

Route 50

Updated: May 2016

From 122 east of Hiawatha to Wattis, May 14,1935

1953 Description:

From Route 122 east of Hiawatha; thence northerly to Wattis.

Approved by 1963 Legislature:

1965 Description:

From Route 122 east of Hiawatha northerly to Wattis.

Approved by 1965 Legislature:

1967 Legislature:

1969 Legislature:

This route deleted in Carbon County and reassigned in Weber County by the **1969 Legislature**.

1969 Description:

From Route 84 in Roy northerly via Washington Boulevard in Ogden to SR-84 at Hot Springs.

1975 Legislature: Description remains the same.

**(A) 1977 Commission Action (May 20, 1977)*

The 1975 description of State Route 50 is deleted from the State System and reassigned as State Route 26 and a part of State Route 89. State Route 50 is reassigned to the old alignment of State Route 26, traversing the alignment of US-50.

1977 Description:

From State Route 6 in Delta southeasterly to Holden, thence northerly to state Route 15 (1-15) and commencing again on State Route 15 (1-15) near Scipio southeasterly via Scipio to a junction with State Route 89 in Salina.

1983 Legislature: Description remains the same.

1985 Legislature: Description remains the same.

1986 Legislature: Description remains the same.

1987 Legislature: Description remains the same.

**(B)*

1988 Legislature: Description remains the same.

1990 Legislature: Description remains the same.

1992 Legislature: Description remains the same.

1993 Legislature: Description remains the same.

1994 Legislature: Description remains the same.

Route 50 Cont.

1995 Legislative Description:

From Route 6 in Delta southeasterly to Holden, thence northerly to Route 15 and commencing again at Route 15 near Scipio; thence easterly to Main Street in Scipio; thence south via Main Street to Center Street in Scipio; thence southeasterly to a junction with Route 89 in Salina.

1996 Legislature: Description remains the same.

1997 Legislature: Description remains the same.

1998 Legislative Description:

From Route 6 in Delta southeasterly to Holden, then northerly to Route 15 and beginning again at Route 15 near Scipio; then easterly to Main Street in Scipio; then south on Main Street to Center Street in Scipio; then southeasterly to a junction with Route 89 in Salina.

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 Legislative Description:

From Route 6 in Delta southeasterly to Holden, then northerly to Route 15 and beginning again at Route 15 Scipio Interchange; then easterly through Scipio and southeasterly to junction with Route 89 in Salina.

2006 Legislature: Description remains the same.

2007 Legislature: Description remains the same.

2008 Legislature: Description remains the same.

2011 Legislature: Description remains the same.

2016 Legislature: Description remains the same.

* Refers to resolution index page following.

Route 50

COUNTY/VOLUME & RESOLUTION NO.

A. Multiple 6/2	B. Millard 7/24	
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DESCRIPTION OF RESOLUTION CHANGE

- (A). Re-designation - U.S. 50 re-designated SR-50 with exception of section coincident with 1-15. Part of SR -50 re-designated SR -26 and SR -89.
- (B). Realignment/Relocation - From Scipio Interchange easterly to Main Street, thence southerly to the junction with old alignment of SR-50.

U.S. 50
6
U.S. 50A

R E S O L U T I O N

Deletion US-50A and Relocation US-50

Whereas, it has been requested by the National Highway 50 that US-50 be relocated to be coincident with I-70 from Green River and coincident with SR-26 from Salina to Scipio, coincident with I-15 Traveled Way from Scipio to Holden, then coincident with SR-26 to Delta where it would connect with existing US-50 & 6, and

WHEREAS, this action would provide a more direct east-west U.S. Route and would save approximately 40 miles of travel for motorists wishing to travel US-50, and

WHEREAS, present US-50A has been replaced by Interstate Routes 15 and 80 as the main arterial routes, it is further recommended that US-50A be deleted in its entirety, and

WHEREAS, the communities affected by this proposed rerouting concur in the action as they will still be served by U.S. or Interstate designated routes, and

WHEREAS, the State of Nevada concurs in the deletion of US-50A.

