Route 70

Updated: November 2011

From 42 via Park Valley to Nevada State line, May 12, 1931.

1953 Description:
From Route 42 between Snowville and Strevell, Idaho southwesterly via Park Valley to the Utah-Nevada State line.
**(*(A) Scanned)
1963 Description:
This route was reversed and **approved by the Legislature.**
From the Utah-Nevada State line northeasterly via Park Valley to Route 42 between Snowville and Strevell, Idaho.

**(*(B) Scanned)
1965 Description:
From the Utah-Nevada State line northeasterly via Park Valley to Curlew Junction on Route 42 between Snowville and Strevell, Idaho.

Approved by 1965 Legislature:

1967 Legislature:

1969 Description:
From the Nevada State line northeasterly via Rosette, Park Valley and Curlew Junction to SR-3 (I-80N) west of Snowville. (From Curlew Junction easterly to SR-3 (I-80N) west of Snowville was SR-42 prior to 1969 Legislature).
*(C)
1975 Legislature: Description remains the same.

*(D) 1977 Commission Action (May 20, 1977)
The 1975 description of State Route 70 is deleted from the State System and re-designated as State Route 30. State Route 70 assigned to Interstate 70 (I-70)

1977 Description:
From State Route 15 (I-15) near Cove Fort to the Utah-Colorado State line west of Grand Junction, Colorado, traversing the alignment of Interstate Route 70.

1983 Legislature: Description remains the same.
*(E)

1985 Legislature: Description remains the same.
*(F)
1986 Legislature: Description remains the same.
1987 Legislature: Description remains the same.

Route 70 Cont.

1988 Legislature: Description remains the same.
1990 Legislature: Description remains the same.

*(G) **Commission Action February 14,1992**
Transfers roadway used as I-70 traveled way to local jurisdiction and other various transfers to local jurisdiction. Designates I-70 as State Route 70 in its entirety.

1992 Legislative Description:
From Route 15 near Cove Fort to the Utah-Colorado state line west of Grand Junction, Colorado, traversing the alignment of interstate Route 70.

1993 Legislature: Description remains the same.
1994 Legislature: Description remains the same.
1995 Legislature: Description remains the same.
1996 Legislature: Description remains the same.
1997 Legislature: Description remains the same.

1998 Legislative Description:
From Route 15 near Cove Fort to the Utah-Colorado state line west of Grand Junction, Colorado, on interstate Route 70.

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

Route 70

COUNTY/VOLUME & RESOLUTION NO.

A. Box Elder Co. 1/50	**B**. Multiple 1/79	**C**. Grand Co. 4/15
D. Multiple Co. 6/2	**E**. Sevier Co. 7/2	**F**. Grand Co. 7/10
G. Sevier Co. 9/11		

DESCRIPTION OF RESOLUTION CHANGE

(**A**). Relocation/New Alignment - Proposed road from Grouse Creek Junction to the Utah-Nevada State Line.

(**B**). Policy Change - Descriptions for revisions in route numbering and signing for US Routes running concurrently with Interstate Routes.

(**C**). Other Transactions - Details of other transactions found in resolution.

(**D**). Re-designation - Various State Routes throughout the State.

(**E**). Relocation/New Alignment - From Clear Creek Summit to Sevier Junction Interchange.

(**F**). Relocation/New Alignment - Transfer of old alignment from the jct. of SR-19 easterly to Floy Interchange to the jurisdiction of Grand County.

(**G**). Designation/Transfer - I-70 Traveled way to the jurisdiction of Sevier County.

RECOMMENDED CHANGE IN STATE ROUTE SYSTEM

State Route 70

Approved 4/27/67

SR-70
50

Whereas:

It has been recommended by the Box Elder County Commission that the portion of State Route 70 from Grouse Creek Junction southerly, via Lucin and thence westerly to the Utah - Nevada State line be transferred to the jurisdiction of Box Elder County and credited to their Class "B" mileage, and the proposed road from Grouse Creek Junction southwesterly, to the Utah - Nevada State line at a connection point agreed upon between the two states be made an extension of State Route 70. It was further recommended that Federal-aid Secondary Route 543 be extended from its present termini at Grouse Creek Junction to follow the proposed new location of State Route 70 to the Utah - Nevada State line.

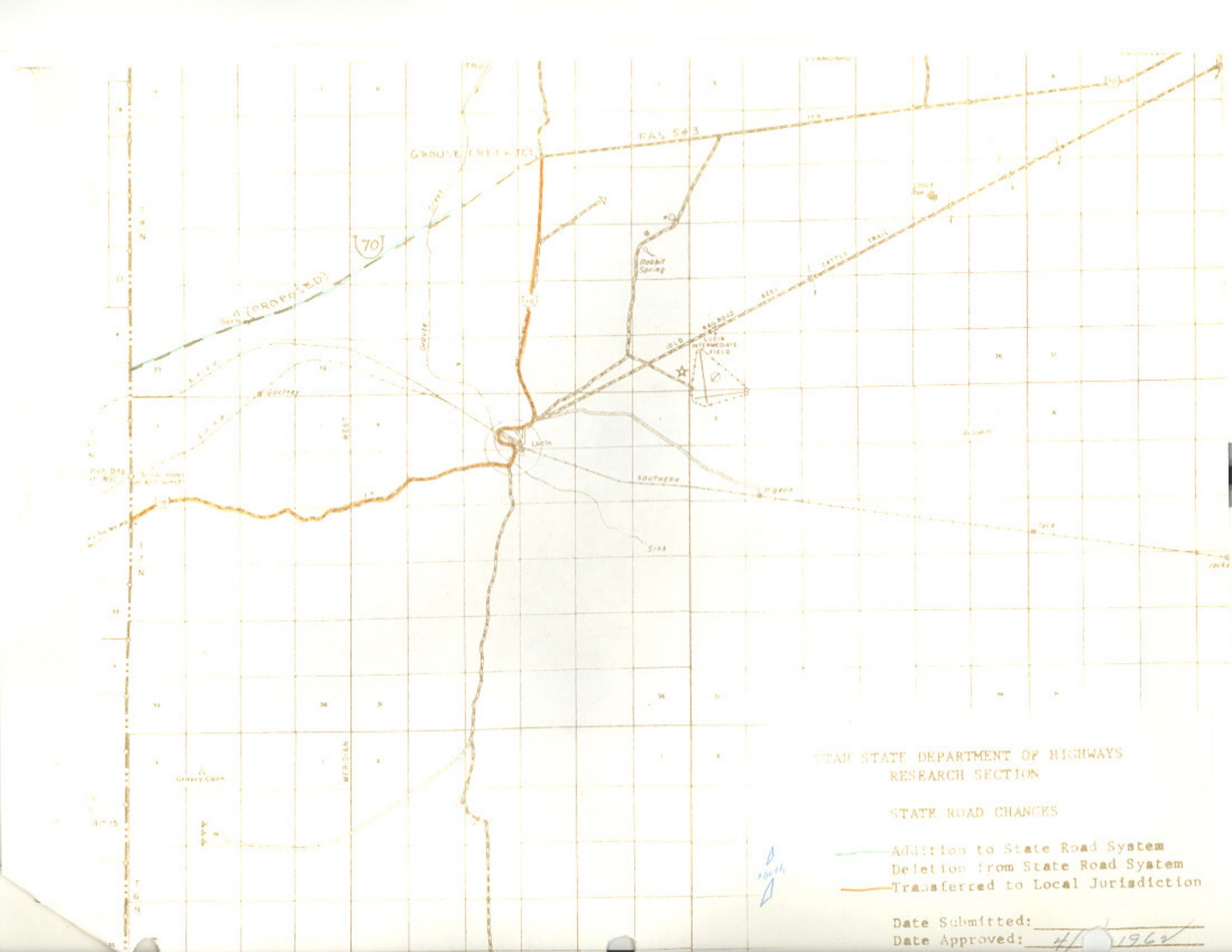
This road is an important connection between Oasis, Nevada on US-40 and US-30S west of Snowville in Box Elder County, and also provides a vital route north of Great Salt Lake to the west coast.

The State of Nevada has two construction projects under way to Montello, Nevada, and anticipate construction to the Utah State line this year.

Approval of this recommendation would decrease the State Route System mileage approximately 5.1 miles, increase Federal-aid Secondary System mileage approximately 8.8 miles, and would transfer approximately 13.- miles to the jurisdiction of Box Elder County.

THEREFORE, BE IT RESOLVED, that the proposed road from Grouse Creek Junction southwesterly, to the Utah - Nevada State line be added as an interim designation, subject to the approval of the legislature, and the old location of State Route 70 from Grouse Creek Junction south, via Lucin and thence westerly to the Utah - Nevada State line be transferred to the jurisdiction of Box Elder County. Be it further resolved

that application be made to the U. S. Department of Commerce, Bureau of Public Roads, to extend Federal-aid Secondary Route 543 from its present termini at Grouse Creek Junction southwesterly, following the proposed location of State Route 70 to the Utah-Nevada State line.



UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION

STATE ROAD CHANGES

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

Date Submitted: _____
Date Approved: 4/ /1962

R E S O L U T I O N

WHEREAS, with the completion of the Federal-aid Interstate System and portions thereof, there will be a need for revision in route numbering.

NOW, THEREFORE, pursuant to the above need, the policy of the Utah State Road Commission as an interim guide, pending the development of national uniform standards, should be:

1. Where U. S. or State routes coincide with the Interstate location, where Interstate construction is completed, only Interstate route markers will be displayed.

2. Where U. S. routes converge with an Interstate route, and at State borders, signs will be placed indicating that the U. S. or State numbered route will follow the Interstate route involved.

3. Where U. S. or State routes diverge from the Interstate, the normal junction sign will be placed with an arrow indicating the direction the routes take as they leave the Interstate location.

4. Routes into and through communities presently served by U. S. or State routes will be signed with existing U. S. or State route numbers.

5. Business route numbering shall be established for routes principally within the corporate limits of a city.

6. Where the Interstate alignment relocates a U. S. or State numbered route, and such route becomes essentially a local service function and is abandoned to local jurisdiction, the U. S. or State route shall be carried on the Interstate System.

Date this 26th day of May, 1964.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

SR-4&128
15
Granted

State Book

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

10-4-3
10-128-2

R E S O L U T I O N

State Route 4 and ~~128~~

Federal-aid Primary Route 4

~~Relinquishment of State Constructed Frontage and Access Roads~~

WHEREAS, the construction of Projects I-70-4(6)211, I-70-4(7)218 and I-IG-70-4(9)203 has resulted in the construction on new alignment a section of roadway from Whitehouse Interchange northeasterly to a point near Harley Dome in Grand County, and

(1) copy

WHEREAS, portions of the old alignment ~~of State Route 4~~ will serve as public roads though not justified as part of the State System of Highways, and

WHEREAS, it has been requested by the Grand County Commission and concurred in by James L. Deaton, District Engineer, that the old alignment of State Route 4 from the junction with State Route 128 to a connection with a county road situated in the S½ of Sec. 15, T. 20 S., R. 24 E. be transferred to the jurisdiction of Grand County. That the old alignment of State Route 4 between the S½ of Sec. 15, and the S½ of Sec. 1, where it connects into another county road; these two sections being in T. 20 S., R. 24 E., be abandoned in that most of this highway has been obliterated because of the close proximity to the new I-70 alignment and continuity of service is served by the Westwater Interchange, and that the frontage and access roads constructed in the vicinity of the Westwater Interchange be transferred to the jurisdiction of Grand County, and

WHEREAS, that portion of the old alignment from Whitehouse Interchange easterly to a point where it intersects with State Route 128 was designated as a part of State Route 128 by the 1969 State Legislature. No action other than signing this section of roadway will be needed.

(2) copy

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

That the portion of highway constructed on new alignment as a result of the construction of Projects I-70-4(6)211, I-70-4(7)218 and I-IG-70-4(9)203 be designated as a part of State Route 4,

That the old alignment of State Route 4 from the junction with State Route 128 to a connection with a county road situated in the S½ of Sec. 15, T. 20 S., R. 24 E. be transferred to the jurisdiction of Grand County,

That the old alignment of State Route 4 between the S½ of Sec. 15, and the S½ of Sec. 1, where it connects into another county road; these two sections being in T. 20 S., R. 24 E., be abandoned.

That the Utah State Road Commission relinquishes and conveys the frontage and access roads as noted on the attached map to Grand County for use as public highways subject to the following conditions:

a. That Grand County may not abandon these roads as public roads without prior approval of the Utah State Road Commission and the Federal Highway Administration.

b. That should it be found at any time that any part of the facilities relinquished are required for the safe and proper operation of the Federal-aid highway, the facilities will revert to the State Road Commission without cost.

3 copy That as a result of the resolution adopted by the Utah State Road Commission on January 8, 1971, pertaining to Federal-aid Primary Route 4 designation and approved by the Federal Highway Administration on March 5, 1971, the designation of Federal-aid Primary Route 4 is hereby relocated to be coincident with Interstate Route 70 within this area,

4 copy That by this action State Highway System mileage will ~~increase~~ decrease ~~2.2~~ + - miles and Federal-aid Primary System mileage will decrease ~~0.9~~ + - mile,

5 copy That the letter from the Grand County Commission and the memorandum from

James L. Deaton pertaining to the subject roadways be hereby incorporated as a part of this submission,

That the memorandum from J. W. Homer, Plans & Estimates Engineer, relating to the interest held and the manner of acquisition of the subject highway right-of-way be hereby incorporated as a part of this submission,

That the relinquishment and conveyance of the State constructed access and frontage roads to Grand County become effective upon the approval of the Federal Highway Administration,

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

Dated this 16 ok day of July, 1971.

