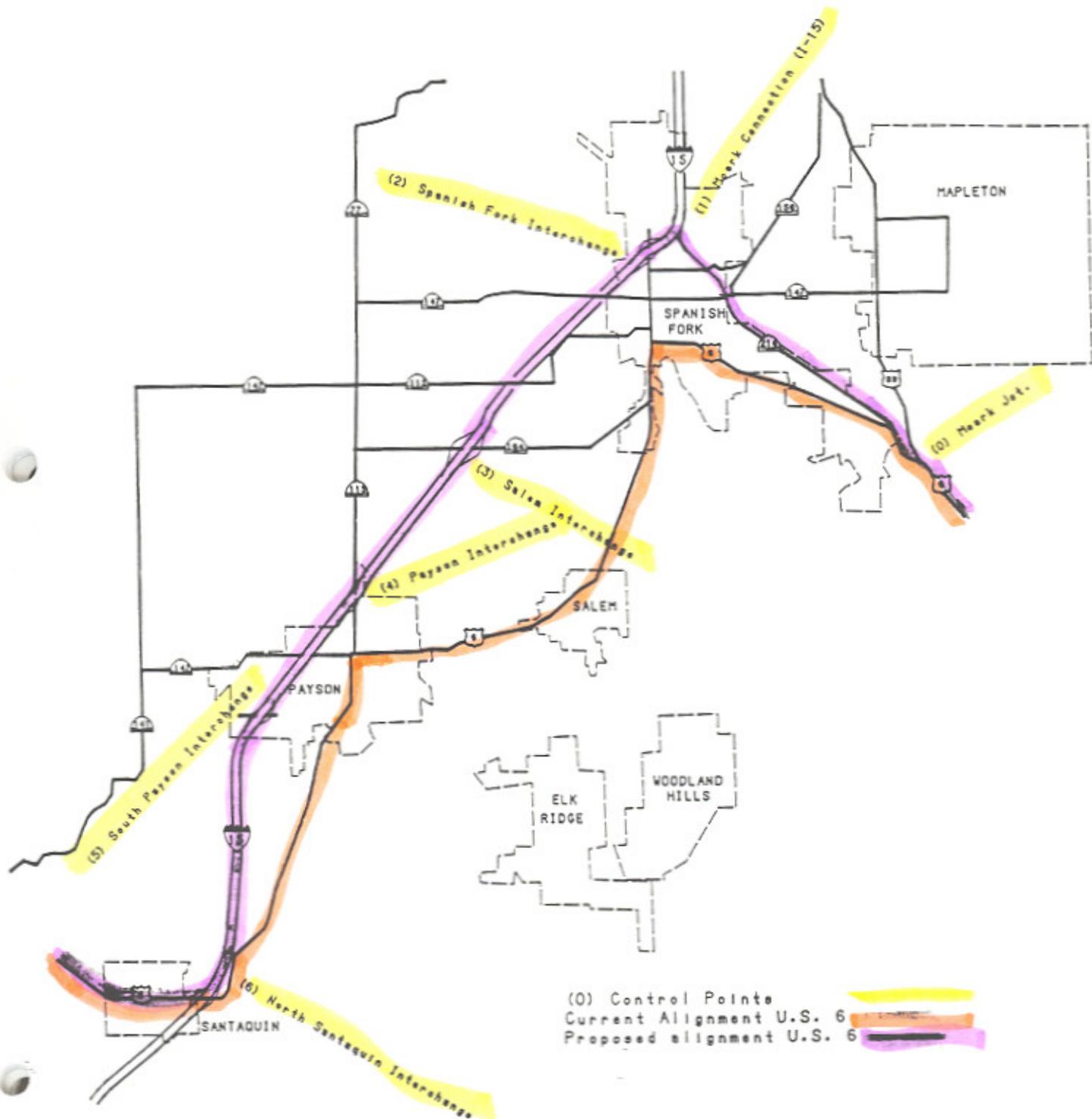
Date facility available to traffic All sections are open to traffic

Does the petition propose a new routing over a portion of an existing U.S. Route No? If so, where:

Does the petition propose a new routing over a portion of an existing Interstate Route Yes? If so, where:
I-15 Moarck Connection to North Santaquin Interchange

Map of State or Portion thereof,
 indicating proposed
 addition or change in the
 U.S. Numbered or Interstate System:

(A photographic reduction or section of Departmental Map attached to this sheet—may be folded to sheet size, but do not use a map larger than four 8½" x 11" sheets in size.)



INSTRUCTIONS FOR PREPARATION OF PAGE NO. 5

Column 1: *Control Points and Mileage.* Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2:	<i>Pavement Type.</i>	<i>Code</i>
	High type, heavy duty	H
	Intermediate type	I
	Low type, dustless	L (Show in red)
	Not paved	N (Show in red)

Column 3:	<i>Pavement Condition.</i>	<i>Code</i>
	Excellent	E
	Good	G
	Fair	F (Show in red)
	Poor	P (Show in red)

NOTE: In columns 2 and 3, where pavement types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: *Traffic.* Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by *X*—Black if signalized—Red if not protected by signals.

Columns 5 & 6: *Pavement Width and Shoulder Width.* These columns to be completed by comparing standards of highway involved with applicable AASHTO Standards. Entries that fall to the right of the tolerance line (dashed), should be shaded in red. If there are no deficiencies indicate by use of the word "NONE".

