Route 26

Updated: October 2005

Holden via Delta and Eureka to Santaquin. Holden-Delta, August 23,1910; Santaquin - Silver City, May 8,1923; Delta - Silver City, May 12,1925.

1953 Description:
From Holden on Route 1 northwesterly via Harding to Delta; thence northerly via Lynndyl and Tintic Junction to Eureka; thence easterly via Elberta, Goshen and Santaquin to Route 1.

Approved by 1963 Legislature:
From the Utah-Nevada State line easterly via Hinckly and Delta to Route 26.

1964 Description:
From Holden on Route 1 northwesterly via Harding to Delta, thence northerly via Lynndyl and Tintic Junction to Eureka, thence easterly via Elberta, Goshen and Santaquin to Route 156 in Spanish Fork thence easterly to Moark Junction (SR-8). August 14,1964

**(*(A) Scanned)
1964 Description:
From Holden on Route 1 northwesterly via Harding to Delta, thence northerly via Lynndyl and Tintic Junction to Eureka, thence easterly via Elberta, Goshen, Santaquin, Payson, Salem and Spanish Fork to Moark Junction on Route 8. 8/14/64.

**(*(B) Scanned)
1965 Legislature:
(Extended from north Santaquin on old SR-1 alignment to Spanish Fork, thence easterly via SR-105 alignment -105 Deleted.)
**(*(C) Scanned)

1965 Description:
From Santiquin on Route 26 Southerly to Route 1 (Interstate Route 15) Approver by **1965 Legislature.**

1967 Legislature:
From Route 1 (Interstate 15) northerly to Santiquin on Route 26.

1969 Legislature:
SR-26 from SR-27 in Delta north and east via Spanish Fork to Moark Junction re-designated SR-27 by the 1969 Legislature.

1969 Description:
From Holden on SR-1 (Interstate 15) including roads to the north and south comprising the Holden Couplet, northwesterly to Delta on SR-27.

Route 26 Cont.

1969 Legislature:
Withdrawn as a State Route by the 1969 Legislature.

1971 Description:
From SR-27 in Delta southeasterly via Holden, including roads to the north and south comprising the Holden Couplet to SR-1 (Interstate Route 15) and commencing again on SR-1 (I-15) near Scipio southeasterly via Scipio to a junction with SR-24 near Salina. (The addition to this route approved by the State Road *(D) Commission August 27,1971.)

1975 Legislature:
Spur of SR-26 from SR-1 (I-15) north to Holden re-designated SR-64.

1975 Description:
From SR-27 in Delta southeasterly to Holden, thence northerly to SR-1 (I-15) and commencing on SR-1 (I-15) near Scipio southeasterly via Scipio to a junction with SR-24 near Salina.

*(E) 1977 Commission Action (May 20,1977)
The 1975 description of State Route 26 is deleted from the State System and reassigned as State Route 50. State Route 26 reassigned as a part of the old alignment of State Route 50.

1977 Description:
From State Route 126 in Roy easterly to State Route 89 in Ogden.

1979 Legislature: Description remains the same.
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.
1992 Legislature: Description remains the same.
1993 Legislature: Description remains the same.
1994 Legislature: Description remains the same.

1995 Legislative Description:
From Route 126 in Roy easterly to Route 89 in Ogden.

1996 Legislature: Description remains the same.
1997 Legislature: Description remains the same.
1998 Legislature: Description remains the same.
1999 Legislature: Description remains the same.

Route 26 Cont.

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

Route 26

COUNTY/VOLUME & RESOLUTION NO.

A. Utah Co. 1/76	**B**. Juab Co. 1/111	**C**. Juab Co. 1/131
D. Millard & Sevier Co. 4/14	**E**. Weber Co. 6/2	

DESCRIPTION OF RESOLUTION CHANGE

(**A**). Extension - From SR-1 North Santaquin via Payson, Salem, and Spanish Fork to Moark Junction.

