# Route 51

*Updated:* October 2005

Sage Creek Junction on 3 east to Wyoming line May 24, 1915,

1953 Description:
From Sage Creek Junction on Route 3 easterly to the Utah-Wyoming State line.

1962 Description:
From Sage Creek Junction on Route 16 easterly to the Utah-Wyoming State line.

**Approved by the 1963 Legislature:**
**Approved by the 1965 Legislature:**

**1967 Legislature:**

*(A) 1977 Commission Action (May 20, 1977)
The 1975 description of State Route 51 is deleted from the State System and reassigned as a part of State Route 30.

**1983 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.

* (B) **Commission Action February 14.1992:**
Added Route 51 to the State System from Route 147 northeasterly to a junction with route 89 in Springville.

1992 Description:
From a junction with route 147 northeasterly via Childs Road to a junction with route 89 in Springville.

**1992 Legislative Description:**
From Route 147 in Spanish Fork northeasterly to Route 89 in Springville.

# Route 51 Cont.

**1993 Legislature:** Description remains the same.
**1994 Legislature:** Description remains the same.
**1995 Legislature:** Description remains the same.
**1996 Legislature:** Description remains the same.
**1997 Legislature:** Description remains the same.
**1998 Legislature:** Description remains the same.
**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.

* Refers to resolution index page following.

# Route 51

## COUNTY/VOLUME & RESOLUTION NO.

| | | |
|---|---|---|
| **A**. Multiple Co. 6/2 | **B**. Utah Co. 9/15 | |

## DESCRIPTION OF RESOLUTION CHANGE

**(A).** Deletion - Deleted SR-51 as a State Route Designation.

**(B).** Addition - From SR-147 in Spanish Fork to SR-89 in Springville.

# R E S O L U T I O N

## 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

State changes 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

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

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.

Route ~~82~~ 84 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 ~~80N~~ 24). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

Route ~~84~~ 126 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

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 Changes



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

R. LaDawn Cox
Chairman

Wayne H. Winters
Vice-Chairman

Chas. E. Ward
Commissioner

Clem H. Church
Commissioner

Samuel A. Taylor
Commissioner

ATTEST:

Donald A. Fenley
Secretary

STATE ROUTES REQUIRING CHANGES IN ROUTE DESIGNATION SIGNING

| Existing Designation | New Designation | District | Miles |
|---|---|---|---|
| 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 | 27.8 |
| | | 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.

-234

# Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: June 2, 1977

TO : District Directors

FROM : L. R. Jester, P.E.
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.

Chronyes
2

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. Olson, U.S. Dept. of Soil Conservation
Mr. Ralph Hodges, Utah Power & Light Company

State changes
2

# AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

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

HENRY E. STAMPER, 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

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 then July 1st, 1980.

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

Sincerely,

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 [illegible] TO CENTRAL FILES AFTER ACTION HAS BEEN [illegible]
Kay
ACTION

UTAH STATE DEPA TMENT 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 [illegible]
Mr. Ralph [illegible]

SR-156
SR-51
(15)

# RESOLUTION

Deletion of Portion SR-156
Addition of SR-51

Whereas, Section 27-12-27 of the Utah Code 1990 provides for the Addition to or deletion from the State Highway System, and

Whereas, in a recent meeting with officials from Spanish Fork City, Utah County, The District 6 Director and representatives of the Utah Legislature, concurrence was reached on a solution to certain safety hazards inherent to the intersection residing on SR-156 entitled (Maggie's Bend), and

Whereas, said solution involves certain additions to and deletions from the State Highway System, and

Whereas, the appropriate staff of the Transportation Planning Division have reviewed the safety problems created by the poor geometric design of the intersection of SR-156 entitled (Maggie's Bend) and concur with the need for proposed jurisdiction changes.

NOW THEREFORE, be it resolved as follows:

1. Roadway residing as SR-156 from M.P. 0.97 traversing easterly to M.P. 2.22 (Maggie's Bend), a distance of 1.25± miles be deleted from the State System of Highways and placed under the jurisdictions of Spanish Fork City a distance of 1.06± miles and Utah County a distance of 0.19± miles. The Functional Classification will remain Urban Collector and the Federal-aid System designation will become local FAU-6005.