Columns 7 & 8: *Major Structures.* Show in these columns those structures that do not meet AASHTO Standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by use of the word "NONE".

Column 9: *Vertical Sight Distance.* Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO Standards. Portion of line past the tolerance line shall be shown in red.

Column 10: *Horizontal Curvature.* Curves in excess of AASHTO applicable Standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11: *Percent Grades.* Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Executive Committee of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is _____ as compared to _____ for the year _____ for all other U.S. Numbered routes in the State.

The "Purpose and Policy in the Establishment and Development of United States Numbered Highways, as Revised September 15, 1970" or the "Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways" as revised August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy:

.....
(Signature)

Chief Administrative Official,

(Member Department)

This petition is authorized by official action of The Utah Transportation Commission under date of September 9, 1994 as follows: (Copy excerpt from Minutes)

RESOLUTION

Relocation of Portion U.S. Route 6

WHEREAS, AASHTO has established policy number 8-B to provide guidance in determining U.S. Route designations, and

WHEREAS, policy calls for following the newest, shortest, and best route, and

WHEREAS, compliance with aforementioned policy requires the relocation of a portion of U.S. Route 6, in order to comply with aforementioned policy.

NOW THEREFORE, be it resolved as follows:

1. That application be made to the American Association of State Highway and Transportation Officials, U.S. Numbering Committee, requesting that U.S. Route 6 should traverse alignment currently residing as SR-214 in a northwesterly direction, thence traverse concurrently with Interstate Route 15 in a southwesterly direction to the Santaquin Interchange, thus the description for U.S. Route 6 within the State of Utah should read in the following manner.

UTAH	State Line	0	0	
	Crescent Junction	50	50	Joins U.S. 191; U.S. 163 begins and leaves
	Green River	20	70	
	Jct. W. Green River	4	74	Leaves I-70, U.S. 50
	Price	59	133	
	Jct. N. of Helper	11	144	Leaves U.S. 191
	Thistle Junction	44	188	Joins U.S. 89
	Moark Junction	9	197	Leaves U.S. 89
	Moark Connection	5	202	Joins I-15
	Santaquin	13	215	Leaves I-15
	Eureka	21	236	
	Delta	48	284	Joins U.S. 50
	State Line	92	376	

2. The accompanying map, and AASHTO application be made part of this resolution.

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Executive Committee of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is _____ as compared to _____ for the year _____ for all other U.S. Numbered routes in the State.

The "Purpose and Policy in the Establishment and Development of United States Numbered Highways, as Revised September 15, 1970" or the "Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways" as revised August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy:


(Signature)

Chief Administrative Official, _____

(Member Department)

This petition is authorized by official action of The Utah Transportation Commission _____ under date of September 9, 1994 as follows: (Copy excerpt from Minutes)

RESOLUTION

Relocation of Portion U.S. Route 6

WHEREAS, AASHTO has established policy number 8-B to provide guidance in determining U.S. Route designations, and

WHEREAS, policy calls for following the newest, shortest, and best route, and

WHEREAS, compliance with aforementioned policy requires the relocation of a portion of U.S. Route 6, in order to comply with aforementioned policy.

NOW THEREFORE, be it resolved as follows:

1. That application be made to the American Association of State Highway and Transportation Officials, U.S. Numbering Committee, requesting that U.S. Route 6 should traverse alignment currently residing as SR-214 in a northwesterly direction, thence traverse concurrently with Interstate Route 15 in a southwesterly direction to the Santaquin Interchange, thus the description for U.S. Route 6 within the State of Utah should read in the following manner.

UTAH	State Line	0	0	
	Crescent Junction	50	50	Joins U.S. 191; U.S. 163 begins and leaves
	Green River	20	70	
	Jct. W. Green River	4	74	Leaves I-70, U.S. 50
	Price	59	133	
	Jct. N. of Helper	11	144	Leaves U.S. 191
	Thistle Junction	44	188	Joins U.S. 89
	Moark Junction	9	197	Leaves U.S. 89
	Moark Connection	5	202	Joins I-15
	Santaquin	13	215	Leaves I-15
	Eureka	21	236	
	Delta	48	284	Joins U.S. 50
	State Line	92	376	

2. The accompanying map, and AASHTO application be made part of this resolution.



UTAH DEPARTMENT OF TRANSPORTATION

Michael O. Leavitt
Governor
W. Craig Zwick
Executive Director
Clint Topham
Deputy Director

4501 South 2700 West
Salt Lake City, Utah 84119-5998
(801) 965-4000
Fax: (801) 965-4338

Transportation Commission
Glen E. Brown
Chairman
Todd G. Weston
Vice Chairman
James G. Larkin
Ted D. Lewis
Hal M. Clyde
Shirley J. Iverson
Secretary

September 14, 1994

Mr. Francis B. Francois
Executive Director
AASHTO
444 N. Capitol St., N.W.
Suite 249
Washington, D.C. 20001

RE: Route Numbering Revisions for the November 11, 1994 Meeting

Dear Mr. Francois:

This letter is to inform you that Utah is proposing a revision in the state of Utah for U.S Route 6. The application attached contains the information requested for this proposed revision.