STATE ROAD COMMISSION OF UTAH

Glenn A Chindl
Chairman

R. LaVaun Cox
Vice-Chairman

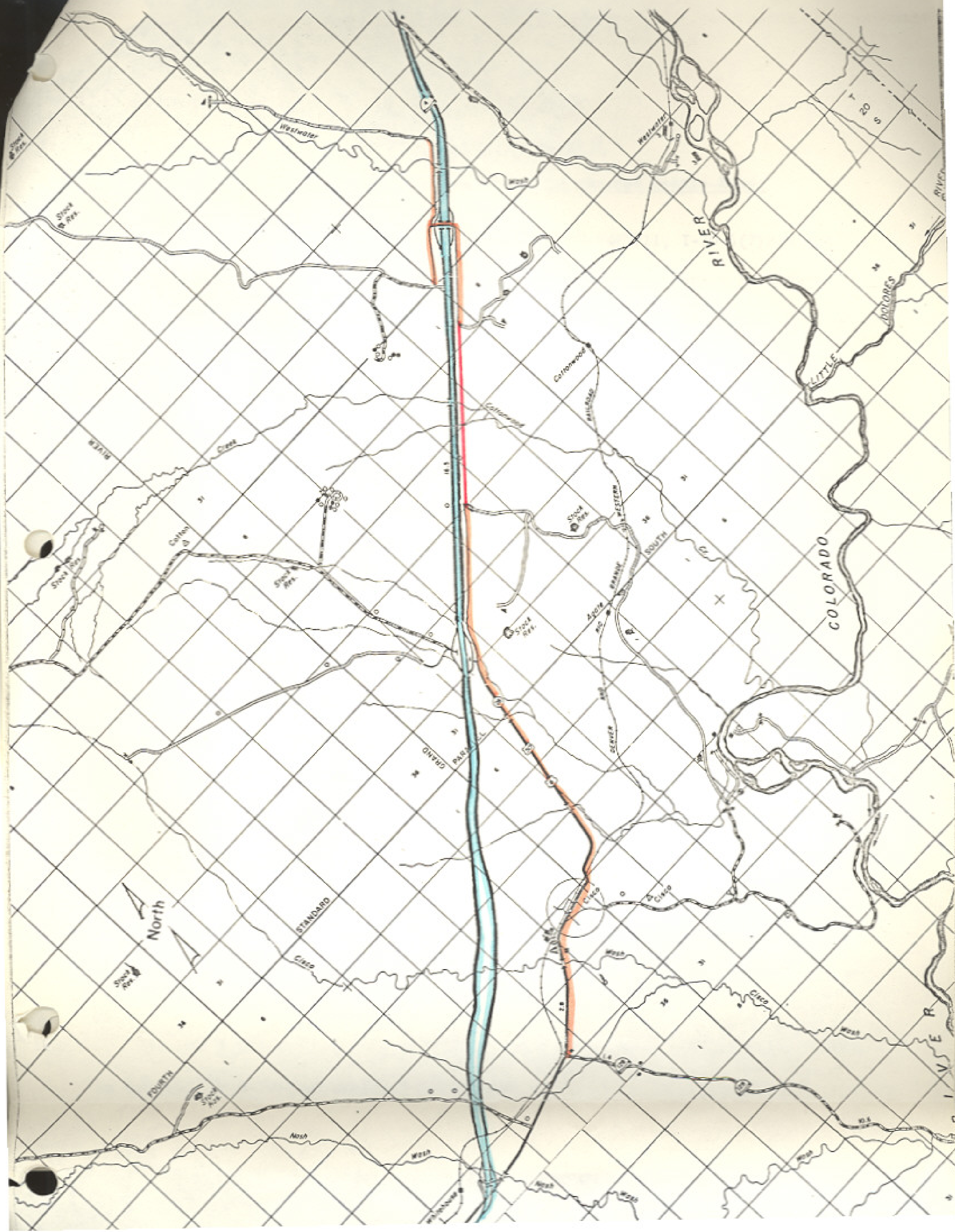
Wayne S Hunter
Commissioner

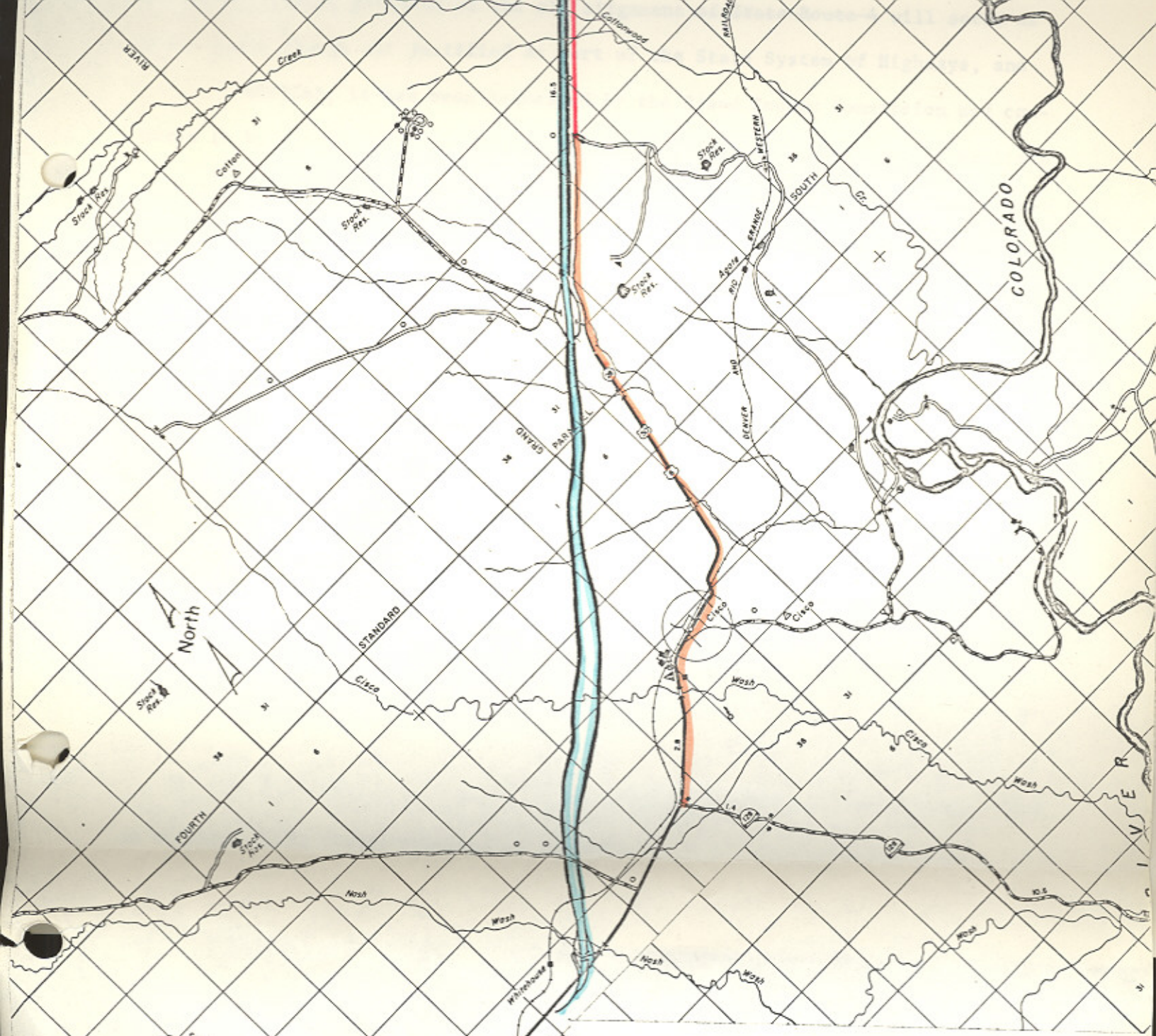
Ross N Blunt
Commissioner

Francis Peterson
Commissione.

ATTEST:

Robert A. Mallecker
acting Secretary


Westwater
Wash
Westwater
Stock Res.
T 20 S
RIVER
COLORADO
LITTLE
DOLORES
Cottonwood
RAILROAD
WESTERN
RIO GRANDE
DENVER
Agate
SOUTH
Cr.
Cotton
Creek
GRAND
PARALLEL
STANDARD
FOURTH
North
Cisco
Wash
Whitehouse



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
GRAND COUNTY

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

SR-4
I-70
6
Grand

SR-
File

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

R E S O L U T I O N

State Route 4

Federal-aid Primary Route 4

WHEREAS, the construction of Project I-70-4(10)226 has resulted in the construction on new alignment a section of SR-4 (I-70) from a point near Harley Dome in Grand County easterly a distance of 6.3 + - miles to the Utah-Colorado State line, and

WHEREAS, the construction of Project I-70-4(12)194 has resulted in the construction on new alignment a section of SR-4 (I-70) from Yellow Cat Interchange easterly to Whitehouse Interchange, a distance of 11.0 + - miles and will be open to traffic the latter part of October 1973, and

WHEREAS, the construction of Project I-70-4(13)182 will result in the construction on new alignment that section of SR-4 (I-70) from Crescent Junction easterly to Yellow Cat Interchange, a distance of 11.6 + - miles, and will be open to traffic in the fall of 1974, and

WHEREAS, portions of the old alignment will serve as public roads though not justified as part of 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:

That the portion of highway constructed on new alignment as a result of the construction of Project I-70-4(10)226 be designated as part of State Route 4 and that the portions of highway being constructed on new alignment as a result of the construction of Projects I-70-4(13)182 and I-70-4(12)194 be designated as part of State Route 4,

That the State Department of Highways will continue maintenance on the old alignment of State Route 4 from Yellow Cat Interchange to Whitehouse Interchange

until such time as Project I-70-4(12)194 is completed and open to traffic,

That the State Department of Highways will continue maintenance on the old alignment of State Route 4 from Crescent Junction to Yellow Cat Interchange, including the temporary connection to Yellow Cat Interchange until such time as Project I-70-4(13)182 is completed and open to traffic,

That the old alignment of State Route 4 from engineer station 3255+00 + - near Harley Dome, to the Utah-Colorado State line be transferred to the jurisdiction of Grand County,

That upon the completion and opening to traffic of Project I-70-4(12)194 that the old alignment of State Route 4 from a point near Yellow Cat Interchange to Whitehouse Interchange be transferred to the jurisdiction of Grand County,

That upon the completion and opening to traffic of Project I-70-4(13)182 that the old alignment of State Route 4 from a point near Crescent Junction to Yellow Cat Interchange be transferred to the jurisdiction of Grand County,

That as a result of the resolution adopted by the Utah State Road Commission on January 8, 1971, pertaining to Federal-aid Primary Route 4 designation and approved by the Federal Highway Administration on March 5, 1971, the designation of Federal-aid Primary Route 4 will be relocated to be coincident with Interstate Route 70 within this area,

That by this action State Highway System mileage will decrease 0.9 + - mile and Federal-aid Primary System mileage will decrease 0.9 + - mile,

That by this action Grand County "B" System mileage will increase a total of 30.8 + - miles upon the completion of Projects I-70-4(12)194 and I-70-4(13)182,

That the letter from the Grand County Commission and the memorandum from James L. Deaton, District Engineer, pertaining to the subject roadways be

SR-4
I-70

hereby incorporated as a part of this submission,

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

Dated this 15th day of October, 1973.

STATE ROAD COMMISSION OF UTAH

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

SR-4
I-70

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: September 20, 1973

TO : B. Dale Burningham, P.E.
Chief Res. Engr., Plan & Prog.

FROM : James L. Deaton
District Engineer

SUBJECT: Redesignation, Transfer, and Abandonment of Highways
P.P.M. 07-4

The construction of I-70 from Crescent Junction to Whitehouse and Harley Dome to the Colorado Line situated in Grand County prompts the transfer of Highway US 6-50.

In that the I-70 alignment will not furnish the continuity of service provided by Highway 6-50, it is recommended that 6-50 be transferred to Grand County's jurisdiction and that they be credited for this additional mileage on their Class "B" road fund's annual allocation.

The length of 50-6 to be transferred to Grand County westerly from the Utah-Colorado line is approximately 8.5 miles and runs from the east section line of Sec. 29, T. 18 S., R. 26 E., S.L.B.& M. and runs southwesterly to the SW¼ of Sec. 21, T. 19 S., R. 25 E., S.L.B.& M.

This section of roadway was open to the traveling public on the evening of September 13, 1973. The length of the 50-6 alignment between the Whitehouse Interchange and Crescent Junction is approximately 22.6 miles. The Whitehouse Interchange is located near the east section line of Sec. 31, T. 21 S., R. 23 E. Crescent Junction is located in the NE¼ of Sec. 33, T. 21 S., R. 19 E. The section between the Whitehouse Interchange and the Yellow Cat Interchange will be open to the traveling public the latter part of October 1973. The section between the Yellow Cat Interchange and Crescent Junction could possibly be open to the traveling public in the fall of 1974.

Continued . .

SR-4
I-70




Grand County

STATE OF UTAH
Moab, Utah 84532

September 17, 1973

Mr. James L. Deaton
District Engineer
Utah State Dept. of Highways
Price, Utah

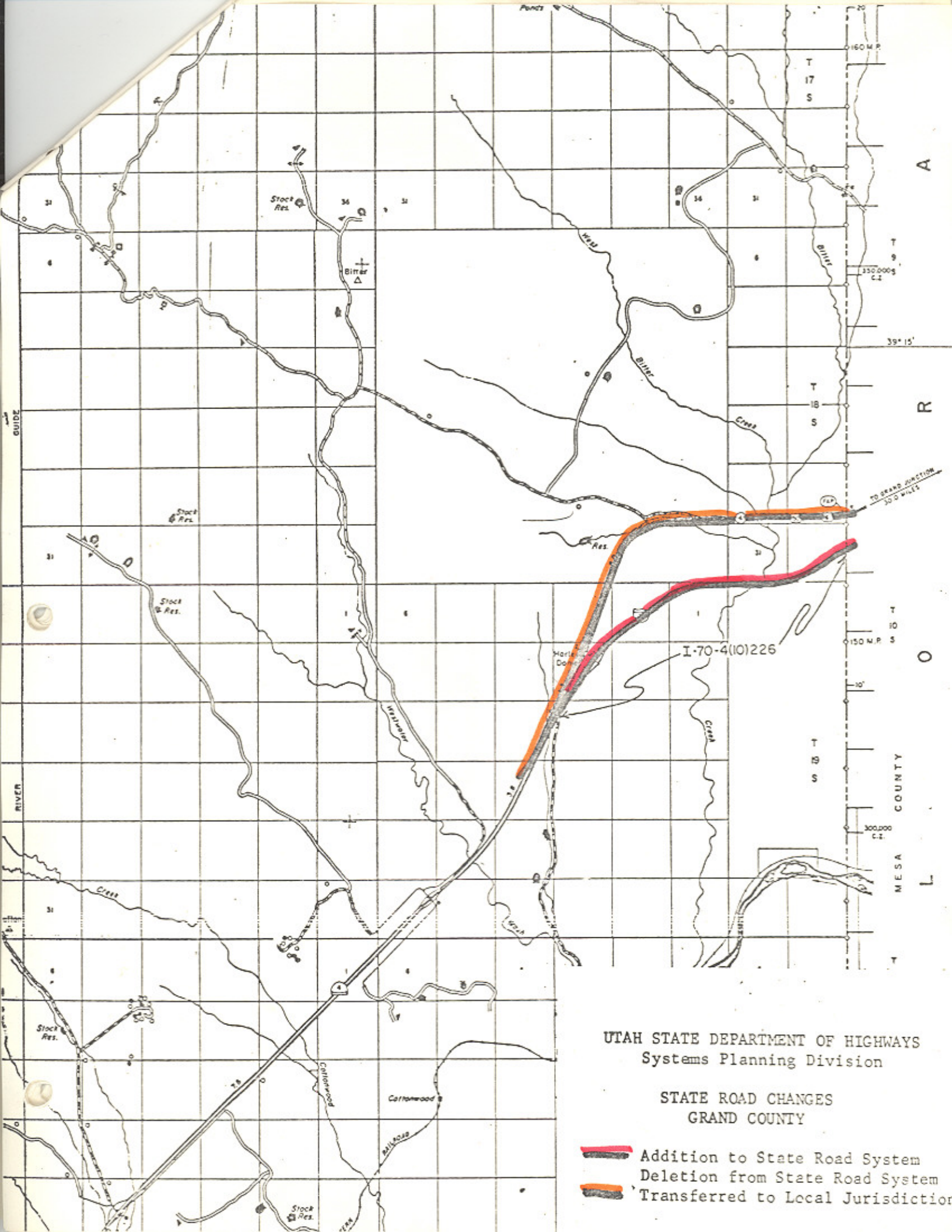
Dear Jim,

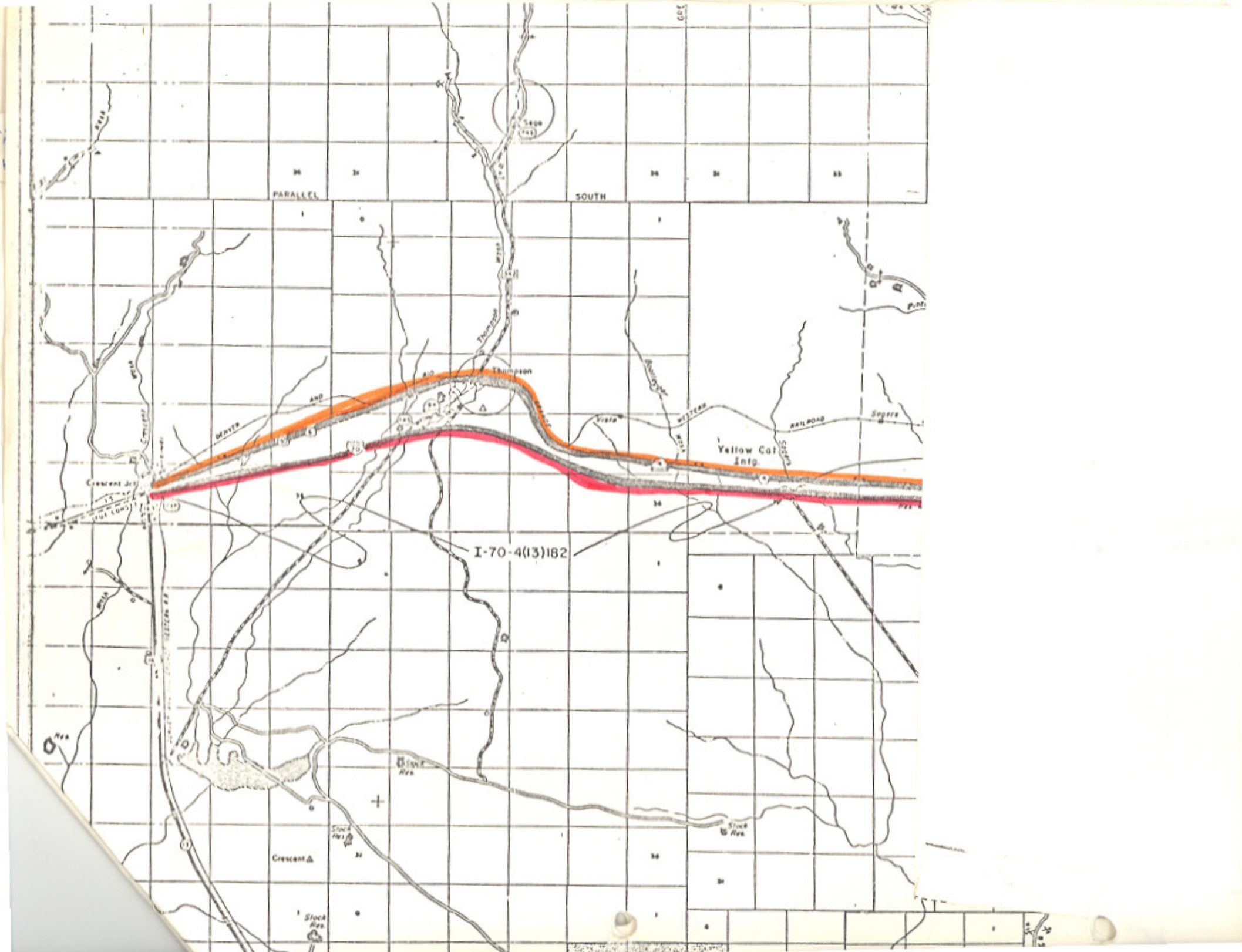
We concur with your recommendation that Grand County accept that part of 50 & 6 alignment between Crescent Junction and the west portion of the White House interchange and from the Utah-Colorado line westerly to a point situated in Section 21 T19S R25E.

