Route 36

Updated: May 2016

Mills Jct. on Route 4 via Tooele to Tintic Jct. on 26. Mills Jct.-Tooele, 1910; Tooele to St. John's 1912; St. John's-Tintic Jct., May 12, 1925.

1953 Description:
From Mills Jct. on Route 4 southerly via Tooele, Stockton, St. John Station and Vernon to Tintic Junction on Route 26.

1962 Description:
From Mills Junction on Route 2 southerly, via Tooele, Stockton, St. John Station and Vernon to Tintic Junction on Route 26.

1963 Description:
This route was reversed and approved by Legislature.
From Route 26 northerly via Vernon, St. John Station, Stockton and Tooele to Mills Junction on Route 2.

1965 Description:
From Tintic Junction on Route 26 via Vernon, St. John Station, Stockton and Tooele to Mills junction on Route 2.

Approved by 1965 Legislature:

1965 Description:
From Tintic Junction on Route 26 via Vernon, St. John Station, Stockton, Tooele and Mills Junction northerly to the Tooele Interchange. ****(**(A) Scanned**)** October 29, 1965 (A portion of old SR-2 from Mills Junction to near Lake Point was added to this route.

1967 Legislature:
From Tintic Junction on Route 26 via Vernon, St. John Station, Stockton and Tooele to Lake Point Junction on Route 2 (Interstate Route 80).

1975 Legislature:
Spur of SR-36 from SR-27 northwesterly to Tintic Junction re-designated
SR-67.

1975 Description:
From SR-27 southwesterly to Tintic Junction, thence northerly via Tooele and Mills Junction to SR-2 (I-80).

1979 Legislature:
From SR-6 southwesterly to Tintic Junction, thence northerly via Tooele and Mills Junction to route 80 at Tooele-Grantsville Interchange.

Route 36 Cont.

1981 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.

*(B) Commission Action December 20, 1991:
Reassigned SR-67 as the south leg of SR-36 from the Jct. of SR-6 to the Jct. of current SR-36 at Tintic Jct.

1991 Description:
From SR-6 southwesterly to Tintic Junction, thence northerly via Tooele and Mills Junction to Route 80 at Tooele-Grantsville Interchange on I-80; Commencing again, the south leg of SR-36 from SR-6 northwesterly following alignment that was SR-67 to a jct. with SR-36 Tintic Jct.

1992 Legislative Description:
From Route 6 at Tintic Junction; thence northerly via Tooele and Mills Junction to Route 80 at the Tooele-Grantsville Interchange.

1993 Legislature: Description remains the same.

1994 Legislative Description:
Two separate sections from Route 6 to Tintic Junction: the first, beginning near mile post 138 to Tintic Junction, and the second, beginning near mile post 136 to Tintic Junction, thence northerly via Tooele and Mills Junction to Route 80 at the Tooele-Grantsville Interchange.

1995 Legislature: Description remains the same.
1996 Legislature: Description remains the same.
1997 Legislature: Description remains the same.

1998 Legislative Description:
Two separate sections from Route 6 to Tintic Junction; the first, beginning near mile post 138 to Tintic Junction, and the second, beginning near mile post 136 to Tinitc Junction, then northerly through Tooele and Mills Junction to Route 80 at the Tooele-Grantsville Interchange.

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.

Route 36 Cont.

2005 Legislative Description:
From Route 6 west of Eureka northerly through Tooele and Mills Junction to Route 80 at Tooele Interchange.

2006 Legislature: Description remains the same.
2007 Legislature: Description remains the same.
2008 Legislature: Description remains the same.
2011 Legislature: Description remains the same.
2016 Legislation: Description remains the same.

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

Route36

COUNTY/VOLUME & RESOLUTION NO.

A. Tooele Co. 1/108 **B**. Juab Co. 9/10

DESCRIPTION OF RESOLUTION CHANGE

(**A**). Extension -	From Mills Jct. to Tooele Interchange via old alignment of SR-2.
(**B**). Re-designation -	Re-designated SR-67 as the south leg of SR-36 from SR-6 to Tintic Junction.