Sincerely,

W. Craig Zwick
Executive Director
Utah Department of Transportation

CZ/JQ



RESOLUTION

Deletion of a Portion of State Route 6
Addition of State Route 198
Reassignment of State Route 214 to a Portion of State Route 6
Utah County

Whereas, an application has been submitted and approved by the American Association of State Highway and Transportation Officials relocating the portion of US Route 6 traversing the alignment of SR-214, thence the alignment of I-15 from the junction with SR-214 to the North Santaquin Interchange, and

Whereas, to be in accordance with a resolution passed May 20, 1977 by the Utah Transportation Commission indicating that State Route numbering be synonymous with U.S. Route designations, and

Whereas, the Region Three Director has reviewed stated policy and recommends the foregoing changes within the areas of Payson, Salem, Santaquin, Spanish Fork, and Utah County, and

Whereas, the appointed officials of Payson, Salem, Santaquin, Spanish Fork, and Utah County have been duly notified in accordance with established policy of the Utah Department of Transportation pertaining to the opportunity for appropriate response to the foregoing changes of the State Road System as well as the U.S. Route Numbering System, and

Whereas, the appropriate staff of the Transportation Planning Division having reviewed the proposal for relocation of SR-6, along with the recommendation of the Region Three Director concur, the foregoing changes to the State System of Highways be implemented.

NOW THEREFORE, be it resolved as follows:

1. In accordance with a resolution passed May 20, 1977 indicating that State Route numbers be synonymous with U.S. route designations, SR-214 in its entirety from the junction with SR-6 traversing northwesterly to the Gore at the Southbound on ramp of SR-15 (I-15) Moark Connection Interchange, a distance of $4.18 \pm$ miles, be reassigned as a portion of SR-6 traversing southeasterly from the Gore at the northbound off ramp SR-15 (I-15) Moark Connection Interchange, to the junction with current SR-6. The functional classification will remain Other Principal Arterial and this section of SR-6 will be mile-posted from its continuance at the Moark Connection Interchange (I-15) in accordance with the newly establish Reference Post Method .
2. The old alignment of SR-6 from the Northbound on and off ramps SR-15 (I-15) North Santaquin Interchange traversing northerly and easterly through Payson, Salem, Spanish Fork and Utah County to the current junction of SR-214 will be reassigned as SR-198 a distance of $15.77 \pm$ miles, with mile-posting beginning at 0.00 in accordance with the newly established Reference Post Method. The functional classification will remain Major Collector, and Urban Collector changing to Urban Minor Arterial at the junction with SR-164.
3. These ascribed changes be actuated upon approval from the Utah Transportation Commission.
4. The accompanying, letters, approved AASHTO application, and map be made part of this resolution.

Relocation of a Portion of State Route 6

Deletion of State Route 214

Addition of State Route 198

Dated on this 21st day of April 1995

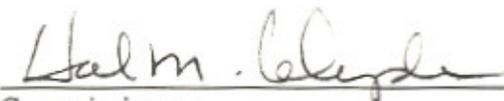
UTAH TRANSPORTATION COMMISSION


Chairman

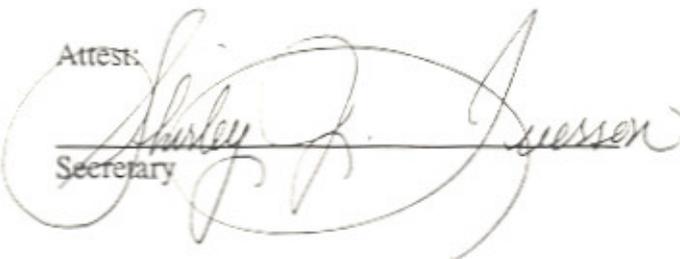
Vice-Chairman


Commissioner


Commissioner


Commissioner

Attest:


Secretary

February 10, 1994

Dear

The Transportation Planning Division is proposing the redesignation of a portion of U.S. Route 6, the deletion of State Route 214 and the addition of State Route 198, as indicated on the attached map. U.S. 6 would run concurrently with Interstate 15 from the northbound on/off ramps North Santaquin Interchange to the northbound and southbound on/off ramps SR-15 Moark Connection SR-214, then traveling southeast along the current SR-214 to the Moark Junction. The present U.S. 6 between Santaquin and Moark Junction would be redesignated SR-198.

AASHTO guidelines require that the U.S. Routes follow the most direct and best routes. This proposal would help facilitate east/west travel by reducing travel time on the best route available.

State Route 198 will remain under state jurisdiction and will have the same classification that presently exists. We are notifying you of this proposed change to provide you the opportunity to review and offer comments prior to our presentation to the Transportation Commission in April of this year. We will be contacting you by phone in the near future. If you have any questions please call my assistant, Russ Scovil at 965-4097.

Sincerely,

John Quick P.E.
Statewide Planning Engineer

JQ/RS/sac



UTAH DEPARTMENT OF TRANSPORTATION

Michael O. Leavitt
Governor

W. Craig Zwick
Executive Director

Clint Topham
Deputy Director

4501 South 2700 West
Salt Lake City, Utah 84119-5998
(801) 965-4000
Fax: (801) 965-4338

Transportation Commission

Glen E. Brown
Chairman

Todd G. Weston
Vice Chairman

James G. Larkin

Ted D. Lewis

Hal M. Clyde

Shirley J. Iverson
Secretary

August 26, 1994

Clyde R. Naylor, P.E.
Utah County Administration Building
100 East Center
P.O. Box 901
Provo, Utah 84606

Dear Mr. Naylor:

We wrote to you in February concerning our proposal to redesignate the routing of U.S. Route 6 from its current location between Santaquin and East of Spanish Fork. We are still proposing that the U.S. 6 designation follow Interstate 15 from Santaquin to the Spanish Fork Canyon Interchange, thence easterly along the existing SR-214 to the current SR-6 Junction.