(**B**). Relocation/New Alignment - From Jct. SR-148 southwesterly.

(**C**). Relocation/New Alignment - From Jericho Jct. northerly toward Silver City.

(**D**). Re-designation - From SR-24 near Salina via Scipio to SR-1 (I-15).

(**E**). Re-designation - Deleted the present designation of SR-26 and re-designated a portion of present SR-50 as SR-26.

Change and Transfer in State and Federal-aid Route Numbers
Authority: Sec. 27-12-29, UCA, 1953, as Amended

Corrected

RESOLUTION

State Routes 1, 26, 8, 105 and 156

WHEREAS, the programming of construction projects in Utah County between north Santaquin and north Lehi has resulted in the completion of a portion of Federal-aid Interstate Route 15 through this area and,

WHEREAS, to maintain continuity in the State System of Highways it is necessary to reassign certain state routes through Utah County area.

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

1. That the new alignment created by the construction of Federal-aid Interstate Route 15 from the north Santaquin interchange northerly to the north Lehi interchange be designated as State Route 1.

2. That State Route 26 be extended from its present termini at State Route 1 (US-91) in north Santaquin traversing that portion of the old alignment of State Route 1 northerly via Payson and Salem to a point at the south limits of Spanish Fork, thence easterly to Moark Junction (SR 8). By this action the designation of State Route 105 will be deleted for that portion of roadway traversed by the extension of State Route 26.

3. That State Route 156 be redescribed as follows:

From a junction with State Route 26 northerly via Center Street in Spanish Fork, with a stub connection from Center Street to Interstate Route 15, thence northerly via the old alignment of State Route 1 to a junction with State Route 8 in south Springville.

4. That State Route 8 be extended from its present termini in south Springville, to traverse that portion of the old alignment of State Route 1 northerly via Provo, Orem, Lindon, Pleasant Grove and American Fork to the north Lehi Interchange.

SR-1, 26, 8, 105 & 156
76

5. That application be made to the U. S. Department of Commerce, Bureau of Public Roads, to relocate the Federal-aid Primary and Federal-aid Secondary Routes effected by the aforementioned route changes.

