

## Route 54

*Updated: November 2011*

Tropic Junction via Tropic to Henrieville. To Tropic July 7, 1914; to Henrieville May 12, 1931.  
Added: Henrieville via Escalante to Boulder, 1948.

\*\*(\*A) Scanned)

1953 Description:

From Tropic Junction on Route 12 via Tropic, Cannonville, Henrieville, and Escalante to Boulder.

**Approved by 1963 Legislature:**

**Approved by 1965 Legislature:**

\*\*(\*B) Scanned)

1966 Description:

From Tropic Junction on Route 12 via Tropic, Cannonville, Henrieville, Escalante, Boulder and Grover to Route 24 north of Teasdale.

\*\*(\*D) Scanned) 7/28/66 (Route 117 transferred to this route)

\*\*(\*C) Scanned)

**1967 Legislature:**

\*E)

**1969 Legislature:**

Withdrawn as a state route by the **1969 Legislature**.

\*F) 1971 Description:

(Approved as a State Route by the State Road Commission May 14, 1971). From Mona easterly to the on and off ramps on the east side of the Mona Interchange.

\*G)

**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 Mona easterly to the on and off ramps east of Route 15 at Mona Interchange.

**1996 Legislature:** Description remains the same.

**1997 Legislature:** Description remains the same.

**1998 Legislative Description:**

From Mona easterly to the on and off ramps east of Route 15 at the Mona Interchange.

## **Route 54 Cont.**

**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.

**2011 Legislature:** Description remains the same

\* Refers to resolution index on the following page.

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

## Route 54

### COUNTY/VOLUME & RESOLUTION NO.

<b>A.</b> Garfield Co. 1/10	<b>B.</b> Garfield Co. 1/111	<b>C.</b> Garfield Co. 1/137
<b>D.</b> Garfield Co. 1/140	<b>E.</b> Garfield Co. 2/27	<b>F.</b> Juab Co. 4/19
<b>G.</b> Juab Co. 5/32		

### DESCRIPTION OF RESOLUTION CHANGE

- (A). Addition - Place SR-54 on State System from FAS-291 north of Bryce Canyon to Bolder.
- (B). Relocation/New Alignment - Near Escalante.
- (C). Relocation/New Alignment - Near Escalante.
- (D). Extension - From Boulder northerly along SR-117 (to be deleted), alignment. to jct. of SR-24
- (E). New Construction - Connection between current SR-54 and SR-22.
- (F). Addition - From the jct. of SR-41 easterly to proposed I-15.
- (G). Mentioned as proposed route by Commission action approved by 1973 Legislature.

10  
Reso 10

- 5. Roy D. Slack, Design Engr. XII - increased from \$530 to \$555 per month
- 6. Edward J. Watson, Resident Engineer XIV - increased from \$585 to \$615 per month
- 7. Sheridan Fiack, Resident Engr. XV - increased from \$600 to \$630 per month
- 8. Merrill H. Carlson, Resident Engr. XVII - increased from \$600 to \$630 per month
- 9. Rehnon D. Nelson, Resident Engr. XIV - increased from \$585 to \$615 per month
- 10. Joseph D. Hilton, Resident Engr. XIV - increased from \$555 to \$585 per month
- 11. R. Karl Jones, Resident Engr. XIV - increased from \$550 to \$580 per month
- 12. Ross A. Slye, Resident Engr. XIV - increased from \$550 to \$580 per month
- 13. Kenneth B. Dyer, Chief Administrative Division VIII - increased from \$700 to \$735 per month
- 14. W. L. Anderson, Plans & Estimates Engr. XXI - increased from \$700 to \$735 per month
- 15. W. O. Arns, Chief Location Engr. XVIII - increased from \$625 to \$655 per month

- - - - -

Upon motion made by Commissioner Hamilton, seconded by Commissioner Balch, and unanimously passed, the Director was authorized to recommend to the Board of Examiners that Ralph O. Hill be employed as Chief Materials Engineer XVII at a salary of \$800 per month.

APPROVAL OF MINOR CHANGES IN STATE ROAD SYSTEM DUE TO CONSTRUCTION

Moved by Commissioner Balch, seconded by Commissioner Feltch, and unanimously passed:

That due to construction, the following minor changes in the State Road System be approved, as recommended by the District Engineers and concurred in by the Planning Division:

District No. 1

That portion of SR-218 from a point 2.6 miles west of US-91 in Smithfield northwesterly approximately 0.4 miles to a recently constructed approach road to be deleted. This portion is being replaced by S-0537(1).

District No. 2

That portion of State Highway US 40, approximately 5½ miles west of Delle, Utah, westerly toward Low, Utah, a distance of 3.184 miles, to be deleted. This portion of Highway US 40 is being replaced by Project I-80-2(1)61. This is a portion of the present road section 23-32-2, in Tooele County.

*15, 1959*

SI



District No. 6

- Project DF-015-3(1): Old road should be abandoned. Uintah County
- Project S-0191(1): Old road should be abandoned. Daggett County
- Project S-0201(1): Old road section was obliterated on this project and should be abandoned. Utah County

PLACING S.R. 54, FROM ESCALANTE TO BOULDER, ON FEDERAL AID SECONDARY SYSTEM

Director Morgan said that the road from Escalante to Boulder had been designated by Garfield County as Priority No. 1 to receive secondary road funds, and it was, therefore, recommended that this road be placed on the Federal Aid Secondary System.

Upon motion made by Commissioner Smirl, seconded by Commissioner Feltch, and unanimously passed, the following revision of description of Federal Aid Secondary Route No. 392 was approved:

From FAS Route 391 north of Bryce Canyon via Tropic and Escalante to Boulder, in Garfield County. (This revision changes the length of this route from 46.5 to 74.3 miles, an increase of 27.8 miles.)

AUTHORITY FOR PREPARATION AND MAINTENANCE OF BONNEVILLE SALT FLATS - 1960

Assistant Director Griffin said that District Engineer Wilbert had indicated in his letter dated December 1, 1959 that at least \$15,000, two trucks, one pick-up, and three additional personnel will be required to support the increased racing activities of the Bonneville Speedway Association on the Bonneville Salt Flats next year without interfering with the maintenance of the highway.

After a discussion, Commissioner Hamilton and Commissioner Balch were designated as a committee to study this problem and bring a recommendation to the Commission sufficiently in advance of the racing activities.

AUTHORIZATION TO OBTAIN BIDS FOR ELECTRICAL DISTRIBUTION SYSTEM AT DISTRICT NO. 2 OFFICE BUILDING

Moved by Commissioner Hamilton, seconded by Commissioner Feltch, and unanimously passed:

That the Director be authorized to obtain bids for the modification and addition to the electrical distribution system at District No. 2 office building, 726 West First South, Salt Lake City.

*office space*

DESIGNATING PROJECT F-018-1(2) AS A LIMITED ACCESS FACILITY

Moved by Commissioner Hamilton, seconded by Commissioner Balch, and unanimously passed:



*Comp*

SR-2,6,8,15,54,123,155  
24,26,29,44,236,259

111

RESOLUTION *T<sup>h</sup>*

State Routes 2, 6, 8, 15, 24, 26, 29, 44, 54, 123, 155, 236, 259

WHEREAS, with the completion of various projects resulting in the re-construction of new roadway on new alignment and

WHEREAS, portions of the old alignment will no longer serve as roadways but nevertheless other sections will still serve as public roads, though not justified as part of the State Highway System and

WHEREAS, a physical inventory was made of all roadways concerned in this resolution and

WHEREAS, all county officials concerned were contacted and their letters of concurrence in our recommendations are forthcoming and

WHEREAS, it has been recommended by the District Engineers concerned.

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

*22-2-4* 1. Route 2 - Summit County, Project I-80-4(8)190, west of Wyoming line, a distance of 4.373 miles built on new location. Three sections of the old roadway are no longer within the N/A line and are of no further use as public roadway, therefore all portions of roadway on old alignment are abandoned, a distance of 4.200 miles, resulting in an increase of 0.173 mile in the State System of Highways.

*24-6-2* Route 6 - Uintah County, Project F-015-3(4) west of Vernal, a distance of 2.055 miles built on new location. All portions of old alignment have either been obliterated or barricaded by barriers, therefore, all portions of the old alignment are abandoned, a distance of 2.405 miles, resulting in a decrease of 0.350 mile in the State System of Highways.

*8-5-1* Route 8 - Emery County, Projects F-028-3(5) and F-028-3(6) south of

Carbon County line, a total distance of 14.712 miles built on new location. All portions of the old alignment have either been obliterated, including removal of some structures, or barricaded, with the exception of that portion of old alignment from a connection with the new alignment south of Price River northerly to Woodside, a distance of 0.7 + - mile. Therefore, all portions of the old alignment are being abandoned, a distance of 14.299 miles, with the exception of that portion that is being used as a public road from a connection with the new alignment south of Price River to Woodside which is transferred to the jurisdiction of Emery County, resulting in an increase of 0.7 + - mile in Emery County "B" mileage and a decrease of 0.287 mile in the State System of Highways.

*5-15-2* Route 15 - Kane County, Projects F-014-1(2) and FLH-37-(1) east of Zion Park Boundary, a distance of 2.809 built on new location. All portions of the old alignment have been closed to the public with the exception of that portion of the old alignment from a connection with the new alignment northeasterly to a mine road, a distance of 0.400 mile. Therefore, all portions of the old alignment are abandoned, a distance of 3.942 miles, with the exception of that portion being used as a connecting roadway to the mine road which is transferred to the jurisdiction of Kane County, resulting in an increase of 0.4 + - mile in Kane County "B" mileage and a decrease of 1.533 mile in the State System of Highways.

*28-20-4* Route 24 - Wayne County, Projects NS-371(1) and S-0371(5) east of Capitol Reef Monument, a distance of 14.484 miles built on new location. From Engineer Station 851 + - to 652 + - transferred to the jurisdiction of Wayne County, a distance of 3.600 miles, all remaining portions of the old alignment have been obliterated and, therefore, are abandoned, a distance of 11.646 miles, resulting in an increase of 3.6 + - miles in Wayne County "B" mileage and a decrease of 0.762 mile in the State System of Highways.

*12-26-4* Route 26 - Juab County, Project F-029-3(2) from a junction with State Route 148 southwesterly, a distance of 6.615 miles built on new location. From



Engineer Station 1201 + - to 1115 + - the old alignment has been obliterated and, therefore, is abandoned, a distance of 1.949 mile. From Engineer Station 1115 + - to 85 + - to be transferred to the jurisdiction of Juab County, a distance of 5.030 miles, resulting in an increase of 5.0 + - miles in Juab County "B" mileage and a decrease of 0.364 mile in the State System of Highways.

*5.09-1* Route 29 - Emery County, Project NR-29-1 Sanpete County line easterly, a distance of 5.908 miles built on new location. All portions of old roadway abandoned, a distance of 1.900 mile, as it will be inundated as a result of the construction of Joes Valley Reservoir, resulting in an increase of 4.008 miles in the State System of Highways.

*5.00-2* Route 44 - Daggett County, Project S-0192(1) south of Manila, a distance of 2.186 miles built on new location. From Engineer Station 2145 + - to 2069 + - will serve as a public roadway and, therefore, is transferred to the jurisdiction of Daggett County, a distance of 2.400 miles, resulting in an increase of 2.4 + - miles in Daggett County "B" mileage and a decrease of 0.712 mile in the State System of Highways.

*5.51-2* Route 54 - Garfield County, Project S-0392(5) near Escalante, a distance of 3.818 miles built on new location. From Engineer Station 226 + - to 111 + - to be abandoned as connections to this section of old alignment have been obliterated, a distance of 2.727 miles. From Engineer Station 111 + - to 44 + - to be transferred to the jurisdiction of Garfield County, a distance of 1.046 mile and from Engineer Station 44 + - 25 + - be transferred to the jurisdiction of Escalante City, a distance of 0.629 mile, resulting in an increase of 0.6 + - mile in the Escalante City "C" mileage, an increase of 1.0 + - mile in Garfield County "B" mileage and a decrease of 0.584 mile in the State System of Highways.

*5.128-1* Route 123 - Carbon County, Project S-0294(1) near Sunnyside, a distance of 0.625 mile built on new location. All portions of old alignment will still serve as a public road, a distance of 0.691 mile and, therefore, will be transferred to

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The construction on new location, transfers and abandonments indicated in the accompanying resolution resulted in a total of 64,816 miles being built on new location, 0.629 mile transferred to City "C" mileage, 18,767 miles transferred to County "B" mileage and 46,095 miles abandoned, resulting in a decrease of 0.675 mile in the State System of Highways.

the jurisdiction of Carbon County, resulting in an increase of 0.7 + - mile in Carbon County "B" mileage and a decrease of 0.066 mile in the State System of Highways.

8-155-1  
8-230-1  
Route 155 and 236 - Project NS-338(1) 1.8 mile northeast of Huntington, a distance of 0.492 mile built on new location. All portions of old alignment abandoned as they will be inundated by the construction of Huntington Reservoir, a distance of 0.47 mile, resulting in an increase of 0.017 mile in the State System of Highways.

13-250-1  
Route 259 - Kane County, Project F-035-1(4) Kanab easterly, a distance of 6.739 miles built on new location. From Engineer Station 98 + - to 266 + - and commencing again at Station 295 + - to 383 + - to be transferred to the jurisdiction of Kane County, a distance of 4.900 miles, as they will still serve as a public roadway, all remaining portions of the old alignment have been made inaccessible, a distance of 2.054 miles, therefore, are abandoned, resulting in an increase of 4.9 + - miles in Kane County "B" mileage and a decrease of 0.215 mile in the State System of Highways.

2. That the maps attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 19th day of April, 1965.

STATE ROAD COMMISSION OF UTAH

Walter S. Hamilton  
Chairman

Frank D. Bell  
Commissioner

Elmer Strong  
Commissioner

Clem A Church  
Commissioner

Ernest Walsh  
Commissioner

ATTEST:

Felicie C. Brassard  
acting Secretary



# Office Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

TO : Mr. Dale B. Burningham  
Chief Research Engineer, Research Section

DATE: January 26, 1965

RECEIVED

FROM : Mr. W. E. Mickelson  
District Engineer

*WEM*

1965 JAN 28 AM 10 33

SUBJECT: Status of Old Roads

1-80-4(8)190 Wahsatch to the Wyoming State Line  
F-001-8(2) Bear River Bridge East of Corinne

UTAH STATE  
DEPT. OF HIGHWAYS

The status of the old abandoned roads on the subject projects have been reviewed and following is my recommendation:

1. F-001-8(2) The old road should remain as it is at the present time. It lies on right-of-way that we have by agreement from the railroad. In addition, the old road and bridge are intended to be used for a stock trail for crossing the Bear River.
2. 1-80-4(8)190 Three sections of the old road are no longer within the N/A lines, as itemized below, and are of no further use to us for roadway purposes. These three sections should revert to private ownership.

820 ± - 836 ± right side

958 ± - 971 ± right side

984 ± - 991 ± left side

# Office Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

TO : B. Dale Burningham, Chief Research Engr. DATE: January 25, 1965

FROM : J. Q. Adair, Dist. Engr. *JQA*

SUBJECT: Road Deletions

RECEIVED  
1965 JAN 26 AM 10

UTAH STATE  
DEPT. OF HIGHWAYS

We have listed the following projects that have been constructed in the last couple of years and sections of road that should be deleted from our system:

- S-0294(1) Dragerton (Culvert & Approaches)
- F-028-3(6) Woodside Northerly
- NR-29(1) 7 Miles W. of Orangeville (Joe's Valley)
- NS-338(1) Huntington Northerly - Mohrland Connection
- NR-24-2(1) Huntington North on SR-10

The NR-24-2(1) Huntington North Section has bypassed the location where the Huntington Reservoir is being constructed by the Bureau of Reclamation. A portion of this right-of-way has probably been acquired by the Bureau of Reclamation people.