The SR-214 designation will be replaced with a U.S. 6 designation. The existing U.S. 6 between Santaquin and East-Spanish Fork will remain a state highway with the designation of SR-198.

We are proposing this change to comply with the American Association of State Highway Officials (AASHTO) guidelines to insure that the U.S. routes follow the "shortest routes and the best roads."

We are notifying the mayors of Payson, Salem, Santaquin, and Spanish Fork and Clyde Naylor of Utah County of this proposed change to provide you the opportunity to review and offer comments. If you have no objection to the proposal please indicate with your signature below and forward to me. If you have any questions please call me at 965-4097.

CLYDE R. NAYLOR

Print name

Clyde R. Naylor 8-31-94
Signature & Date

Sincerely,

Russ Scovil C.E.
Statewide Planning Engineer



84 09:15 FROM:UDOT PROGRAM DEU 301-965-4551 TO:4652263

PAGE:02



State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

Michael O. Leavitt
Governor
W. Craig Zwick
Executive Director
Clint Topham
Deputy Director

4501 South 2700 West
Salt Lake City, Utah 84119-5998
(801) 965-4000
Fax: (801) 965-4338

Transportation Commission
Glen E. Brown
Chairman
Todd G. Weston
Vice Chairman
James G. Larkin
Ted D. Lewis
Hal M. Clyde
Shirley J. Iverson
Secretary

August 26, 1994

The Honorable Russell L. Hillman
Mayor of Payson
439 West Utah Avenue
P.O. Box 901
Payson, Utah 84651

Dear Mr. Hillman:

We wrote to you in February concerning our proposal to redesignate the routing of U.S. Route 6 from its current location between Santaquin and East of Spanish Fork. We are still proposing that the U.S.6 designation follow Interstate 15 from Santaquin to the Spanish Fork Canyon Interchange, thence easterly along the existing SR-214 to the current SR-6 Junction.

The SR-214 designation will be replaced with a U.S.6 designation. The existing U.S.6 between Santaquin and East-Spanish Fork will remain a state highway with the designation of SR-198.

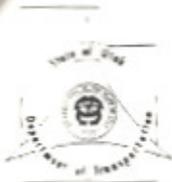
We are proposing this change to comply with the American Association of State Highway Officials (AASHTO) guidelines to insure that the U.S. routes follow the "shortest routes and the best roads."

We are notifying the mayors of Payson, Salem, Santaquin, and Spanish Fork and Clyde Naylor of Utah County of this proposed change to provide you the opportunity to review and offer comments. If you have no objection to the proposal please indicate with your signature below and forward to me. If you have any questions please call me at 965-4097.

Russell L. Hillman
Print name

Russell L. Hillman 8-8-94
Signature & Date

Sincerely,
Russell Scovil
Russ Scovil C.E.
Statewide Planning Engineer



UTAH DEPARTMENT OF TRANSPORTATION

Transportation Commission

Glen E. Brown
Chairman

Todd G. Weston
Vice Chairman

James G. Larkin

Ted D. Lewis

Hal M. Clyde

Shirley J. Iverson
Secretary

Michael O. Leavitt
Governor

W. Craig Zwick
Executive Director

Clist Topham
Deputy Director

4501 South 2700 West
Salt Lake City, Utah 84119-5998
(801) 965-4000
Fax: (801) 965-4338

August 26, 1994

The Honorable ~~D. Lynn Crook~~ KEITH BROADHEAD
Mayor of Santaquin
P.O. Box 277
Santaquin, Utah 84655

Dear Mr. Crook:

We wrote to you in February concerning our proposal to redesignate the routing of U.S. Route 6 from its current location between Santaquin and East of Spanish Fork. We are still proposing that the U.S.6 designation follow Interstate 15 from Santaquin to the Spanish Fork Canyon Interchange, thence easterly along the existing SR-214 to the current SR-6 Junction.

The SR-214 designation will be replaced with a U.S.6 designation. The existing U.S.6 between Santaquin and East-Spanish Fork will remain a state highway with the designation of SR-198.

We are proposing this change to comply with the American Association of State Highway Officials (AASHTO) guidelines to insure that the U.S. routes follow the "shortest routes and the best roads."

We are notifying the mayors of Payson, Salem, Santaquin, and Spanish Fork and Clyde Naylor of Utah County of this proposed change to provide you the opportunity to review and offer comments. If you have no objection to the proposal please indicate with your signature below and forward to me. If you have any questions please call me at 965-4097.