2. Roadway known as (Child's Road) from a junction with SR-147 traversing northeasterly to a junction with current SR-156 (Maggie's Bend), will be placed on the State System of Highways as the beginning portion of SR-51 a distance of 0.38± mile. That portion of SR-156 from (Maggie's Bend), M.P. 2.22 to the junction with SR-89 in Springville M.P. 5.15 a distance of 2.93± miles will be reassigned as the ending portion of SR-51, making the distance of new SR-51 a total of 3.31± miles. The Functional Class for the Beginning portion of SR-51 will be Urban Collector with the Functional Class on the portion of roadway that is currently SR-156 remaining Major Collector. The beginning portion of new SR-51 from the junction with SR-147 to (Maggie's Bend), will be assigned Federal-aid number FAU-6008 and the remainder of new SR-51 from (Maggie's Bend), to the junction of SR-89 in Springville remaining FAS-214.

3. This resolution will be actuated upon approval of the Transportation Commission.

4. The accompanying Memorandums, Letter, Notification of Highway System Change Proposals, and maps be made part of this resolution.

Dated on this 14th day of February 1992

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

Attest:

Secretary

R-234

# Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: January 8, 1992

TO : Clinton Topham, P.E.
Director of Planning

FROM : Dan F. Nelson, P.E.
District Six Director

SUBJECT : Exchange of roads between Utah County and the Department

The District has had two recent meetings with officials from Spanish Fork City, Utah County and the Legislature regarding an intersection near Spanish Fork City on SR-156 entitled Maggie's Bend. Two serious accidents have occurred in the past several months and local residents are seeking an immediate correction of the poor geometric design at the intersection. Residents and some of the local officials have asked that we "T" the intersection which would require a stop sign on the State highway; however, it's not a simple solution and raises significant safety issues, particularly with the 6% super elevation that is built into the long horizontal curve on the State section of highway. We feel a more logical solution would be to extend State Route 156 southerly along the section of county highway (see attached drawing) to State Route 147 and to have the existing section of State Route 156 from Spanish Fork Mainstreet to Maggie's Bend become a local road. Officials from Spanish Fork City, Senator Eldon Money and Representative Tim Moran agree with the concept and feel it would be an acceptable solution to the problem. The dangerous "Y" intersection at Maggie's Bend would be eliminated and the old SR-156 would intersect new SR-156 as a "T" but as a local road, would not have to meet the same AASHTO standards the State would be constrained with because of lower speeds and narrower pavement widths.

For these reasons, it is desirable that we effect a change of these roads as detailed on the attached drawing and respectfully request that the Planning Division review our recommendations and respond accordingly with the Commission for approval. Please let us know if there are questions or if additional information is needed.

# MEMORANDUM

**UTAH DEPARTMENT OF TRANSPORTATION**

DATE: January 22, 1992

TO : Clinton D. Topham, P. E.
Director of Planning

FROM : Dan F. Nelson, P. E.
District Director

SUBJECT : Proposed changes to State Route 156 at Spanish Fork

Attached is a newspaper article which appeared in "The Daily Herald", Thursday, January 16, 1992. Also attached is the typical response I am making to the various people who have written recently regarding the Maggie's Bend intersection.

Since our proposed solution has been presented and accepted by the local authorities, we cannot afford any delays in implementing this plan. There has already been one serious accident at this location since we first met with Senator Eldon Money and Representative Tim Moran and agreed to proceed to change the intersection.

Your action to obtain Commission approval for these changes to State Route 156 is essential.

DFN/AWM:ch
Attachments

RECEIVED
JAN 23 1992
UDOT

State of Utah
UTAH DEPARTMENT OF TRANSPORTATION

Eugene H. Findlay, CPA
Executive Director
Howard H. Richardson, P.E.
Assistance Director
Dan F. Nelson, P.E.
District Director

825 North 9th West
Orem, Utah 84057

TRANSPORTATION COMMISSION
Samuel J. Taylor
Chairman
Wayne S. Winters
Vice Chairman
R. Lavaun Cox
Todd G. Weston
James G. Larkin
Elva H. Anderson
Secretary

January 22, 1992

Mayor Delora P. Bertelsen
Springville City Corporation
50 South Main
Springville, Utah 84663

Dear Mayor Bertelsen:

Thank you very much for your letter expressing your concern with that section of State Route 156 between Springville and Spanish Fork known as "Maggie's Bend". We are aware of the serious accidents that have occurred recently at that location and have in fact met with those accident victims to discuss possible solutions.