Interim Designation of Federal-Aid Highways
Authority: Section 27-12-27, UCA, 1953, As Amended

RESOLUTION

State Routes 2, 36 and 138

WHEREAS, a programming of Interstate Construction Projects in Tooele County between Timpie and Lake Point Junction, a distance of 22.5 miles has resulted in the need to redesignate State Routes within this area and,

WHEREAS, to maintain continuity in the State System of Highway it is necessary to redesignate a portion of State Route 2 between Timpie and Lake Point Junction and,

WHEREAS, with the construction of Stansbury Road from US-40 to Interstate Route 80 Interchange, a distance of 2.6 miles, a portion of the old location of State Route 2 from Stansbury Road Junction to Timpie will no longer be justified as a part of the State System of Highways but nevertheless a portion of this roadway will still serve as a public road and,

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission on August 20, 1962, designating Interstate Route 80 as State Route 2 as maintenance responsibility is assumed.

NOW THEREFORE, pursuant to the Authority of Section 27-12-27, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

1. That the new alignment to be created by the programmed construction of Interstate Route 80 between Timpie Interchange and Tooele Interchange will be designated as part of State Route 2.

2. That State Route 36 be extended from its present termini at Mills Junction northerly via the former location of State Route 2 to the Tooele Interchange (Southwest of Lake Point Junction).

3. That the old location of State Route 2 from Mills Junction westerly via Grantsville to Stansbury Road Junction be redesignated as State Route 138 and the Stansbury Road connection between former State Route 2 and Stansbury Interchange will also be designated as part of State Route 138.

4. That the old location of State Route 2 from Stansbury Road Junction northwesterly to a proposed culdesac east of Timpie Junction, a distance of 5.5 + - miles will be transferred to the jurisdiction of Tooele County, at such time as Interstate Route 80 and the Stansbury Road connection is completed and opened to traffic.

5. That application be made to the U. S. Department of Commerce, Bureau of Public Roads to relocate Federal-aid Primary Route 2 to traverse Interstate Route 80 between Timpie Interchange and Tooele Interchange and that Federal-aid Primary Route 11 be extended from its present termini at Mills Junction northerly to Tooele Interchange. That the roadway redesignated as State Route 138 from Stansbury Interchange to Mills Junction be placed on the Federal-aid Secondary System of Highways.

6. That by this action State Highway System mileage will increase 17.9 + - miles, Tooele "B" mileage will increase 2.9 + - miles, Federal-aid Primary System mileage will decrease 2.5 + - miles, and Federal-aid Secondary System mileage will increase 20.4 + - miles.

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

Dated this 29th day of October, 1965.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