JQA:sj

MADE IN U.S.A.  
*W. Wood*



Route	Report Number	Road Section	Mile Post at	Miles from	Miles from	Miles	Miles
			To	To	To	to	to
2	I-15-4 (8) 190	Summit	2.2	2-4	4.395	4.200	4.200
6	F-015-3 (4)	Winfall	2.4	6.2	2.385	2.405	2.415
8	F-128-3 (5)	Emerald	8.8-1		6.120	6.087	6.087
8	F-028-3 (6)	"	8.8-1		8.592	8.212	8.912
15	F-014-1 (2)	Kona	13-15.2		2.305	2.927	3.527
15	FLH-37 (1)	"	13-15-2		0.504	1.015	1.015
24	NS-371 (1)	Madona	28-24-4		5.623	2.412	6.012
24	S-1371 (5)	"	28-24-4		8.861	9.234	9.234
26	F-024-3 (2)	Tual	12-26-1		6.615	1.949	6.979
29	MR-22-1	Emerald	8.29-1		5.908	1.920	1.920
44	S-0192 (1)	Daguer	5-44-2		2.186	8.498	2.598
54	S-0392 (5)	Garfield	9-54-2		3.818	2.927	4.402
123	S-0294 (1)	Carbon	4-123-1		0.625		0.691
123	(Due to Ryeckick, NS-338(1))	Emerald	8-155-1	No	0.492	0.250	0.250
236	NS-338(1)	"	8-236-1	Construction	0.492	4.225	4.225
236	F-035-1 (9)	Kona	13-259-1		6.739	2.054	6.954
					69.816	18.767	46.095



Route/Order	Wkly Cost	Miles Traveled	Miles Traveled	Miles Traveled	Miles Traveled	Total Miles
24-2-4	4,375			4,200	4,200	+ 0.173
24-4-2	2,465			2,465	2,465	- 0.350
8-8-1	6,120			6,087	6,087	+ 0.083
8-8-1	8,592		0.700	8,212	8,912	- 0.320
13-15-2	2,305		0.400	2,927	3,387	- 1.022
13-15-2	0,504			1,015	1,015	- 0.511
16-14-4	5,625		5,600	2,412	6,012	- 0.369
28-24-4	8,861			9,234	9,234	- 0.325
12-26-1	6,615		5,030	1,949	6,979	- 0.364
8-29-1	5,928			1,900	1,900	+ 4.008
5-14-2	2,186		2,400	0,448	2,898	- 0.712
9-5-2	5,818	0.629	1,046	2,927	4,442	- 0.604
4-12-1	0,625		0,691	0,250	0,691	- 0.066
6-15-1	0,492			0,225	0,225	- 0.250
8-23-1	0,492			0,225	0,225	+ 0.267
13-25-1	6,739		4,900	2,054	6,954	- 0.215
	69,816	0.629	18,767	46,095		- 0.675

No Distribution



OFFICE OF

# Kane County Clerk

KANAB, UTAH

March 12, 1965

Utah State Department of Highways  
Transportation - Research Section  
State Office Building  
Salt Lake City, Utah

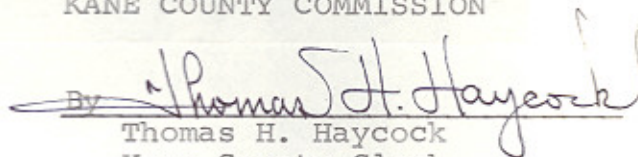
Re: Kane County  
Nos: F-014-1 (2)  
FLH 37 (1)

Gentlemen:

Please be advised that the Kane County Commission will be very happy to accept as additions to the Kane County Road System your projects Nos. F-014-1 (2) and FLH-37 (1) for county supervision and maintainance.

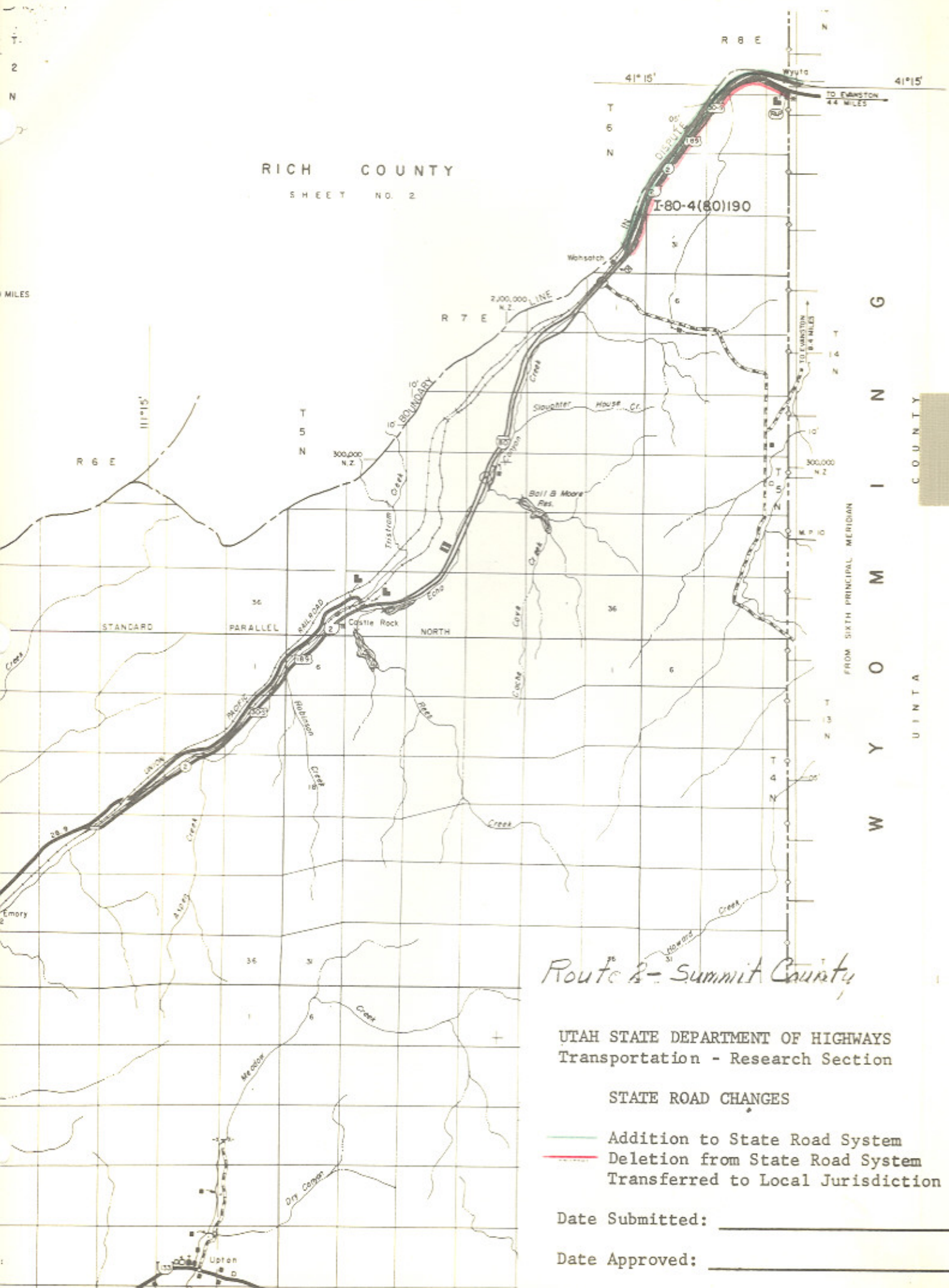
Yours very truly,

KANE COUNTY COMMISSION

By   
Thomas H. Haycock  
Kane County Clerk



RICH COUNTY  
SHEET NO. 2



W Y O M I N G  
 C O U N T Y  
 U I N T A

SR-2

*Route 2 - Summit County*

UTAH STATE DEPARTMENT OF HIGHWAYS  
Transportation - Research Section

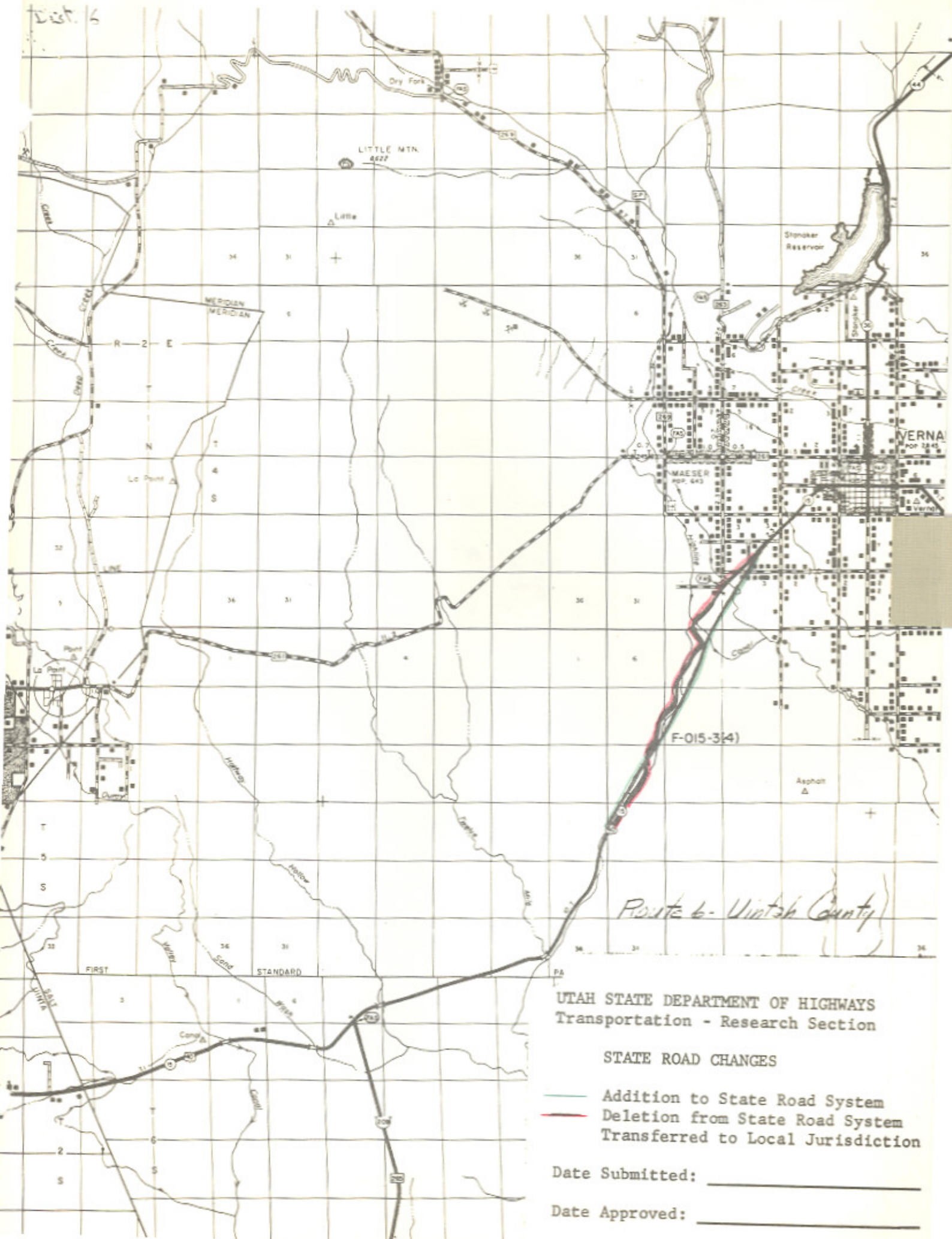
STATE ROAD CHANGES

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

Date Submitted: \_\_\_\_\_

Date Approved: \_\_\_\_\_

Dist. 6



SR-6

Route 6 - Uintah County

UTAH STATE DEPARTMENT OF HIGHWAYS  
Transportation - Research Section

STATE ROAD CHANGES

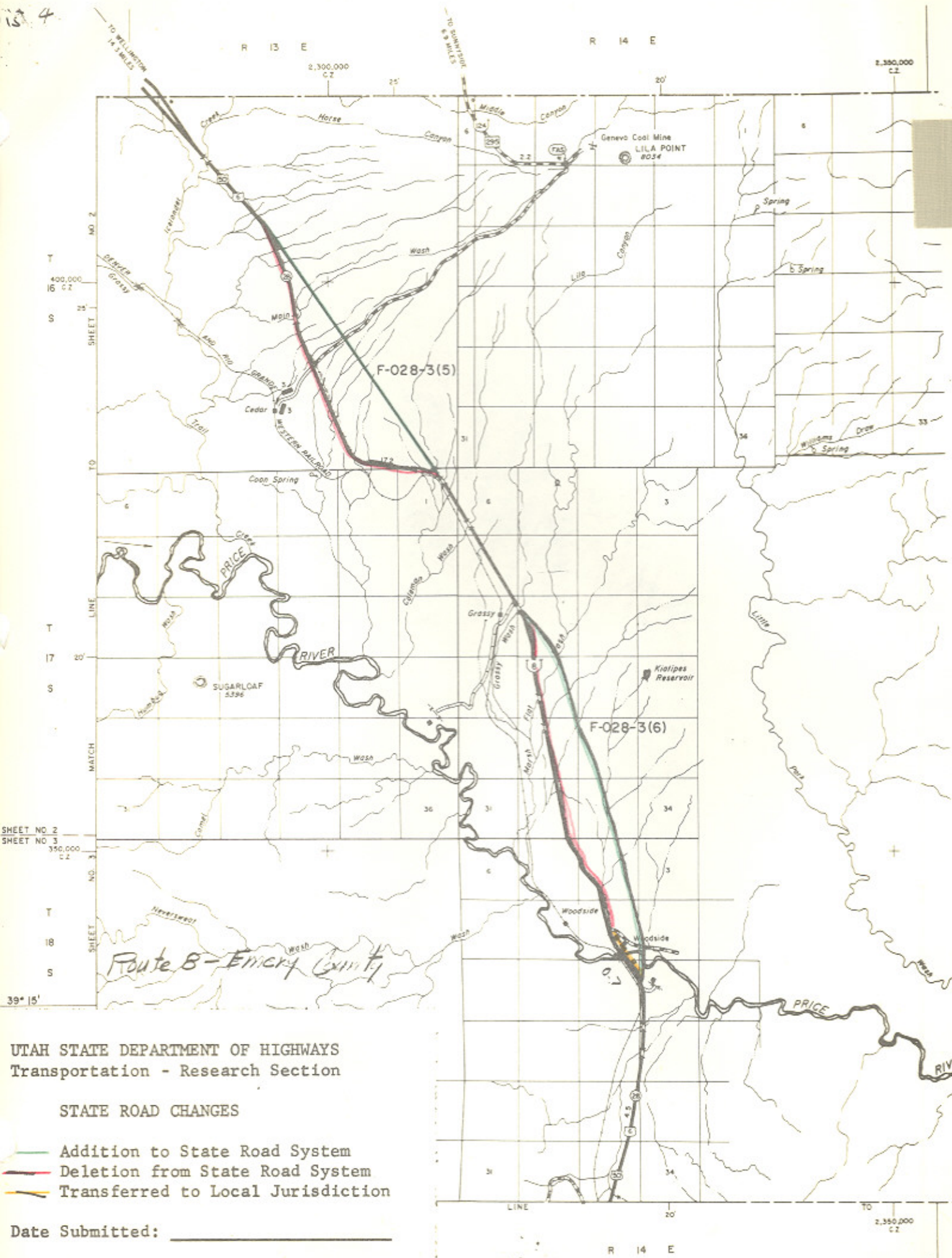
- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: \_\_\_\_\_

Date Approved: \_\_\_\_\_



1574



SR-8

UTAH STATE DEPARTMENT OF HIGHWAYS  
 Transportation - Research Section

STATE ROAD CHANGES

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

Date Submitted: \_\_\_\_\_

SHEET NO. 1

T  
41  
S  
200,000  
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42  
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200,000  
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43  
S

TO VIRGIN  
23.7 MILES

ZION

NAIL

PARK

SANSTONE BUTTE  
6,600

B T W S T A N O A R D

F-014-K(2)  
B

FLH-37(1)