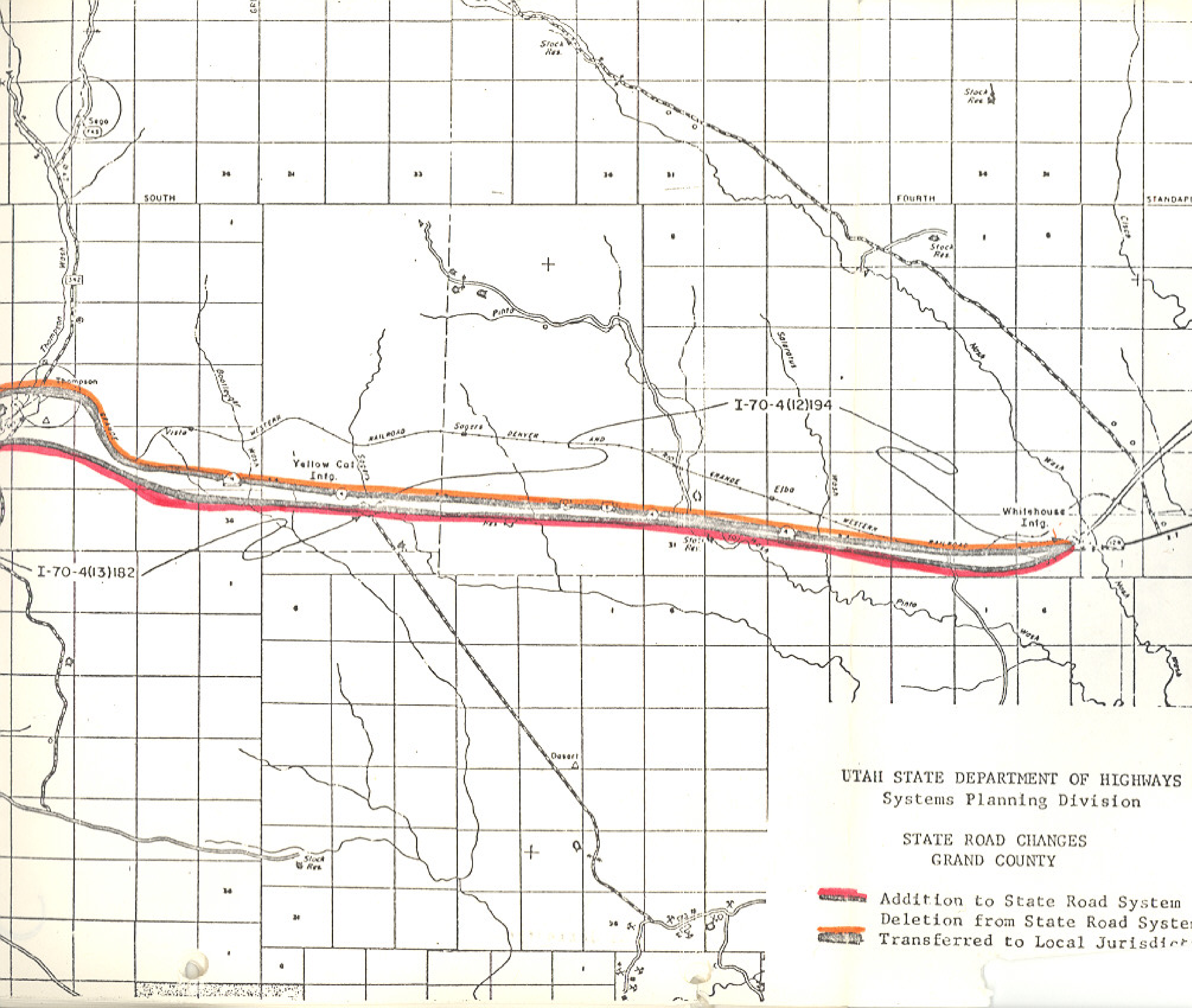
Sincerely,

George H. Newell

George H. Newell, Chairman
Grand County Commission


I-70-4(10)226
UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division
STATE ROAD CHANGES
GRAND COUNTY
Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction


PARALLEL
SOUTH
Thompson
Yellow Cat Intg.
Crescent Jct.
Crescent
I-70-4(13)182



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division
STATE ROAD CHANGES
GRAND COUNTY
Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction
I-70-4(13)182
I-70-4(12)194
Yellow Cat Intg.
Whitehouse Intg.
Thompson
Sego
SOUTH
FOURTH
STANDARD
Thompson Wash
Vista
Sagers
Elba
Pinto
Saleratus
Cisco
Cisco Wash
Diesel
Stock Res.
DENVER AND RIO GRANDE WESTERN RAILROAD

SR-4
I-70

UTAH STATE DEPARTMENT OF HIGHWAYS

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

Same letter sent to: Mr. Marvin E. Olsen, U.S. Department of Soil Conservation

Information sent to: James Deaton, District #4 Engineer

Jerry Fenn	Clarence Stephens	Ellen Wandell	Charles Bertolina
Ralph Murdock	Evelyn Crill	Harold Brown	Jim West
Dean Steed	Wallace Liddle	Ray Behling	Don Jensen
Porter M. Gooch	David Sargent	Bonnie Garcia	Clarence Bywater
Keith Rosevear	David E. Kennison	John W. Homer	Ken Riddle
Robert Walsh	Robin Hood	Chauncey Powis	Winston Neiman
Lillian Witkowski	Ezra Christensen	E. Paul Gilgen	Robert Weadon
Mary Decker	Bert Kros		

October 24, 1973

COPY

Mr. George H. Newell, Chairman
Grand County Commission
Grand County Courthouse
Moab, Utah 84523

Dear Commissioner Newell:

Subject: Redesignation, Transfer and Abandonment of Highways in Grand County

Effective October 15, 1973, the Utah State Highway Commission adopted a resolution to transfer various sections of State Route 4 (I-70) created by the construction of Projects I-70-4(10)226, I-70-4(12)194 and I-70-4(13)182 to the new alignment of State Route 4, and to transfer to local jurisdiction or abandon the old alignment as described in the attached resolution.

Attached is a copy of the resolution and location maps.

Very truly yours,

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

Attachment

R E S O L U T I O N

Redesignation of Various State Routes

WHEREAS, it has been determined that it would be advantageous for record keeping and developing a Highway Reference System that various state routes be redesignated by hierarchy with the route number being synonymous with the US route designation, and

WHEREAS, this proposed revision of State Route Designations is concurred in by all District Directors.

NOW THEREFORE, be it resolved as follows:

That Interstate Route 15 be designated as State Route 15 and by this action delete the designation of State Route 1 and redesignate present State Route 15 as State Route 9,

That Interstate Route 80 be designated as State Route 80 and by this action delete the designation of State Route 2 and redesignate present State Route 80 as State Route 92,

That Interstate Route 80N be designated as State Route ~~82~~ 84 and by this action delete the designation of State Route 3 and redesignate present State Route ~~82~~ 84 as State Route 126 92,

That Interstate Route 70 be designated as State Route 70 and by this action delete the designation of State Route 4 and redesignate present State Route 70, part of State Route 102, part of State Route 69, part of State Route 16 and State Route 51 as State Route 30 and by this action delete the designation of State Route 51,

That Interstate Route 215 be designated as State Route 215 and by this action delete the designation of State Route 5,

That US-6 and 50 from the Utah-Nevada State line to Delta be designated as State Route 6 and that US-6 from Delta to the junction with I-70 west of

State changes 2

Green River also be designated as State Route 6 and by this action delete the designation of State Route 27,

That US-40 be designated as State Route 40 and by this action delete the designation of State Route 6 and redesignate present State Route 40 as State Route 134,

That US-50 from Delta to Salina be designated as State Route 50 with the exception of that section coincident with Interstate Route 15 and by this action delete the designation of State Route 26 and redesignate a part of present State Route 50 as State Route 26,

That US-89 be designated as State Route 89 with the exception of those sections coincident with Interstate Route 70, US-6, I-15 and US-91 and by this action delete the designation of State Route 259, part of State Route 11, part of State Route 28, State Route 32, State Route 8, State Route 271, part of State Route 106, State Route 169, State Route 49, part of State Route 50, part of State Route 84, State Route 13 and the remaining part of State Route 16, redesignate present State Route 89 as State Route 169 and redesignate that portion of State Route 84 from Brigham northerly to State Route 30 as State Route 13,

That US-91 be redesignated as State Route 91 and by this action delete the designation of State Route 85,

That US-189 be designated as State Route 189 with the exception of those sections coincident with US-40 and Interstate Route 80 and by this action delete the designation of State Route 7, 151 and part of State Route 35,

That US-163 be designated as State Route 163 and by this action delete the designation of State Route 47, part of State Route 9 and redesignate present State Route 163 as State Route 78,

That US-666 b[illegible]esignated as State Route 666 and by this action delete

the remaining portion of State Route 9,

That as a result of the aforementioned revisions the State Routes involved will be described as follows:

Route 6 From the Utah-Nevada State line easterly via Delta and Tintic Junction, thence easterly via Santaquin, Payson and Spanish Fork to Moark Junction, thence easterly via Spanish Fork Canyon and Price to Route 70 (Interstate Route 70) west of Green River.

Route 9 From Harrisburg Junction on Route 15 (Interstate Route 15) easterly to Zion National Park south boundary, thence from Zion National Park east boundary to Mt. Carmel Junction on Route 89.

Route 11 From the Utah-Arizona State line north to a junction with Route 89 in Kanab.

Route 13 From a junction with Route 91 in Brigham City northerly via Bear River and Haws Corner to a point south of Riverside, thence east to Route 30 north of Collinston.

Route 15 From the Utah-Arizona State line near St. George to the Utah-Idaho State line south of Malad, Idaho, (traversing the alignment of Interstate Route 15). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

Route 16 From the Utah-Wyoming State line northerly to Route 30 at Sage Creek Junction.

Route 26 From Route 84 in Roy easterly to Route 89 in Ogden (Former SR-50 Part).

Route 28 From a junction with Route 89 in Gunnison northerly via Levan to a junction with Route 15 (Interstate Route 15) north of Levan.

Route 30 From the Utah-Nevada State line northeasterly via Curlew Junction to Route ~~82~~ 84 (Interstate Route 80N) west of Snowville. Then commencing

again at a junction with Route 82 (Interstate Route 80N) west of Tremonton easterly via Tremonton, Haws Corner and Collinston to Route 91 in Logan. Then commencing again at a junction with Route 89 in Garden City southeasterly via Sage Creek Junction to the Utah-Wyoming State line.

Route 35 From Route 189 at Francis southeasterly via Tabiona to Route 87 north of Duchesne.

Route 40 From Silver Creek Junction on Route 80 (Interstate Route 80) easterly via Heber City, Duchesne and Vernal to the Utah-Colorado State line.

Route 50 From Route 6 in Delta southeasterly to Holden, thence northerly to Route 15 (Interstate Route 15) and commencing again on Route 15 (Interstate Route 15) near Scipio southeasterly via Scipio to a junction with Route 89 in Salina.

Route 69 From Brigham on Route 13 northerly via Honeyville to Route 30 at Deweyville.

Route 70 From Route 15 (Interstate Route 15) near Cove Fort to the Utah-Colorado State line west of Grand Junction, Colorado, (traversing the alignment of Interstate Route 70). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

Route 78 From Route 15 (Interstate Route 15) west of Levan east to Route 28 in Levan.

Route 80 From the Utah-Nevada State line near Wendover to the Utah-Wyoming State line west of Evanston, Wyoming, (traversing the alignment of Interstate Route 80). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

Route ~~82~~ 84 From the Utah-Idaho State line near Snowville to a point on Route 15 (Interstate Route 15) near Tremonton, thence from another point on Route 15 (Interstate Route 15) near Roy to Route 80 (Interstate Route 80) near Echo, (traversing the alignment of Interstate Route ~~80N~~ 24). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

Route ~~84~~ 126 From Route 15 (Interstate Route 15) south of Layton northerly to Route 89 at Hot Springs Junction.

Route 89 From the Utah-Arizona State line northwest of Page, Arizona, westerly to Kanab, thence northerly to a junction with Route 70 (Interstate Route 70) at Sevier Junction. Then commencing again at the junction with Route 70 (Interstate Route 70) south of Salina northerly via Salina, Gunnison and Mt. Pleasant to a junction with Route 6 at Thistle Junction. Then commencing again at a junction with Route 6 at Moark Junction northerly via Springville, Provo, Orem and American Fork to Route 15 (Interstate Route 15) north of Lehi. Then commencing again at a junction with Route 15 (Interstate Route 15) near Draper Crossroads northerly via Murray and Salt Lake City to a junction with Route 15 (Interstate Route 15) at Becks Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) near Orchard Drive northerly via Bountiful to a junction with Route 15 (Interstate Route 15) at North Bountiful Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) at Lagoon Junction northerly via Uintah Junction and Ogden to Route 91 near south city limits of Brigham City. Then commencing again at a junction with Route 91 in Logan northeasterly to Garden City, thence north to the Utah-Idaho State line.

Route 91 From Route 15 (Interstate Route 15) south of Brigham, thence

easterly via Brigham Canyon and Logan to the Utah-Idaho State line near Franklin, Idaho.

Route 92 From Route 15 (Interstate Route 15) near Point of the Mountain east via American Fork Canyon to Route 189 in Provo Canyon.

Route 102 From Route 83 east of Lampo Junction northeasterly via Penrose and Thatcher to Route ~~82~~ 84 (Interstate Route ~~80N~~ 84) west of Tramonton.

Route 106 From Route 89 northerly via Second West and Fourth North in Bountiful, thence northerly to Sheppard Lane in Farmington, thence east to Route 89.

Route ~~126~~ 82 From Route 30 in Tremonton north via 300 East to Garland, thence east approximately 0.8 mile, thence north to Route 13.

Route 134 From Kanesville on Route 37 northerly to Plain City, thence easterly to Pleasant View on Route 89.