6. By this action, State Highway System mileage will be increased by approximately 37.5 miles.

7. That Exhibit "A" attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 14th day of August, 1964.

STATE ROAD COMMISSION OF UTAH

Chairman

Commission

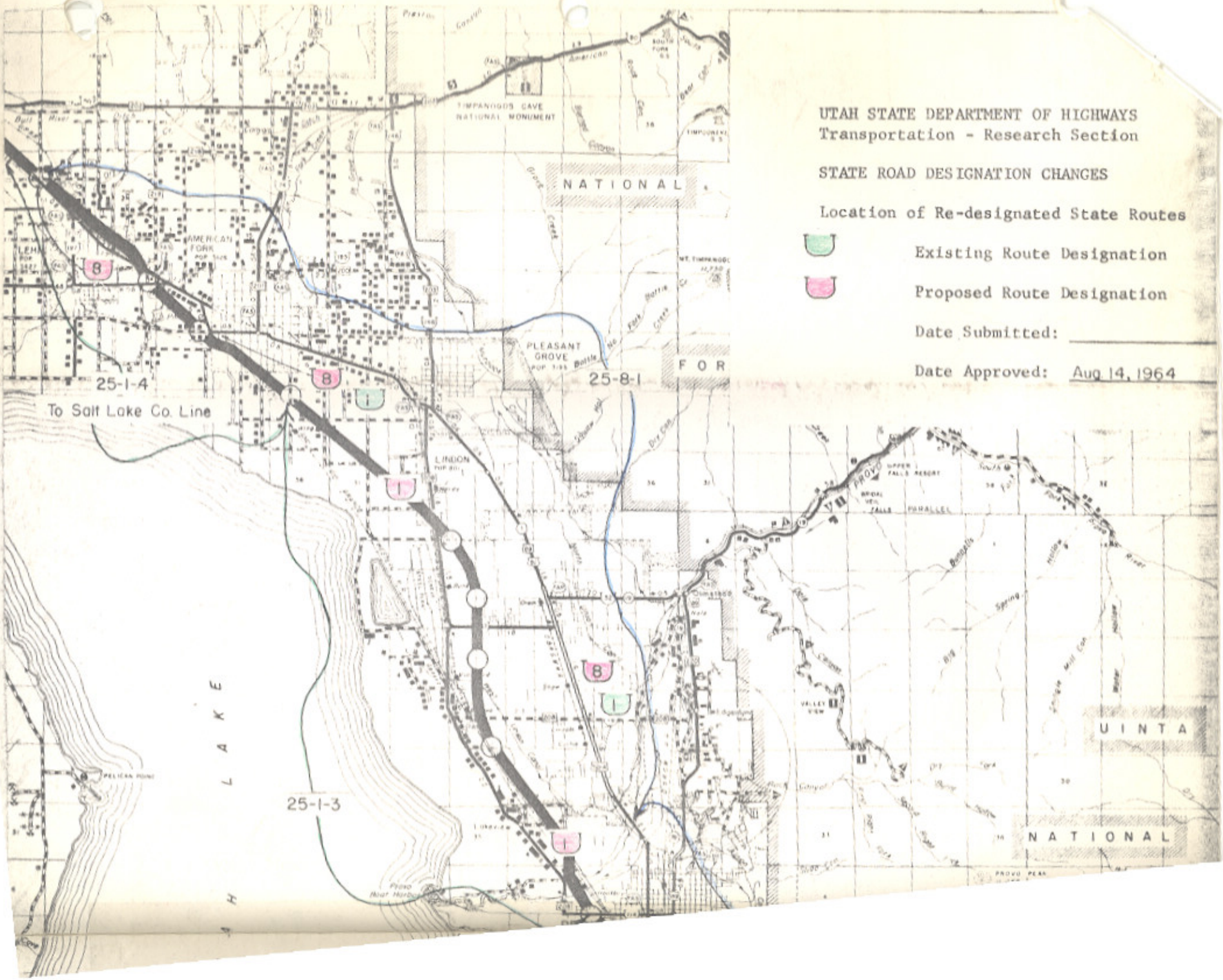
Commission

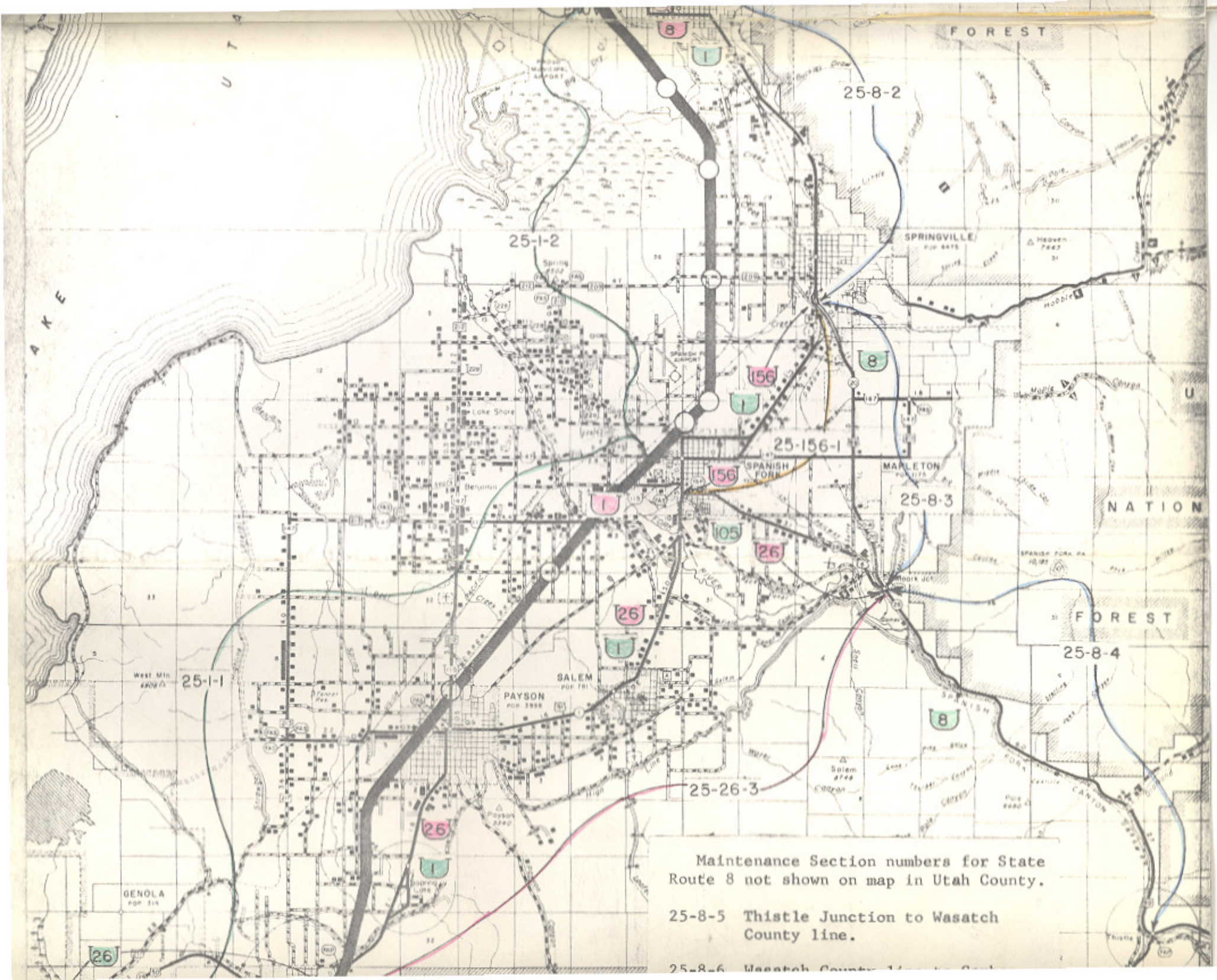
Commission

Commission

ATTEST:

Secretary


UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section
STATE ROAD DESIGNATION CHANGES
Location of Re-designated State Routes
Existing Route Designation
Proposed Route Designation
Date Submitted:
Date Approved: Aug 14, 1964
TIMPANOGOS CAVE NATIONAL MONUMENT
NATIONAL
FOR
UINTA
NATIONAL
AMERICAN FORK
PLEASANT GROVE
LINDON
25-1-4
To Salt Lake Co. Line
25-8-1
25-1-3
LAKE
PELICAN POINT
PROVO PEAK
UPPER FALLS RESORT
BRIDAL VEIL FALLS
PARALLEL
VALLEY VIEW
8
1


FOREST
25-8-2
25-1-2
SPRINGVILLE
25-156-1
SPANISH FORK
MAPLETON
25-8-3
NATION
FOREST
25-8-4
25-1-1
SALEM
PAYSON
25-26-3
GENOLA
Maintenance Section numbers for State Route 8 not shown on map in Utah County.
25-8-5 Thistle Junction to Wasatch County line.

Interim Designations and Deletions - Federal-Aid Highways
Authority: Sec. 27-12-27, UCA, 1953, As Amended

10

R E S O L U T I O N

State Route 26

WHEREAS, with the completion of Project F-029-3(3) from Jericho Junction northerly toward Silver City, a distance of 5.225 miles has resulted in the construction on new alignment sections of roadway and,

WHEREAS, no portion of the old alignment will still 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 constructed on new alignment as a result of Project F-029-3(3) be designated as a part of State Route 26.