A meeting was held on January 13, 1992, with representatives from Utah Department of Transportation, Utah County and Spanish Fork City attending. The solution agreed upon at that time was to delete the section of State Route 156 from Maggie's Bend down past McDonalds and along 800 North to Spanish Fork Main Street from the State Road System and add the county road known as "Childs' Road" from Maggie's Bend over to 400 North State to the State Road System.

Temporarily, an access would be constructed right at Maggie's Bend bringing the road past Millers in a "T" intersection with the new State Road. The Maggie's Bend curve itself would be eliminated using barricades and barrier. As soon as possible, Spanish Fork City and Utah County have agreed to complete construction of Expressway Lane from K-Mart and create a new "T" intersection north of Maggie's Bend on State Route 156. Utah Department of Transportation will provide adequate decelleration and turn lanes at that location.

This solution will bring the entire area into compliance with current design standards and still provide good service to the traveling public. The changes in the State Road System require action by the Transportation Commission and will be presented to them at their meeting on February 14, 1992. Following their approval, the changes will begin immediately. In the meantime, comments or questions should be directed to Mark Musuris, Engineer for Transportation Planning, 4501 South 2700 West, Salt Lake City, Utah 84119, telephone 965-4158.

Thank you again for your concern and for your support in making this area safer for the traveling public.

Sincerely,

DAN F. NELSON, P. E.
District Director

# NOTIFICATION OF HIGHWAY SYSTEM CHANGE IN UTAH



Proposed Transaction: Transfer Local Road to the State System - extend SR-156

## SYSTEM SEGMENT DESCRIPTION

| SEGMENT DATA | CURRENT | PROPOSED |
|---|---|---|
| Common Name | "Child's Road" | SR-~~156~~ 51 |
| Location (Co., City) | Utah County - Spanish Fork | same |
| Admin. System & No. | Local - (County) | state |
| Functional Classification | Local | ~~Major~~ Collector |
| Fed.-Aid System & No. | NA | NA |
| Length (Miles) | 0.4 | 0.4 |

JQ

Description: Add "Child's Road" from "Maggies Road" to SR-147 to the state system.

(see sheet 1 of 2 for deletion of a portion of SR-156 from state system)

The foregoing proposal for Utah Highway System Change is requested this day of 28th JANUARY 1992, by Clyde R. Naylor (Signature) UTAH COUNTY (Agency) COUNTY ENGINEER (Title).

Spanish Fork City acknowledge that we/I have been duly notified of the foregoing system change on the 28th day of January 1992.

David Adyler (Signature) City Manager (Title)

UDOT Review:

District:

☑ Concur

☐ Do Not Concur

Dan F. Johnson (District Director) 1/28/92 (Date)

Transportation Planning:

☒ Concur

☐ Do Not Concur

Mark Musuriello (Engineer for Transportation Planning) Jan. 29, 92 (Date)

Color coded descriptive map must be attached.

SR-156
SR-51
(15)