Route 163 From the Utah-Arizona State line southwest of Mexican Hat northerly via Blanding, Monticello and Moab to Route 70 (Interstate Route 70) at Crescent Junction.

Route 169 From Route 162 east to Eden on Route 166.

Route 189 From Route 15 (Interstate Route 15) south of Provo northerly via University Avenue and Provo Canyon to Route 40 south of Heber. Then commencing again from Route 40 at Hailstone Junction easterly to Francis, thence northerly via Kamas to Route 80 (Interstate Route 80) south of Wanship.

Route 215 From a junction with Route 80 (Interstate Route 80) near the mouth of Parleys Canyon southeast of Salt Lake City, southwesterly near the south city limits of Murray, junctioning with Route 15 (Interstate Route 15), thence northwesterly, northerly and easterly to a junction with Route 15 (Interstate Route 15) north of Salt Lake City, (traversing the alignment of Interstate Route 215).

Route 666 From Route 163 at Monticello east to the Utah-Colorado State line.

State Changes

RESOLUTION
Redesignation of Various State Routes
Page 7

The maps presented relating the action taken herewith are hereby a part of this resolution and will be stored at the office of the Planning Statistics Section of the Transportation Planning Division.

Dated this 3rd day of May, 1977.

UTAH TRANSPORTATION COMMISSION

B. LeLaun Cox
Chairman

Wayne A. Clarke
Vice-Chairman

Glen E. Good
Commissioner

Glen H. Blanch
Commissioner

Samuel D. Taylor
Commissioner

ATTEST:

David A. Fenley
Secretary

STATE ROUTES REQUIRING CHANGES IN ROUTE DESIGNATION SIGNING

Existing Designation	New Designation	District	Miles
SR-15	SR-9	5	32.6
SR-15	SR-9	3	12.3
SR-80	SR-92	6	26.8
SR-82	SR-126	1	3.1
SR-40	SR-134	1	12.4
SR-50 Part	SR-26	1	3.8
SR-89	SR-169	1	0.6
SR-84	SR-13	1	27.8
		Total	119.4

SR-70, SR-102, SR-69, SR-16 and SR-51 in District 1, remove rectangular route signs from sign posts.

US-89 signs thru Sevier Valley will be replaced with "Temporary I-70" signs with rectangular signs under the Temporary I-70 sign indicating the State Route designation until completion of I-70 thru this area. Upon completion of I-70 between Sevier Junction and Salina all State Routes will be resigned by their designated State Route, District 3

Present State Routes 15 and 80 will be dual route signed for a period of approximately two years as a guide to Tourists, Districts 5, 3 and 6

All directional signing (junction signs, etc.) affected by these revisions will also require changing.

2

-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: June 2, 1977

TO : District Directors

FROM : L. R. Jester, P.E.
Engineer for Transportation Planning

SUBJECT: Redesignations of State Routes

On May 20, 1977, the Utah Transportation Commission approved the redesignations of various State Routes as described in the attached resolution. Please review the changes that have been approved in your District and notify all interested agencies within your area.

Attachment

Note: All Districts refer to last page of resolution for necessary signing changes.

UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

C

O

P

Y

Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

Subject: Redesignation of State Routes

Dear Mr. Hancock:

On May 20, 1977, the Utah Transportation Commission approved the redesignations of the various State Routes as described in the enclosed Resolution.

Yours very truly,

L. R. Jester, P.E.
Engineer for Transportation Planning

LRJ/BDB/WDM/BDent/cs
Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin E. Olson, U.S. Dept. of Soil Conservation
Mr. Ralph Hodges, Utah Forest & Wildlife Service

State changes
2

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

ROBERT N. HUNTER, President
Chief Engineer
Missouri State Highway Department

HENRY E. STAFFELDT, Executive Director
444 N. Capitol Street, N.W., Suite 225
Washington, D.C. 20001
Telephone (202) 624-5800

July 12, 1977

Mr. Blaine J. Kay, Director
Utah Department of Transportation

Mr. Darrell V. Manning, Director
Idaho Transportation Department

Mr. Robert A. Burco, Director
Oregon Department of Transportation

Gentlemen:

The Route Numbering Committee reviewed the application coming from the Idaho Department of Transportation, and concurred in by the Utah Department of Transportation, for the redesignation of I-80N.

After reviewing the application, together with objections raised by States of Washington and Oregon, the Committee voted to redesignate I-80N as I-84, subject to concurrence by the Federal Highway Administrator, and with the State of Oregon in consultation with the States of Utah and Idaho to make the determination when the sign change would take place; but no later then July 1st, 1980.

This action was reviewed by the Executive Committee at its meeting on July 7th, 1977, and concurred therein.

Sincerely,

H. J. Rhodes
Deputy Director

HJR:pw

cc: Mr. William Cox
Federal Highway Administrator
Federal Highway Administration

RECEIVED
7-14-77

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN THIS [illegible] TO CENTRAL FILES AFTER ACTION HAS BEEN [illegible]

Kay

UTAH STATE DEPA TMENT OF HIGHWAYS

June 2, 1977

COPY

Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

Subject: Redesignation of State Routes

Dear Mr. Hancock:

On May 20, 1977, the Utah Transportation Commission approved the redesignations of the various State Routes as described in the enclosed Resolution.

Yours very truly,

L. R. Jester, P.E.
Engineer for Transportation Planning

LRJ/BDB/WDM/BDent/cs

Enclosure

cc: N.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: [illegible]

Stafeloida

RESOLUTION

Addition and Redesignation of Various State Routes

WHEREAS, it has been the policy to redesignate by hierarchy state route numbers to be synonymous with US route designations, and

WHEREAS, the American Association of State Highway and Transportation Officials approved the extension of US Route 191 from a point north of West Yellowstone, Wyoming, southerly via the following state routes, or portions of state routes, in Utah: 260, 44, 40, 33, 6, 70 and 163 to Chambers, Arizona, and

WHEREAS, a portion of this route (US-191) from a point near Bluff, Utah, to US-160 near Mexican Water, Arizona, is coincident with an Indian Reservation Road for which the Bureau of Indian Affairs has administrative responsibility.

NOW THEREFORE, be it resolved as follows:

That contingent upon the Bureau of Indian Affairs granting a right-of-way easement to the State of Utah and the road being in an acceptable state of maintenance for that section of road from the Utah-Arizona state line northerly to a junction with SR-163 near Bluff, a request be submitted to the State Legislature at its next regular session for approval to have this section of road included in the State System of Highways and designated as a part of route 191, to become effective upon the approval by the Legislature, and

That present State Route 163 from a point near Bluff northerly to Crescent Junction be redesignated as part of State Route 191, and

That present State Route 33 in its entirety be designated as part of State Route 191, and

That present State Route 44 from a junction with State Route 40 in Vernal northerly to Greendale Junction be designated as part of State Route 191, and

That present State Route 260 in its entirety be designated as part of State Route 191, and

That as a result of the aforementioned revisions the state routes involved will be described as follows:

Route 44 - From a junction with Route 191 at Greendale Junction westerly and northerly to Manila on Route 43.

Route 163 - From the Utah-Arizona State line at a point southwest of Mexican Hat northeasterly to Route 191 near Bluff.

Route 191 - From the Utah-Arizona State line at a point south of Bluff northerly via Blanding, Monticello and Moab to a junction with Route 70 at Crescent Junction; then commencing again at a junction with Route 6 north of Helper northerly via Indian Canyon to a junction with Route 40 at Duchesne; then commencing again at a junction with Route 40 in Vernal northerly via Greendale Junction and Dutch John to the Utah-Wyoming State line.

The map sheet relating the action taken herewith is hereby incorporated as a part of this Resolution.

Dated this 4th day of September, 1981.

UTAH TRANSPORTATION COMMISSION

Chairman

Vice Chairman

Commissioner

on and Redesignation of Various State Routes
3

Glen H. Church
Commissioner

Charles H. Claybaugh
Commissioner

ATTEST:

Ilva A. Anderson
Secretary

Director
William D. Hurley, P.E.

Assistant Director
C.V. Anderson, P.E.

UTAH DEPARTMENT OF TRANSPORTATION
State Office Building
Salt Lake City, Utah 84114

Subject: Addition and Redesignation of Various State Routes

Dear Sir:

On June 6, 1981, the American Association of State Highway and Transportation Officials approved the extension of U.S. Route 191 to traverse various state routes in the State of Utah, as described in the enclosed resolution.

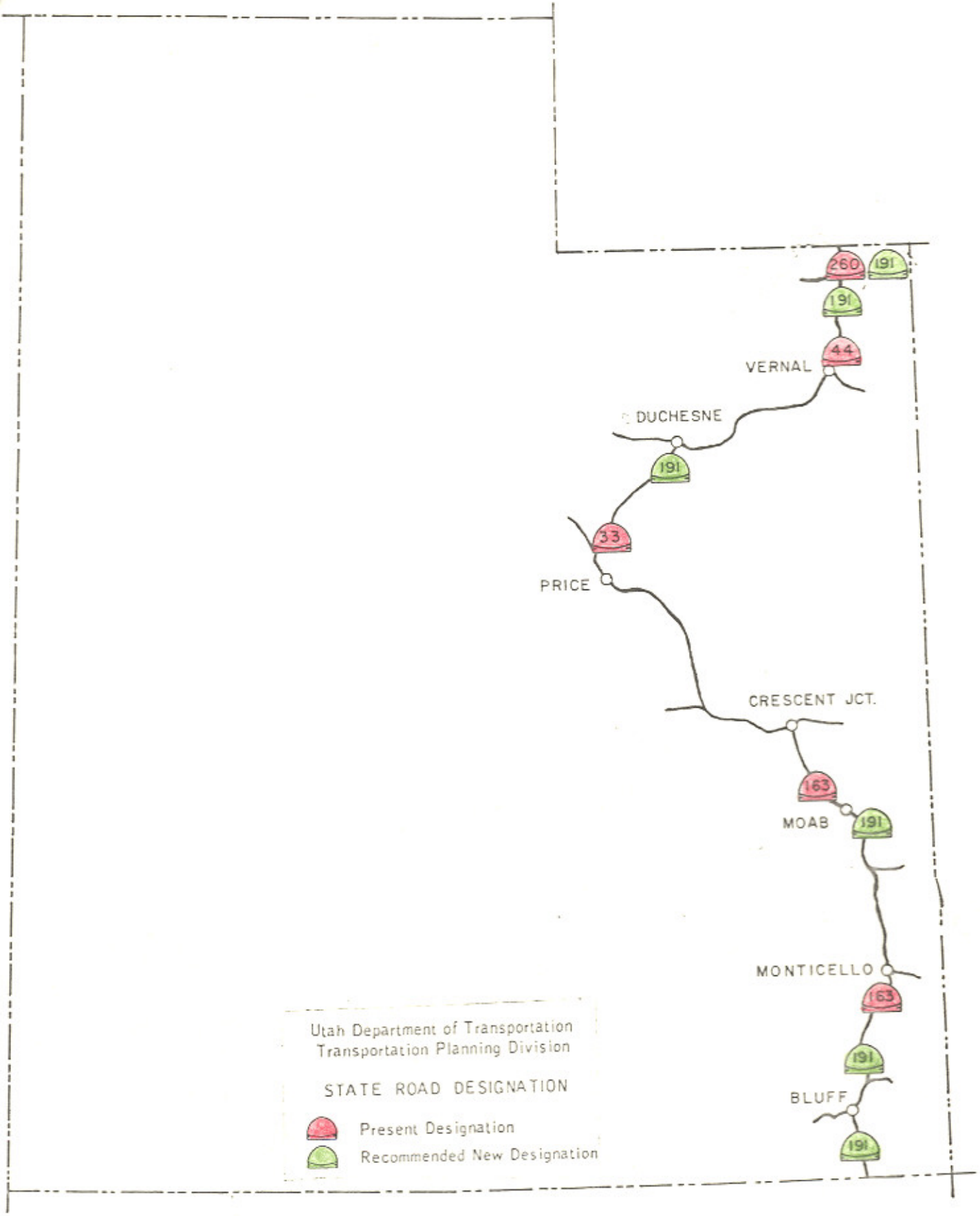
Enclosed is a copy of the resolution and a location map.

Very truly yours,

W. Ronald Delis

W. Ronald Delis
Engineer for Transportation Planning

Enclosure


260
191
191
44
VERNAL
DUCHESNE
191
33
PRICE
CRESCENT JCT.
163
MOAB
191
MONTICELLO
163
191
BLUFF
191
Utah Department of Transportation
Transportation Planning Division
STATE ROAD DESIGNATION
Present Designation
Recommended New Designation

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: October 8, 1981

TO : L. R. Jester, P.E.
District 6 Director

FROM : W. Ronald Delis, P.E.
Engineer for Transportation Planning

SUBJECT: Addition and Redesignation of various State Routes

On June 6, 1981, the American Association of State Highway and Transportation Officials approved the extension of U.S. Route 191, to traverse various State Routes in the State of Utah, as described in the attached resolution.

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

The signing changes for State Routes 260, 44, 40, 33, 6, 163 and U.S. Route 163 should be completed as soon as time and money are available.

Attachment

cc: James L. Deaton P.E.
District 4 Director

AN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

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 191
- ☐ 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

West Yellowstone
Montana ..... and Chambers, Arizona

The Following
State or States are
Involved:

Montana

Wyoming

Arizona

Date Received	9/15/80 5/26/81
Date application acknowledged	10/15/80
Date to Route Number Committee	6/25/81
Date considered by Executive Committee	6/26/81
Action of Executive Committee	Approved as submitted PD
Member Department Notified	6/30/81

(This block to be completed by AASHTO General Office)

Date Submitted:

September 10, 1980

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

SUBMIT SIX COPIES

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

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

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

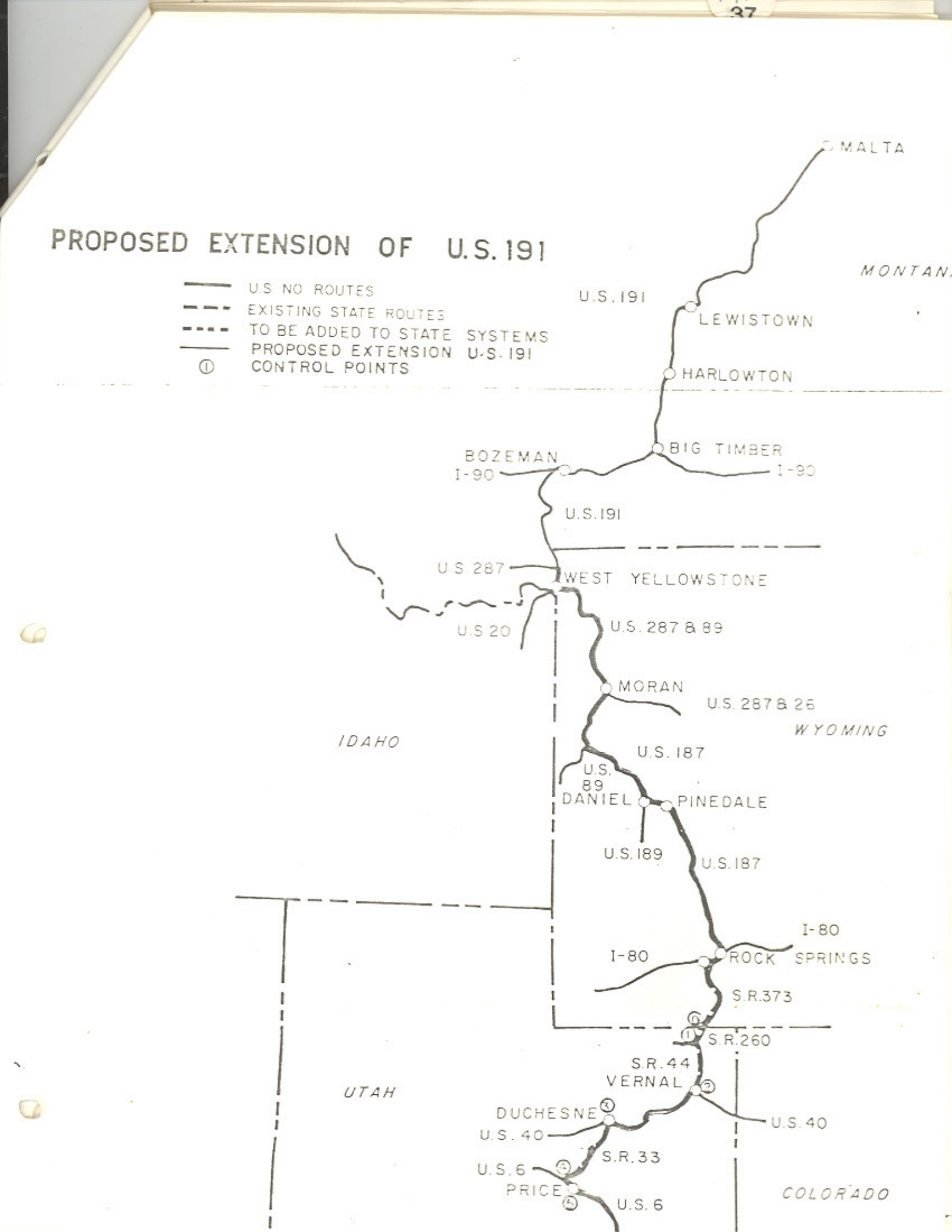
The extension of this route would provide a continuous north and south U.S. route through the eastern part of Utah. Thus, being in keeping with AASHTO Route Numbering policy providing a U.S. route connecting four States, Montana, Wyoming, Utah and Arizona. This extension of U.S. 191 would also result in the deletion of U.S. 187 that is entirely within the State of Wyoming. Thus, in keeping with AASHTO Route Numbering policy of eliminating U.S. routes entirely within one state.