NOW THEREFORE, be it resolved as follows:

That application be made to the American Association of State Highway and Transportation Officials, U.S. Route Numbering Committee, requesting that the designation of US-50A be deleted in its entirety and that the designation of US-50 be relocated between Green River and Delta as related on the attached map,

That the location of US-6 will remain as presently designated,

That the attached map be hereby incorporated as a part of this submission.

Dated this 27 day of August, 1976.

UTAH TRANSPORTATION COMMISSION

R. Y. ...

Chairman

Wayne ...

Vice-Chairman

Robert A. Church

Commissioner

Samuel ...






Commissioner

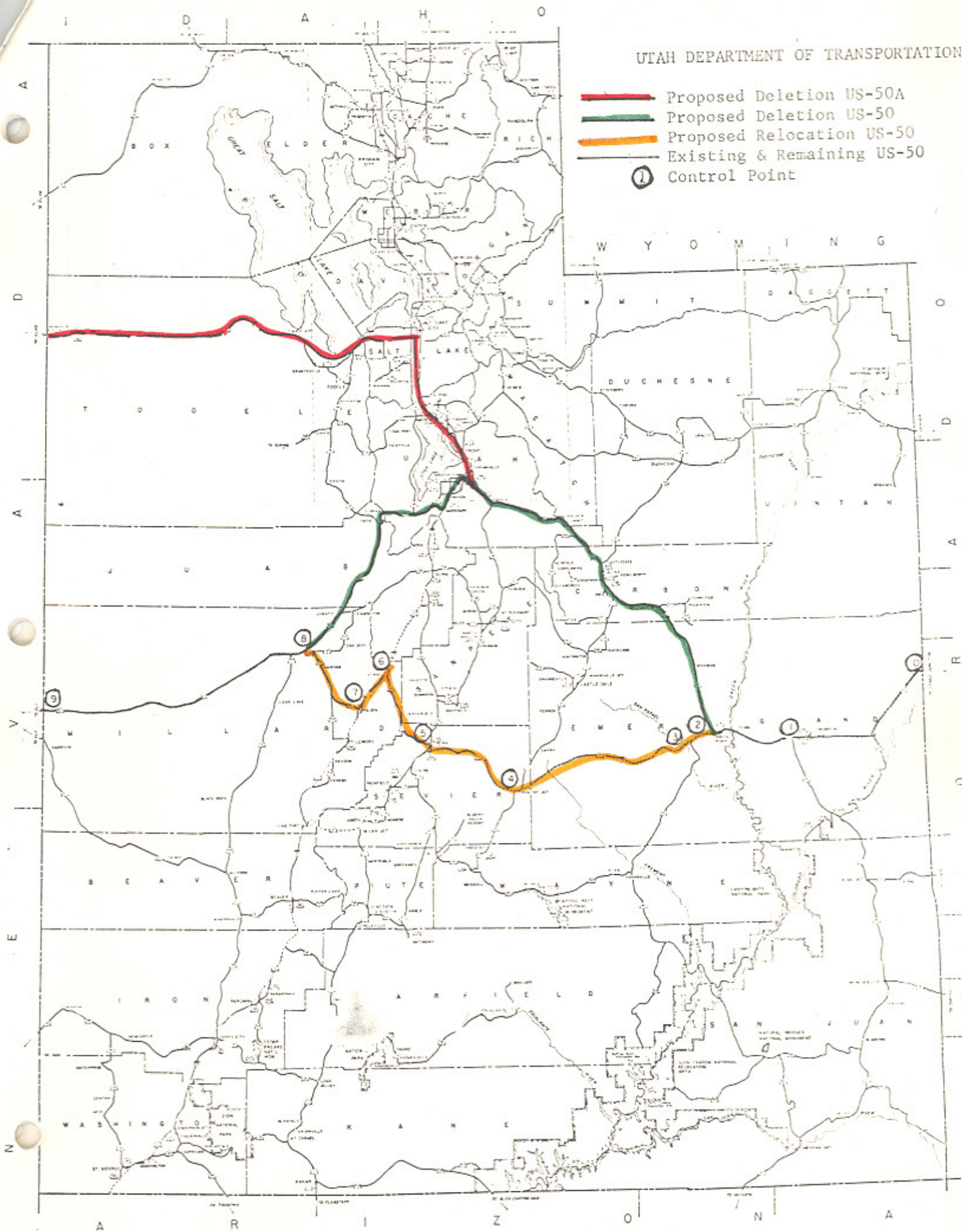
Commissioner

ATTEST:

Ronald A. ...
Secretary

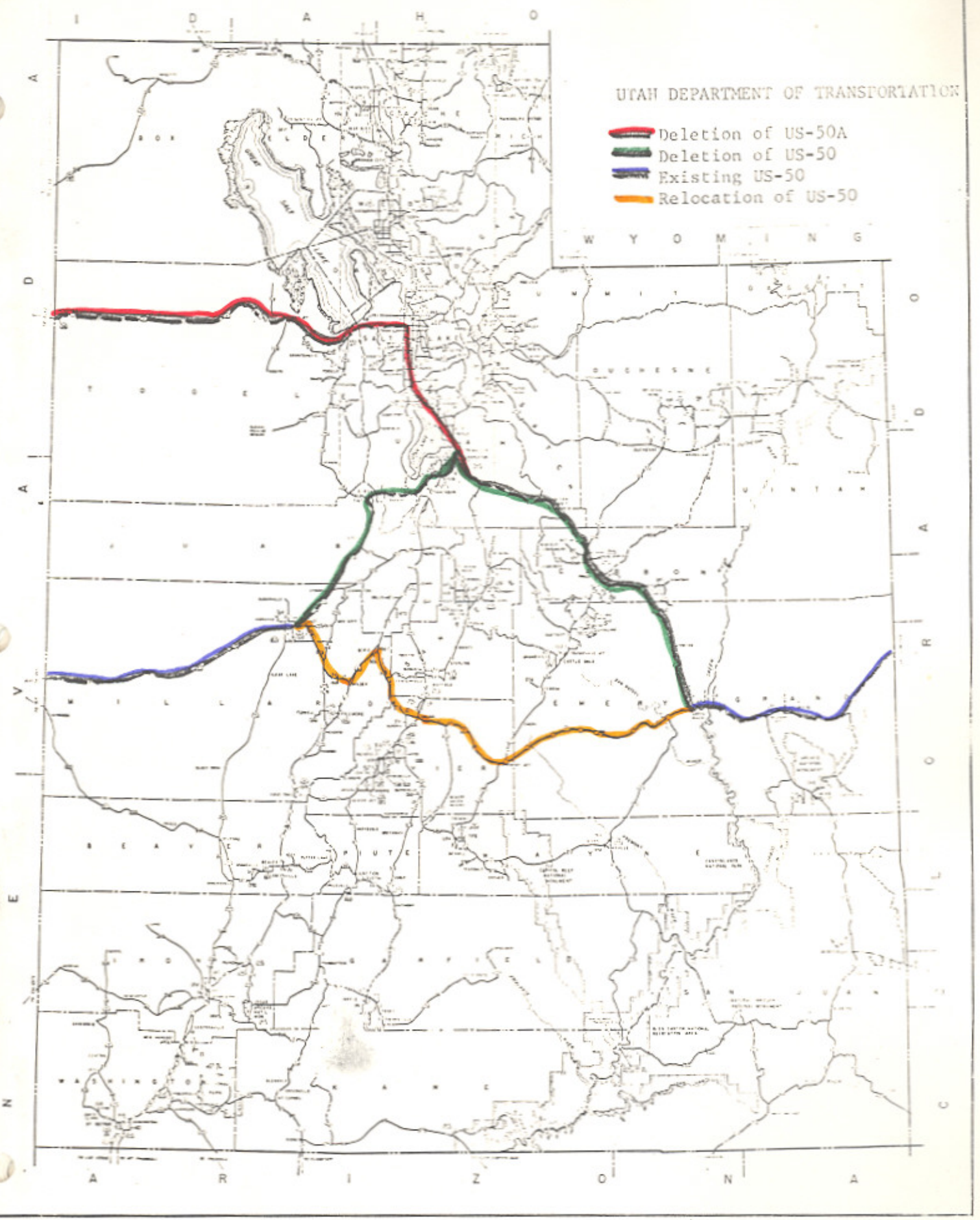
UTAH DEPARTMENT OF TRANSPORTATION

-  Proposed Deletion US-50A
-  Proposed Deletion US-50
-  Proposed Relocation US-50
-  Existing & Remaining US-50
-  Control Point