KEITH BROADHEAD - MAYOR
Print name

Keith Broadhead 9-1-94
Signature & Date

Sincerely,

Russ Scovil/C.E.
Statewide Planning Engineer





UTAH DEPARTMENT OF TRANSPORTATION

Michael O. Leavitt
Governor

W. Craig Zwick
Executive Director

Clint Topham
Deputy Director

4501 South 2700 West
Salt Lake City, Utah 84119-5998
(801) 965-4000
Fax: (801) 965-4338

Transportation Commission

Glen E. Brown
Chairman

Todd G. Weston
Vice Chairman

James G. Larkin

Ted D. Lewis

Hal M. Clyde

Shirley J. Iverson
Secretary

August 26, 1994

The Honorable Randy Brailsford
Mayor of Salem
30 West 100 South
P.O. Box 901
Salem, Utah 84653

Dear Mr. Brailsford:

We wrote to you in February concerning our proposal to redesignate the routing of U.S. Route 6 from its current location between Santaquin and East of Spanish Fork. We are still proposing that the U.S. 6 designation follow Interstate 15 from Santaquin to the Spanish Fork Canyon Interchange, thence easterly along the existing SR-214 to the current SR-6 Junction.

The SR-214 designation will be replaced with a U.S. 6 designation. The existing U.S. 6 between Santaquin and East-Spanish Fork will remain a state highway with the designation of SR-198.

We are proposing this change to comply with the American Association of State Highway Officials (AASHTO) guidelines to insure that the U.S. routes follow the "shortest routes and the best roads."

We are notifying the mayors of Payson, Salem, Santaquin, and Spanish Fork and Clyde Naylor of Utah County of this proposed change to provide you the opportunity to review and offer comments. If you have no objection to the proposal please indicate with your signature below and forward to me. If you have any questions please call me at 965-4097.

RANDY A BRAILSFORD
Print name

Randy A Brailsford 9/3/94
Signature & Date

Sincerely,

Russ Scovil

Russ Scovil C.E.
Statewide Planning Engineer





UTAH DEPARTMENT OF TRANSPORTATION

Transportation Commission
Glen E. Brown
Chairman
Todd G. Weston
Vice Chairman
James G. Larkin
Ted D. Lewis
Hal M. Clyde
Shirley J. Iverson
Secretary

Michael O. Leavitt
Governor
W. Craig Zwick
Executive Director
Clint Topham
Deputy Director

4501 South 2700 West
Salt Lake City, Utah 84119-5998
(801) 965-4000
Fax: (801) 965-4338

August 26, 1994

The Honorable Marie Huff
Mayor of Spanish Fork
50 South Main
P.O. Box 358
Spanish Fork, Utah 84660

Dear Ms. Huff:

We wrote to you in February concerning our proposal to redesignate the routing of U.S. Route 6 from its current location between Santaquin and East of Spanish Fork. We are still proposing that the U.S.6 designation follow Interstate 15 from Santaquin to the Spanish Fork Canyon Interchange, thence easterly along the existing SR-214 to the current SR-6 Junction.

The SR-214 designation will be replaced with a U.S.6 designation. The existing U.S.6 between Santaquin and East-Spanish Fork will remain a state highway with the designation of SR-198.

We are proposing this change to comply with the American Association of State Highway Officials (AASHTO) guidelines to insure that the U.S. routes follow the "shortest routes and the best roads."

We are notifying the mayors of Payson, Salem, Santaquin, and Spanish Fork and Clyde Naylor of Utah County of this proposed change to provide you the opportunity to review and offer comments. If you have no objection to the proposal please indicate with your signature below and forward to me. If you have any questions please call me at 965-4097.

MARIE W. HUFF
Print name

Marie W. Huff 9-7-94
Signature & Date

Sincerely,

Russ Scovil C.E.
Statewide Planning Engineer





UTAH DEPARTMENT OF TRANSPORTATION

Transportation Commission

Glen E. Brown
Chairman

Todd G. Weston
Vice Chairman

James G. Larkin

Ted D. Lewis

Hal M. Clyde

Shirley J. Iverson
Secretary

Michael O. Leavitt
Governor

W. Craig Zwick
Executive Director

Clint Topham
Deputy Director

4501 South 2700 West
Salt Lake City, Utah 84119-5998
(801) 965-4000
Fax: (801) 965-4338

August 26, 1994

Alan W. Mecham, P.E.
Region Three
824 N. 900 W.
Orem, Utah 84057

Dear Mr. Mecham:

We wrote to you in February concerning our proposal to redesignate the routing of U.S. Route 6 from its current location between Santaquin and East of Spanish Fork. We are still proposing that the U.S.6 designation follow Interstate 15 from Santaquin to the Spanish Fork Canyon Interchange, thence easterly along the existing SR-214 to the current SR-6 Junction.

The SR-214 designation will be replaced with a U.S.6 designation. The existing U.S.6 between Santaquin and East-Spanish Fork will remain a state highway with the designation of SR-198.

We are proposing this change to comply with the American Association of State Highway Officials (AASHTO) guidelines to insure that the U.S. routes follow the "shortest routes and the best roads."

We are notifying the mayors of Payson, Salem, Santaquin, and Spanish Fork and Clyde Naylor of Utah County of this proposed change to provide you the opportunity to review and offer comments. If you have no objection to the proposal please indicate with your signature below and forward to me. If you have any questions please call me at 965-4097.