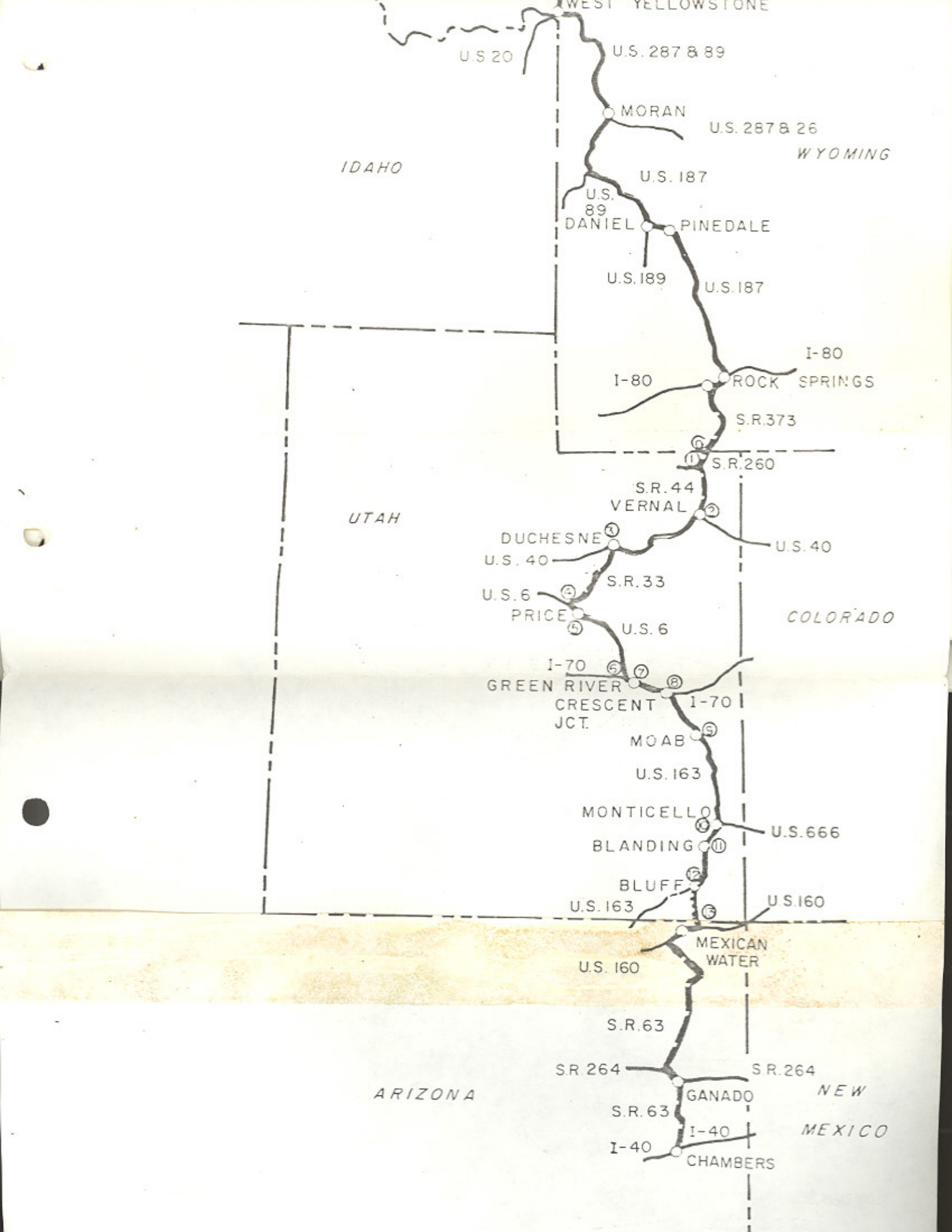
Date facility available to traffic The section of highway from Bluff to US-160 will be open to traffic by November 1980. All other sections are open to traffic now.

Does the petition propose a new routing over a portion of an existing U.S. Route Yes ? If so, where: US-163, Bluff to Crescent Jct. - US-6 & 50, Crescent Jct. to west of Green River, US-6 west of Green River to Junction SR-33 - US-40, Duchesne to Vernal.

Does the petition propose a new routing over a portion of an existing Interstate Route Yes ? If so, where: I-70, Crescent Junction to a point west of Green River.

PROPOSED EXTENSION OF U.S. 191




WEST YELLOWSTONE
U.S 20
U.S. 287 & 89
MORAN
U.S. 287 & 26
WYOMING
IDAHO
U.S. 187
U.S. 89
DANIEL
PINEDALE
U.S. 189
U.S. 187
I-80
I-80
ROCK SPRINGS
S.R. 373
S.R. 260
S.R. 44
VERNAL
UTAH
DUCHESNE
U.S. 40
U.S. 40
S.R. 33
U.S. 6
PRICE
U.S. 6
COLORADO
I-70
GREEN RIVER
CRESCENT JCT.
I-70
MOAB
U.S. 163
MONTICELLO
U.S. 666
BLANDING
BLUFF
U.S. 163
U.S. 160
MEXICAN WATER
U.S. 160
S.R. 63
S.R. 264
S.R. 264
ARIZONA
GANADO
NEW MEXICO
S.R. 63
I-40
I-40
CHAMBERS

POINT MILES	PAVEMENT TYPE	PAVEMENT CONDITION	TRAFFIC ADT	PAVEMENT WIDTH DEFICIENCY (PERCENT 10 TO 30 40)	SHOULDER WIDTH DEFICIENCY (PERCENT 20 40 60 80)	ROADWAY WIDTH DEFICIENCY (PERCENT 10 TO 30 40)	H-LOADING DEFICIENCY (PERCENT 20 40 60 80)	VERTICAL SIGHT DISTANCE DEFICIENCY (PERCENT 20 40 60 80)	HORIZONTAL CURVATURE (DEGREE)	PERCENT GRADE (LENGTH)
(0) UTAH-WYOMING STATE LINE										
	H	G	375							
16.9				NONE	NONE	NONE	NONE			
(1) JUNCTION SR-44 GREENDALE JUNCTION										
			755							
			1200							
34.8										
			3350							
(2) JUNCTION US-40 IN VERNAL										
			4500							
			3000							
			2800							
57.9										
			6500							
			3400							
			2700							
			4200							
(3) JUNCTION SR-33 IN DUCHESNE										
			900							
43.6										
			265							
		RXR	1590							
(4) JUNCTION US-6 NORTH OF HELPER										
			12000							
11.0										
(5) JUNCTION SR-10 IN PRICE										
			7100							
			8200							
			5900							
			4000							
			2100							
59.5										

	(6) JUNCTION I-70 WEST OF GREEN RIVER		
3.8			
	(7) GREEN RIVER	2970	
22.0			
240			
		2275	
	(8) JUNCTION US-163 CRESCENT JUNCTION		
		1750	
260			
31.5			
		2900	
	(9) MOAB		
		6950	
280			
		3100	
300			
53.9			
320			
		3380	
	(10) MONTICELLO	2570	
20.9			
340			
		1540	
	(11) BLANDING	2295	
		1780	
360			
29.4			
		1255	
		900	
380			
	(12) JUNCTION INDIAN ROAD WEST OF BLUFF		
		700 Est.	
24.6			
400			
406.9	(13) UTAH-ARIZONA STATE LINE		

US-191

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 2480 as compared to 6280 for the year 1979 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, Utah Department of Transportation
(Member Department)

This petition is authorized by official action of Utah Department of Transportation Commission under date of August 15, 1980 as follows: (Copy excerpt from Minutes)

US 191 PROPOSAL

Howard Leatham said he had the oppoutunity to meet personally with the Planning Directors of all the states involved and discuss it with them. Montana and Wyoming are very favorable to the proposal. The State of Arizona has agreed to go along with the modifications we show.

Arizona and Utah have the same problem. The only piece of road that is a problem is the piece from Mexican Water up to Bluff across the Navajo Reservation. It is not on the state highway system in either state.

Mr. Leatham talked with the Chief Engineer of the Bureau of Indian Affairs in Shiprock, and he said that piece of road will be completed south of the bridge to a 34 ft. width standard by this October. We are cooperating with San Juan County from the bridge north.

Mr. Leatham said that his recommendation would be to make our application to AASHTO and contingent on whether or not they approved the route we could come back and add it to the system afterwards. Commissioner Taylor agreed.

A motion was made by Commissioner Taylor, seconded by Commissioner Church, and unanimously passed:

That approval be granted to proceed with the US 191 proposal and submit it to the AASHTO Numbering Committee

Relocation SR-70 2

originals

RESOLUTION

Relocation State Route 70 - Sevier County

WHEREAS, Section 27-12-29 of the Utah Code Annotated, 1953, as amended, provides for the disposition of realigned highways, and

WHEREAS, the construction of projects I-70-1(14)7, I-70-1(15)11, I-70-1(16)15, and I-70-1(17)19, Clear Creek Summit to Sevier Junction Interchange has resulted in the relocation of State Route 70 to the completed portion of Interstate Route 70, and

WHEREAS, the old alignment will no longer serve the purpose of a state highway but will still serve as a public roadway, and

WHEREAS, the attached documents refer to the old alignment as State Route 4, when in fact this roadway was redesignated as State Route 70 by Commission action May 20, 1977, and

WHEREAS, the Sevier County Commission has expressed its willingness to have the old alignment of State Route 70 from Clear Creek Summit to Belknap Interchange and the Kimberly Mine road from the old alignment of State Route 70 southerly, 0.38± mile, relinquished and conveyed to its jurisdiction, and

WHEREAS, some roadways were constructed as part of these projects to maintain connections and service roads for the U.S. Forest Service, and

WHEREAS, the District 3 Director concurs with the transfer of these various roadways to the appropriate jurisdiction.

NOW, THEREFORE, be it resolved as follows:

1. That the state route, designated SR-70 be relocated to be coincident with the completed portion of Interstate Route 70 in accordance with section 27-12-37.1(10), Utah Code,

2. That the old alignment of State Route 70 from M.P. 7.55 to M.P. 15.80 a distance of 8.63± miles and the "0" line, Kimberly Mine Road, from the old alignment of State Route 70, south to the Belknap Interchange, a distance of 0.38± mile be relinquished and transferred to the jurisdiction of Sevier County,

3. That all other connections and service roads constructed as a part of this project be relinquished and conveyed to the U.S. Forest Service.

4. That by this action Sevier County "B" Road System mileage will increase 8.25± miles and the State Highway System mileage will increase 1.8± miles,

5. That in accordance with the agreement entered into between the County of Sevier and the Utah Department of Transportation, as portions of Interstate Route 70, between Belknap Interchange and Sevier Junction are completed and opened to traffic the old alignment of State Route 70 will be released and conveyed to the jurisdiction of Sevier County and the mileage credited to its "B" System of Highways,

Relocation SR-70
2

originals

RESOLUTION

Relocation State Route 70 - Sevier County

WHEREAS, Section 27-12-29 of the Utah Code Annotated, 1953, as amended, provides for the disposition of realigned highways, and

WHEREAS, the construction of projects I-70-1(14)7, I-70-1(15)11, I-70-1(16)15, and I-70-1(17)19, Clear Creek Summit to Sevier Junction Interchange has resulted in the relocation of State Route 70 to the completed portion of Interstate Route 70, and

WHEREAS, the old alignment will no longer serve the purpose of a state highway but will still serve as a public roadway, and

WHEREAS, the attached documents refer to the old alignment as State Route 4, when in fact this roadway was redesignated as State Route 70 by Commission action May 20, 1977, and

WHEREAS, the Sevier County Commission has expressed its willingness to have the old alignment of State Route 70 from Clear Creek Summit to Belknap Interchange and the Kimberly Mine road from the old alignment of State Route 70 southerly, 0.38± mile, relinquished and conveyed to its jurisdiction, and

WHEREAS, some roadways were constructed as part of these projects to maintain connections and service roads for the U.S. Forest Service, and

WHEREAS, the District 3 Director concurs with the transfer of these various roadways to the appropriate jurisdiction.

NOW, THEREFORE, be it resolved as follows:

1. That the state route, designated SR-70 be relocated to be coincident with the completed portion of Interstate Route 70 in accordance with section 27-12-37.1(10), Utah Code,

2. That the old alignment of State Route 70 from M.P. 7.55 to M.P. 15.80 a distance of 8.63± miles and the "0" line, Kimberly Mine Road, from the old alignment of State Route 70, south to the Belknap Interchange, a distance of 0.38± mile be relinquished and transferred to the jurisdiction of Sevier County,

3. That all other connections and service roads constructed as a part of this project be relinquished and conveyed to the U.S. Forest Service.

4. That by this action Sevier County "B" Road System mileage will increase 8.25± miles and the State Highway System mileage will increase 1.8± miles,

5. That in accordance with the agreement entered into between the County of Sevier and the Utah Department of Transportation, as portions of Interstate Route 70, between Belknap Interchange and Sevier Junction are completed and opened to traffic the old alignment of State Route 70 will be released and conveyed to the jurisdiction of Sevier County and the mileage credited to its "B" System of Highways,

6. That the accompanying map, form R-151 and other documents be hereby incorporated as a part of this submission.

Dated this 11th day of January, 1984.

UTAH TRANSPORTATION COMMISSION

R. LaDawn Cox
Chairman

Wayne L. Winters
Vice-Chairman

Helen H. Church
Commissioner

Charles B. Claybaugh
Commissioner

Samuel D. Taylor
Commissioner

ATTEST:

Elva L. Anderson
Secretary

SR-70
2

Howard Latham

Director
William D. Hurley, P.E.

Assistant Director
C.V. Anderson, P.E.

District Director
H.H. Richardson

UTAH DEPARTMENT OF TRANSPORTATION

708 South 100 West
Richfield, Utah 84701

January 31, 1985

The Honorable Sevier County Commission
Sevier County Courthouse
Richfield, Utah 84701

Re: Transfer of Old State Route 70
to Sevier County.

Gentlemen:

This is to advise you that the Utah Transportation Commission, in regular session on January 11, 1985, did consider and approve the resolution (see copy attached) pertaining to the transfer of jurisdiction of the existing highway in Clear Creek Canyon to Sevier County. This roadway extends from Sevier Junction westerly to the Summit interchange on I-70. This road was formerly identified as State Route 70 which designation is being transferred to the interstate highway as various sections are completed so as to be coincident with the designation of I-70. Your letter of December 6, 1984, advised us of your approval of this transfer.

