Route 198

Updated: December 2005

Junction with Route 73 to Chemical Storage Depot, 1942, by Commission as Federal-aid Project.

1953 Description:
From Route 73 south, to north entrance of Chemical Storage Depot.

1963 Description:
From the north entrance of Chemical Storage Depot north to Route 73.

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

1967 Legislature:

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Withdrawn as a State Route by the **1969** Legislature.

* (A) Commission Action April 21, 1995:
Added SR-198 to the State System From the northbound on and off ramps of I-I5, North Santaquin Interchange traversing northerly and easterly through Payson, Salem, Spanish Fork and Utah County to a Jct. with SR-6 near Moark Jct.

1996 Legislative Description:
From Route 15 northbound ramps of the North Santaquin Interchange northeasterly through Spring Lake, to 100 North in Payson; then easterly and northeasterly through Salem to 300 South in Spanish Fork; then easterly and southeasterly to Route 6 at Moark Junction.

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 198

COUNTY/VOLUME & RESOLUTION NO.

A. Utah Co. 10/10

DESCRIPTION OF RESOLUTION CHANGE

(A). Addition -	Added SR-198 to State System of Highways from the north bound on & off ramps Santaquin Interchange to a Jct. with SR-6 near Moark Jct.

10-10 Transfer Park & Rt 6

RESOLUTION

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

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

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

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

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

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

NOW THEREFORE, be it resolved as follows:

1. In accordance with a resolution passed May 20, 1977 indicating that State Route numbers be synonymous with U.S. route designations, SR-214 in its entirety from the junction with SR-6 traversing northwesterly to the Gore at the Southbound on ramp of SR-15 (I-15) Moark Connection Interchange, a distance of 4.18± miles, be reassigned as a portion of SR-6 traversing southeasterly from the Gore at the northbound off ramp SR-15 (I-15) Moark Connection Interchange, to the junction with current SR-6. The functional classification will remain Other Principal Arterial and this section of SR-6 will be mile-posted from its continuance at the Moark Connection Interchange (I-15) in accordance with the newly establish Reference Post Method .

2. The old alignment of SR-6 from the Northbound on and off ramps SR-15 (I-15) North Santaquin Interchange traversing northerly and easterly through Payson, Salem, Spanish Fork and Utah County to the current junction of SR-214 will be reassigned as SR-198 a distance of 15.77± miles, with mile-posting beginning at 0.00 in accordance with the newly established Reference Post Method. The functional classification will remain Major Collector, and Urban Collector changing to Urban Minor Arterial at the junction with SR-164.

3. These ascribed changes be actuated upon approval from the Utah Transportation Commission.

4. The accompanying, letters, approved AASHTO application, and map be made part of this resolution.

Dated on this 21st day of April 1995

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

Attest:

Secretary

February 10, 1994

Dear

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

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

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

Sincerely,

John Quick P.E.
Statewide Planning Engineer

JQ/RS/sac

UTAH DEPARTMENT OF TRANSPORTATION

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

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

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

August 26, 1994

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

Dear Mr. Naylor:

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

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

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

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

CLYDE R. NAYLOR
Print name

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

Sincerely,

Russ Scovil C.E.
Statewide Planning Engineer

an equal opportunity employer

State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

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

4501 South 2700 West
Salt Lake City, Utah 84119-5998
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Transportation Commission
Glen E. Brown
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Todd G. Weston
Vice Chairman
James G. Larkin
Ted D. Lewis
Hal M. Clyde
Shirley J. Iverson
Secretary

August 26, 1994

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

Dear Mr. Hillman:

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

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

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

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

Russell L. Hillman
Print name

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

Sincerely,

Russell Scovil

Russ Scovil C.E.
Statewide Planning Engineer

UTAH DEPARTMENT OF TRANSPORTATION

Transportation Commission
Glen E. Brown
Chairman
Todd G. Weston
Vice Chairman
James G. Larkin
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Salt Lake City, Utah 84119-5998
(801) 965-4000
Fax: (801) 965-4338

August 26, 1994

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

Dear Mr. Crook:

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

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

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

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

KEITH BROADHEAD - MAYOR
Print name

Keith Broadhead 9-1-94
Signature & Date

Sincerely,

Russ Scovil
Russ Scovil C.E.
Statewide Planning Engineer

an equal opportunity employer

UTAH DEPARTMENT OF TRANSPORTATION

Transportation Commission
Glen E. Brown
Chairman
Todd G. Weston
Vice Chairman
James G. Larkin
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Deputy Director

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

August 26, 1994

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

Dear Mr. Brailsford:

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

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

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

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

RANDY A BRAILSFORD
Print name

Randy A Brailsford 9/3/94
Signature & Date

Sincerely,

Russ Scovil

Russ Scovil C.E.
Statewide Planning Engineer

an equal opportunity employer

UTAH DEPARTMENT OF TRANSPORTATION

Transportation Commission
Glen E. Brown
Chairman
Todd G. Weston
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James G. Larkin
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4501 South 2700 West
Salt Lake City, Utah 84119-5998
(801) 965-4000
Fax: (801) 965-4338

August 26, 1994

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

Dear Ms. Huff:

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

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

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

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

MARIE W. HUFF
Print name

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

Sincerely,

Russ Scovil C.E.
Statewide Planning Engineer

an equal opportunity employer

UTAH DEPARTMENT OF TRANSPORTATION

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

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Salt Lake City, Utah 84119-5998
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Transportation Commission
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Chairman
Todd G. Weston
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James G. Larkin
Ted D. Lewis
Hal M. Clyde
Shirley J. Iverson
Secretary

August 26, 1994

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

Dear Mr. Mecham:

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

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

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

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

ALAN W. MECHAM
Print name

Alan W Mecham 9-8-94
Signature & Date

Sincerely,

Russ Scovil

Russ Scovil C.E.
Statewide Planning Engineer

an equal opportunity employer

10-10

American Association of
State Highway and
Transportation Officials

Wayne Shackelford, President
Commissioner
Georgia Department
of Transportation

Francis B. Francois
Executive Director

December 5, 1994

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

Dear ~~Mr. Zwick~~ Craig:

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

A copy of the application is enclosed for your files.

Very truly yours,

Francis B. Francois
Executive Director

FBF:DJT:djt
Enclosure

Executive Office: 444 N. Capitol St., N.W., Suite 249, Washington D.C. 20001
Telephone (202) 624-5800 Telefax (202) 624-5806 Telex 4900009580 HTO

Working To Connect America

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

INTERSTATE 00

U S 00

AN APPLICATION
FROM THE STATE HIGHWAY OR TRANSPORTATION
DEPARTMENT OF

UTAH

FOR

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

BETWEEN

Moarck Junction and Santaquin

The Following
State or States are
Involved:

Utah

Date Received	4-15-94
Date application acknowledged	4-15-94
Date to Route Number Committee	11-11-94
Date considered by Executive Committee	11-12-94
Action of Executive Committee	Approved
Member Department Notified	12-5-94

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

Date Submitted:

..... 19.....