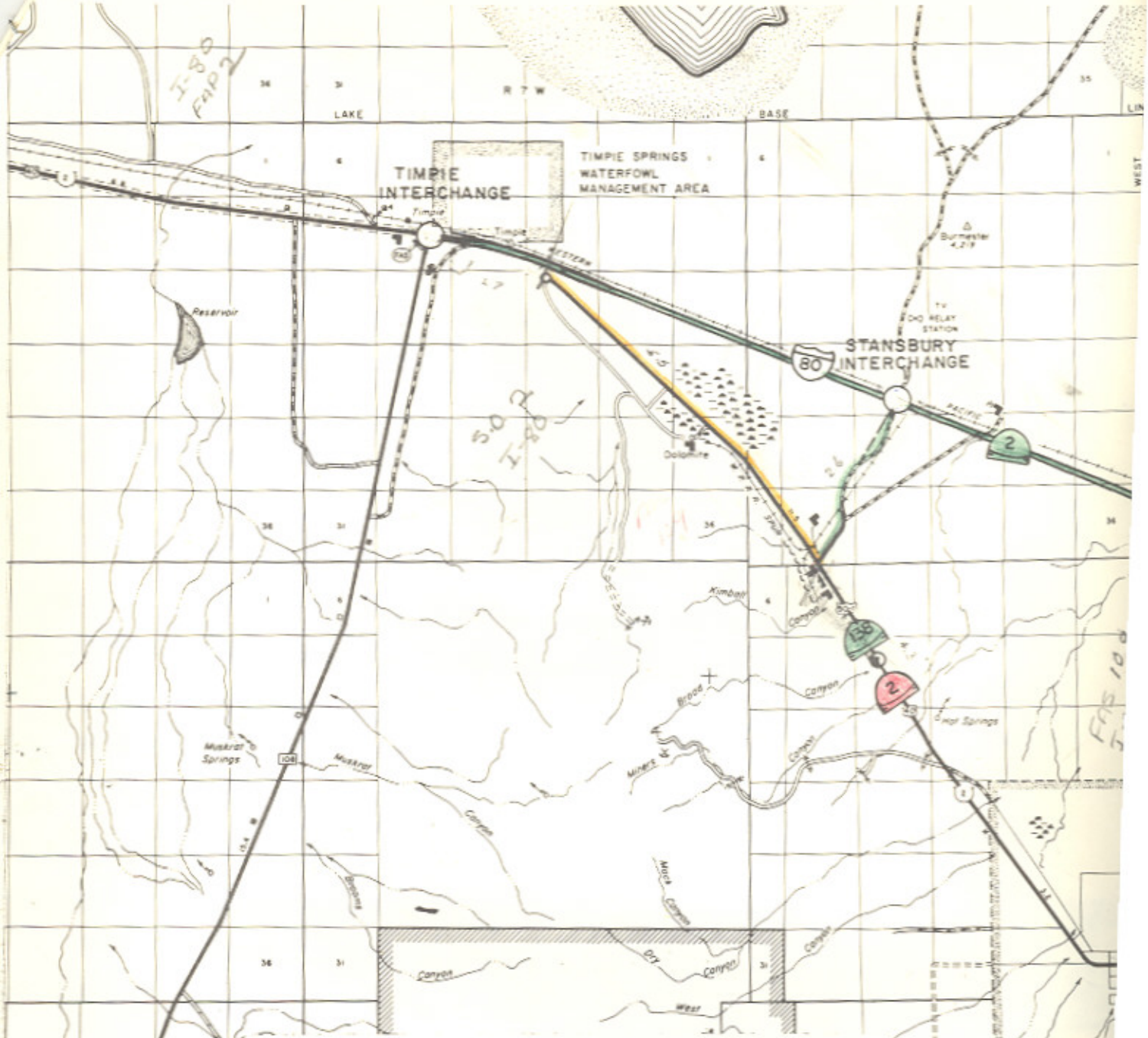
Commissioner

Commissioner

Commissioner

ATTEST:

Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

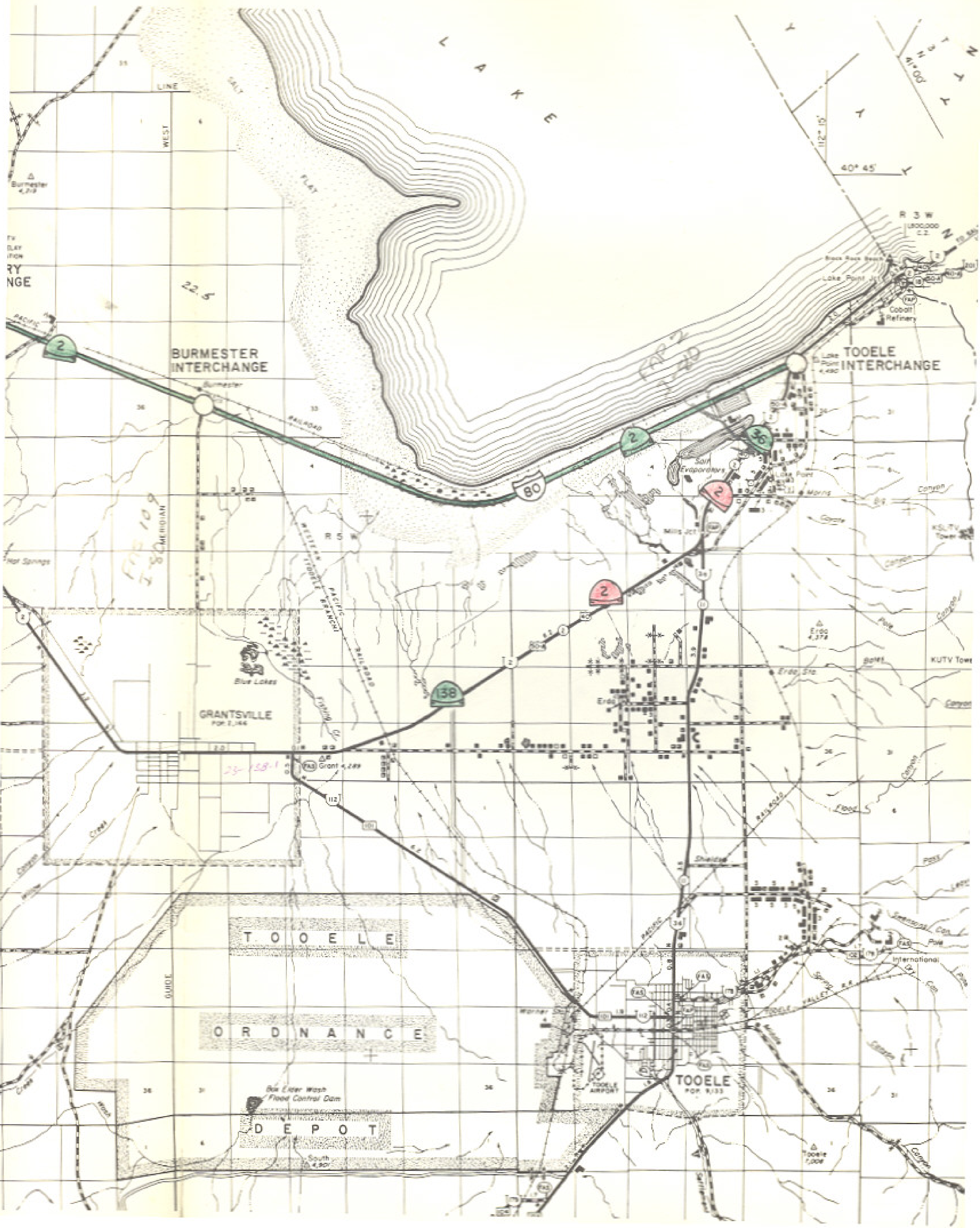
STATE ROAD CHANGES
TOOELE COUNTYE

Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction

ROUTE DESIGNATION CHANGE
Existing Route Designation
Proposed Route Designation

Date Submitted: _____

Date Approved: _____



LAKE
SALT
FLAT
BURMESTER
INTERCHANGE
Burmester
TOOELE
INTERCHANGE
Black Rock Beach
Lake Point Jct
Cobalt
Refinery
Salt
Evaporators
Lake Point
Mills Jct
Blue Lakes
GRANTSVILLE
Erda
Hot Springs
KUTV Tower
TOOELE
ORDNANCE
DEPOT
TOOELE
TOOELE AIRPORT
Box Elder Wash
Flood Control Dam
International
Shields
RAILROAD
MERIDIAN
40° 45'
80
2
36
138
112

SR-67
SR-36
Juab Co
(10)

RESOLUTION

Re-designation of SR-67 as a
Portion of SR-36
Juab County

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

Whereas, The configuration of roadways along with the absence of detail contained within the State Highway Map at the area known as Tintic Junction creates confusion to the traveling public, and

Whereas, The District Six Director has indicated that the traveling public continually travels two miles out of direction as a result of missing the connection to SR-36 via SR-67, and concurs with the appropriate changes incorporated within this resolution, and

Whereas, The appropriate staff of the Transportation Planning Division have reviewed the problems related to the conditions existing at the Tintic Junction area and recommend re-designating SR-67 as a part of SR-36.

NOW THEREFORE, be it resolved as follows:

1. Roadway known as SR-67 will be redesignated as a portion of SR-36, and will reside as the South Leg of SR-36, traversing alignment that was occupied as SR-67. The mileposting will proceed from the current ending milepost of SR-36 at the SR-80 off ramp, commencing again at mile point 66.51 and ending at mile point 67.57 a distance of 1.06± miles.

2. The functional classification will remain Minor Arterial and the Federal System Designation will remain FAP-11.

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

4. The accompanying Memorandum and map be part of this resolution.

Dated on this 20th day of December 1991

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

Attest:

Secretary

SR-36
Juan Co

R-234

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: November 20, 1991

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

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

SUBJECT : Redesignation of SR-67

On semi-annual inspections this past fall it was brought to our attention that confusion exists in regards to SR-67 and US-6 at the junction south of Eureka. The confusion exists because of the lack of detail on the State Highway Maps provided to the traveling public which shows a direct connection between US-6 and SR-36 for traffic that would be traveling north on SR-6 and attempting to continue north on SR-36. If US-6 traffic traversess US-6 to the SR-36 junction, the user actually will travel over 2-miles out of direction because he misses the opportunity to connect to SR-36 via SR-67. (See attached maintenance Station 8621 map).

Because of the confusion with SR-67, which is actually the shorter route for continuing northward, it would be advisable to redesignate that section of SR-36 from milepost 0.0 to 1.4 as SR-67 and likewise redesignate the section of SR-67 from milepost 0.0 to 1.06 as SR-36. This would eliminate the confusion for travelers attempting to following the official State Highway Map.

If you can follow this reasoning and concur with the recommended changes, please make provisions for the changes that would require resolutions and I will make provisions to change the highway signing, the feature inventory and accompanying maintenance maps.