ALAN W. MECHAM
Print name

Alan W Mecham 9-8-94
Signature & Date

Sincerely,

Russ Scovil C.E.
Statewide Planning Engineer





American Association of
State Highway and
Transportation Officials

Wayne Shackelford, President
Commissioner
Georgia Department
of Transportation

Francis B. Francois
Executive Director

December 5, 1994

W. Craig Zwick
Executive Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, UT 84119

Dear Mr. ^{Craig}Zwick:

This is to inform you that the AASHTO Special Committee on U.S. Route Numbering and the Standing Committee on Highways at their recent meetings on November 11 and 12 respectively, have approved your application for the relocation of U.S. Route 6 between Moarck Junction and Santaquin, Utah.

A copy of the application is enclosed for your files.

Very truly yours,

Francis B. Francois
Executive Director

FBF:DJT:djt
Enclosure

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS



AN APPLICATION
FROM THE STATE HIGHWAY OR TRANSPORTATION
DEPARTMENT OF

UTAH

FOR

- the Elimination of a U.S. (1) Route
- the Establishment of a U.S. (1) Route
- the Relocation of U.S. (1) Route 6
- the Extension of U.S. (1) Route
- the Establishment of an Alternate U.S. Route
- the Establishment of a Temporary U.S. Route
- the Recognition of a Business Route on U.S. (1) Route
- the Recognition of a By-pass Route on U.S. Route

BETWEEN

Moarck Junction and Santaquin

The Following
State or States are
Involved:

Utah

.....

.....

.....

.....

.....

.....

Date Received *9-15-94*

Date application acknowledged *9-15-94*

Date to Route Number Committee *11-11-94*

Date considered by Executive Committee *11-12-94*

Action of Executive Committee *500H approved*

Member Department Notified *12-5-94*

(This block to be completed by AASHTO General Office)

Date Submitted:

19.....

* A local vicinity map needed on Page 3. On Page 5 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice. If there are deficiencies, they should be so indicated in accordance with Page 4 instructions.

SUBMIT SIX COPIES

The purpose of the U. S. Numbering and Marking is to facilitate movement along the general direction of desire lines of travel over the shortest and best available roads, and a route should form continuity of available facilities through two or more States that accommodate the most important and heaviest motor traffic flow in the area.

The system was established in 1926 and the U. S. Route System has reached the point of review, revision, consolidation, and perfecting, rather than continuous expansion. Therefore, any proposed alteration in the established system should be extremely meritorious and thoroughly, though concisely, explained in order that the Route Numbering Committee and the Executive Committee of the Association may give prompt and proper consideration to each and every request made by a Member Department.

Explanation and Reasons for the Request: (Keep Concise and Pertinent)

The relocation of U.S. 6 would provide a quicker and better access to other portions of U.S. 6, in keeping with the policies established by AASHTO as described in the United States Numbered Highways publication.

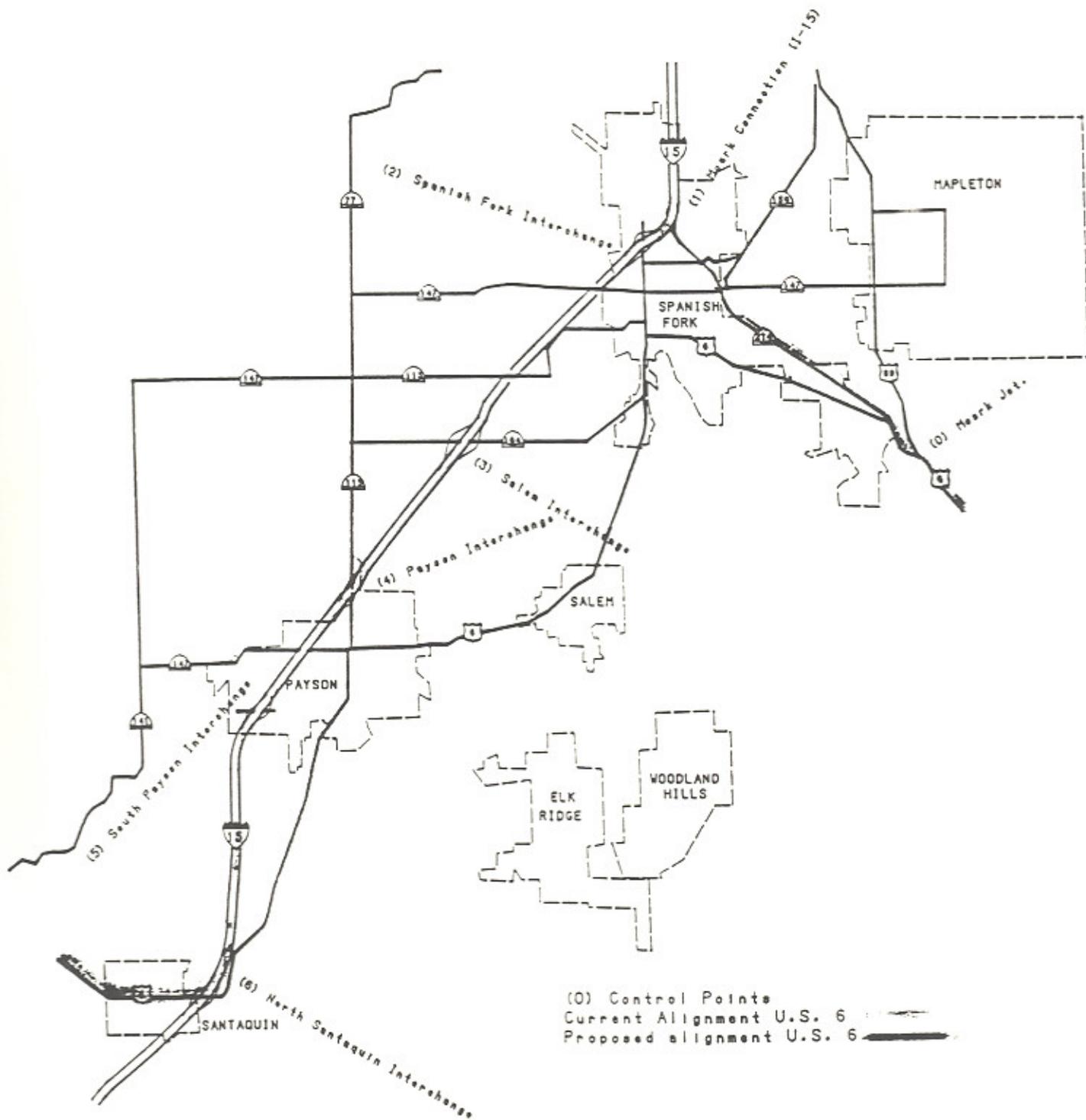
Date facility available to traffic All sections are open to traffic