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

SUBMIT SIX COPIES

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

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

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

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

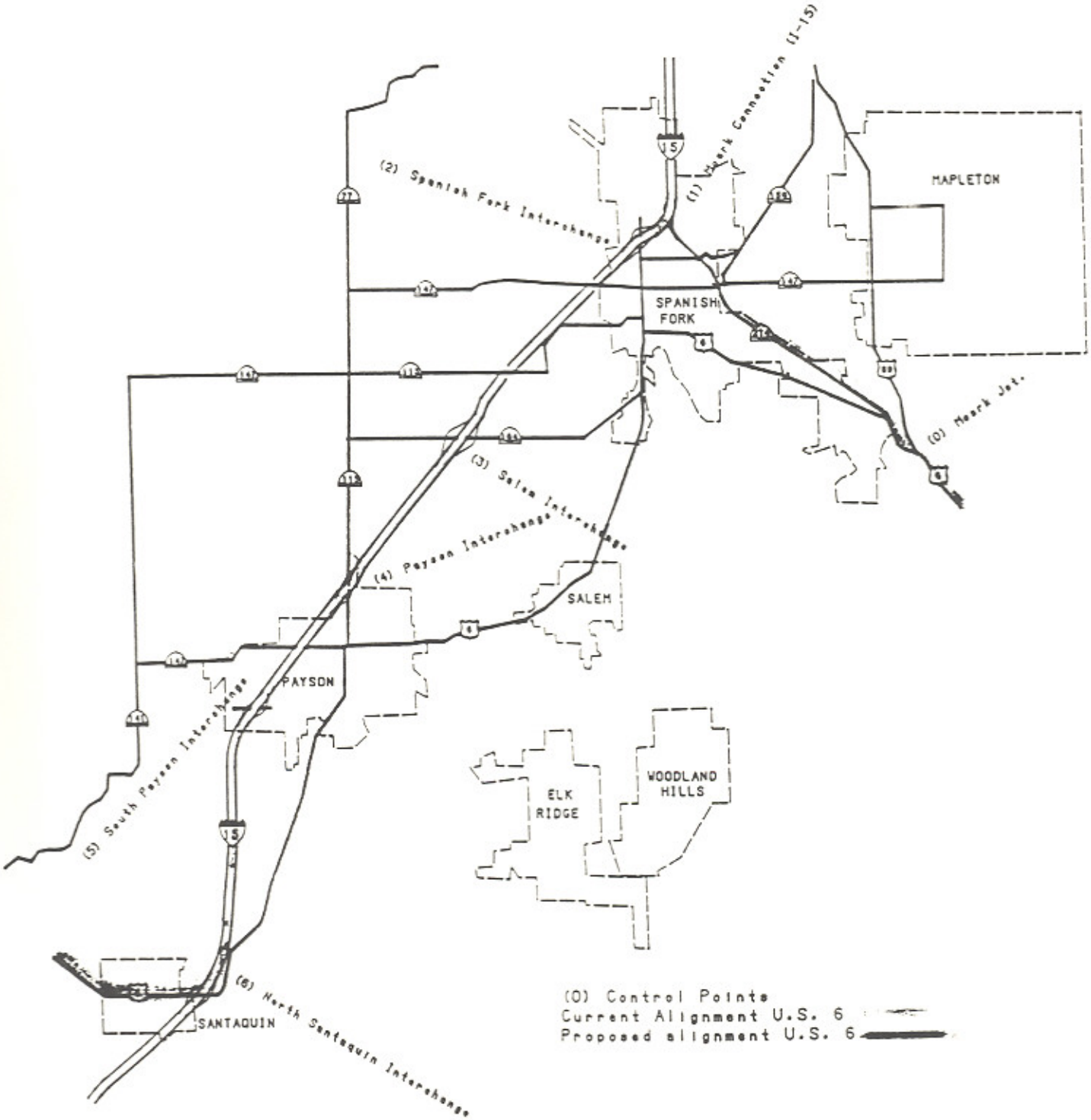
Date facility available to traffic All sections are open to traffic

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

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

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

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



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: *Pavement Type.*

	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (Show in red)
Not paved	N (Show in red)

Column 3: *Pavement Condition.*

	Code
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.

1	2	3	4	5	6	7	8	9	10	11
CONTROL POINTS AND MILEAGE	PAVEMENT TYPE	PAVEMENT CONDITION	TRAFFIC ADT	COMPARISON TO APPLICABLE AASHTO DESIGN STANDARDS						
				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	PER-CENT 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
0 MILEAGE										
(0)	Moarck Junction									
	H	G	5,225	None	None	None	None			
			12,010							
4.98			7,560							
20										
			9,305							
(1)	Moark Connection Interchange (I-15)									
52			32,310							
40										
(2)	Spanish Fork Interchange									
3.75			22,045							
60										
(3)	Salem Interchange (I-15)									
3.22			22,355							
80										
(4)	Payson Interchange (I-15)									
1.50			15,260							
100										
(5)	South Payson Interchange (I-15)									
3.84			14,445							
120										
(6)	North Santaquin Interchange (I-15)									
140										
160										

ATTACH ADDITIONAL SHEET HERE IF NECESSARY

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

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

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

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

(Signature)

Chief Administrative Official, ...