2. That since the State did not own fee title to the land, the old alignment of old State Route 26 should revert to the adjacent property owners, if any, or returned to the control of the Bureau of Land Management as Public Domain.

3. That by this action State Highway System mileage will decrease 0.1 + - mile.

4. That Exhibit "A" attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 23rd day of September, 196

STATE ROAD COMMISSION OF UTAH

Chairman

SR-26
131

RESOLUTION
State Route 26
Page 2

Commissioner

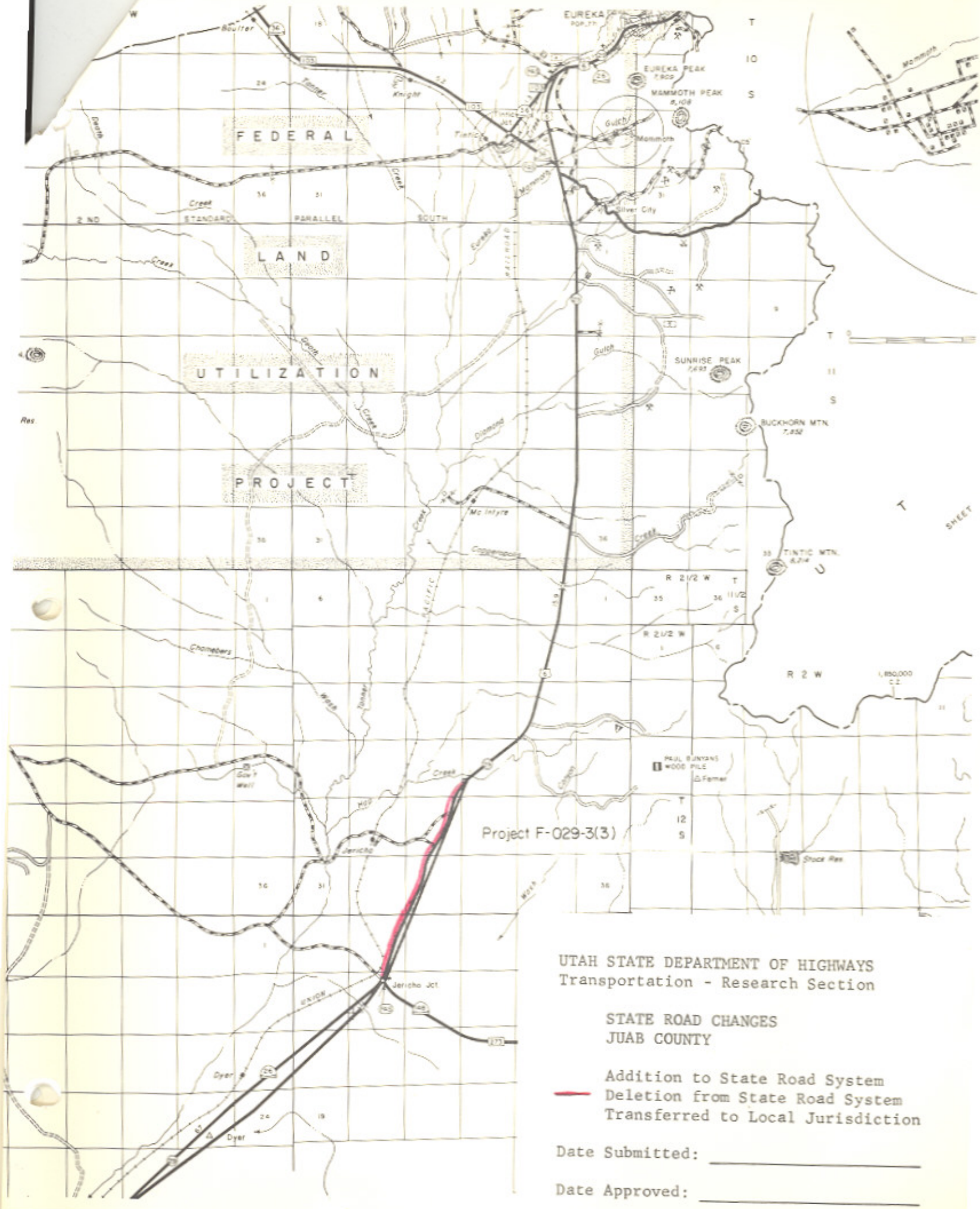
Commissioner

Commissioner

Commissioner

ATTEST:

Secretary


FEDERAL
LAND
UTILIZATION
PROJECT
EUREKA
EUREKA PEAK
MAMMOTH PEAK
Silver City
SUNRISE PEAK
BUCKHORN MTN.
TINTIC MTN.
Mc Intyre
Jericho Jct.
Dyer
Project F-029-3(3)
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section
STATE ROAD CHANGES
JUAB COUNTY
Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction
Date Submitted:
Date Approved:

.-234

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: August 16, 1966

TO : B. Dale Burningham, Chief Research Engineer

FROM : Earl A. Johnson, District Engineer

SUBJECT: Project F-029-3 (3) Jericho Junction to Silver City

Done 8/19/66

The construction of this project is now completed. The improved alignment has resulted in by-passing several sections of the old highway. Sections which were not usable for local traffic have been obliterated.

The new alignment should be established as the new State and F.A.P. routes and all other sections can revert to adjacent property owners, if any, or return to control of the Bureau of Land Management as Public Domain.

AWadley/jcw

File

Seller & Millard

14

RESOLUTION

State Routes 26 & 63

14-26-4
14-26-5
21-26-1.

WHEREAS, to maintain continuity in the State System of Highways and assist the touring public it has been recommended that present State Route 63 from State Route 24 near Salina northwesterly via Scipio to Route 1 (Interstate Route 15) be redesignated as part of State Route 26.

NOW THEREFORE, be it resolved as follows:

That State Route 26 will be: From State Route 27 in Delta southeasterly via Holden, including roads to the north and south comprising the Holden Couplet, to Route 1 (Interstate Route 15) and commencing again on Route 1 (Interstate Route 15) near Scipio southeasterly via Scipio to a junction with State Route 24 near Salina,

That by this action the designation of State Route 63 will be deleted in its entirety and the 63 designation route markers shall be removed and replaced with 26 designation route markers,

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

Dated this 27th day of August, 1971.