Mt. Carmel Junction

*Route 15 - Kane County*

UTAH STATE DEPARTMENT OF HIGHWAYS  
Transportation - Research Section

STATE ROAD CHANGES

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

Date Submitted \_\_\_\_\_

Date Approved \_\_\_\_\_

SR-15

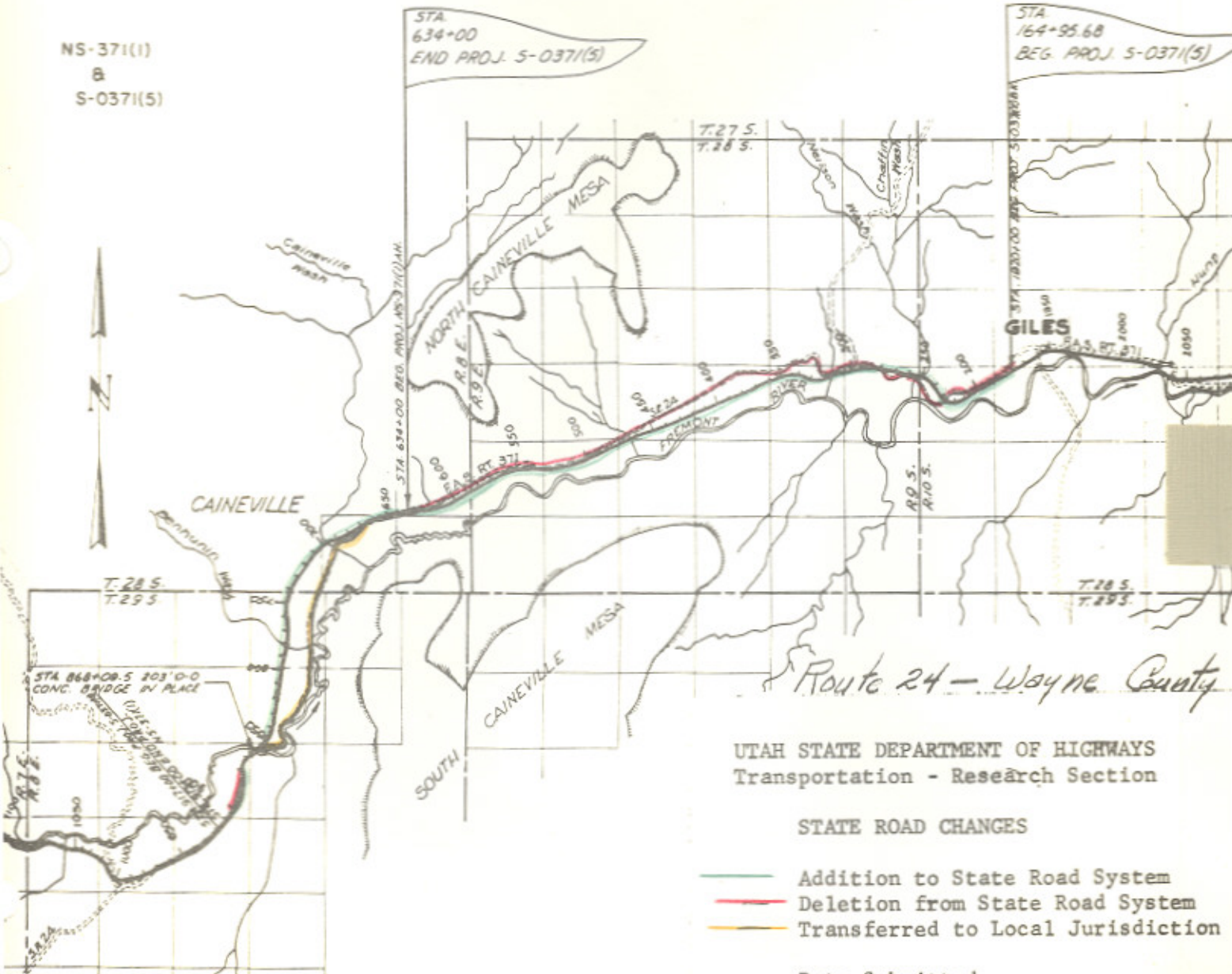


Dist. #

NS-371(1)  
&  
S-0371(5)

STA. 634+00  
END PROJ. S-0371(5)

STA. 164+95.68  
BEG. PROJ. S-0371(5)



SR-24

*Route 24 - Wayne County*

UTAH STATE DEPARTMENT OF HIGHWAYS  
Transportation - Research Section

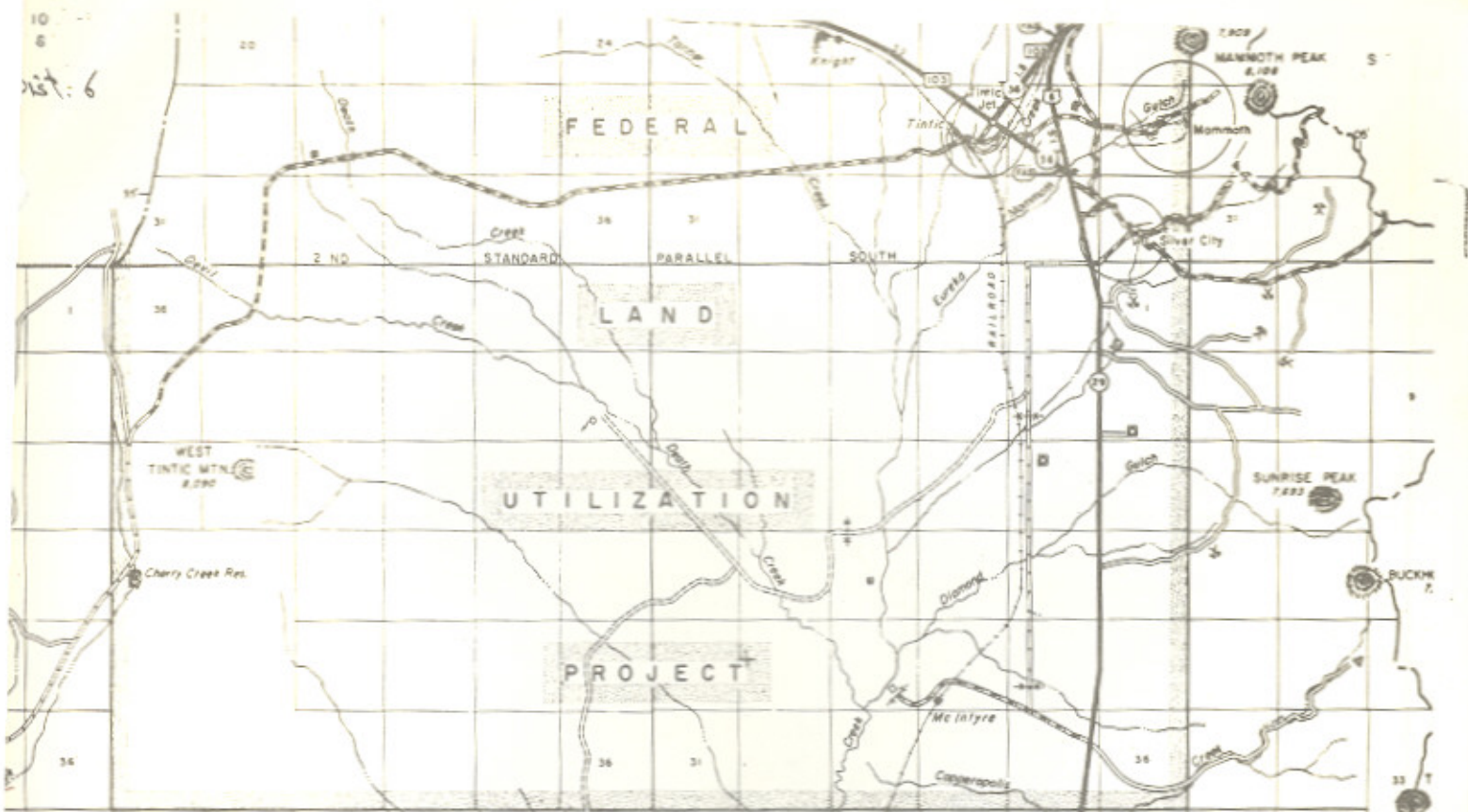
STATE ROAD CHANGES

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

Date Submitted \_\_\_\_\_

Date Approved \_\_\_\_\_

10  
6  
1st: 6



Route 26 - Juab County

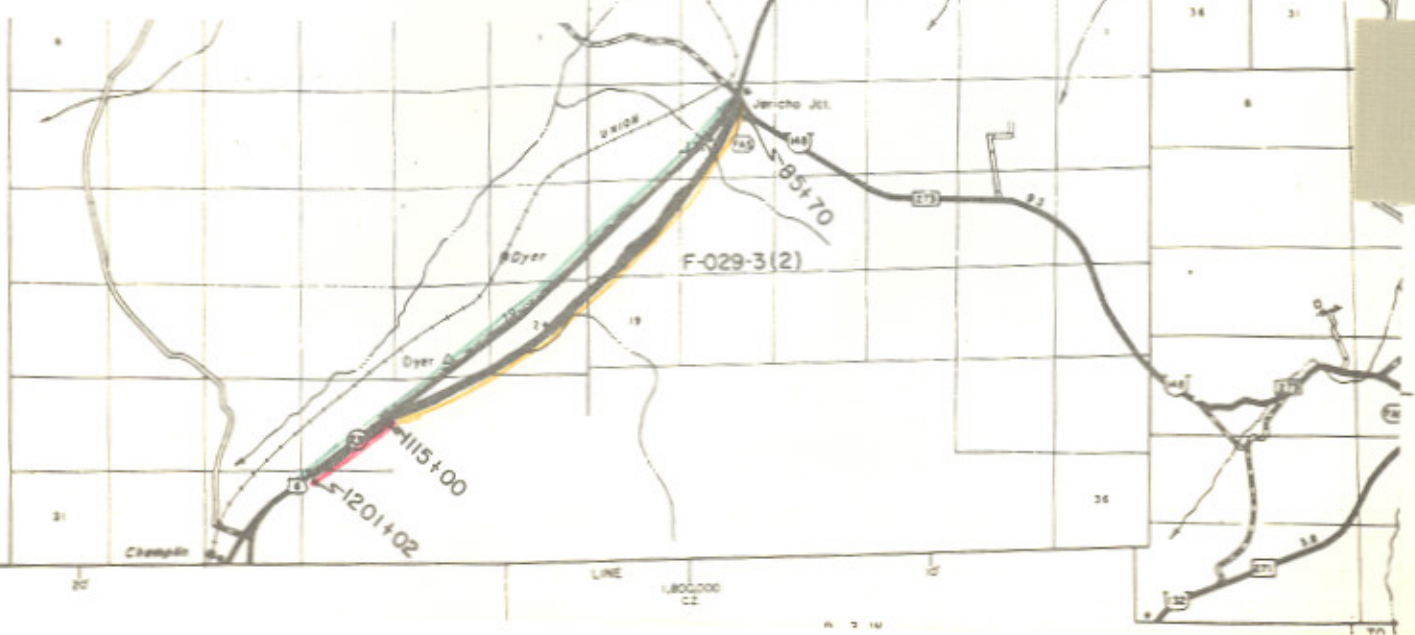
UTAH STATE DEPARTMENT OF HIGHWAYS  
Transportation - Research Section

STATE ROAD CHANGES

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

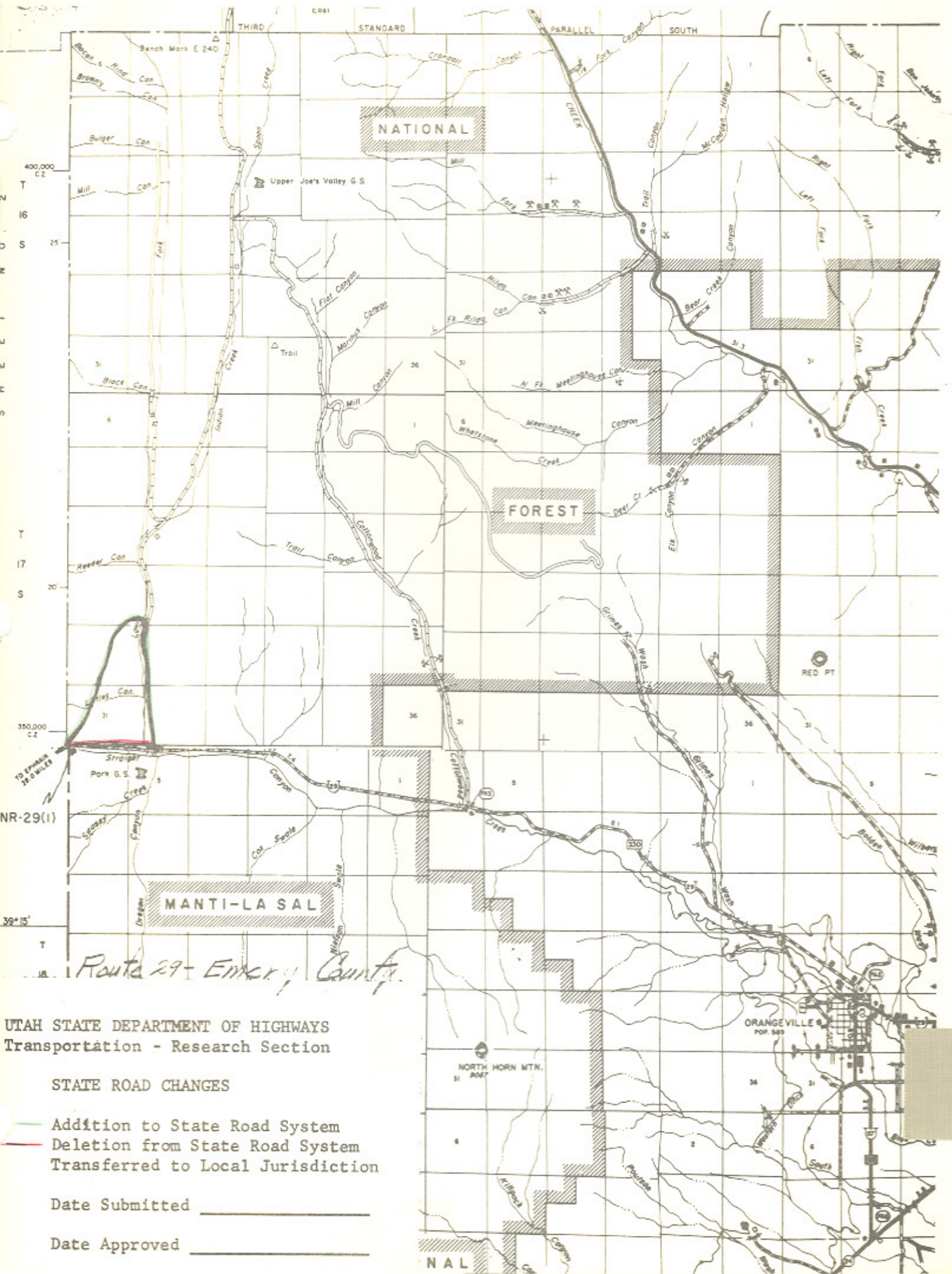
Date Submitted: \_\_\_\_\_

Date Approved: \_\_\_\_\_



SR-26





UTAH STATE DEPARTMENT OF HIGHWAYS  
 Transportation - Research Section

STATE ROAD CHANGES

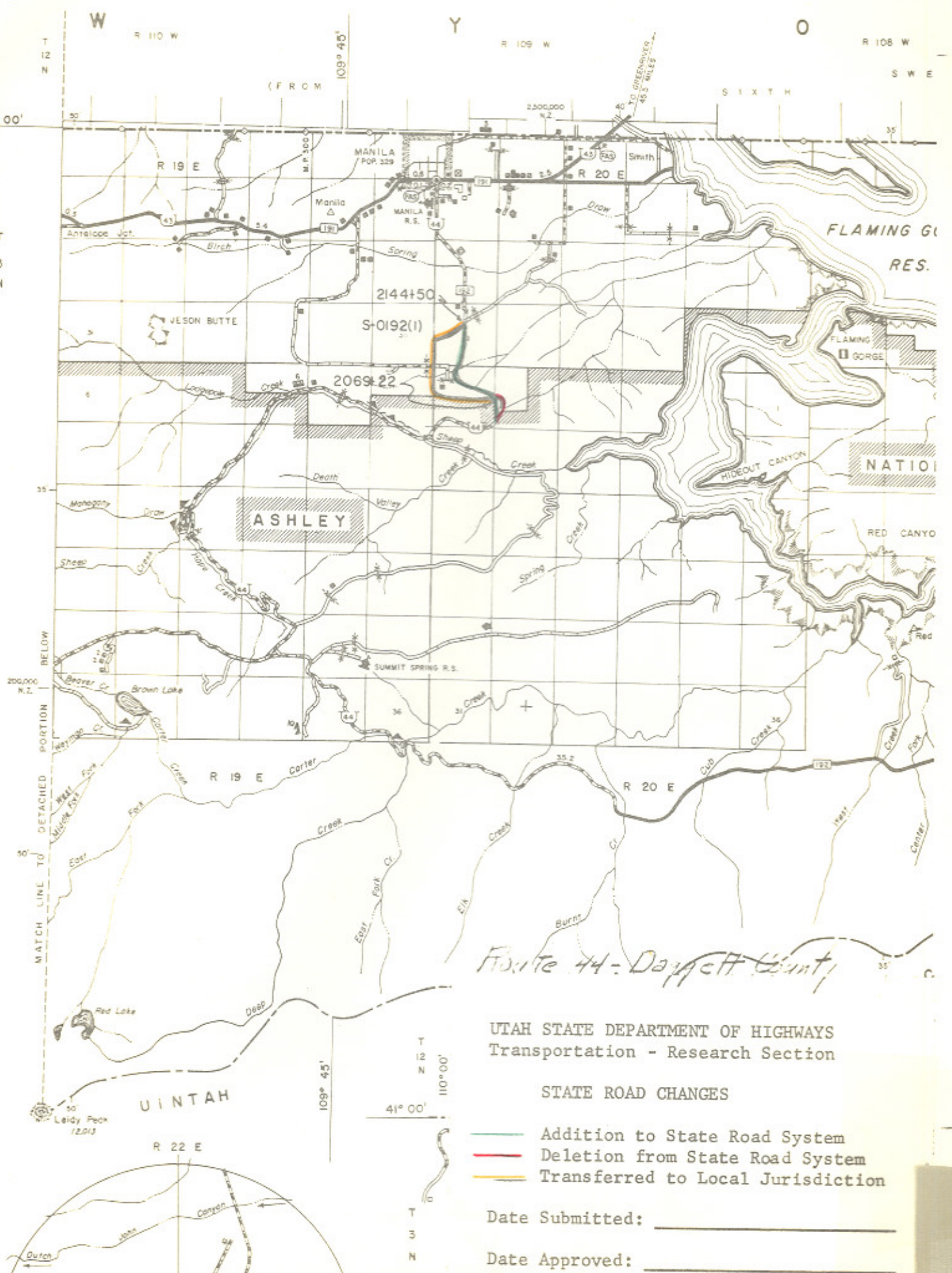
- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted \_\_\_\_\_