If you have questions or comments, please contact me at your convenience.

SR-36
Juab Co

R-234

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Director of Planning

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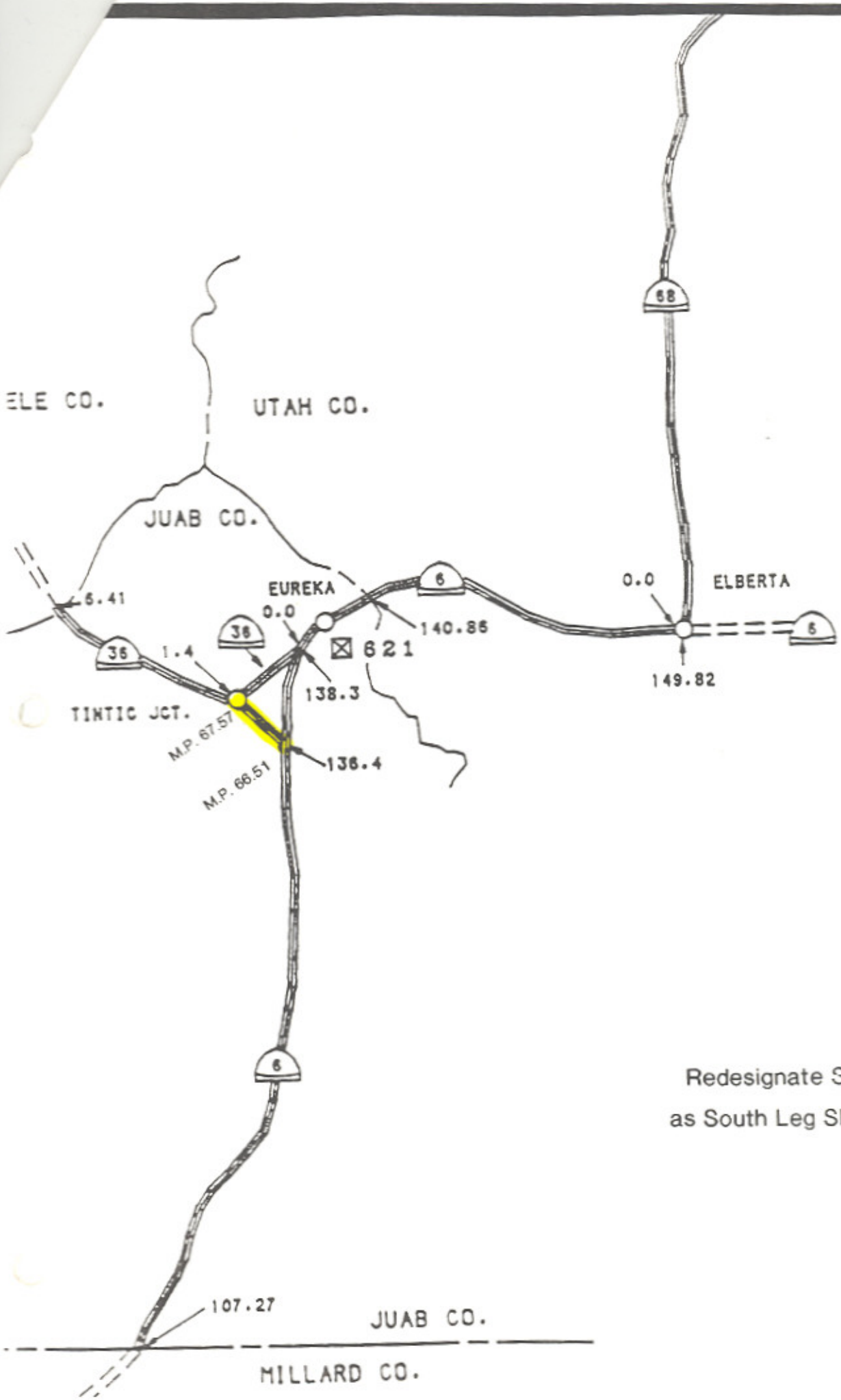
ELE CO.
UTAH CO.
JUAB CO.
6.41
36
1.4
TINTIC JCT.
M.P. 67.57
M.P. 66.51
38
0.0
EUREKA
138.3
621
6
140.86
136.4
6
107.27
JUAB CO.
MILLARD CO.
68
0.0
ELBERTA
6
149.82
Redesignate SR-67
as South Leg SR-36