UTAH DEPARTMENT OF TRANSPORTATION

- Deletion of US-50A
- Deletion of US-50
- Existing US-50
- Relocation of US-50



AMERICAN ASSOCIATION OF STATE HIGHWAY
AND TRANSPORTATION OFFICIALS



341 National Press Building
Washington, D. C. 20045
Telephone: (202) 628-2438

November 14, 1976

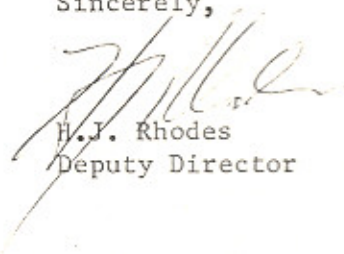
Mr. Blaine J. Kay, P.E.
Director
Utah Department of Transportation
State Office Building
Salt Lake City, Utah 84114

Dear Mr. Kay:

This is to inform you that your application for the relocation of U.S. 50 and the deletion of U.S. Route 50A was approved by the Route Numbering Committee at its meeting on November 12th, 1976.

This action was concurred in by the Executive Committee on November 13th, at the Annual Meeting in Birmingham, Alabama.

Sincerely,


H.J. Rhodes
Deputy Director

HJR:js

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 50A
- the Establishment of a U.S. (I) Route
- the Relocation of U.S. (I) Route 50
- 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

Moark Jct., Utah and Ely, Nevada US-50A
Green River, Utah and Delta, Utah US-50

The Following
State or States are
Involved:

Nevada

Date Received ... September 2, 1976

Date application acknowledged ... September 2, 1976

Date to Route Number Committee ... November 12, 1976

Date considered by Executive Committee ... November 13, 1976

Action of Executive Committee ... Approved

Member Department Notified ... November 13, 1976

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

Date Submitted:

August 30, 1976

* 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

MILEAGE	CONTROL POINTS AND MILEAGE	PAVEMENT TYPE	PAVEMENT CONDITION	TRAFFIC ADT	COMPARISON TO APPLICABLE AASHTO DESIGN STANDARDS									
					PAVEMENT WIDTH DEFICIENCY	SHOULDER WIDTH DEFICIENCY	MAJOR STRUCTURES		VERTICAL SIGHT DISTANCE DEFICIENCY	SHOW WHEN IN EXCESS OF STANDARD				
							ROADWAY WIDTH DEFICIENCY	H-LOADING DEFICIENCY		HORIZONTAL CURVATURE	PERCENT GRADE			
					PERCENT 10 20 30 40	PERCENT 20 40 60 80	PERCENT 10 20 30 40	PERCENT 20 40 60 80	PERCENT 20 40 60 80	DEGREE	LENGTH			
180		H	G		Coincident with SR-26	80%								
200	6				Junction I-15									
205.0					3200									
214.0	7				Coincident with I-15									
220		H	G		Junction SR-26									
220					200									
240					Coincident with SR-26	80%								
246.1	8				Junction US-6 at Delta									
260					500									
260					3700									
280					3100									
300					520									
300					325									
320					Coincident with US-6									
335.4	9				UTAH-NEVADA STATE LINE									
340														
360														

ATTACH ADDITIONAL SHEET HERE IF NECESSARY

map,

That the location of US-6 will remain as presently designated.