Date Approved \_\_\_\_\_



237.6



Route 44 - Dayett Court

UTAH STATE DEPARTMENT OF HIGHWAYS  
Transportation - Research Section

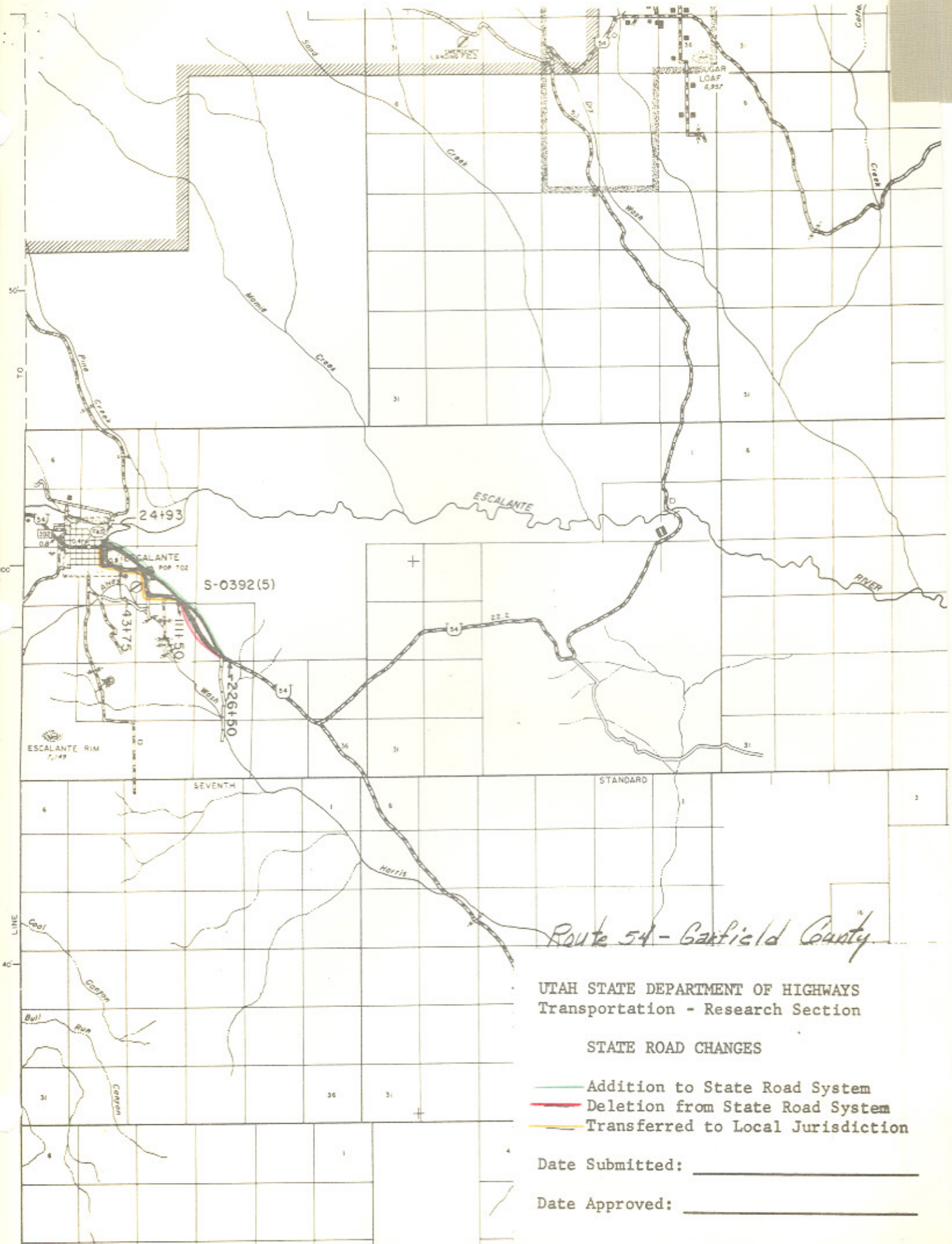
STATE ROAD CHANGES

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

Date Submitted: \_\_\_\_\_

Date Approved: \_\_\_\_\_

SR-44



*Route 54 - Garfield County*

UTAH STATE DEPARTMENT OF HIGHWAYS  
 Transportation - Research Section

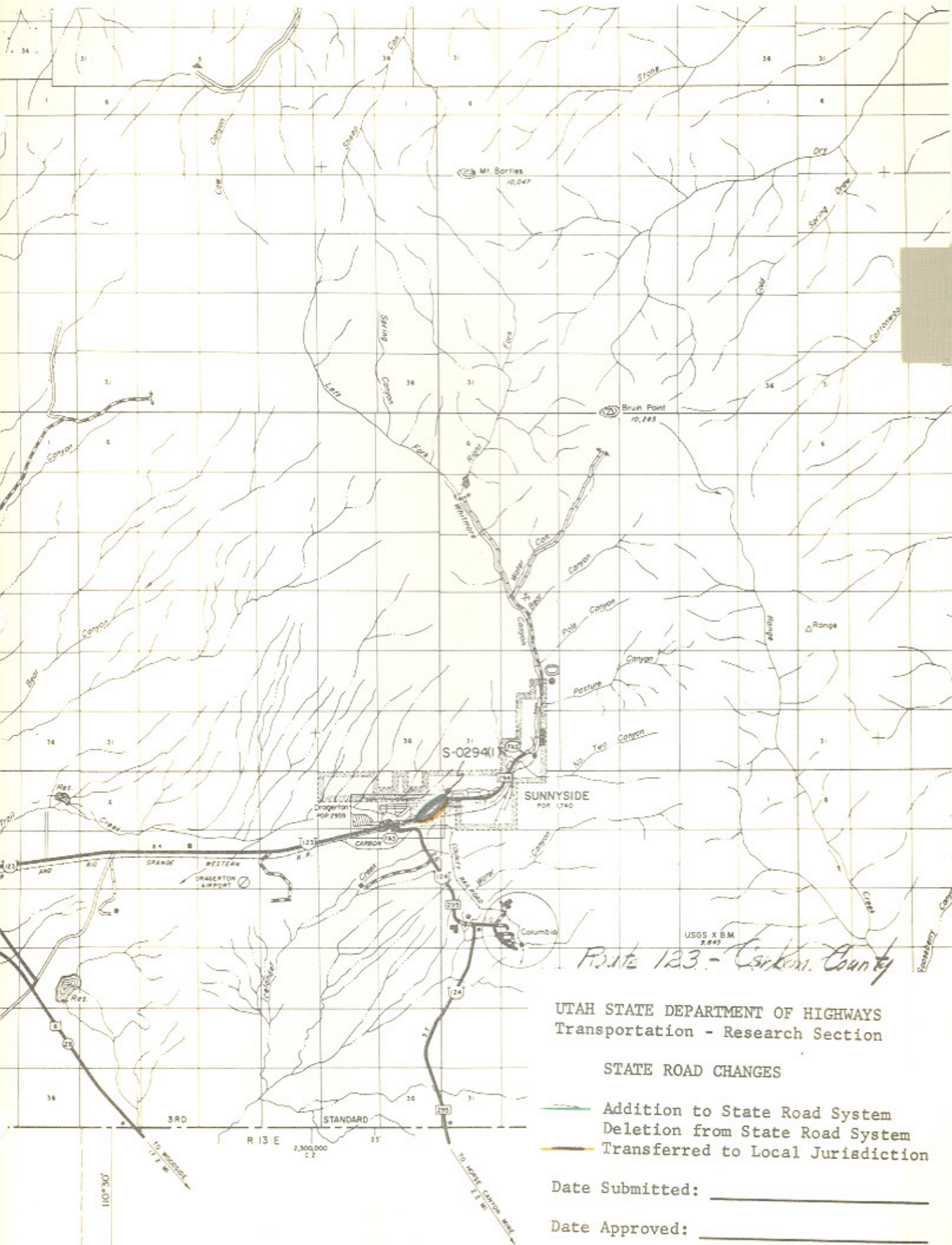
STATE ROAD CHANGES

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

Date Submitted: \_\_\_\_\_

Date Approved: \_\_\_\_\_





*Route 123 - Carbon County*

UTAH STATE DEPARTMENT OF HIGHWAYS  
Transportation - Research Section

STATE ROAD CHANGES

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

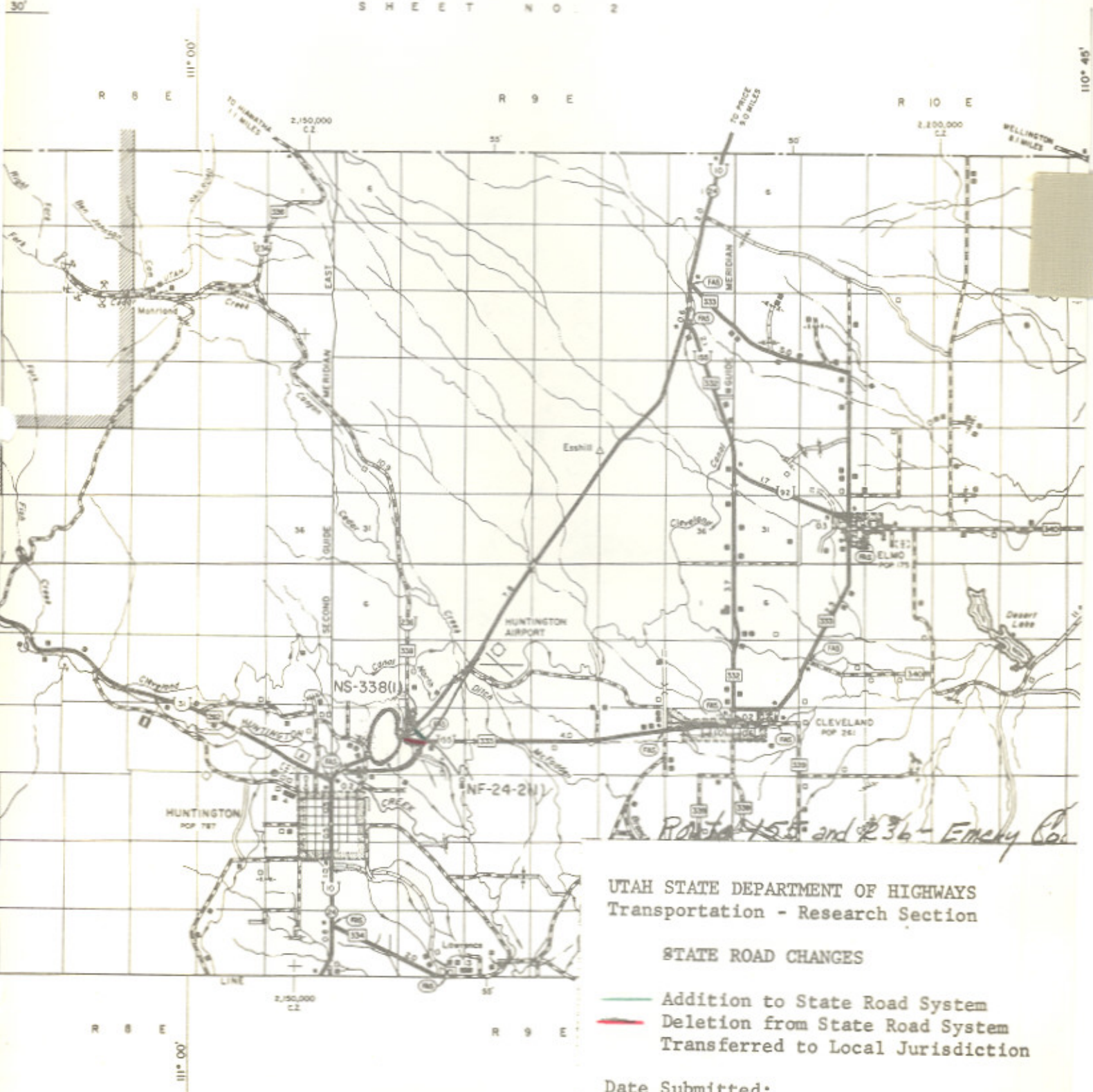
Date Submitted: \_\_\_\_\_

Date Approved: \_\_\_\_\_



Doc 4

C A R B O N C O U N T Y  
S H E E T N O . 2



SR-236  
8/18/55

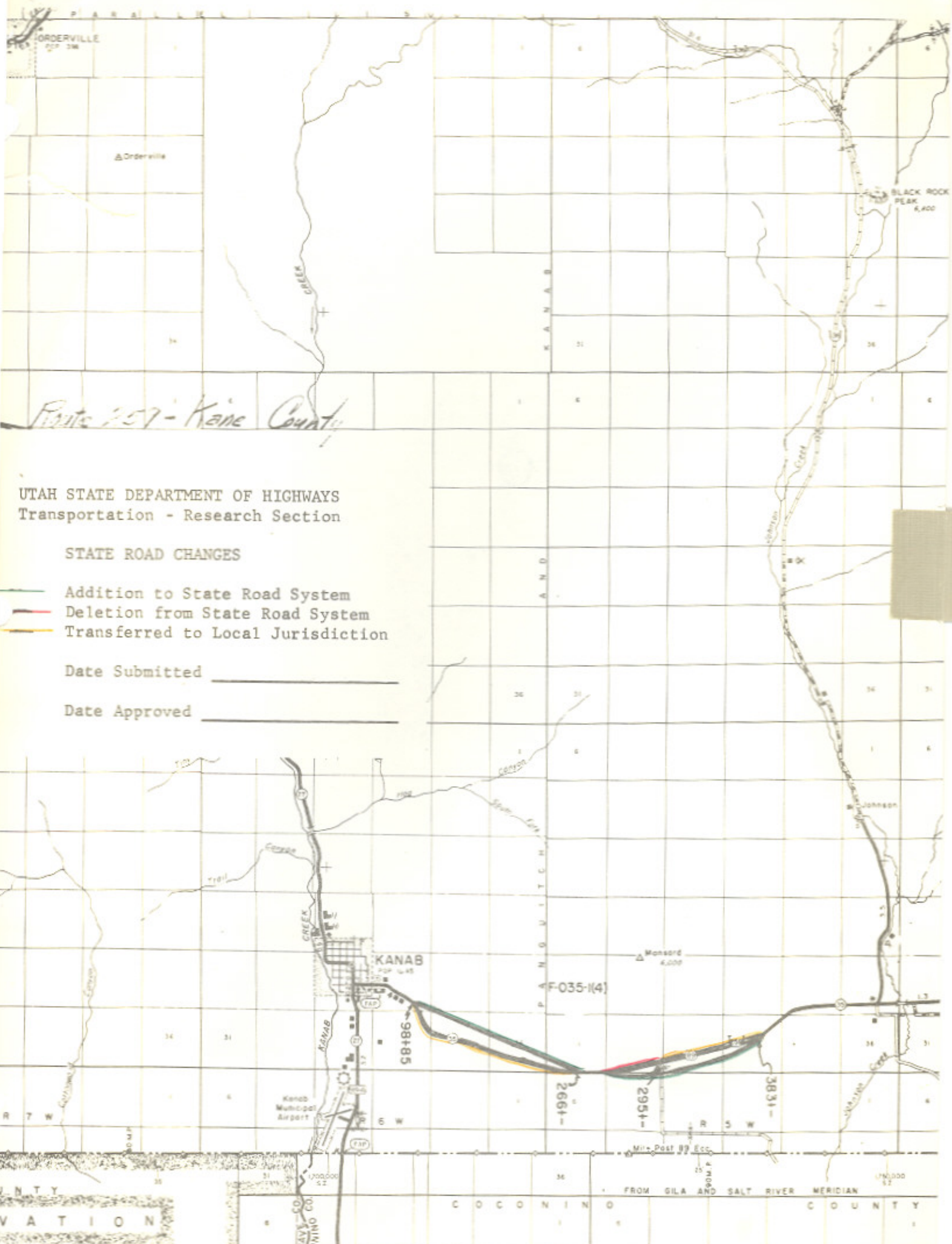
UTAH STATE DEPARTMENT OF HIGHWAYS  
Transportation - Research Section

STATE ROAD CHANGES

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

Date Submitted: \_\_\_\_\_

Date Approved: \_\_\_\_\_



*Route 257 - Kane County*

UTAH STATE DEPARTMENT OF HIGHWAYS  
 Transportation - Research Section

STATE ROAD CHANGES

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

Date Submitted \_\_\_\_\_

Date Approved \_\_\_\_\_

SR-259

COUNTY  
 DIVISION

FROM GILA AND SALT RIVER MERIDIAN

1:50,000

F-035-1(4)

98185

2661-

2951-

3831-

1:50,000



RESOLUTION ✓

State Route 54 and 117 *card*

*9/22/64  
9/22/64  
9/22/64  
9/22/64*

SR-54 8  
117  
140

WHEREAS, it has been recommended by Mr. Wallace Stephenson, District Engineer, that State Route 117 be deleted from the State System of Highways and that State Route 54 be extended from its present termini at Boulder, to traverse State Route 117 and,

WHEREAS, by this action continuity in the State Route System would be maintained and would be advantageous as a guide to anyone using this roadway.