Does the petition propose a new routing over a portion of an existing U.S. Route No? If so, where:

Does the petition propose a new routing over a portion of an existing Interstate Route Yes? If so, where:
I-15 Moarck Connection to North Santaquin Interchange

Map of State or Portion thereof,
 indicating proposed
 addition or change in the
 U.S. Numbered or Interstate System:

(A photographic reduction or section of Departmental Map attached to this sheet—may be folded to-sheet size, but do not use a map larger than four 8½" x 11" sheets in size.)



(0) Control Points
 Current Alignment U.S. 6
 Proposed alignment U.S. 6

INSTRUCTIONS FOR PREPARATION OF PAGE NO. 5

Column 1: *Control Points and Mileage.* Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2:	<i>Pavement Type.</i>	<i>Code</i>
	High type, heavy duty	H
	Intermediate type	I
	Low type, dustless	L (Show in red)
	Not paved	N (Show in red)

Column 3:	<i>Pavement Condition.</i>	<i>Code</i>
	Excellent	E
	Good	G
	Fair	F (Show in red)
	Poor	P (Show in red)

NOTE: In columns 2 and 3, where pavement types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: *Traffic.* Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by *X*—Black if signalized—Red if not protected by signals.

Columns 5 & 6: *Pavement Width and Shoulder Width.* These columns to be completed by comparing standards of highway involved with applicable AASHTO Standards. Entries that fall to the right of the tolerance line (dashed), should be shaded in red. If there are no deficiencies indicate by use of the word "NONE".

Columns 7 & 8: *Major Structures.* Show in these columns those structures that do not meet AASHTO Standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by use of the word "NONE".

Column 9: *Vertical Sight Distance.* Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO Standards. Portion of line past the tolerance line shall be shown in red.

Column 10: *Horizontal Curvature.* Curves in excess of AASHTO applicable Standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11: *Percent Grades.* Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

0 MILEAGE	1	2	3	4	5	6	7	8	9	10	11		
	CONTROL POINTS AND MILEAGE	PAVEMENT TYPE	PAVEMENT CONDITION	TRAFFIC ADT	COMPARISON TO APPLICABLE AASHTO DESIGN STANDARDS							SHOW WHEN IN EXCESS OF STANDARD	
					PAVEMENT WIDTH DEFICIENCY	SHOULDER WIDTH DEFICIENCY	MAJOR STRUCTURES		VERTICAL SIGHT DISTANCE DEFICIENCY	HORIZONTAL CURVATURE	PERCENT GRADE		
							ROADWAY WIDTH DEFICIENCY	H-LOADING DEFICIENCY					
PERCENT 10 20 30 40	PERCENT 20 40 60 80	PERCENT 10 20 30 40	PERCENT 10 40 60 80	PERCENT 20 40 60 80	DEGREE	LENGTH							
(0)	Noark Junction	H	G	5,225 12,010 7,560	None	None	None	None					
4.98				9,305									
20	(1) Noark Connection Interchange (I-15)			32,310									
52													
40	(2) Spanish Fork Interchange			22,045									
3.75													
60	(3) Salem Interchange (I-15)			22,355									
3.22													
80	(4) Payson Interchange (I-15)			15,260									
1.50													
100	(5) South Payson Interchange (I-15)			14,445									
3.84													
120	(6) North Santaquin Interchange (I-15)												
140													
160													

ATTACH ADDITIONAL SHEET HERE IF NECESSARY

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Executive Committee of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is _____ as compared to _____ for the year _____ for all other U.S. Numbered routes in the State.