(Member Department)

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

RESOLUTION

Relocation of Portion U.S. Route 6

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

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

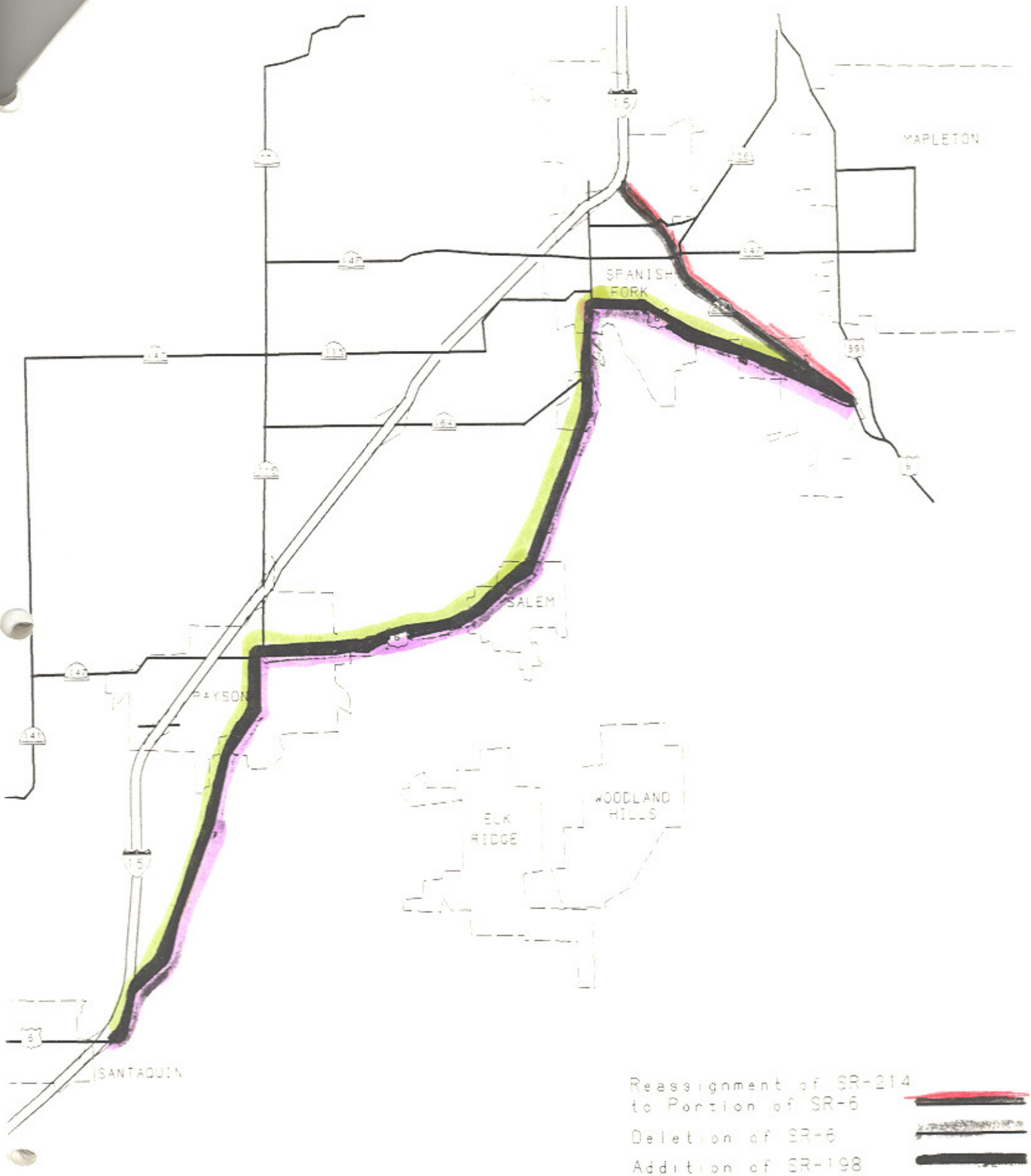
WHEREAS, compliance with aforementioned policy requires the relocation of a portion of U.S. Route 6, in order to comply with aforementioned policy.

NOW THEREFORE, be it resolved as follows:

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

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

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


MAPLETON
SPANISH FORK
SALEM
PAYSON
WOODLAND HILLS
ELK RIDGE
SANTAQUIN
Reassignment of SR-214 to Portion of SR-6
Deletion of SR-6
Addition of SR-198