NOW THEREFORE, be it resolved as follows:

1. That State Route 54 be extended from its present termini in Boulder northerly via present State Route 117 to a junction with State Route 24 north of Teasdale and by this action deleting the designation of State Route 117.

2. That by this action there will be no change in the State System of Highway mileage.

3. That application be made to the U.S. Department of Commerce, Bureau of Public Roads to make a more definite termini of Federal-Aid Secondary Route 392, indicating that this route's termini be at the Dixie National Forest South Boundary.

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

Dated this 28th day of July, 1966.

STATE ROAD COMMISSION OF UTAH

*Arthur S. Hamill*  
Chairman

*Clayton A. Church*  
Commissioner

20  
SAWMILL POINT  
SHEP

*Ernest A. Balch*

Commissioner

*Francis B. Betch*

Commissioner

*Eliza Strong*

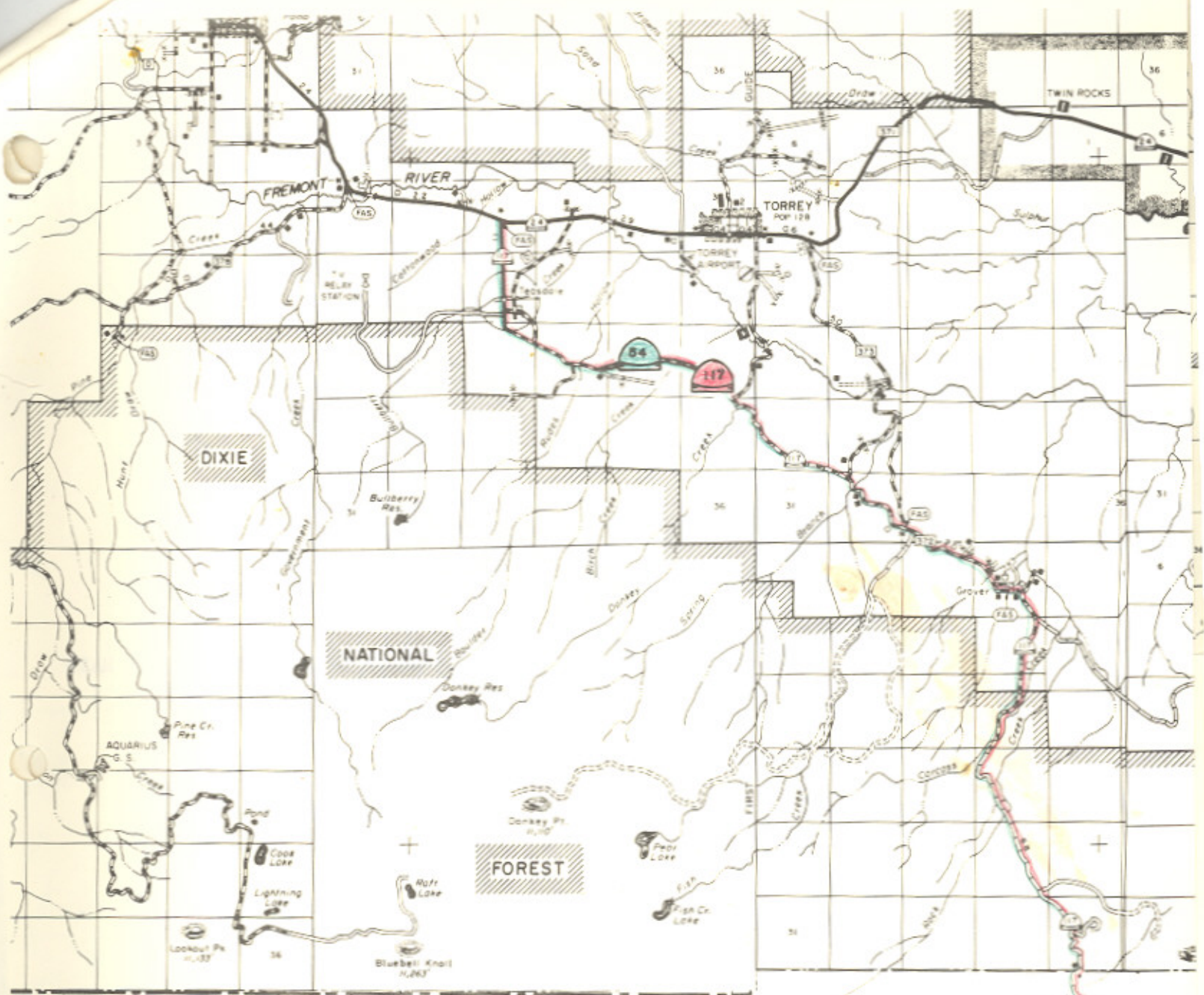
Commissioner

ATTEST:

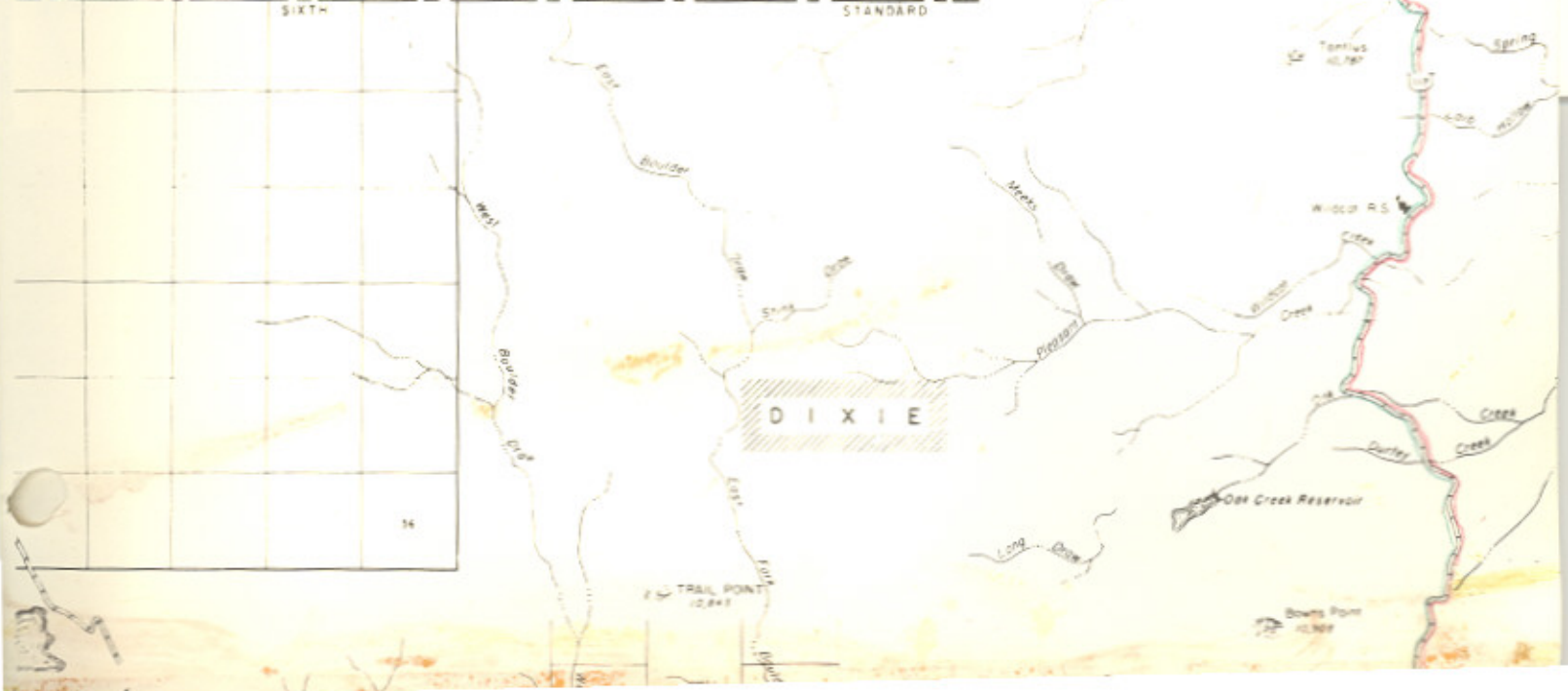
*Ronald A. Fenley*

Secretary

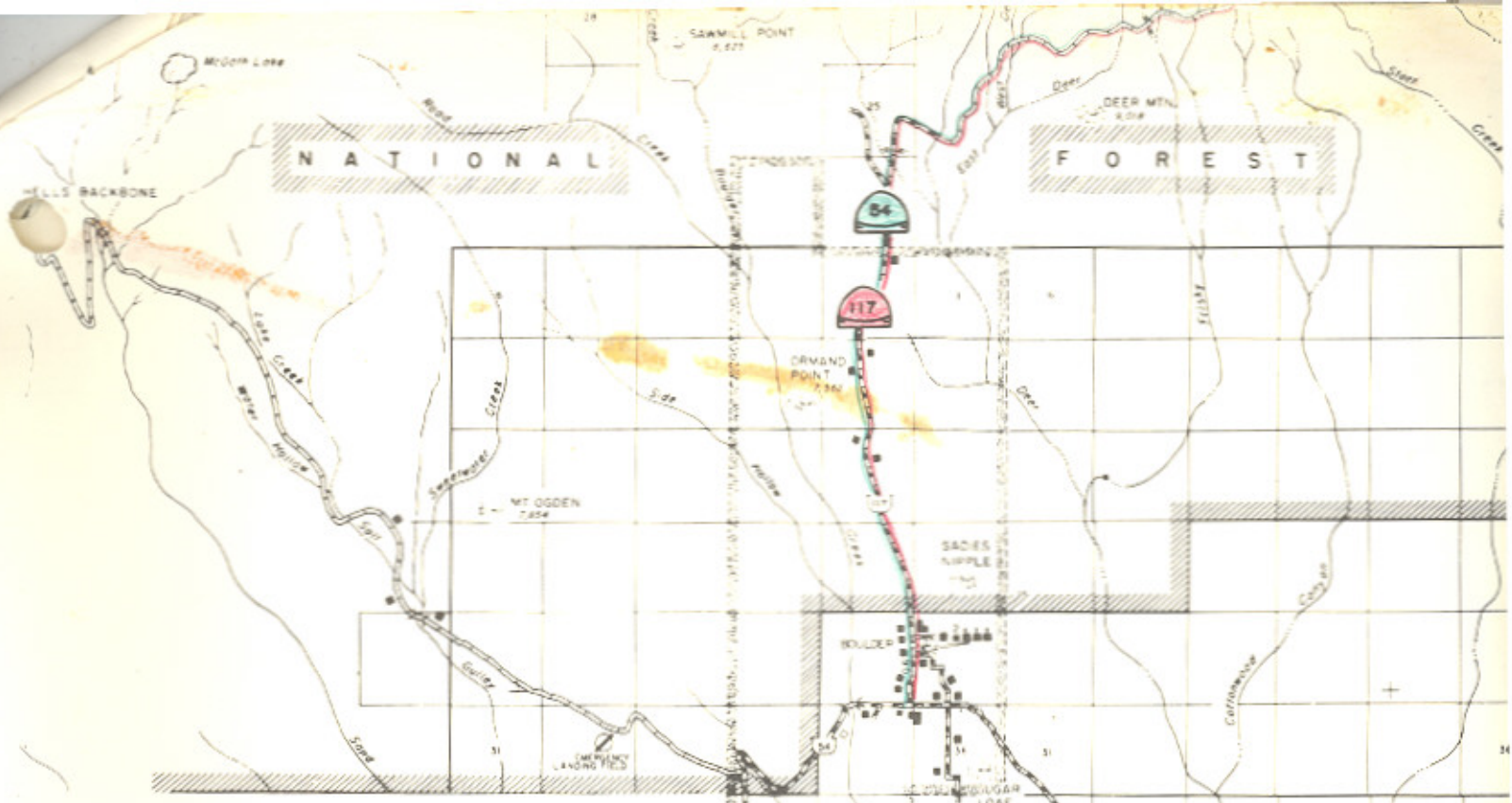




SIXTH STANDARD







UTAH STATE DEPARTMENT OF HIGHWAYS  
Transportation - Research Section

STATE ROAD CHANGES

*Wayne & Garfield*

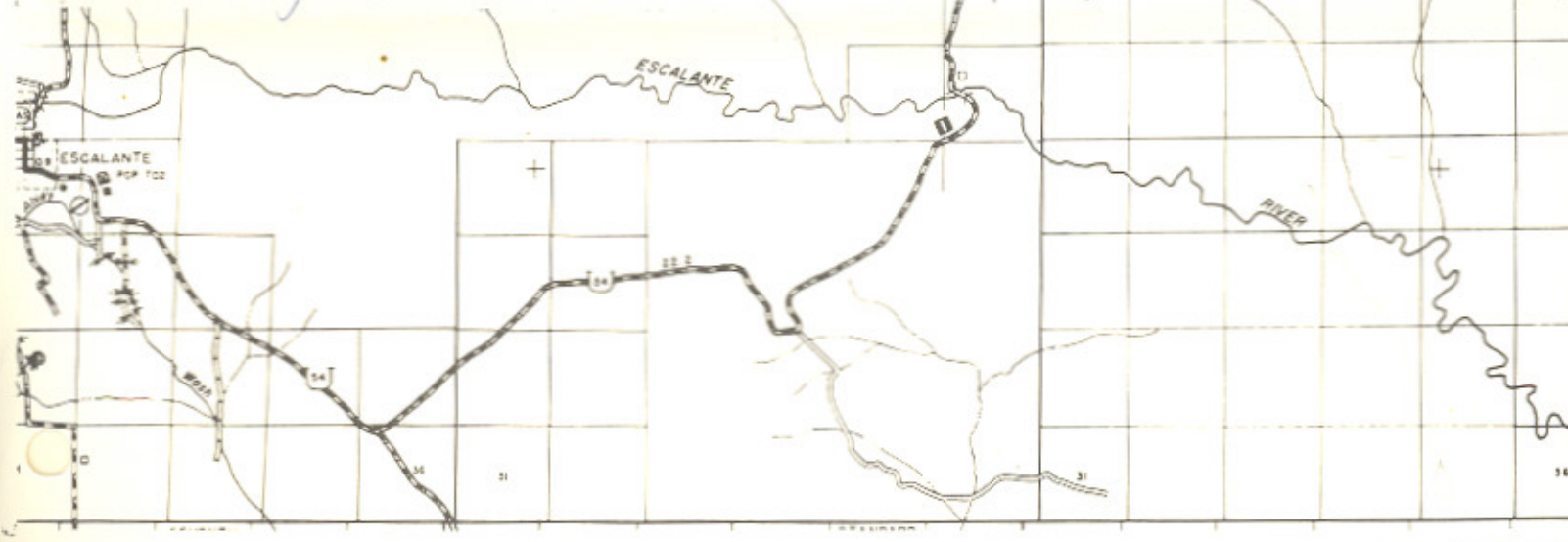
- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction



- ROUTE DESIGNATION CHANGE
- Existing Route Designation
  - Proposed Route Designation

Date Submitted \_\_\_\_\_

Date Approved July 25, 1966





R E S O L U T I O N

State Route 54

WHEREAS, with the completion of Project S-0392(6) from near Escalante toward Boulder, a distance of 6.128 miles has resulted in the construction on new alignment sections of roadway and,

WHEREAS, portions of the old alignment will still serve as a public roadway although not justified as a part of the State System of Highways and,

WHEREAS, it has been recommended by Mr. Wallace J. Stephenson, 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 S-0392(6) be designated as a part of State Route 54.
2. That the old alignment of State Route 54 between engineers stations 270 + - to 296 + - be transferred to the jurisdiction of Garfield County. A distance of 0.6 + - mile.
3. That all remaining portions of the old alignment be abandoned.
4. That by this action State Highway System mileage will decrease 0.1 + - mile and Garfield County "B" mileage will increase 0.6 + - mile.
5. That Exhibit "A" attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 23<sup>rd</sup> day of September, 1966.