Therefore, effective January 11, 1985, the section of old highway from the Kimberly Road junction westerly to the said Summit interchange became the responsibility of Sevier County. Under the terms of a separate agreement, recently executed with our Richfield office, the cost of performing snow removal service, on this section of old highway, will begin to accrue effective January 12, 1985.

At a later time you will be notified by letter when the remaining portion of old highway, in the lower part of the canyon, will be turned to Sevier County for jurisdiction. This will not occur until the new interstate, in that same area, has been completed and placed in service.

If you have any questions on this matter I would be pleased to discuss it with you.

Sincerely yours,

H.H. Richardson, P.E.
District Director

HHR/bc
Attachment
cc: C. Gene Sturzennegger, Asst. Director
H. B. Leatham, Engineer for Planning and Programming

234

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: December 10, 1984

TO : C. Gene Sturzenegger, P.E.
Assistant Director
Attn: H.B. Leatham, Engineer for Planning and Programming

FROM : H.H. Richardson, P.E.
District Director

SUBJECT: Road Transfer in Sevier County

For the past several weeks we have been coordinating with the Sevier County Commission and local officials of the U. S. Forest Service in clafifying road jurisdiction in Clear Creek Canyon. (See copies of letters attached). This problem has arisen as a consequence of the construction of I-70 from Sevier Jct. to Cove Fort summit. Ten miles, which has recently been paved, is now in service, and the remaining four miles is under construction but will not be in service for about two years.

Sevier County has agreed to take U-4 on to their system as we complete the section of I-70 in Clear Creek Canyon (see letter attached with three copies of signed agreement). This will occur in increments as I-70 is placed in service. The first section will come under their jurisdiction immediately since the upper 10 miles of I-70 is now open to traffic.

The attached map should be helpful to you in arranging for a resolution, for Commission approval, to effect the change and make appropriate adjustment to the "B" mileage for Sevier County. The attached agreements which have been signed by Sevier County need to be approved by Director Hurley.

Please advise if further details are needed.

HHR/bc
Attachments
cc: J.Q. Adair, Chief, Roadway Design
Attn: A.O. Olschewski

SR-70
2

Sevier County

...MISSIONERS:
...MO R. HERRING
T. M. ASHMAN
...LMER COLLINGS

County Courthouse
250 North Main
Richfield, Utah 84701

DE VON POULSON, Clerk-Auditor
STANFORD FILLMORE, Assessor
LEDA JENSEN, Treasurer
BESSIE N. CURTIS, Recorder
RULON DON BROWN, Attorney

December 6, 1984

H. H. Richardson
Utah Department of Transportation
District Three Director
708 S 100 W
Richfield, UT 84701

Dear Mr Richardson,

This is to inform you that at the regular Sevier County Commission meeting held December 5th, 1984, the attached agreement was approved and signed on motion of Commissioner T. M. Ashman, seconded by Commissioner J. Elmer Collings. Voting was unanimous.

Yours truly,

DeVon Poulson
Sevier County Clerk-Auditor

SR-70
2

December 6, 1984

Mr. Kent Taylor, Supervisor
Fishlake Forest
U. S. Forest Service
115 East 900 North
Richfield, Utah 84701

Re: Construction of I-70 in Clear Creek Canyon
Designation of Forest Roads

Attn: Don Marchant, Forest Engineer

Gentlemen:

This will confirm the understanding and discussion of November 29, 1984, in your office regarding the status of various roads that have been affected by the construction of I-70 in Clear Creek Canyon.

The attached maps depict, by color code, the status and jurisdiction of the several roads discussed, with those shown in green to be the responsibility of the U. S. Forest Service.

You will note the following:

1. The section near the Summit interchange, near the top of Clear Creek Canyon, is a newly constructed frontage road required to replace a section that was in conflict with I-70 and had to be relocated.

2. The road across Mud Flats includes property purchased in fee from Merrill G. Utley which provides for a continuous and undisputed public way to connect to the adjoining remainder of the frontage road which is on public lands administered by the U. S. Forest Service.

3. The section near the Belknap interchange is to provide for the reestablishment of access to the Castle Rock campground and the Belknap Ranger Station which was severed by the construction of I-70.

4. The Kimberly Mine road is not colored, but remains under Forest jurisdiction as before, except for a newly paved section, colored blue, which connects the Belknap interchange with the old U-4 highway. Sevier County has agreed to maintain this section.

5. Sevier County has also agreed to maintain a short section of the Dry Creek road that has been reconstructed as a consequence of accommodating the new I-70. This is also colored blue on the attached maps.

This designation and transfer is considered as final and complete unless you have further questions. A letter indicating your approval is requested.

Sincerely yours,

H.H. Richardson, P.E.
District Director

HHR/bc
Attachment
cc: Howard B. Leatham, Engineer for Planning and Programming
Gordon Hatch, District R/W Engineer

Relocation
SR-70

December 3, 1984

Sevier County Commission
Sevier County Courthouse
Richfield, Utah 84701

Gentlemen:

As you are aware, the completion of Interstate Hwy. No. I-70 is now near completion from the summit of Clear Creek Canyon to near Sevier Junction and, as authorized by State statute and as has customarily been practiced in the past, the Utah Department of Transportation would like to transfer, to the county, those portions of the old highway no longer considered necessary as part of the state highway system.

We have, therefore, prepared the attached agreement, together, with the proper maps, for your concurrence and signatures. The maps show in detail the alignment and right of way that depicts the old highway. A key map is also attached for your convenience.

This transfer to Sevier County covers all of existing State Route 4, from Sevier Jct. to Clear Creek Summit. This section is colored yellow on the attached maps. It includes four sections which have recently been reconstructed as follows: (1) SR-4 over I-70 (near mouth of canyon) (2) Skinner Canyon (3) Dry Creek and (4) a new connection, at the top of the canyon, to the Summit Interchange known as "A" Line.

Also included in this transfer to Sevier County are several sections of access and frontage roads, colored blue, which serve as connections to existing mountain trails and roads. They are as follows: (1) Frontage and access road for Dry Wash (near mouth of Clear Creek canyon, "N" and "Z" Lines) (2) Access road to Dry Creek, "J" Line and (3) Kimberly Road access, "O" Line. These access roads constitute an increase of 1.0867 miles to the county system.

Following the execution of the attached agreement, the actual transfer of jurisdiction will occur in stages as sections of the new road are placed in service thus significantly reducing the traffic and corresponding impact on the old highway. Your "B" mileage inventory for Sevier County will be automatically adjusted to show the new addition to your system.

Those roads being reconstructed, relocated and remaining under the jurisdiction of the U.S. Forest Service are also indicated in green. Mr. Don Marchant, of the U.S. Forest Service, Fishlake Forest, has indicated concurrence in this designation. Appropriate maps will be furnished to them in the near future.

If you agree with the above transfer, as outlined and shown on the maps, please sign the agreement (3 copies) and return to this office for forwarding to the Director of Utah Department of Transportation for further action.

Very truly yours,

H. H. Richardson, P.E.
District Three Director

HHR/JGH/bc

Attachment

cc: Kent Taylor, U. S. Forest Service Supervisor, Richfield, Utah
Attn: Don Marchant, Forest Engineer
Gordon Hatch, District R/W Engineer

R-751
Rev. 7-15-75

I-70-1(14)7
I-70-1(15)11
I-17-1(16)15
Project No's. I-70-1(17)19

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 _____ day of _____ 19__, by and between the Utah Department of Transportation, hereinafter called the "Department" and the Authorized Officials of Sevier County, hereinafter called "the County."

WITNESSETH:

WHEREAS, THE Department proposes the construction of a highway between Clear Creek Canyon Summit and Sevier Junction known as Project No's. I-70-1(14)7, I-70-1(15)11, I-70-1(16)15, and I-70-1(17)19, and has prepared a plan showing that portion of the highway within the limits of and/or affecting the roads of the County and

WHEREAS, 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 the County and

WHEREAS, the attached plan is also marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility to the County and

NOW THEREFORE, it is agreed:

1. The Department, in the construction of the highway project, will at the expense of the Department, make the changes in the roads of the County in accordance with the plan, or as may hereafter be agreed between the parties hereto.

2. The County agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with the County 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 Department will retain control and maintenance of the roads which are adopted or recommended for adoption by the Department or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan. (See key map.)

The County will assume control and maintenance of all other roads which are within its jurisdiction, and as marked on the plan upon notice from the Department. Notification will be given by the Department at the time maintenance responsibility is to be assumed by the County. (See maps attached.)

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 Sevier, State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

R-151
Rev. 7-15-75

I-70-1(14)7
I-70-1(15)11
I-17-1(16)15
Project No's. I-70-1(17)19

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.

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WHEREAS, 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 the County and

WHEREAS, the attached plan is also marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility to the County and

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County of Sevier, State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

WHEREAS, 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 the County and

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The County will assume control and maintenance of all other roads which are within its jurisdiction, and as marked on the plan upon notice from the Department. Notification will be given by the Department at the time maintenance responsibility is to be assumed by the County. (See maps attached.)

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 Sevier, State of Utah

By Elmo R. Morrison
Chairman of Board of Co. Commissioners

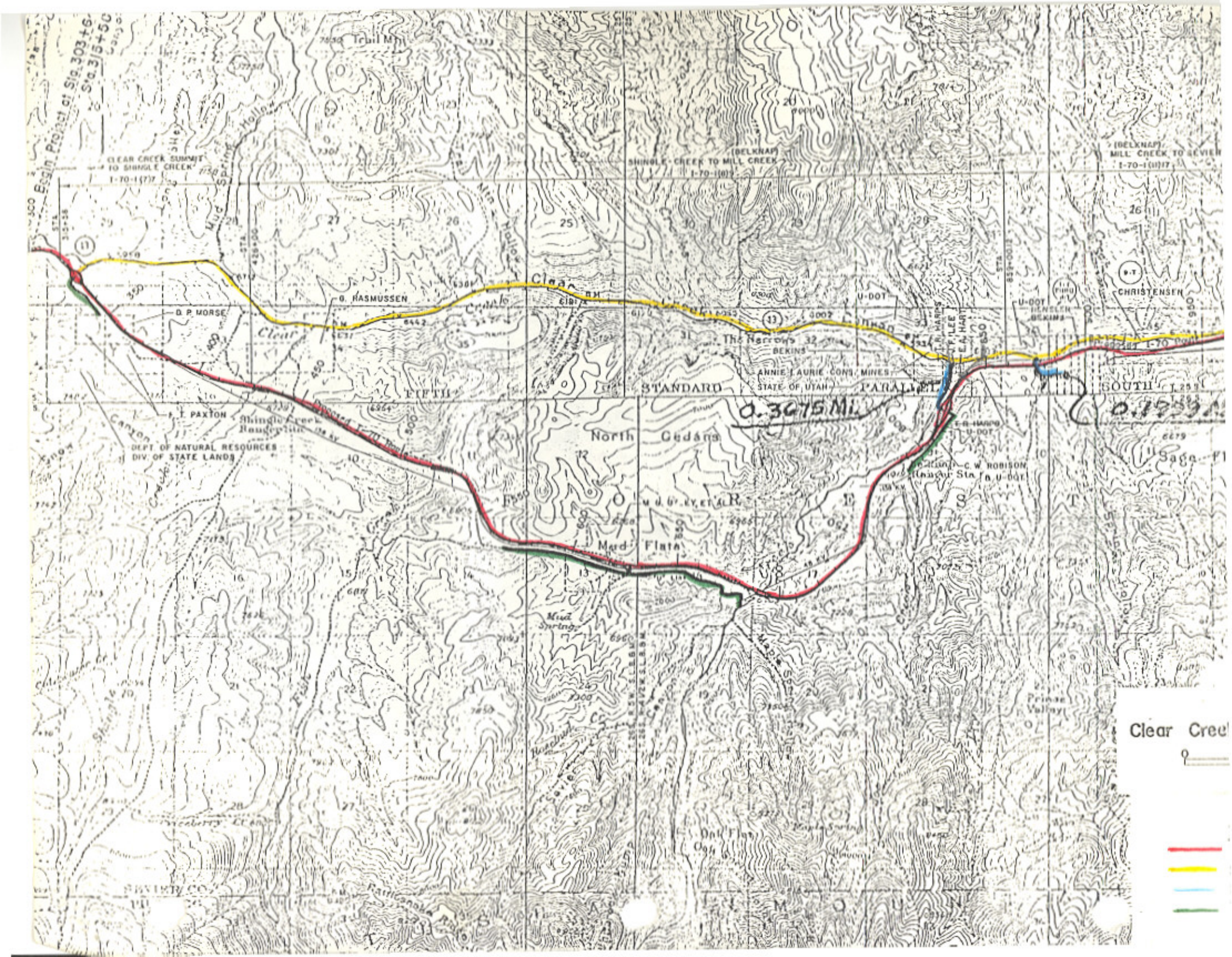
ATTEST Dennis Poulsen
County Clerk

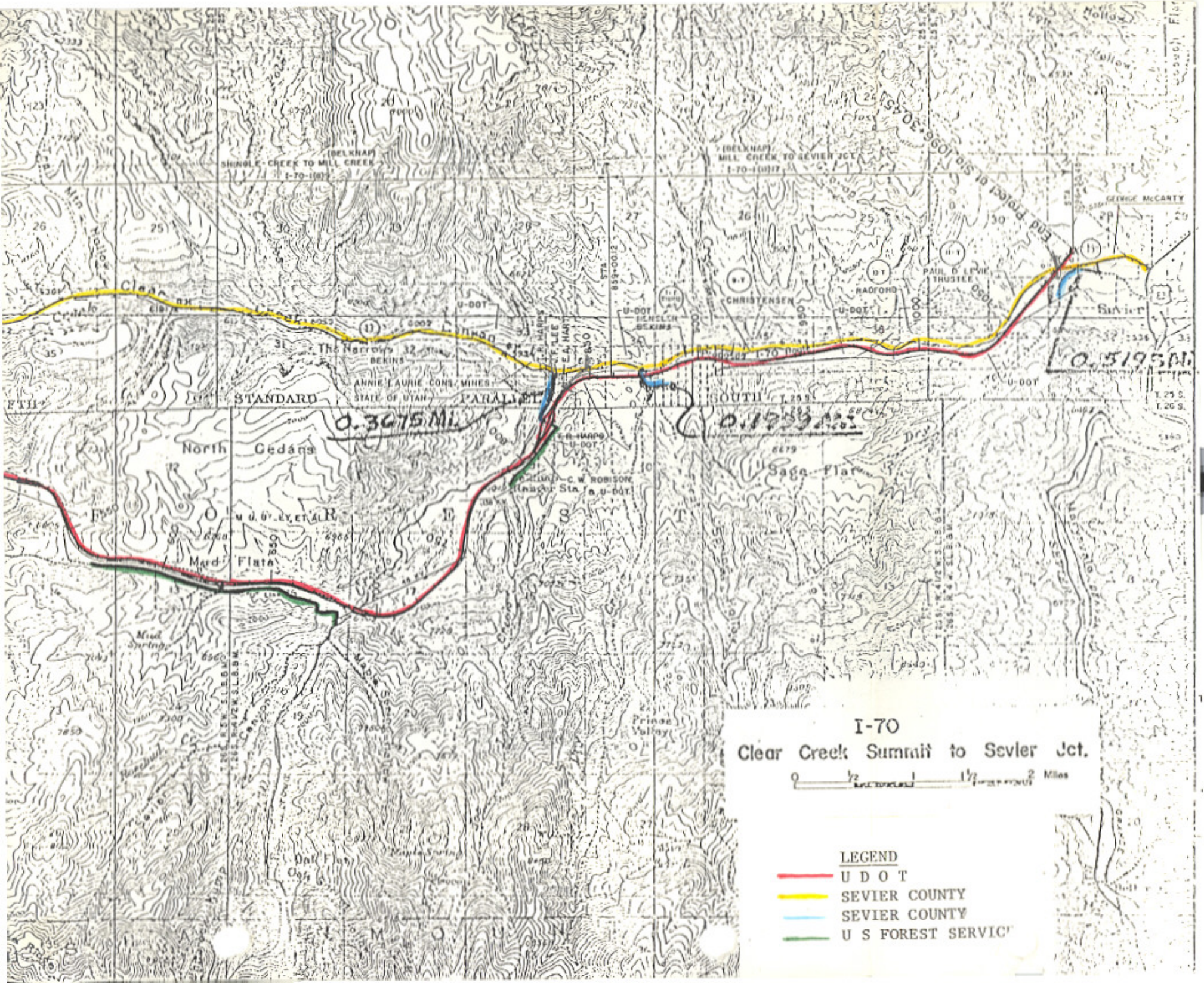
UTAH DEPARTMENT OF TRANSPORTATION

By _____
Director of Department of Transportation

ATTEST _____
Secretary

33 111 : 67


Begin Project at Sta. 303+6
Sta. 315+50
CLEAR CREEK SUMMIT TO SHINGLE CREEK
I-70-1(57)7
(DELKNAP) SHINGLE CREEK TO MILL CREEK
I-70-1(60)7
(DELKNAP) MILL CREEK TO SEVIER
I-70-1(61)7
Trail Mtn
Mud Spring Hollow
Clear Creek
G. RASMUSSEN
D. P. MORSE
U-DOT
CHRISTENSEN
HENSEN
BEKINS
The Narrows
ANNIE LAURIE CONS. MINES
STATE OF UTAH
FIFTH
STANDARD
PARALLEL
SOUTH
0.3675 Mi.
0.1739 Mi.
Proposed I-70 Roadway
Shingle Creek Campground
T. T. PAXTON
DEPT OF NATURAL RESOURCES
DIV. OF STATE LANDS
North Cedars
C. W. ROBISON
Mud Flats
Mud Springs
Sage
Prince Valley
Dog Flat
SEVIER CO.
Clear Creek