The "Purpose and Policy in the Establishment and Development of United States Numbered Highways, as Revised September 15, 1970" or the "Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways" as revised August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy:


(Signature)

Chief Administrative Official, _____
(Member Department)

This petition is authorized by official action of The Utah Transportation Commission _____ under date of September 9, 1994 as follows: (Copy excerpt from Minutes)

RESOLUTION

Relocation of Portion U.S. Route 6

WHEREAS, AASHTO has established policy number 8-B to provide guidance in determining U.S. Route designations, and

WHEREAS, policy calls for following the newest, shortest, and best route, and

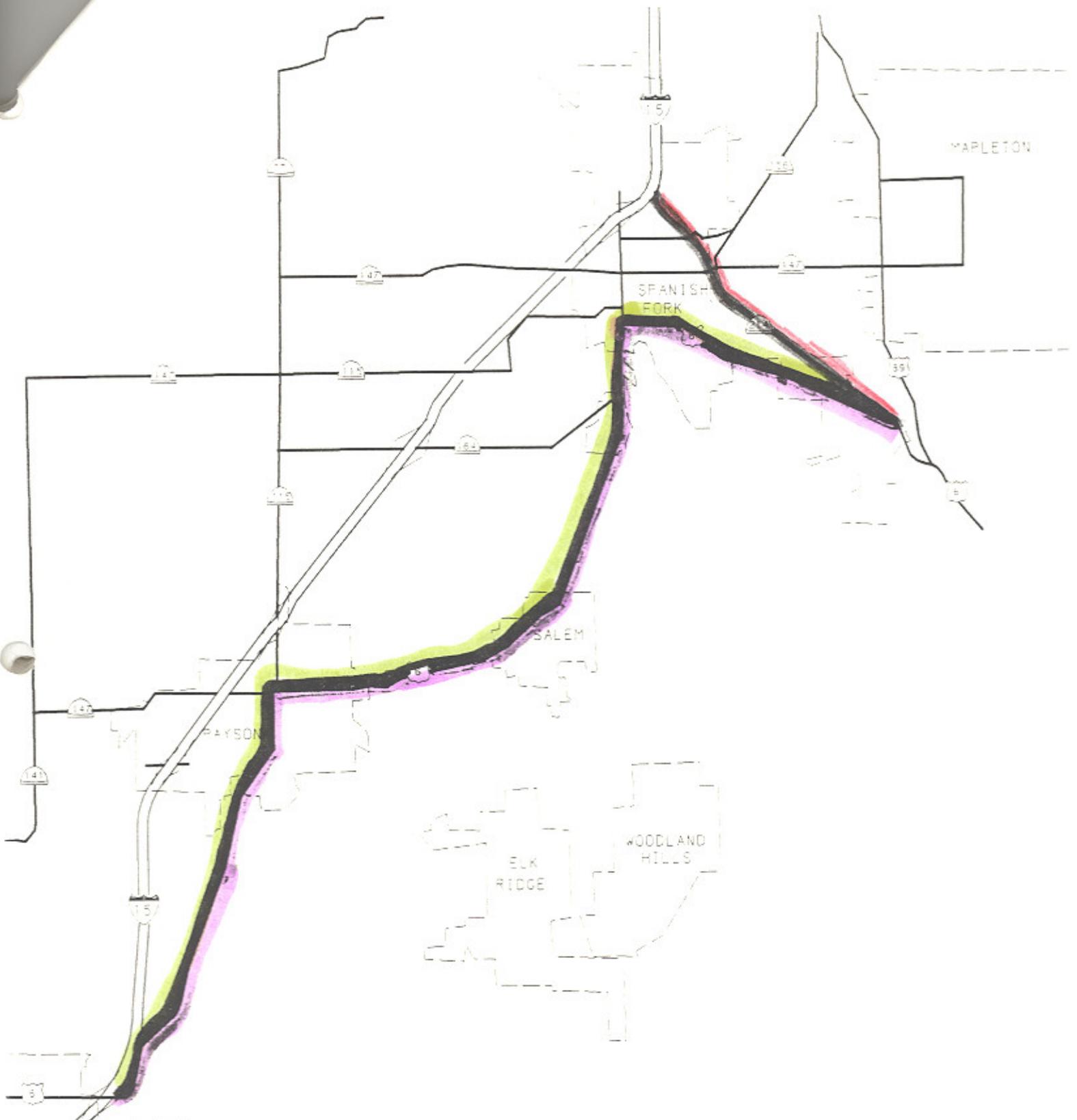
WHEREAS, compliance with aforementioned policy requires the relocation of a portion of U.S. Route 6, in order to comply with aforementioned policy.

NOW THEREFORE, be it resolved as follows:

1. That application be made to the American Association of State Highway and Transportation Officials, U.S. Numbering Committee, requesting that U.S. Route 6 should traverse alignment currently residing as SR-214 in a northwesterly direction, thence traverse concurrently with Interstate Route 15 in a southwesterly direction to the Santaquin Interchange, thus the description for U.S. Route 6 within the State of Utah should read in the following manner.

UTAH	State Line	0	0	
	Crescent Junction	50	50	Joins U.S. 191; U.S. 163 begins and leaves
	Green River	20	70	
	Jct. W. Green River	4	74	Leaves I-70, U.S. 50
	Price	59	133	
	Jct. N. of Helper	11	144	Leaves U.S. 191
	Thistle Junction	44	188	Joins U.S. 89
	Moark Junction	9	197	Leaves U.S. 89
	Moark Connection	5	202	Joins I-15
	Santaquin	13	215	Leaves I-15
	Eureka	21	236	
	Delta	48	284	Joins U.S. 50
	State Line	92	376	

2. The accompanying map, and AASHTO application be made part of this resolution.



Reassignment of SR-214
to Portion of SR-6 
Deletion of SR-6 
Addition of SR-198 