Route 198

Updated: November 2008

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Withdrawn as a State Route by the 1969 Legislature.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 Santequin 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 Santequin 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.
2005 Legislature: Description remains the same.
2006 Legislature: Description remains the same.
2007 Legislature: Description remains the same.
2008 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**

RESOLUTION

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

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

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

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

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

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

NOW THEREFORE, be it resolved as follows:

1. In accordance with a resolution passed May 20, 1977 indicating that State Route numbers be synonymous with U.S. route designations, SR-214 in its entirety from the junction with SR-6 traversing northwesterly to the Gore at the Southbound on ramp of SR-15 (I-15) Moark Connection Interchange, a distance of 4.18 ± 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.
Relocation of a Portion of State Route 6
Deletion of State Route 214
Addition of State Route 198

Dated on this 21st day of April 1995

UTAH TRANSPORTATION COMMISSION

[Signatures]

Chairman

Vice-Chairman

Commissions

Commissions

Attest:

Secretary

[Signature]
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
August 26, 1994

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

Dear Mr. Naylor:

We wrote to you in February concerning our proposal to redesignate the routing of U.S. Route 6 from its current location between Santeauin and East of Spanish Fork. We are still proposing that the U.S.6 designation follow Interstate 15 from Santeauin 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 Santeauin 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, Santeauin, 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.

Sincerely,

Russ Scovil C.E.
Statewide Planning Engineer
State of Utah
UTESA DEPARTMENT OF TRANSPORTATION

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.

[Signature]

Sincerely,

Russ Scovil C.E.
Statewide Planning Engineer
August 26, 1994

The Honorable Mr. Crook
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 Brodhead - Mayor
Print name

Keith Brodhead 9-1-94
Signature & Date

Sincerely,

Russ Scovil C.E.
Statewide Planning Engineer
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.

Print name

Signature & Date

Sincerely,

Russ Scovil C.E.
Statewide Planning Engineer
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.

[Signature]
Print name

[Signature] 9-7-94
Signature & Date

Sincerely,

Russ Scovil C.E.  
Statewide Planning Engineer
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 ensure that the U.S. routes follow the "shortest routes and the best roads."

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

Alan W. Mecham
Print name
Alan W. Mecham 9-8-94
Signature & Date

Sincerely,

Russ Scovil C.E.
Statewide Planning Engineer
December 5, 1994

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

Dear Mr. Zwick:

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

A copy of the application is enclosed for your files.

Very truly yours,

Francis B. Francois
Executive Director

FFB:DHT:djt
Enclosure
AN APPLICATION
FROM THE STATE HIGHWAY OR TRANSPORTATION DEPARTMENT OF

UTAH

FOR

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

BETWEEN

Moarck Junction and Santaquin

The Following
State or States are Involved:

Utah

Date Submitted: 9-15-94

* A local vicinity map needed on Page 3. On Page 5 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice. If there are deficiencies, they should be so indicated in accordance with Page 4 instructions.
The purpose of the U. S. Numbering and Marking is to facilitate movement along the general direction of desire lines of travel over the shortest and best available roads, and a route should form continuity of available facilities through two or more States that accommodate the most important and heaviest motor traffic flow in the area.

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

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

The 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.

<table>
<thead>
<tr>
<th>Date facility available to traffic</th>
<th>All sections are open to traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the petition propose a new routing over a portion of an existing U.S. Route?</td>
<td>No</td>
</tr>
<tr>
<td>Does the petition propose a new routing over a portion of an existing Interstate Route?</td>
<td>Yes</td>
</tr>
</tbody>
</table>

I-15 Moarck Connection to North Santanaquin 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. 3**

**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 5. Show mileage between control points in miles and tenths.

**Column 2:** Pavement Type.  
- 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.  
- 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.
<table>
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<tr>
<th>MILEAGE</th>
<th>CONTROL POINTS</th>
<th>TYPE</th>
<th>PAVEMENT CONDITION</th>
<th>TRAFFIC A.D.T</th>
<th>COMPARISON TO APPLICABLE AASHTO DESIGN STANDARDS</th>
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</thead>
<tbody>
<tr>
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<td>PAVEMENT WIDTH DEFICIENCY</td>
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<td></td>
<td>SHOULDER WIDTH DEFICIENCY</td>
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<td>ROADWAY WIDTH DEFICIENCY</td>
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<td>H-LOADING DEFICIENCY</td>
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<td>VERTICAL SIGHT DISTANCE DEFICIENCY</td>
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<td>HORIZONTAL CURVATURE</td>
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<td>PERCENT</td>
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</table>

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 Santequin Interchange, thus the description for U.S. Route 6 within the State of Utah should read in the following manner:

<table>
<thead>
<tr>
<th>UTAH</th>
<th>State Line</th>
<th>0</th>
<th>0</th>
<th>Joins U.S. 191; U.S. 163 begins and leaves</th>
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<td>Crescent Junction</td>
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<td>Green River</td>
<td>20</td>
<td>70</td>
<td>Leaves I-70, U.S. 50</td>
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<td>Jct. W. Green River</td>
<td>4</td>
<td>74</td>
<td>Leaves U.S. 191</td>
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<td>Price</td>
<td>59</td>
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<td>Joins U.S. 89</td>
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2. The accompanying map, and AASHTO application be made part of this resolution.