I-70
Clear Creek Summit to Sevier Jct.
0 ½ 1 1½ 2 Miles
LEGEND
U D O T
SEVIER COUNTY
SEVIER COUNTY
U S FOREST SERVIC
0.375 MI.
0.519 MI.
STANDARD
PARALLEL
SOUTH
North Cedars
Sage Flat
Mud Flats
The Narrows
Clear Creek
Sevier
U-DOT
C.W. ROBISON
CHRISTENSEN
RADFORD
PAUL D. LEVIE TRUSTEE
GEORGE McCARTY
ANNIE LAURIE CONS. MINES
STATE OF UTAH
BEKINS
JENSEN
SHINGLE CREEK TO MILL CREEK
MILL CREEK TO SEVIER JCT.
End Project at Sta 1096+30.52

SR-70 Relocation Transfer Grand Co 10

File copy

RESOLUTION

Transfer of State Road to Grand County
Relocation of State Route 70

WHEREAS, Sections 27-12-28 and 27-12-29 of the Utah Code Annotated, 1953, as amended, provides for the deletion of highways from the State System and the disposition of realigned highways, and

WHEREAS, the completion of projects ID-70-4(23)164 and ID-70-4(26)164 from Elgin Interchange to Floy Interchange has resulted in the construction of Interstate Route 70 on new location, and

WHEREAS, the old alignment will no longer serve as a state highway but will still serve as a public road, and

WHEREAS, Section 27-12-37.1 of the Highway Code states that State Route 70 will traverse the alignment of Interstate Route 70, and

WHEREAS, the Grand County Commission concurs with the District 4 Director that the old alignment be relinquished and conveyed to the jurisdiction of Grand County.

NOW, THEREFORE, be it resolved that the designation of State Route 70 be relocated to be coincident with the alignment of Interstate Route 70, and

That the old alignment from a junction with State Route 19 easterly to Floy Interchange be relinquished and conveyed to the jurisdiction of Grand County and by this action increase their "B" Road System 12.0± miles, and

That the accompanying memorandum and map be hereby incorporated into this submission.

Dated this 27th day of September, 1985

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

Commissioner

Attest:

Commissioner

Secretary

Commissioner

SR-70 Relocation Transfer

-234

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: August 29, 1985

TO : Ron Delis, P.E.
Transportation Planning Engineer

FROM : Dyke M. LeFevre, P.E.
District Four Director

SUBJECT: Relinquishment of State Constructed Road in Grand County

Now that the construction of projects ID-70-4(23)164 and ID-70-4(26)164 have been completed and thus causing a new alignment of SR-4 (I-70) from Elgin Interchange to Floy Interchange, a distance of approximately 10 miles , was opened to traffic on November 19, 1984. The old alignment will serve as a public road and does not qualify as part of the state system of highways.

If has been resolved by the Grand County Commission that the old alignment of State Route 4 from the junction with State Route 19, Elgin to Floy Interchange be transferred to the jurisdiction of Grand County.

A copy of Grand County's resolution and a map showing location of the above described roads are attached.

Would you please prepare a resolution for Transportation Commission action on the above described section of roadway.

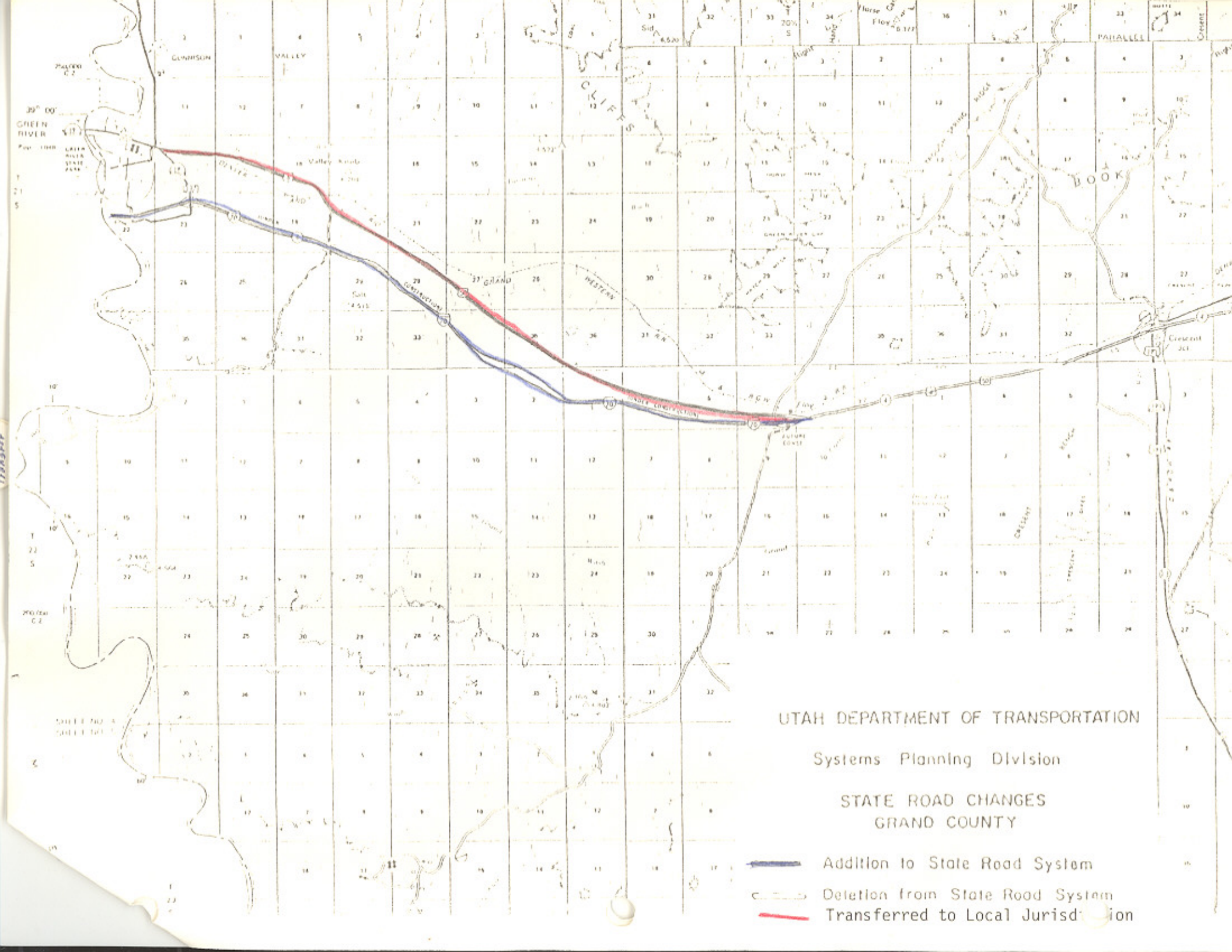
DML/FAUlarich/pwd

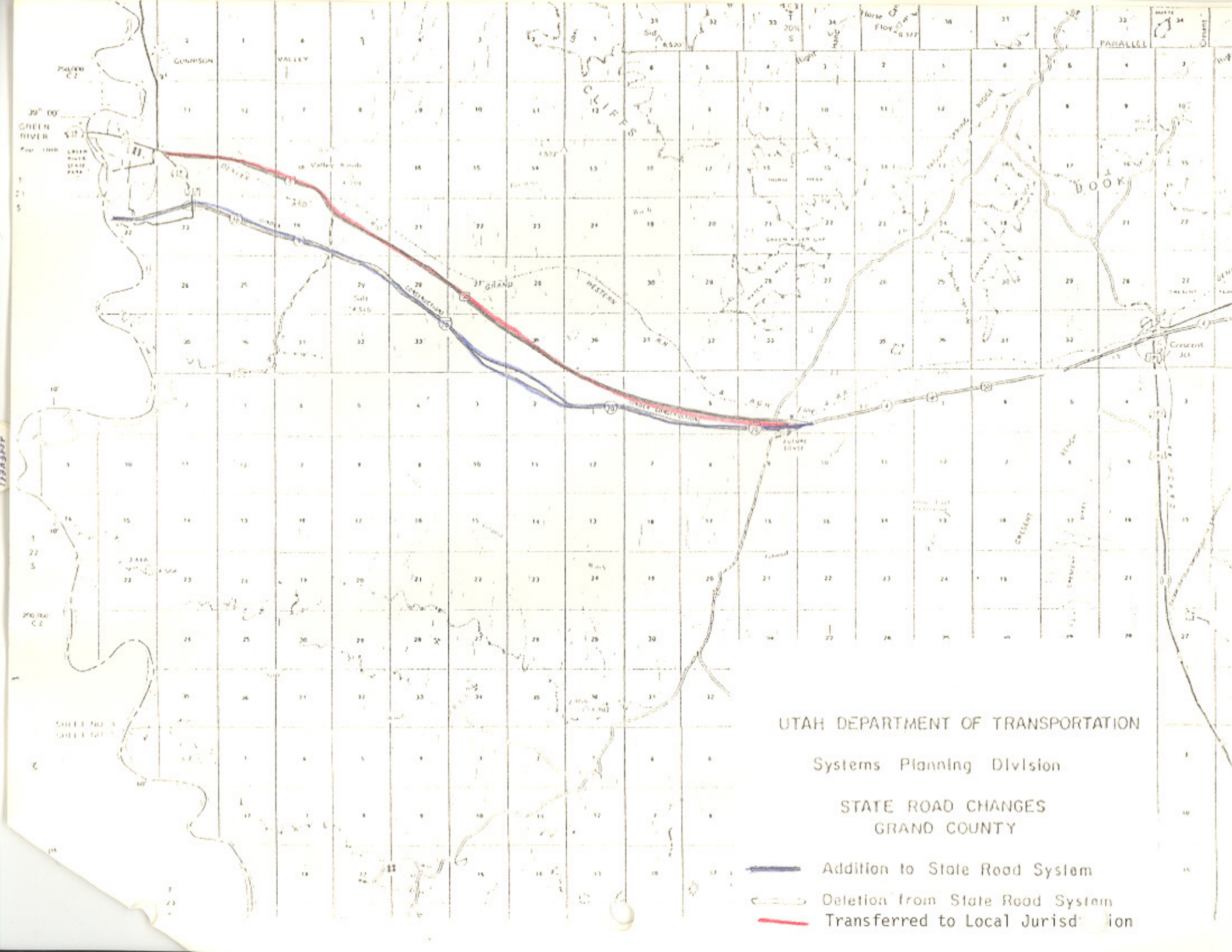
cc: Gene Sturzenegger, P.E., Assistant Director
Howard Leatham, P.E., Engineer for Planning

RECEIVED
State Department of Transportation
Transportation Planning Division

SEP 04 1985

AM 7 8 9 10 11 12 1 2 3 4 5 6 PM


UTAH DEPARTMENT OF TRANSPORTATION
Systems Planning Division
STATE ROAD CHANGES
GRAND COUNTY
Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction


UTAH DEPARTMENT OF TRANSPORTATION
Systems Planning Division
STATE ROAD CHANGES
GRAND COUNTY
Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction

SR-89
SR-118
SR-258
SR-119
SR-170
(11)

RESOLUTION

Addition, Extension, Deletion and Transfer of Various
State Routes within Sevier County

Designation of State Constructed Frontage and Access Roads
to Various Local Entities
Jurisdiction and Maintenance Transfer of Roadway
used as I-70 Traveled Way in Sevier County,
Joseph and Elsinore
Extension of SR-89 at Sevier Jct.
Transfer portion of SR-258 to SR-118
Extension of SR-118 to include portion of SR-119 and
All of SR-135
Addition of State Route 170
Addition of State Route 259
Designation of State Constructed Frontage and Access Roads
Contained in Projects I-70-1(12)22, RS-0317(2), I-70-1(21)25,
RS-0320(1), I-70-1(22)31, I-70-1(23)36, I-70-1(24)40,
F-069(7), and I-70-1(25)48

Whereas, Section 27-12-27, 27-12-28, and 27-12-30, of the Utah Code 1990, provides for the addition or deletion of highways from the State Highway System, Return to county,city or town, and Designation of state highways in cities and towns and,

Whereas, the completion of Interstate 70, (SR-70) from Sevier Jct. to the South Salina Interchange has created characteristic and Functional Class changes within the State and local Highway System and,

Whereas, The Utah Highway Systems Study indicates the roadway connecting Aurora Town to SR-50, should be placed on the State System of Highways and,

Whereas, the American Association of State Highway and Transportation Officials list the section of roadway on Interstate 70 (SR-70) traversing from the Salina Interchange to the Sevier Interchange as US-89 and Interstate 70 (SR-70) traversing concurrently and,

Whereas, the District 3 Director has reviewed the foregoing changes described and found them to be justified, thus recommends actuation upon compliance with the foregoing statements and,

Whereas, the entities of Sevier County, Joseph, Elsinore, Richfield, Sigurd, Aurora and Salina have been duly notified of the foregoing changes to the State and Federal-aid Systems with consideration of their input as well as their concerns and,

Whereas, the appropriate staff of the Transportation Planning Division has reviewed the request by the District Three Director and concurs with the foregoing statements.

ddition, Extension, Deletion and Transfer of Various
ate Routes within Sevier County
Designation of State Constructed Frontage and Access Roads
to Various Local Entities

NOW THEREFORE, be it resolved as follows:

1. Roadway that traverses on new alignment from a point 1100 feet south of Sevier Junction in a northerly direction to the west bound on and off ramps of Interstate 70 (SR-70), a distance of 0.84± miles be placed on the State system of Highways as an extension of SR-89, Federal-aid Primary 27, and be Functionally Classified Minor Arterial. This section of new alignment will create duplicate mileposting beginning with M.P. 192.47 and proceeding to M.P. 193.31, the beginning of Interstate 70 (SR-70, W.B. on and off ramps. In order to avoid confusion with the same mile points residing where SR-89 proceeds again in Salina the letter "B" will be affixed to all mile point references from Sevier Jct. to the beginning of the W.B. on and off ramps of Interstate 70 (SR-70).

2. Roadway that was being used as Interstate 70 Traveled Way from Sevier Junction to the junction of SR-258 in the Town of Elsinore a distance of 9.31± miles be placed under the jurisdiction of the following entities, Sevier County 7.64± miles, the Town of Joseph 1.19± miles, the Town of Elsinore 0.48± miles. This mileage will be Functionally Classified local and will not be placed on the Federal-aid System.

3. All signing bearing the US-89 Route Symbol that exists on roadway that was old US-89 which includes the following roads or portions of roads, Interstate 70 Traveled Way, SR-258,120,119,135, and 24 between Sevier Junction and the junction of SR-24 and SR-50, (US-50) be replaced with the appropriate signing along aforementioned roadway.