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 1270 as compared to 1970 for the year 1975 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 Transportation Commission
under date of August 27, 1976 as follows: (Copy excerpt from Minutes)

R E S O L U T I O N

Deletion US-50A and Relocation US-50

WHEREAS, it has been requested by the National Highway 50 Federation that US-50 be relocated to be coincident with I-70 from Green River to Salina and coincident with SR-26 from Salina to Scipio, coincident with I-15 Traveled Way from Scipio to Holden, then coincident with SR-26 to Delta where it would connect with existing US-50 & 6, and

WHEREAS, this action would provide a more direct east-west U.S. Route and would save approximately 40 miles of travel for motorists wishing to travel US-50, and

WHEREAS, present US-50A has been replaced by Interstate Routes 15 and 80 as the main arterial routes, it is further recommended that US-50A be deleted in its entirety, and

WHEREAS, the communities affected by this proposed rerouting concur in the action as they will still be served by U.S. or Interstate designated routes, and

WHEREAS, the State of Nevada concurs in the deletion of US-50A.

NOW THEREFORE, be it resolved as follows:

That application be made to the American Association of State Highway and Transportation Officials, U.S. Route Numbering Committee, requesting that the designation of US-50A be deleted in its entirety and that the designation of US-50 be relocated by Green River and Delta as related on the attached map,

That the location of US-6 will remain as presently designated.

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 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)

See excerpt from Utah Transportation Commission resolution. (Page 6)

Date facility available to traffic _____ Facility in existence _____

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:

Coincident with I-70 from a point near Green River to Salina and coincident with I-15 from a point near Scipio to a point north of Holden.

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 Kaneshville 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

Alan E. Wood

Commissioner

Glen A. Shuck

Commissioner

Samuel H. Dyer

Commissioner

ATTEST:

Donald A. Fenley
Secretary

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.

Y
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 W. Hines, U.S. Dept. of Soil Conservation
Mr. Ralph Jones, Utah Dept. of Agriculture

R E S O L U T I O N

State Route 50
Federal-aid Secondary Route 305

WHEREAS, construction of project I-ID-15-4(18)188 has resulted in the construction of the Scipio Connection at the Scipio Interchange in Millard County, and

WHEREAS, the Scipio Connection is more heavily travelled than the present old State Route 50 in the area, and

WHEREAS, the District 5 Director recommends that the Scipio Connection be placed on the State Highway System in place of old State Route 50, and

WHEREAS, the appropriate staff of the Transportation Planning Division has reviewed the request and recommends that the Scipio Connection be placed on the State Highway System, and that it be functionally reclassified from local to major collector.

NOW, THEREFORE, be it resolved as follows that:

1. The portion of coincident routes, old State Route 50 and Federal-aid Secondary Route 305, from milepoint 30.33 to milepoint 31.60, a distance of 1.27 miles, be deleted from the State Highway System and the Federal-aid Secondary System, respectively, and
2. The new Scipio Connection from milepoint 30.52 to milepoint 31.63, a distance of 1.11 miles, be added to the State Highway System and be designated as coincident routes, State Route 50 and Federal-aid Secondary Route 305, and
3. The Scipio Connection from milepoint 30.52 to milepoint 31.63 be functionally reclassified from local to major collector and the old State Route 50 be functionally reclassified from major collector to local.
4. The portion of old State Route 50 from milepoint 30.33 to milepoint 31.33 be relinquished and transferred to Millard County.
5. The portion of old State Route 50 from milepoint 31.33 to milepoint 31.60 be relinquished and transferred to Scipio City.
6. By this action Millard County's "B" System mileage will increase 1.0+ miles and Scipio City's "C" System mileage will decrease 0.4+ miles.
7. The accompanying map be hereby made a part of this Resolution.