# NOTIFICATION OF HIGHWAY SYSTEM CHANGE IN UTAH



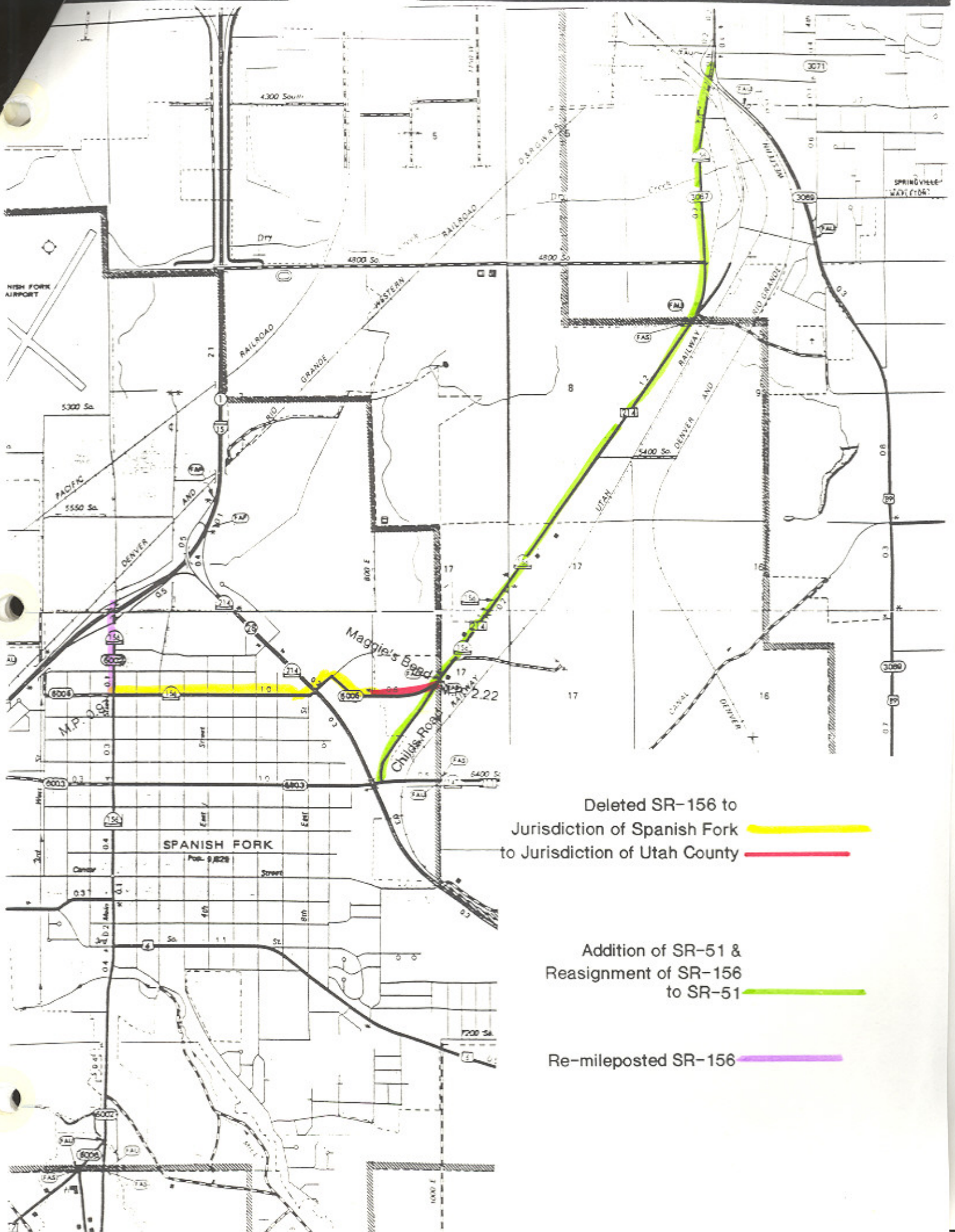
Proposed Transaction: Transfer segment of existing SR-156 to Local System

## SYSTEM SEGMENT DESCRIPTION

| SEGMENT DATA | CURRENT | PROPOSED |
|---|---|---|
| Common Name | SR-156 | Local Road (800 NORTH) |
| Location (Co., City) | Utah Co. Spanish Fork | Same |
| Admin. System & No. | State SR-156 | Local (City & COUNTY) |
| Functional Classification | Collector | ~~Local~~ COLLECTOR |
| Fed.-Aid System & No. | NA | NA |
| Length (Miles) | 1.25 | 1.25 |

Description: Place that section of roadway from Main Street to "Maggie's Road" on the local road system.

(see sheet 2 of 2 for addition to the state system)


SPANISH FORK
Maggie's Bend
Childs Road
M.P. 0.00
M.P. 2.22
Deleted SR-156 to
Jurisdiction of Spanish Fork
to Jurisdiction of Utah County
Addition of SR-51 &
Reasignment of SR-156
to SR-51
Re-mileposted SR-156