

## = Utah State Route 103 =

State Route 103 ( SR @-@ 103 ) is a 0 @. @ 225 @-@ mile @-@ long ( 362 m ) urban minor arterial state highway in the U.S. state of Utah . It branches off from SR @-@ 126 ( Main Street ) in downtown Clearfield and extends east to Interstate 15 ( I @-@ 15 ) , terminating at the entrance to the Falcon Hill National Aerospace Research Park , just outside Hill Air Force Base . The entire route is located in Davis County and was formed in 1965 coinciding with the construction of I @-@ 15 . The route has been mostly unchanged since its formation , except for the moniker of the highway and the route number of its western terminus .

The western terminus , in a stretch of fourteen years from its inception , has gone from SR @-@ 1 in 1965 , to SR @-@ 106 in 1967 , to SR @-@ 84 in 1969 , and SR @-@ 126 in 1979 . In 1979 , the moniker of the roadway for SR @-@ 103 was changed from 600 North to 650 North . SR @-@ 103 is one of four Utah state highways that connect to Hill Air Force Base , the others being SR @-@ 97 , SR @-@ 168 , and SR @-@ 232 . Only SR @-@ 168 has a lower average daily traffic count , with roughly 1 @, @ 000 vehicles @-@ per @-@ day traveling along the highway compared to SR @-@ 103 's approximately 16 @, @ 000 vehicles @-@ per @-@ day . The only major change to the highway since its formation was the addition of traffic lights at the on and off ramps for I @-@ 15 .

## = = Route description = =

State Route 103 ( SR @-@ 103 ) begins at an intersection with SR @-@ 126 , locally known as Main Street in Clearfield . At this intersection , 650 North , which continues the right @-@ of @-@ way , lengthens from a two lane local street into a four lane arterial boulevard at SR @-@ 126 . SR @-@ 103 begins its progression eastward , passing between two commercial complexes . After a crossing of the Davis Weber Canal , the sidewalk on the southern side of the roadway turns to the south to follow the canal forming the Clearfield Canal Trail . SR @-@ 103 highway turns to the northeast , intersecting with the southbound on @-@ ramp and off @-@ ramp to Interstate 15 ( I @-@ 15 ) . After this intersection , SR @-@ 103 expands to five lanes , and crosses under the southbound and northbound lanes of I @-@ 15 . After the overpasses , SR @-@ 103 intersects with the northbound on @-@ ramp and off @-@ ramp from I @-@ 15 . The highway progresses straight for about 300 ft ( 91 m ) , passing a gated fence on the north side of the highway leading to a rail stub , and the dead @-@ end of Aspen Avenue , before reaching the entrance to the Falcon Hill National Aerospace Research Park , just outside Hill Air Force Base , the designated eastern terminus of SR @-@ 103 . From there , the right @-@ of @-@ way continues on the arterial in the base itself .

SR @-@ 103 serves the function of connecting the town of Clearfield , and residents along I @-@ 15 to Hill Air Force Base . The base , as of 2012 , was the sixth largest employer in the state of Utah and is the third largest employer which is neither the state government nor a state @-@ funded higher education institution . SR @-@ 103 is one of four Utah state highways that connect to Hill Air Force Base , the others being SR @-@ 97 , SR @-@ 168 and SR @-@ 232 , Only SR @-@ 168 has a lower average daily traffic count , with roughly 1 @, @ 000 vehicles @-@ per @-@ day traveling along the highway compared to SR @-@ 103 's approximately 16 @, @ 000 vehicles @-@ per @-@ day . This is a decline from previous years ( in 2007 the average on SR @-@ 103 was 22 @, @ 525 ; in 2006 , the average was 22 @, @ 215 ; in 2005 , 21 @, @ 275 ) . Four percent of this traffic was composed of trucks . The measurement point for the traffic counts is at the eastern terminus of SR @-@ 103 , the entrance to the Falcon Hill National Aerospace Research Park . The highway is codified as Utah Code § 72 @-@ 4 @-@ 116 , and is designated as a minor arterial , which the Federal Highway Administration defines as linking major arterials at a lower volume than a primary arterial .

## = = History = =

SR @-@ 103 was originally on an alignment of Harrison Street in the city of Ogden . Between 1964

and 1965 , the state of Utah and the Utah Department of Transportation ( UDOT ) decommissioned the alignment of SR @-@ 103 on Harrison Street , renumbering the portion of Harrison Street as SR @-@ 203 . The SR @-@ 103 designation was soon rewritten in the Utah Code as an access road to Hill Air Force Base on April 19 , 1965 .

The new alignment , which the state felt was a major connector to a federal military institution , Hill Air Force Base , from U.S. Route 91 ( US @-@ 91 ) and I @-@ 15 was chosen as a state highway US @-@ 91 , before the formation of I @-@ 15 , was the major thoroughfare through Utah , connecting it to California and Montana . SR @-@ 103 was then designated onto its alignment , adding 0 @. @ 225 @-@ mile ( 362 m ) to the Utah state route system . Prior to designation , the alignment of 600 North went from U.S. Route 91 and uninterrupted until the Hill Air Force Base . In 1964 , a year prior to designation , a 27 @-@ foot @-@ long ( 8 @. @ 2 m ) concrete culvert bridge was constructed over the Davis Weber Canal . The two bridges for I @-@ 15 's southbound and northbound roadways were built in 1966 and are two 159 @-@ foot @-@ long ( 48 @. @ 5 m ) concrete continuous tee beam overpasses .

The route has been mostly unchanged since its formation , except for the moniker of the highway and the western terminus , of which SR @-@ 103 progresses . The western terminus , in a stretch of fourteen years from its inception , went from SR @-@ 1 in 1965 , to SR @-@ 106 in 1967 to SR @-@ 84 in 1969 and SR @-@ 126 in 1979 . In 1979 , the moniker of the roadway for SR @-@ 103 was changed from 600 North to 650 North . In 1998 , the legal definition of SR @-@ 103 was changed in the state codes .

The alignment of SR @-@ 103 , outside of the roadway renumbering , have received some technical changes as well . In November 1992 , UDOT confirmed that the interchange of I @-@ 15 and SR @-@ 103 ( exit 335 ) was to be given traffic lights to help monitor traffic . The mayor at the time , Neldon Hamblin , approved of the project , and put the project up for bids for construction . The interchange was holding up motorists needing to turn left up to 20 minutes .

= = Major intersections = =

The entire route is in Clearfield , Davis County .