Dated this 7th day of August, 1987

UTAH TRANSPORTATION COMMISSION

Samuel H. DeLoe
Chairman

Charles S. Blunt
Vice-Chairman

G. La Dawn Cox
Commissioner

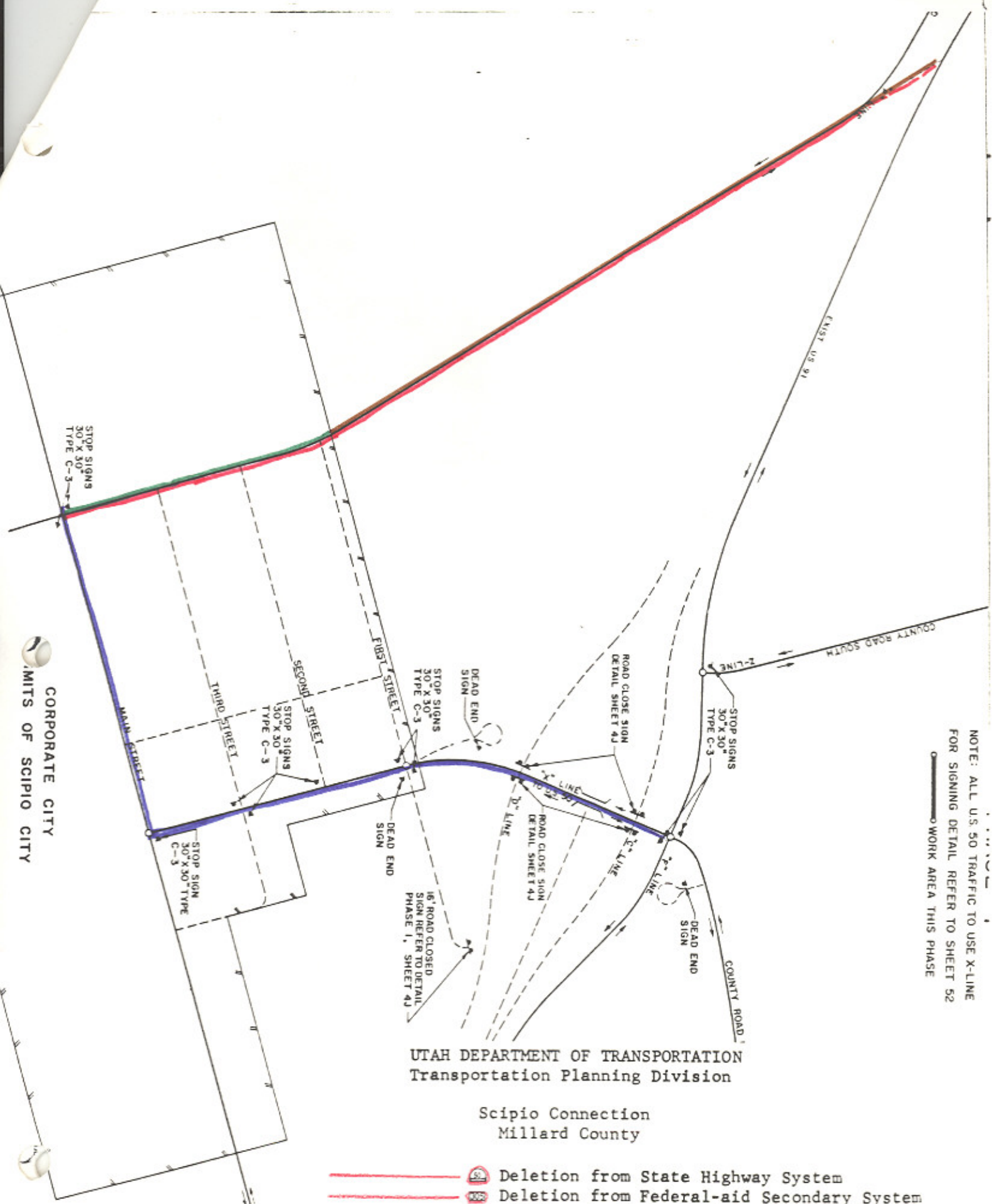
John S. Weston
Commissioner

Commissioner

Attest:

David H. Anderson
Secretary







CORPORATE CITY
LIMITS OF SCIPPIO CITY



NOTE: ALL U.S. 50 TRAFFIC TO USE X-LINE
 FOR SIGNING DETAIL REFER TO SHEET 52
 ——— WORK AREA THIS PHASE

UTAH DEPARTMENT OF TRANSPORTATION
 Transportation Planning Division

Scipio Connection
 Millard County

-  Deletion from State Highway System
-  Deletion from Federal-aid Secondary System
-  Addition to State Highway System
-  Addition to Federal-aid Secondary System
-  Transferred to Millard County
-  Transferred to Scipio City