STATE ROAD COMMISSION OF UTAH

Eric Stephenson  
Chairman

1/17/71  
Commissioner

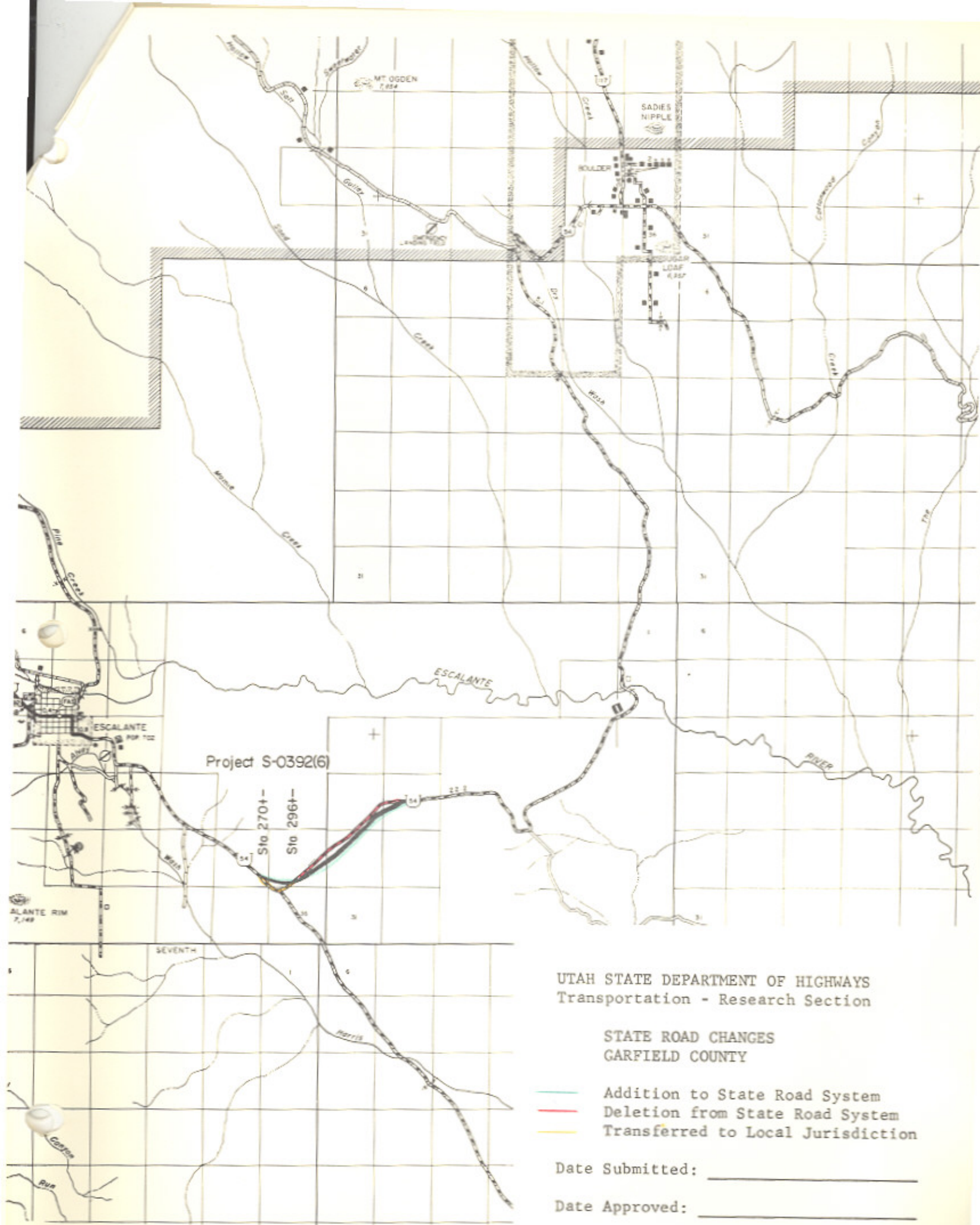
Clay A. Church  
Commissioner

Donald B. Smith  
Commissioner

\_\_\_\_\_  
Commissioner

ATTEST:

David A. Stealey  
Secretary



Project S-0392(6)

Sto 270+  
Sto 296+

UTAH STATE DEPARTMENT OF HIGHWAYS  
Transportation - Research Section

STATE ROAD CHANGES  
GARFIELD COUNTY

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

Date Submitted: \_\_\_\_\_

Date Approved: \_\_\_\_\_



## Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: 8-12-66

70-RE TO : B. Dale Burningham, Chief Research Engineer

23-R FROM : W.J. Stephenson, District Engineer *WJS*

SUBJECT: S-0392(6) Escalante Toward Boulder  
Transfer of old section of SR-54 to Garfield County.

The section of old SR-54 between stations 270<sup>±</sup> to 296<sup>±</sup> will continue to be used to gain access to the Hole in the Rock road. This portion of by-passed road is approximately 1/2 mile in length.

We have contacted the Garfield County Commissioners and have obtained their recommendation that this section be placed on the county system.

Would you please take the necessary action to place this 1/2 mile section of road on the county system.

WJS/dt

Relinquishment of Realigned Highways  
Authority: Sec. 27-12-29, UCA, 1953, As Amended

RESOLUTION  
State Routes 12, 22 & 54

9-12-2  
9-22-1

WHEREAS, with the completion of project S-0391(1), from Red Canyon Summit to Bryce National Park in Garfield County, a distance of 7.204 miles, has resulted in the construction on new alignment sections of new roadway and,

WHEREAS, the remaining alignment of the old roadway will no longer serve as a public road and,

WHEREAS, to maintain continuity in the State System of Highways and;

WHEREAS, it has been recommended by Mr. W. J. Stephenson, District Engineer, that the remaining sections of roadway that were left as a result of the realignment on project S-0391(1) should be abandoned from the State System of Highways.

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

1. That portions of highway constructed on new alignment as a result of project S-0391(1), between engineers stations 545+00+- to 614+00+- and 718+00+- to 760+00+- be designated as a part of State Route 12, and all portions of the old alignment between these engineers stations be abandoned from the State System of Highways.

2. That the portion of highway constructed on new alignment as a result of project S-0391(1) between engineer stations 0+00+- to 9+00+- be designated as a part of State Route 22 and that the portion of the old alignment between engineers stations 721+10+- to 9+00+- be abandoned from the State System of Highways.

3. That the portion of highway constructed as a connection between State Route 54 and State Route 22 be designated as a part of State Route 54.



RESOLUTION

State Routes 12, 22 & 54

Page 2

4. That by this action State Highway System mileage will decrease 0.04 + - mile.

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

Dated this 24<sup>th</sup> day of July, 1968.

STATE ROAD COMMISSION OF UTAH

Walter S. Hamilton  
Chairman

Glen A. Church  
Commissioner

Leslie H. Pugh  
Commissioner

Frank Beatty  
Commissioner




\_\_\_\_\_  
Commissioner

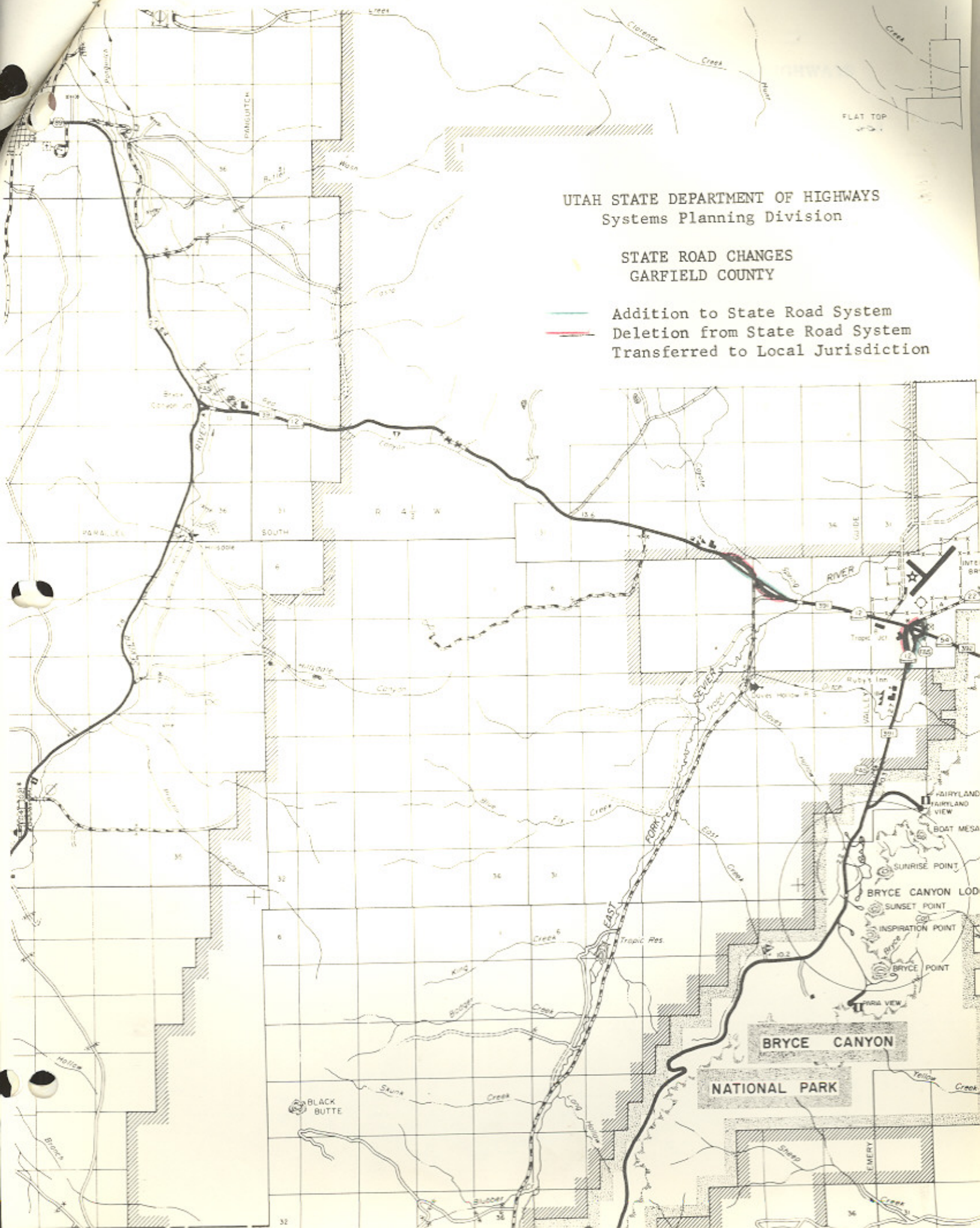
ATTEST:

James H. Johnson  
Secretary

UTAH STATE DEPARTMENT OF HIGHWAYS  
Systems Planning Division

STATE ROAD CHANGES  
GARFIELD COUNTY

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





*Memorandum*

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: January 19, 1968

TO : W. J. Stephenson  
District #3 Engineer

FROM : B. Dale Burningham  
Planning Statistics Supervisor

SUBJECT: State Road Construction Changes - Project S-0391(1)

We are in receipt of your memorandum of January 11, 1968, indicating your recommendation for the abandonment of two sections of State Route 12 and one short section of State Route 13, as they will no longer be maintained for public use. You did not indicate the disposition of that portion of the old alignment of State Route 12 near the Pink Cliff Motel, nor the disposition of the state constructed road connecting the old alignment of State Route 12, south of the Pink Cliff Motel, to the new alignment of State Route 12 at the junction with State Route 22.

If this roadway is to be placed on the Garfield County "B" Road System, it should be documented with a letter from the Garfield County Commission indicating their desire to have these sections of roads included in their "B" System.

BDB:WDM:bt

UTAH STATE DEPARTMENT OF HIGHWAYS

cc: Howard B. Leatham  
Engineer for Planning & Program.

Same letter sent to:  
William D. White  
Acting Division Engineer  
Harold P. Fabian, Chairman  
Norm Hancock, Fish & Game Dept.

See listing below:

April 8, 1968

Mr. James Yardley, Chairman  
Garfield County Commission  
County Courthouse  
Banguitch, Utah 84759

Dear Mr. Yardley:

Subject: Transfer to new alignments portions of State Routes 12,  
22 and 54 in Garfield County

On March 27, 1968, the State Road Commission adopted a resolution transferring portions of State Routes 12, 22 and 54 to the new alignments completed by Project S-0391(1), from Red Canyon Summit to Bryce Canyon National Park.

Portions of the old alignments of State Routes 12 and 22 near the Levier River and Trout Junction are abandoned.

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

Very truly yours,

B. Dale Burningham  
Planning Statistics Supervisor

Resolution and Location map sent to:

W. L. Anderson	Bruce Fjeldsted
Ralph Murdock	Janiel Little
Dean R. Steed	Chauncey Potts
Porter M. Gooch	Maurice Richey
James Booth	Wallace J. Liddle
Robert Walsh	David Sargent
Lillian Witkowski	Eva McEwan
Garn Henderson	Alex E. Mansour

Keith Rosevear	Ken Riddle
John W. Homer	District #3 Engineer
Evelyn Crill	Charles Bertolina
Ezra Christensen	Robin Hood
E. Paul Gilgen	Harold Brown
Jim West	
Ellen Wandell	
Don Jensen	

BDB:ERosevear:bt



SR - 12-22 & 57

R-234

# Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: 1-11-68

TO : Dale Burningham, Chief Research Engineer

FROM : W.J. Stephenson, District Engineer *WJS*

SUBJECT: State Road Construction Changes - Red Canyon to Bryce Canyon S-0391 (1)

The two sections of S.R. 12 and one short section of S.R. 22 that were left as a result of realignment on Project S-0391 (1) should be abandoned. These sections of old road will not have to be maintained as public roadways.

We recommend they be abandoned.

*37-12 - 12-22 & 57*  
*7-12-68*

WJS/bc  
cc: R.D. Nelson  
Sherman Davis  
Bryce Johnson





File

549 11  
19  
Jub

Interim Designation of Federal-aid Highways  
Authority: Sec. 27-12-27, UCA, 1953, As Amended

RESOLUTION

Addition State Route 54

12-54-1

Revision State Route 41

Revision Federal-aid Secondary Route 274

Relocation Federal-aid Primary Route 1

WHEREAS, the Federal Highway Administration recently approved a diamond interchange on Interstate Route 15 east of Mona, and

WHEREAS, to provide an adequate connection from Mona to Interstate Route 15 it has been recommended by the Juab County Commission, Mona City, and concurred in by Mr. E. Paul Gilgen, Local Government Projects Engineer, and Mr. E. E. Lovelace, District Engineer, that Federal-aid Secondary Route 274 be extended from its present termini in Mona easterly to the on and off ramps on the east side of the Mona interchange, and that the extension of this Federal-aid Secondary route be included in the State System of Highways, and

WHEREAS, the Juab County Commission and Mona City agree to accept the jurisdiction of present State Route 41 from the Nephi north interchange to the Mona north interchange near the Utah-Juab County line at such time as Interstate Route 15 is completed and open to traffic within this area.

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

That application be made to the Federal Highway Administration to extend Federal-aid Secondary Route 274 from its present termini in Mona easterly to the on and off ramps on the east side of the Mona interchange and relocate Federal-aid Primary Route 1 to coincide with Interstate Route 15 from the north Nephi interchange to the Mona north interchange,

That the extension of Federal-aid Secondary Route 274 be designated as part of the State System of Highways as Route 54,



RESOLUTION

Addition State Route 54  
Revision State Route 41  
Revision Federal-aid Secondary Route 274  
Relocation Federal-aid Primary Route 1  
Page 2

That upon the completion of the construction of Interstate Route 15 from Nephi north interchange to Mona north interchange near the Utah-Juab County line present State Route 41 between these points be transferred to the jurisdiction of Juab County,

That by this action State Federal-aid Secondary System mileage will increase 1.1 + - miles.

That by this action Juab County "B" mileage will increase 10.8 + - miles, Mona City "C" mileage will increase 0.8 + - mile and State Highway System mileage will decrease 11.6 + - miles,

That the letter and the application for revision from Juab County and the memorandum from Mr. E. Paul Gilgen, pertaining to the aforementioned revision be hereby incorporated as a part of this submission,

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

Dated this 14<sup>th</sup> day of May, 1971.

STATE ROAD COMMISSION OF UTAH

Henry A. Church  
Chairman

B. La Touren Cox  
Vice-Chairman

Wesley H. Weston  
Commissioner

RESOLUTION

Addition State Route 54

Revision State Route 41

Revision Federal-aid Secondary Route 274

Relocation Federal-aid Primary Route 1

Page 3

*Lee H. Platt*

Commissioner

*Frank F. Felt*

Commissioner

ATTEST:

*Russell A. Fenley*

Secretary



*Memorandum*

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: May 21, 1971

TO : George W. Bohn, Division Engineer  
09-42.41 Federal Highway Administration

FROM : L. R. Jester, Chief  
07-8 Systems Planning Division

SUBJECT: Revision of Federal-aid Secondary Route 274 and Relocation of Federal-aid Primary Route 1 in Juab County

On May 14, 1971, the Utah State Road Commission adopted a resolution related to the subject Federal-aid routes. The resolution relates the reasons and the recommended action to be taken.