STATE ROAD COMMISSION OF UTAH

Clem A. Church
Chairman

R. LaDawn Cox
Vice-Chairman

Fannie Fox
Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

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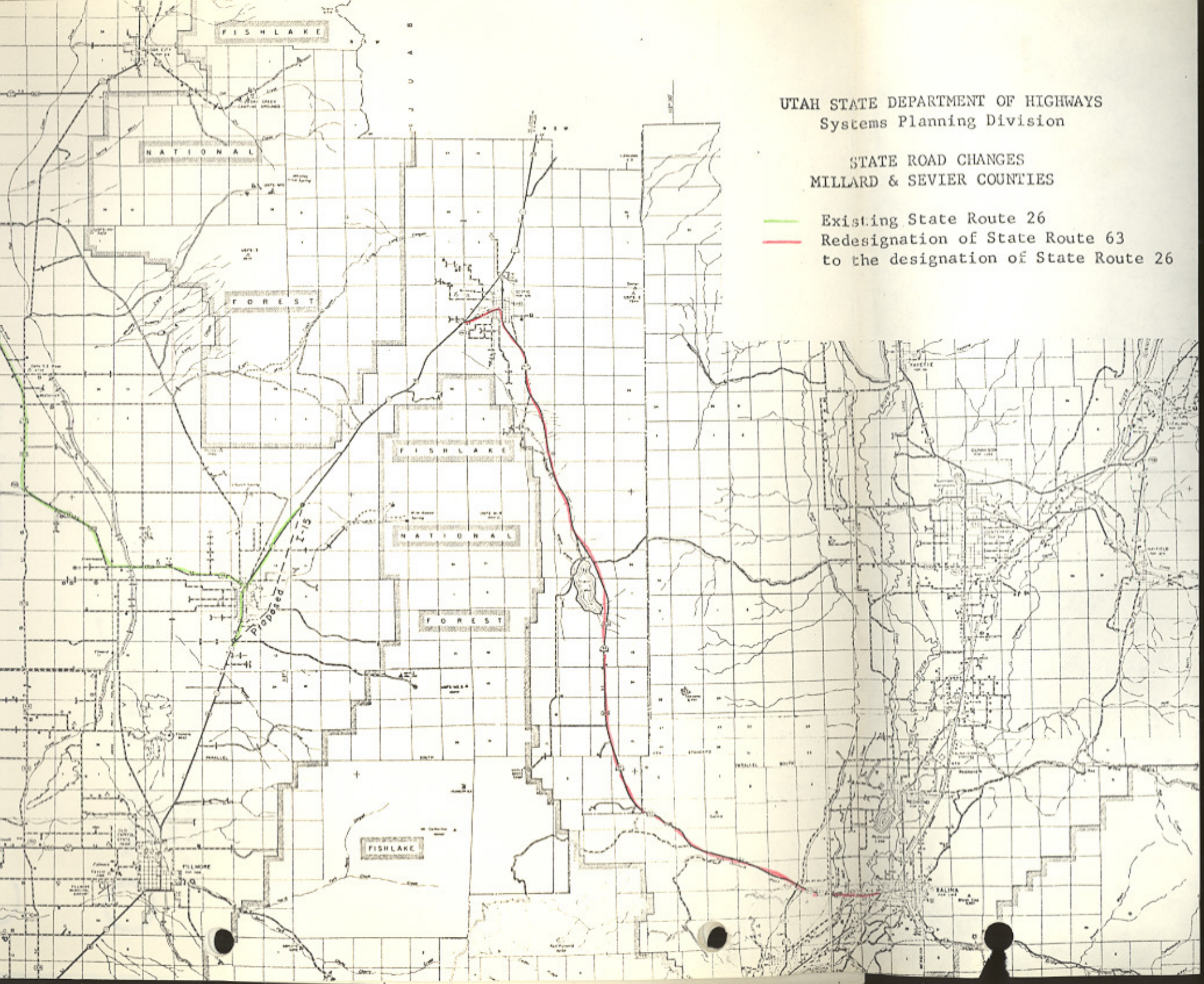
FOREST
FISHLAKE
Proposed I-15
FILLMORE


UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division
STATE ROAD CHANGES
MILLARD & SEVIER COUNTIES
Existing State Route 26
Redesignation of State Route 63
to the designation of State Route 26
FISHLAKE
NATIONAL
FOREST
FISHLAKE
NATIONAL
FOREST
FISHLAKE
Proposed I-15
FILLMORE
SALINA

SR-

UTAH STATE DEPARTMENT OF HIGHWAYS

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

Same letter sent to: Dean C. Nielson, Chairman, Sevier County
Milton B. Stevens, Town President, Holden
Mayor Hatch Farnsworth, Delta
Neil Monroe, Town President, Scipio
Mayor Harold Peterson, Salina

Information sent to: C. V. Anderson, District #5 and W. J. Stephenson, District #3

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

C O P Y

September 2, 1971

Mr. Leigh R. Maxfield, Chairman
Millard County Commission
Millard County Courthouse
Fillmore, Utah 84631

Dear Commissioner Maxfield:

Subject: Redesignation of SR-63 in Millard and Sevier Counties

Effective August 27, 1971, the Utah State Road Commission approved the redesignation of SR-63 from State Route 24 near Salina northwesterly via Scipio to Route 1 (Interstate Route 15) as State Route 26. State Route 63 will be deleted from the State System in its entirety. The route description of State Route 26 will be as described in the attached resolution.

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

Very truly yours,

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

Transmittal

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]