We hereby request that the Federal Highway Administration approve these recommended changes.

Approval of the relocation of Federal-aid Primary Route 1 would not necessitate a change in the approved description of Federal-aid Primary Route 1 but will decrease the Federal-aid Primary System mileage 0.2 + - mile.

Transmitted herewith are the requested number of resolutions, map sheets and route description sheets.

Transmittal

BDB:WDMears:bt



U-050

Hwy Routes  
Secondary  
Revision

Form FHWA-121 (12-67)  
UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
UTAH DIVISION

# Memorandum

TO : Mr. Henry C. Helland  
07-SP Director of Highways  
Salt Lake City, Utah

DATE: June 18, 1971

In reply refer to: 09-42.41

FROM : George W. Bohn  
for Division Engineer  
Salt Lake City, Utah

*Charles H. Culp*

SUBJECT: Utah Systems-Relocation of FAS 274 and  
Relocation of FAP 1 all in Juab County

UTAH STATE  
DEPT. OF HIGHWAY  
CENTRAL FILES  
JUN 22 1971  
RECEIVED

Your request of May 21, 1971 to extend FAS 274 to the new location of the Mona Interchange as approved in our letter of August 3, 1970 on Projects I-15-5(1)207 and I-15-6(18)241 is approved.

The letter from Juab County and the "Request for FAS system revision" from Juab County and Mona City are accepted as evidence of the local cooperation required by Section 103c of Title 23 U.S. Code.

This fourth secondary system action of the year increases the secondary system by 1.1 miles for a total increase of 4.1 miles since January 1, 1971.

We also approve the relocation of FAP Route 1 to coincide with the location of Interstate Route 15 from the North Nephi Interchange to the Utah-Juab County line and the transfer of the old road to local jurisdiction upon completion of the Interstate route in the area. This action will decrease the Federal-aid primary mileage by 0.2+ miles and increase the Juab County "B" mileage by 10.8+ miles and the Mona City "C" mileage by 0.8+ miles.

We are returning one copy of the approved description for FAS Route 274 and one copy of the map which we have revised to eliminate the North Mona Interchange in accordance with our letter of August 3, 1970.

Attachments

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN THIS ORIGINAL TO CENTRAL FILES AFTER ACTION HAS BEEN COMPLETED.

RECEIVED  
Utah State Department of Highways  
Transportation Section

JUN 22 1971

AM 7 5 9 11 12 1 3 4 5 6 PM



ROUTED TO	INITIAL	ACTION
<i>John</i>		
I-Information		R-Return to Sender
C-Comment		S-Signature
A-Approval		P-Prepare Reply for my Signature
N-Necessary Action		

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

① Hwy Routes  
Primary



STATE OF UTAH

FEDERAL-AID SECONDARY SYSTEM

Proposed Revision Federal-aid Secondary Route No. 274

Approved June 18, 1971

May 19, 1971

Route Designation		County	Mileage On State Highway System	Mileage On Local System	Total Length
F.A.S. Route No.	State or Local Route No.				
274	SR- <del>41</del> 54 Local	Juab Utah	1.1	7.0 4.6	12.7

Brief Description of Route and Termini  
 From Federal-aid Primary Route 1 (I-15) east  
 of Mona west via Mona, thence northwesterly  
 to Federal-aid Primary Route 29 in Goshen.  
 Approved: 5-16-56

Note: The revision of this route increases the length  
 from 11.6 miles to 12.7 miles, an increase of 1.1 miles.

## Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: April 16, 1971

TO : H. B. Leatham  
Engineer for Planning & Programming

FROM : E. Paul Gilgen *EPG*  
Local Government Projects Engineer

SUBJECT: Mona Connection to I-15

This is to recommend the addition of the Mona Connection to I-15 be added to the Federal-aid Secondary System of Highways. The enclosed application for revision to the FAS System gives concurrence from the Juab County Commission for this request. Also enclosed is a copy of Commissioner Gadd's letter dated April 12, 1971, agreeing to Juab County accepting the responsibility for maintaining that section of Highway 91 from the Utah County Line to the North Nephi Interchange upon completion of the Interstate.

The Juab County Commissioner have also requested that section of Highway 91 from Mona south to the North Nephi Interchange be added to the Collector Road System upon completion of the Interstate. This office will hold this application in the file until the Interstate is near completion.

The District Engineer has concurred in the above action.

EPG:pr

cc: E. E. Lovelace  
Commissioner Gadd  
B. Dale Burningham



APPLICATION FOR REVISION TO FAS SYSTEM

TO: District Engineer, District No. 6 Date \_\_\_\_\_ 19 \_\_\_\_\_  
 FROM: The Board of County Commissioners of Juab County, Utah  
 SUBJ: Federal-aid Secondary System - application for revision.

The Board of County Commissioners respectfully submits this application for the ~~XXXXXXXXXX~~ - State Road (Cross out one) from I-15 interchange to Mona to be:

- Added to the FAS ~~COUNTY~~ State (Cross out one) System.
- Deleted from the County-State (Cross out one) System.
- Exchanged for County-State (Cross out one) Road.

Following is the description and justification data for support of request:

Route No. \_\_\_\_\_ Length 1.0+ miles  
 Alignment: Existing Road.. \_\_\_\_\_ New Road .. X Both .. \_\_\_\_\_  
 Use: Mail Route..... \_\_\_\_\_ School bus \_\_\_\_\_ Farm to Mkt \_\_\_\_\_  
 Recreation .... \_\_\_\_\_ Mining .... \_\_\_\_\_ Oil - gas .. \_\_\_\_\_  
 Livestock ..... \_\_\_\_\_ Forest Prod \_\_\_\_\_ Other ..... X  
 Mona access to I-15

ADT: (Number of vehicles per day)  
 Light (Pass. Pickup., etc.) \_\_\_\_\_ Heavy (Trucks - 6 tires or more) ..... \_\_\_\_\_  
 Present surface \_\_\_\_\_ No. of bridges (Over 20' span) ..... \_\_\_\_\_  
 (dirt, gravel, paved)  
 Present R/W width \_\_\_\_\_ Ownership of R/W \_\_\_\_\_  
 (Fence to fence or none.) (Private or public)

Additional justification: (If additional space is needed use other side of form)  
This is to give County and City concurrence in adding the Mona Connection  
to I-15 to the State FAS system.

\_\_\_\_\_ Priority No. \_\_\_\_\_

Signed this \_\_\_\_\_ day of \_\_\_\_\_, 196\_\_\_\_. BOARD OF COUNTY COMMISSIONERS  
 Chairman [Signature]

Attest: Commissioner [Signature]  
 Commissioner [Signature]

\_\_\_\_\_  
 County Clerk  
 \_\_\_\_\_  
 City Recorder

Mayor of Mona [Signature]

# JUAB COUNTY

THE KEY COUNTY OF  
CENTRAL UTAH

BOARD OF COMMISSIONERS

ALTON S. GADD, CHAIRMAN  
RICHARD G. FOOTE  
BO WESTRING

NEPHI, UTAH 84648

OFFICE OF  
ALTON S. GADD  
JUAB COUNTY COMMISSIONER


April 12, 1971

Mr. Edwin Loveless  
District Engineer  
Utah Dept. of Highways  
825 North 900 West  
Orem, Utah 84057

Dear Mr. Loveless:

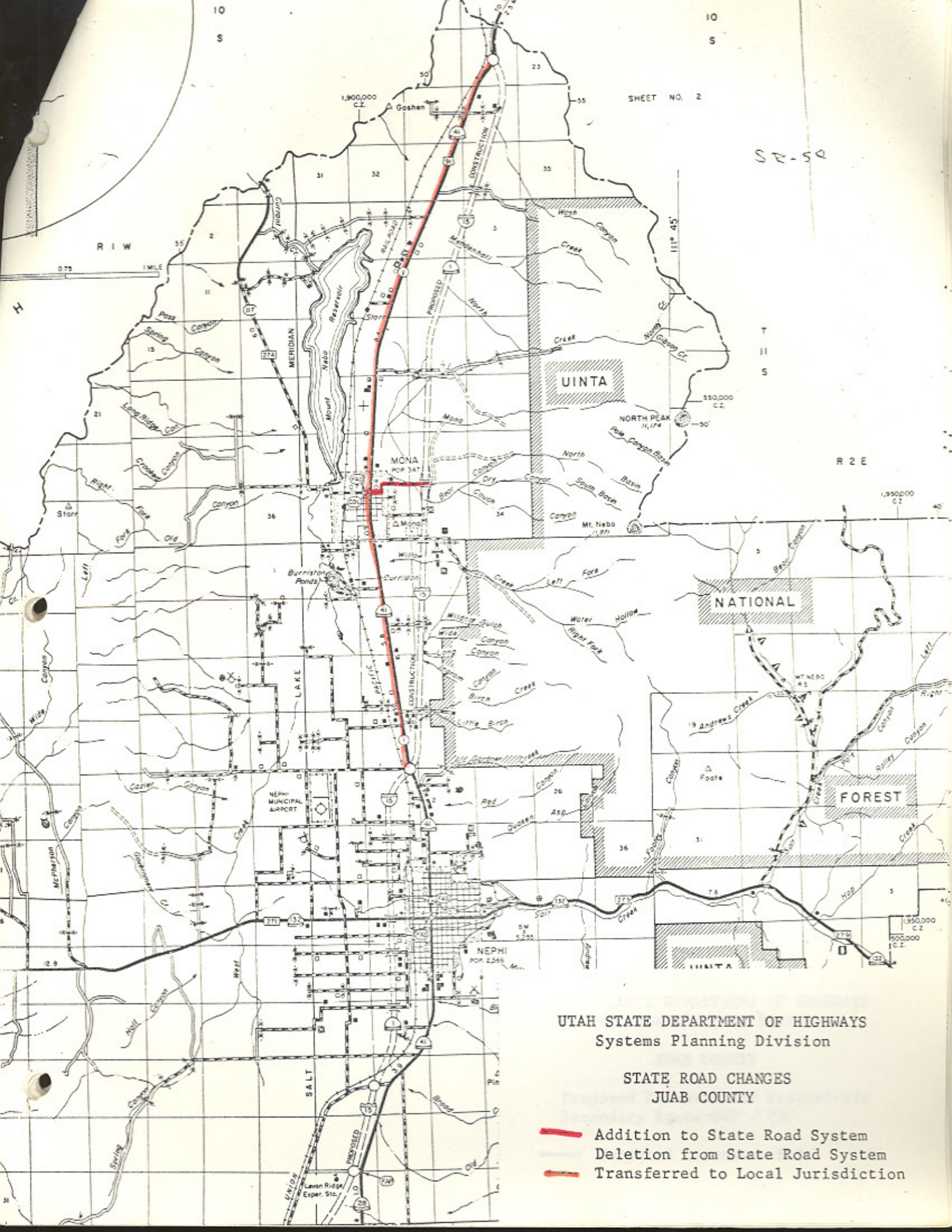
This letter is to verify our verbal agreement that Juab County will assume the responsibility of maintaining that section of Highway 91 from the Utah County line to the North Nephi Interchange upon completion of the Interstate, which will include an interchange east of Mona.

Sincerely,

  
Alton S. Gadd, Chairman  
Juab County Commission

RECEIVED  
13 APR 1971  
DIST. # 6  
OREM





SHEET NO. 2

52-50

T  
11  
S

R 2 E

UTAH STATE DEPARTMENT OF HIGHWAYS  
Systems Planning Division

STATE ROAD CHANGES  
JUAB COUNTY

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



54841  
10

10  
S

10  
S

SHEET NO. 2



UTAH STATE DEPARTMENT OF HIGHWAYS  
Systems Planning Division

JUAB COUNTY

Proposed Extension of Federal-aid  
Secondary Route ~~274~~ 274

— Proposed Extension FAS



UTAH STATE DEPARTMENT OF HIGHWAYS

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

Same Letter sent to: Mr. Don Newton, Town President, Mona City

Information sent to: E. E. Lovelace, District Engineer

Jerry Fenn	Maurice RiChey	Ellen Wandell	Charles Bertolina
Ralph Murdock	Clarence Stephens	Harold Brown	Jim West
Dean Steed	Evelyn Grill	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	

June 28, 1971

Mr. Alton S. Gadd, Chairman  
Juab County Commission  
Juab County Courthouse  
Nephi, Utah 84648

Dear Mr. Gadd:

Subject: Addition of State Route 54, Revision of State Route 41,  
Revision of Federal-aid Secondary Route 274 and Relocation  
of Federal-aid Primary Route 1 in Mona City and Juab County

Effective May 14, 1971, the Utah State Road Commission adopted a resolution to add to the State System of Highways State Route 54, and the revision of State Route 41. State Route 54 will begin from a point on the old alignment of State Route 1 (US-91) in Mona easterly to the on and off ramps on the east side of the Mona interchange. Upon completion of the Interstate route within this area, State Route 41 from the Nephi north interchange north to the Utah-Juab County line will be transferred to the jurisdiction of Mona City and Juab County.

On June 18, 1971, the Federal Highway Administration approved the relocation of Federal-aid Primary Route 1 from the old alignment on US-91 to the new proposed alignment of Interstate Route 15, and the revision of Federal-aid Secondary Route 274 from its present termini easterly to the on and off ramps on the east side of the Mona interchange.

Attached is a copy of the resolution, description sheet and location map.

Very truly yours,

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

FAP, SR-41 #54 Juab-Utah

File

Relinquishment of Realigned Highway  
Authority: Sec. 27-12-29, UCA, 1953, As Amended

25/12  
12/13  
12/14

R E S O L U T I O N

State Route 41 and 54

Federal-aid Primary Route 1

WHEREAS, the completion of Projects I-15-5(3)228 1st Contract and S-0274(2) has resulted in the construction on new alignment a section of Interstate Route 15 between north Nephi and two miles south of the Juab-Utah County line in Juab County, and

WHEREAS, the portion of State Route 41 within this area was deleted from the State Highway System by the 1975 Legislature and will no longer be used as Traveled Way for Interstate Route 15, and

WHEREAS, State Route 54 was designated by Commission action May 14, 1971, and approved by the 1973 Legislature, and

WHEREAS, it has been recommended by Mr. E. E. Lovelace, District #6 Engineer, and concurred in by the Juab County Commission and the Mona Town Officials, that these subject roads be relinquished and conveyed to their respective jurisdiction, and

WHEREAS, the Agreements pertaining to the disposition of the subject roads have been duly executed.

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

That the Utah Department of Transportation relinquishes and conveys to Juab County and Mona Town, the roads indicated on the map sheets attached to the Agreements in accordance with the conditions outlined in the Agreements,

That the Agreements be hereby incorporated as a part of this submission,



That the memorandums from E. E. Lovelace and J. W. Homer, Plans and Estimates Engineer, pertaining to this action be hereby incorporated as a part of this submission,

That by this action Juab County "B" mileage will increase 8.9 + - miles and Mona Town "C" mileage will increase 1.3 + - miles,

That application be made to the Federal Highway Administration to relocate Federal-aid Primary Route 1 to be coincident with Interstate Route 15, State Route 1, resulting from the construction of Project I-15-5(3)228 1st Contract,

Dated this 12<sup>th</sup> day of September, 1975.

UTAH DEPARTMENT OF TRANSPORTATION

*B. LaSalle Cox*  
Chairman

*Wayne A. Winter*  
Vice-Chairman

*Henry A. Church*  
Commissioner

*Samuel J. Pugh*  
Commissioner

ATTEST:

*Ronald A. Fenley*  
Secretary

\_\_\_\_\_  
Commissioner

## Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: May 22, 1975

TO : Dale B. Burningham  
Chief Research Engineer

FROM : J. W. Homer *quw*  
Plans & Estimates Engineer

SUBJECT: Redesignation, transfer, and Abandonment of Highways  
US-89, North Nephi to Juab-Utah County Line.  
(Transfer to local jurisdiction)

Research of the right-of-way files in compliance with revised Policy & Procedure 07-4 indicate that the portion of the above captioned highway was acquired thru Right of Way Deeds and Prescriptive rights.

In answer to an inquiry of April 14, 1975, we concur with Edwin E. Lovelace, District 6 Engineer, to transfer said portion of US-89 to local jurisdiction.

Attached is the correspondence concerning the above proposal.

If you have any further questions, please advise.

Att.

cc: Sheldon W. McConkie



## Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: July 15, 1975

TO : B. Dale Burningham, Chief Research Engineer

FROM : Edwin E. Lovelace, District Director

EEL by A.N.

SUBJECT: Transfer of Bypassed Roadway

The newly constructed section of Interstate 15 between North Nephi and Two Miles south of the Juab, Utah County Line, Project I-15-5(3)228 1st Contract, and S-0274(2) was opened to traffic on July 15, 1975.

It is proposed that the old roadway, S.R. 41 (Temporary I-15) be transferred to Juab County and Mona Town. Agreements signed by the appropriate officials are enclosed. These were effective on June 30, 1975 and were appropriate for execution on that day by the officials of the State Road Commission. There has been some delay in getting the documents to you, but it is believed that they are still appropriate.

The construction also provided a new connection from I-15 to Mona Town. This roadway replaces an existing road which was under the jurisdiction of Mona Town and Juab County. This new road will now be a part of the State Road System.

Will you provide for the transfer of these roadways?

The information available here shows that the section of S.R. 41 (Temp. I-15) within Mona Town is 1.27 miles long. The remaining portion of S.R. 41 which is bypassed and is to be transferred to Juab County is 8.86 Miles long.

The Mona Connection which is <sup>to</sup> be S.R. 54 occupies existing roads. A section 0.30 miles long was in Mona Town. The remaining 0.8 miles was previously a Juab County road.

enc.  
aw

A G R E E M E N T

In accordance with Sections 27-12-27, 27-12-28, 27-12-29 and 27-12-102 of the Utah Code Annotated 1953 as amended.

THIS AGREEMENT, made and entered into this 30th day of June 1975, by and between the State Road Commission of Utah, hereinafter called the "Road Commission" and the Authorized Officials of Mona Town hereinafter called "Mona Town." (City, County, etc.) (City, County, etc.)

WITNESSETH:

WHEREAS, the Road Commission proposes the construction of a highway between North Nephi and Utah County Line known as Project No. I-15-5(3)228 & and has prepared a plan showing that portion of the highway within the limits of S-0274(2) and/or affecting the roads of Mona Town. (City, County, etc.)

The plan which is attached to and becomes a part of this agreement shows the location of the proposed highway, the location of proposed access and frontage roads, and the roads which cross or connect with existing roads in Mona Town. (City, County, etc.)

The plan is marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility, and

NOW THEREFORE, it is agreed:

1. The Road Commission, in the construction of the highway project, will at the expense of the Road Commission, make the changes in the roads of Mona Town (City, County, etc.) in accordance with the plan, or as may hereafter be agreed between the parties hereto.
2. Mona Town (City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with Mona Town (City, County, etc.) roads as shown on the plan; also, to the closing, relocation, abandonment, or transfer of the roads as shown by the special markings on the plan.
3. The State Road Commission will retain control and maintenance of the roads



and has prepared a plan showing that portion of the highway within the limits of Mona Town and/or affecting the roads of (City, County, etc.).

The plan which is attached to and becomes a part of this agreement shows the location of the proposed highway, the location of proposed access and frontage roads, and the roads which cross or connect with existing roads in Mona Town (City, County, etc.).

The plan is marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility, and

NOW THEREFORE, it is agreed:

1. The Road Commission, in the construction of the highway project, will at the expense of the Road Commission, make the changes in the roads of Mona Town (City, County, etc.) in accordance with the plan, or as may hereafter be agreed between the parties hereto.

2. Mona Town (City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with Mona Town (City, County, etc.) roads as shown on the plan; also, to the closing, relocation, abandonment, or transfer of the roads as shown by the special markings on the plan.

3. The State Road Commission will retain control and maintenance of the roads which are adopted or recommended for adoption by the Road Commission or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan. Mona Town (City, County, etc.) will assume control and maintenance of all other roads which are (City, County, etc.) within its jurisdiction, and as marked on the plan upon notice from the Road Commission. Notification will be given by the Road Commission at the time maintenance responsibility is to be assumed by Mona Town (City, County, etc.).

4. This agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary in the public interest.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized officers on the day and year listed above.

County of Juab, State of Utah

STATE ROAD COMMISSION OF UTAH

By \_\_\_\_\_  
Chairman of Board of Co. Commissioners

By [Signature]  
Director of Highways

ATTEST \_\_\_\_\_  
County Clerk

ATTEST [Signature]  
Secretary to the Road Commission

By [Signature]  
Mayor or Town President

ATTEST [Signature]  
City or Town Clerk



A G R E E M E N T

In accordance with Sections 27-12-27, 27-12-28, 27-12-29 and 27-12-102 of the Utah Code Annotated 1953 as amended.

THIS AGREEMENT, made and entered into this 30th day of June 1975, by and between the State Road Commission of Utah, hereinafter called the "Road Commission" and the Authorized Officials of Juab County hereinafter called "Juab County."  
(City, County, etc.) (City, County, etc.)

WITNESSETH:

WHEREAS, the Road Commission proposes the construction of a highway between North Nephi and Utah County Line known as Project No. I-15-5(3)228 & S-0274(2) and has prepared a plan showing that portion of the highway within the limits of S-0274(2) and/or affecting the roads of Juab County.  
(City, County, etc.)

The plan which is attached to and becomes a part of this agreement shows the location of the proposed highway, the location of proposed access and frontage roads, and the roads which cross or connect with existing roads in Juab County.  
(City, County, etc.)

The plan is marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility, and

NOW THEREFORE, it is agreed:

1. The Road Commission, in the construction of the highway project, will at the expense of the Road Commission, make the changes in the roads of Juab County (City, County, etc.) in accordance with the plan, or as may hereafter be agreed between the parties hereto.

2. Juab County (City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with Juab County (City, County, etc.) roads as shown on the plan; also, to the closing, relocation, abandonment, or transfer of the roads as shown by the special markings on the plan.

3. The State Road Commission will retain control and maintenance of the roads which are adopted or recommended for adoption by the Road Commission or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan. Juab County (City, County, etc.) will assume control and maintenance of all other roads which are within its jurisdiction, and as marked on the plan upon notice from the Road Commission. Notification will be given by the Road Commission at the time maintenance responsibility is to be assumed by Juab County.  
(City, County, etc.)

4. This agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary in the public interest.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized officers on the day and year listed above.

County of Juab, State of Utah

STATE ROAD COMMISSION OF UTAH



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(City, County, etc.)

The plan which is attached to and becomes a part of this agreement shows the location of the proposed highway, the location of proposed access and frontage roads, and the roads which cross or connect with existing roads in Juab County  
(City, County, etc.)

The plan is marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility, and

NOW THEREFORE, it is agreed:

1. The Road Commission, in the construction of the highway project, will at the expense of the Road Commission, make the changes in the roads of Juab County  
(City, County, etc.)  
in accordance with the plan, or as may hereafter be agreed between the parties hereto.

2. Juab County  
(City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with Juab County  
(City, County, etc.) roads as shown on the plan; also, to the closing, relocation, abandonment, or transfer of the roads as shown by the special markings on the plan.

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(City, County, etc.) will assume control and maintenance of all other roads which are within its jurisdiction, and as marked on the plan upon notice from the Road Commission. Notification will be given by the Road Commission at the time maintenance responsibility is to be assumed by Juab County  
(City, County, etc.)

4. This agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary in the public interest.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized officers on the day and year listed above.

County of Juab, State of Utah

STATE ROAD COMMISSION OF UTAH

By Charles M. McIntyre  
Chairman of Board of Co. Commissioners

By Blaine H. Hays  
Director of Highways

ATTEST Carl S. Warner  
County Clerk

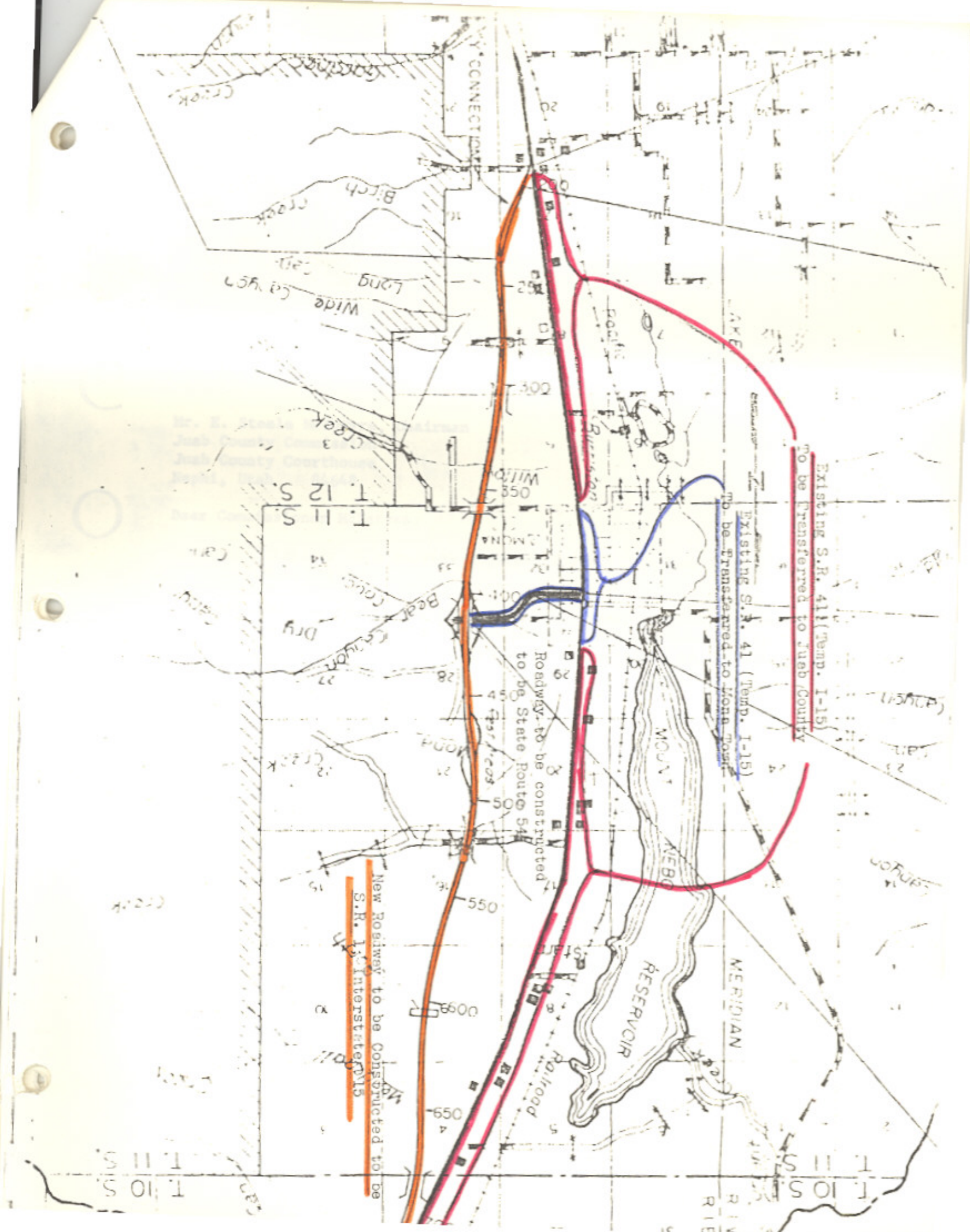
ATTEST Luella A. Finley  
Secretary to the Road Commission

By \_\_\_\_\_  
Mayor or Town President

ATTEST \_\_\_\_\_  
City or Town Clerk

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JUN 10 1952





Existing S.R. 41 (Temp. T-15)  
 To be transferred to Jub County

Existing S.R. 41 (Temp. T-15)  
 To be transferred to Iowa

Roadway to be constructed  
 to be State Route 54

New Roadway to be constructed to be  
 S.R. 15 Interstate

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 T. 11 S.

T. 10 S.  
 T. 11 S.

R. 15 E.  
 R. 16 E.

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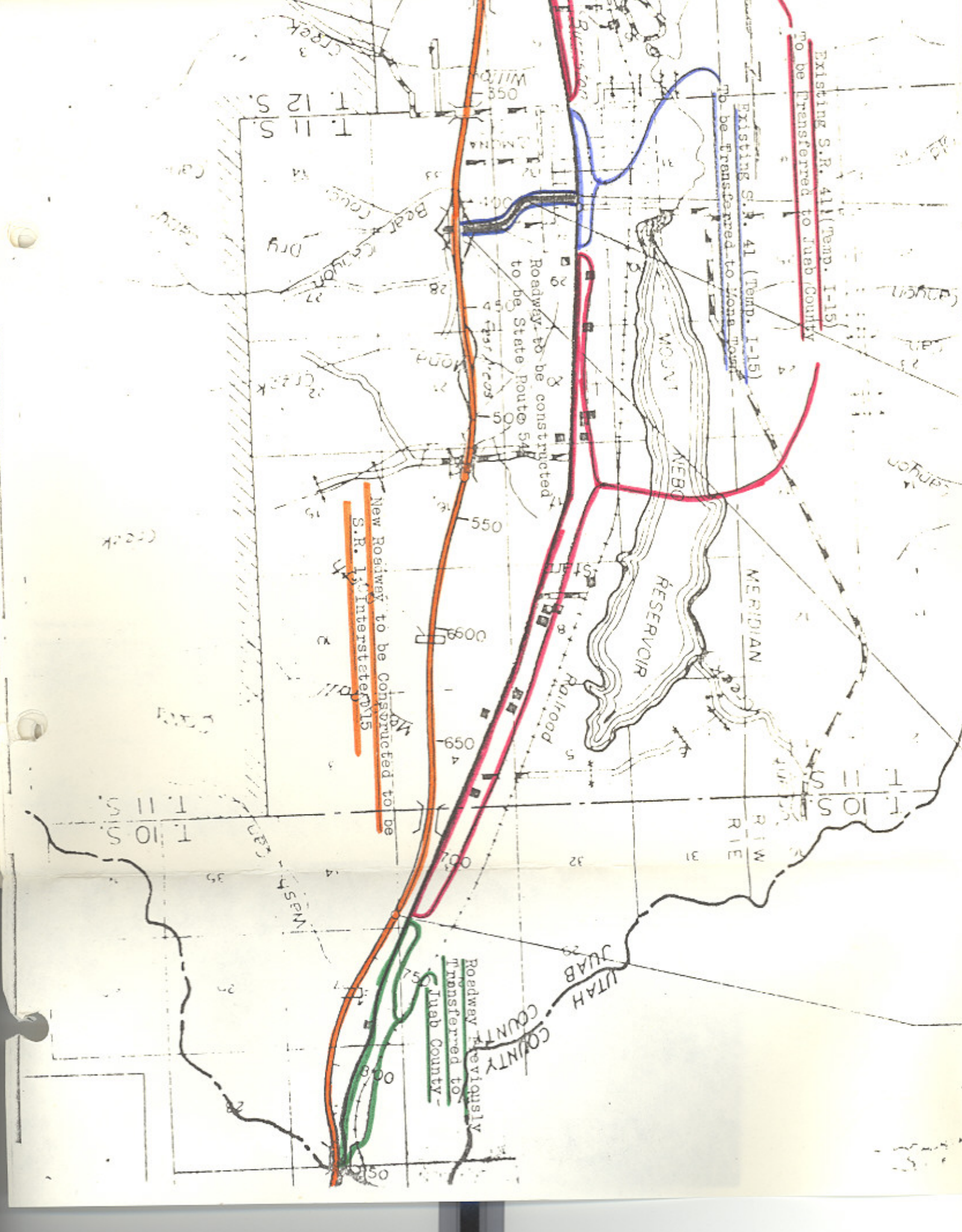
Existing S.R. 41 (Temp. I-15)  
To be Transferred to Juab County

Existing S.R. 41 (Temp. I-15)  
To be Transferred to Juab County

New Roadway to be Constructed to be  
S.R. 15 Interstate 15

Roadway to be constructed  
to be State Route 54

Roadway previously  
Transferred to  
Juab County





UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Policy & Systems Planning

• Same letter sent to: Mr. Don F. Newton, Town President, Mona City

Information sent to: Edwin E. Lovelace, District #6 Engineer

Jerry Fenn	Clarence Stephens	Ellen Wandell	Charles Bertolina
Ralph Murdock	Evelyn Crill	Harold Brown	Jim West
Dean Steed	W. J. Stephenson	Ray Behling	Don Jensen
Robert Wheadon	J. Q. Adair	Bonnie Garcia	Clarence Bywater
Keith Rosevear	David L. Kennison	John W. Homer	Ken Riddle
Robert Walsh	Robin Hood	Jo Ann Slough	Ezra Christensen
Lillian Witkowski			

October 8, 1975

C  
Mr. E. Steele McIntyre, Chairman  
Juab County Commission  
Juab County Courthouse  
Nephi, Utah 84648

O  
Dear Commissioner McIntyre:

Subject: Transfer of a Portion of State Route 41 to Juab County and  
Mona City

P  
Effective September 12, 1975, the Utah Transportation Commission approved the transfer of the deleted portion of State Route 41 to the jurisdiction of Mona City and Juab County as described in the enclosed resolution.

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

Very truly yours,

Y  
L. R. Jester  
Engineer for Transportation Planning

Enclosure