4. Roadway and portions of roadway known as SR-258, SR-119, and SR-135 will become and extension of SR-118 in the following manner.

Route No.	Distance	Description	
		From	to
SR-258	4.60±	Jct. SR-118	Jct. SR-120
SR-119	0.82±	Jct. SR-120	Jct. SR-135
SR-135	8.68±	Jct. SR-119	Jct. SR-24
	Total 14.10±		

This transaction will create a break along SR-118 from where it junctions with SR-120 and (Main Street), in Richfield, to where it will proceed at the current junction of SR-120 and SR-119, (300 North Street) in Richfield. The Functional Classifications on these roadways will retain their present designations, along with their current Federal-aid System designations.

5. The roadway currently residing as Local Federal-aid Secondary Route 322 will be placed onto the State System of Highways as State Route 170 a distance of 4.20± miles, when Sevier County and Aurora Town convey to the Utah Department

of Transportation Right-of-Way Fee Title consisting of no less than 84 foot widths. If curb and gutter are extablished on both sides of afore-mentioned roadway then Right-of-Way Fee Title can consist of no less than 66 foot widths, where afore-mentioned condition exists.The functional class, as well as the Federal-aid System designation will be retained.

6. A Portion of roadway from a junction with SR-24 to the W.B. on & off ramps of I-70 Sigurd Interchange, built as part of construction plan I-70-1(25)48 (E Line from Engineer Station 70+00 to 93+28), a distance of 0.44± miles be placed on the State System of Highways as SR-259. The Functional Class will become Major Collector and the roadway will be placed on the Federal-aid System and numbered 617.

7. The following frontage and access roads constructed as part of Interstate construction projects within the boundaries of Sevier County, Joseph Town, Elsinore Town, Richfield City, and Sigurd Town be designated as Roadways pertaining to the jurisdiction of these entities as described.

I-70-1(12)22
Sevier County

Map Location & Eng. Sta. No.	Feet Designated as County Road	Total Feet Existing on B System	Total Feet Add or Delete B System
Map 1 & Map 2			
(10) Access Rd. 10+00 to 28+04	1,804'=.34 mi.		
(11) Joseph Mountain Road 202+53 to 222+75	2,022'=.38 mi.	2,022'=.38 mi.	

RS-0317(2)

(12) Joseph Connection 201+13 to 202+53	140'=.03 mi.	140'=.03 mi.	

Joseph Town

Map Location & Eng. Sta. No.	Feet Designated as Town Street	Total Feet Existing On C System	Total Ft. Add or Deleted C System
Map 2			
( ) Cemetery Rd.	283'=.05 mi.	325'=.06 mi.	-42'=.01 mi.

Net loss to Joseph Towns "C" System = 42'=.01 mile.

n, Extension, Deletion and Transfer of Various
Routes within Sevier County
gnation of State Constructed Frontage and Access Roads
Various Local Entities

I-70-1(21)25
Sevier County

Map Location & Eng. Sta. No.	Feet Designated as County Road	Total Feet Existing on B System	Total Ft. Add or Delete B System
Map 3			
(14) Elsinore Mountain Road 0+64 to 21+85	2,121 =.40 mi.	1,475'=.28 mi.	646'=.12 mi.

Net gain to Sevier Counties "B" System + 646'=.12 mile

Elsinore Town

Map Location & Eng. Sta. No.	Feet Designated as Elsinore Town Road	Total Feet Existing on C System	Total Ft. Add or Delete C System
(15) Elsinore Mountain Road 21+85 to 28+35	650' =.12 mi.	650' =.12 mi.	
(17) "Z" Line 0+00 to 5+97	597' =.11 mi.	597' =.11 mi.	

"Z" Line although is indicated as future construction on plan, has since been built.

RS-0320(1)

(16) Elsinore Connection 394+64 to 396+00	136' =.03 mi.	136' =.03 mi.	

Net gain to Elsinore Towns "C" System = 597'=.11 mile

I-70-1(22)31
Sevier County

Map Location & Eng. Sta. No.	Feet Designated as County Road	Total Feet Existing on B System	Total Feet Add or Deleted B System
Map 4 & Map 5			
(17) "P" Line [illegible]00 to 30+00	2,000 =.38 mi.	1,650' =.31 mi.	+350' =.07 mi.
[illegible]) "M" Line 9+00 to 24+00	1,500' =.28 mi.	1,075' =.20 mi.	+425' =.08 mi.

5

nsion, Deletion and Transfer of Various
within Sevier County
of State Constructed Frontage and Access Roads
Local Entities

cation . Sta. No.	Feet Designated as County Road	Total Feet Existing on B System	Total Feet Add or Deleted B System
ap 4 & Map 5			
(19) Frontage Road 3+24 to 51+92	3,398' =.64 mi.		
(22) "Q" Line 26+56 to 46+00	1,944' =.37 mi.		
(23) "R" Line 10+00 to 20+95	1,095' =.21 mi.	762' =.14 mi.	+333' =.06 mi.
(24) "X" Line 10+00 to 18+50	850' =.16 mi.	235' =.04 mi.	+615' =.12 mi.
(25) "Y" Line 5+19 to 16+14	1,095' =.21 mi.		

Net gain to Sevier Counties "B" System = 1723' = .33 mile

Richfield City

Map Location & Eng. Sta. No.	Feet Designated as Richfield Street	Total Feet Existing on C System	Total Feet Add or Deleted C System
Map 5			
(20) Frontage Road	970' =.18 mi.	970' =.18 mi.	
(21) "S" Line 51+92 to 56+81BK 46+39AH to 46+96 42+22 to 51+92	546' =.10 mi.		

I-70-1(23)36
Sevier County

Map Location & Eng. Sta. No.	Feet Designated as Sevier County Road	Total Feet Existing on B System	Total Feet Add or Deleted B System
Map 6			
(26) So. Access Road 9+50 to 20+79	1,129 =.21 mi.		
(27) 5th South Connector 0+00 to 7+10	710' =.13 mi.		

ension, Deletion and Transfer of Various
s within Sevier County
on of State Constructed Frontage and Access Roads
us Local Entities

Richfield City

Map Location & Eng. Sta. No.	Feet Designated as Richfield City Street	Total Feet Existing on C System	Total Feet Add or Deleted C System
(28) No. Access Road 49+00 to 62+14	1,314' =.25 mi.		
(29) C.C. Road 0+00 to 23+00	2,300' =.44 mi.	2,300' =.44 mi.	

I-70-1(24)40
Sevier County

Map Location & Eng. Sta. No.	Feet Designated as Sevier County Road	Total Feet Existing on B System	Total Feet Add or Deleted B System
Map 7 & Map 8			
(30) Access Rd. 10+00 to 29+65	1,965' =.37 mi.	1,965' =.37 mi.	
(32) Willow Creek Canyon Rd. 0+00 to 9+81	981' =.19 mi.	981' =.19 mi.	
(33) So. Cedar Ridge Road 5+00 to 22+00	1,700' =.32 mi.	1,700' =.32 mi.	
(34) No. Cedar County Road 4+50 to 20+22	1,572' =.30 mi.	1,572' =.30 mi.	

F-069(7)

Map 7			
(31) Richfield Connection 237+47 to 241+61	414' =.08 mi.	414' =.08 mi.	

...T
...ansion, Deletion, and Transfer of Various
... within Sevier County
...n of State Constructed Frontage and Access Roads
...s Local Entities

I-70-1(25)48
Sevier County

Map Location & Eng. Sta. No.	Feet Designated as Sevier County Road	Total Feet Existing on B System	Total Feet Add or Deleted B System
Map 8 & Map 9			
(38) "G" Line 0+00 to 26+00	2,600' =.49 mi.	1,750' =.33 mi.	+850' =.16 mi.
(39) "F" Line 5+00 to 53+69	4,869' =.92 mi.	5,050' =.96 mi.	-181' =.03 mi.
(40) "M" Line 18+50 to 31+00	1,250' =.24 mi.	1,250' =.24 mi.	

Net gain in Sevier County "B" System = 669' = .13 mile

Sigurd Town

Map Location & Eng. Sta. No.	Feet Designated as Sigurd Town Street	Total Feet Existing on C System	Total Feet Add or Deleted C System
(37) "E" Line 93+28 to 103+00	972' =.18 mi.	972' =.18 mi.	

8. By this action Sevier County "B" System will show a net increase of 0.58± mile.

9. By this action Joseph Town "C" System will show a net loss of 0.01± mile.

10. The aforementioned changes, additions, and deletions will be activated individually upon approval from the Transportation Commission, Federal Highway Administration, where applicable and transfer of Right-of-Way Fee Title as it pertains to item five.

11. The accompanying copies of letters from Sevier County, Town of Joseph, Elsinore Town, Sigurd Town, Memorandums and maps be made part of this resolution.

on, Extension, Deletion and Transfer of Various
Routes within Sevier County
gnation of State Constructed Frontage and Access Roads
Various Local Entities

Dated on this 14th day of February 1992

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

Attest:

Secretary

Memorandum · UTAH DEPARTMENT OF TRANSPORTATION

DATE: August 29, 1990

TO : Glen Nielsen
Transportation Planner

FROM : Clinton D. Topham, P.E.
Director of Planning

SUBJECT: Resolution on System Designations in Sevier County

UDOT staff members, along with Commissioner Larkin, met with local officials from Sevier County on August 21, 1990, concerning highway designations. As you know, the completion of I-70 and the evaluations from the Utah Highway Systems Study have impacted the system in that county and discussions have continued concerning our earlier resolution.

At our meeting, Commissioner Ashman proposed that the county accept responsibility for the old alignment of US-89 from Sevier Junction to Elsinor, but requested we keep the Elsinor Connection to I-15, through town and out to SR-118. He also proposed a UDOT takeover of the "Aurora Shortcut", a county road that most local people use to access Northern Utah via US-50 and I-15. In addition, he requested that we take over the county road connecting SR-24 and old US-89 through Sigurd.

In Director's Staff Meeting on August 28, 1990, our staff discussed the proposals and have decided to direct you to re-write your earlier resolution to reflect the decisions we reached at that meeting.

1. Transfer the portion of old US-89 between Sevier Junction & Elsinor to the appropriate local agency i.e. Sevier County, Joseph or Elsinor.

2. Designate the connection from I-70 through Elsinor to SR-118 as a state highway and number it as appropriate.

3. Indicate that it is the intent of the Transportation Commission to designate the county road from the existing SR-24 near Aurora, through Aurora and on to SR-50 as a state highway. This transfer will be conditional on Sevier County and Aurora, providing a minimum of an 80' right-of-way, in fee, to facilitate needed widening. This highway would maintain the same Functional Classification, Federal-aid status, and state route designation as the current SR-24.

4. Transfer the existing portion of SR-24 between Aurora and Salina to the appropriate local agency concurrent with UDOT taking the county road on the state system.

5. Be silent on the Sigurd road as it is not our intent to recommend its inclusion on the state system.

6. Include the designation of any other frontage or access roads as county highways as may have been included in your original resolution.

Please notify Sevier County and other loal cities of our proposed actions and have this ready for our Commission Scheduling Meeting on September 14, 1990, if possible.

CDT:ra

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: Jan. 23, 1990

TO : John Quick, P.E. Mark Musuris
Statewide Planning Engineer

FROM : Sterling C. Davis, P.E Sterling C. Davis
District Three Director

SUBJECT: Transfer of State Highways
Parallel Routes to Newly Opened I-70

By letters dated November 21, 1989, I notified Sevier County, Joseph Town, Elsinore Town and Sigurd Town of our proposal to take old US-89 from Sevier Junction to Elsinore and SR-135 from northeast Richfield to Sigurd off the State Highway System. Also included were the proposed changes to SR-118 and SR-258. I asked each of these local government units to either concur with the proposed actions or to express other feelings, as appropriate. Based on my letters, I only got a response back from Elsinore Town.

On December 29, 1989, I wrote again to Sevier County, Joseph Town and Sigurd Town and gave them a deadline date of January 19, 1990 to give me their comments. Otherwise, I told them, I would assume they had no comments to make.

I am attaching herewith copies of the responses from Sevier County and from the three towns indicated above. As I expected, all four agencies are opposed to the proposed transfers.

I know we should have had agreements prior to construction of I-70 that indicated that the old state highways parallel to I-70 would automatically become the responsibility of the affected local agency. However, since that wasn't done, I would hope that we can now go ahead with these transfers. It would probably set better with the local agencies if they were informed of the transfers and also given a future date that the transfers would be effective. I believe that all of the agencies somewhat expected the transfers to happen and I think they were a little amused that we were asking for their opinion or concurrance in these proposed actions. I worry a little now that maybe we've left them with the impression that we may not transfer the roads because they are all against the proposals.

Please let me know if I can provide any more input or help on this matter. Thank you for all you've done.

Attachments
cc: Mark Musuris
Pete Monson

Sevier County

County Courthouse
250 North Main
P.O. Box 517
Richfield, Utah 84701

January 4, 1990

Sterling C. Davis, P.E.
District Director
Utah Department of Transportation
708 South 100 West
Richfield, Utah 84701

Dear Mr. Davis:

Since receipt of your letter and attachments of November 21, 1989, the County has considered at great length the issues relating to the proposed transfer of maintenance responsibility for portions of what has in the past been known as Highway 89 to Sevier County and Joseph and Elsinore Towns.

The Commission is extremely concerned about your proposal and a number of factors, we believe, mandate that jurisdiction remain with the State of Utah.

(1) It is our impression, from information provided by users of the highway, that a significant percentage, if not the majority of vehicular travel originating or terminating in Joseph and Elsinore continues to utilize the highway for access to Richfield, and the road between Richfield and Sigurd is even more heavily traveled.

(2) Sevier County does not have adequate resources to meet present maintenance responsibilities and Joseph and Elsinore have absolutely no capability for maintenance of such a roadway.

(3) Allocating maintenance responsibility among three local entities for fragmented pieces of a roadway of significant and consistent usage will severely impair the integrity of the road and constitute a significant detriment to the traveling public.

(4) The highway continues to be associated with access to the National Parks and will be utilized by tourists and other visitors for many years in the future.

(5) Sevier County is of the opinion that the construction of I-70 does not constitute a re-alignment of Highway 89 and it is not appropriate to treat the issue in such a manner.

The issues have been discussed by County representatives and officials from Joseph and Elsinore Towns and all are of the opinion that the State of Utah should continue to maintain the road.

Sevier County

...NERS:
...AN
...ARDNER
...NICE

County Courthouse
250 North Main
P.O. Box 517
Richfield, Utah 84701

STEVEN C. WALL, Clerk-Auditor
PAM HENDRICKSON, Assessor
LEDA JENSEN, Treasurer
DORTHY V. HENRIE, Recorder
RULON DON BROWN, Attorney

January 4, 1990

Sterling C. Davis, P.E.
District Director
Utah Department of Transportation
708 South 100 West
Richfield, Utah 84701

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The issues have been discussed by County representatives and officials from Joseph and Elsinore Towns and all are of the opinion that the State of Utah should continue to maintain the road.

We believe that a study of the traffic utilizing the freeway for access to Joseph and Elsinore as compared with the usage of Highway 89 would reveal that the highway continues to be utilized with such frequency that UDOT maintenance is essential.

Thank you for the opportunity to comment on the proposal.

Sincerely,

T. Merlin Ashman
Sevier County Commission Chairman

TMA:aes

cc: Cary Peterson
Joe Moody
Tom Christensen
Joseph Town
Elsinore Town
Richfield Chamber of Commerce

Town of Joseph

Joseph, Utah 84739

Sterling C. Davis
District Three Director
January 02, 1990

Dear Sterling C. Davis:

In answer to your letter of November 21, 1989. The proposal to accept old U.S. 89 through the Town of Joseph is not acceptable to the Town Board. Therefore, we are returning you application unsigned.

Sincerely,

Earl S. Utley

EARL S. UTLEY, MAYOR

ELSINORE TOWN CORPORATION

ELSINORE, UTAH 84724

December 13, 1989

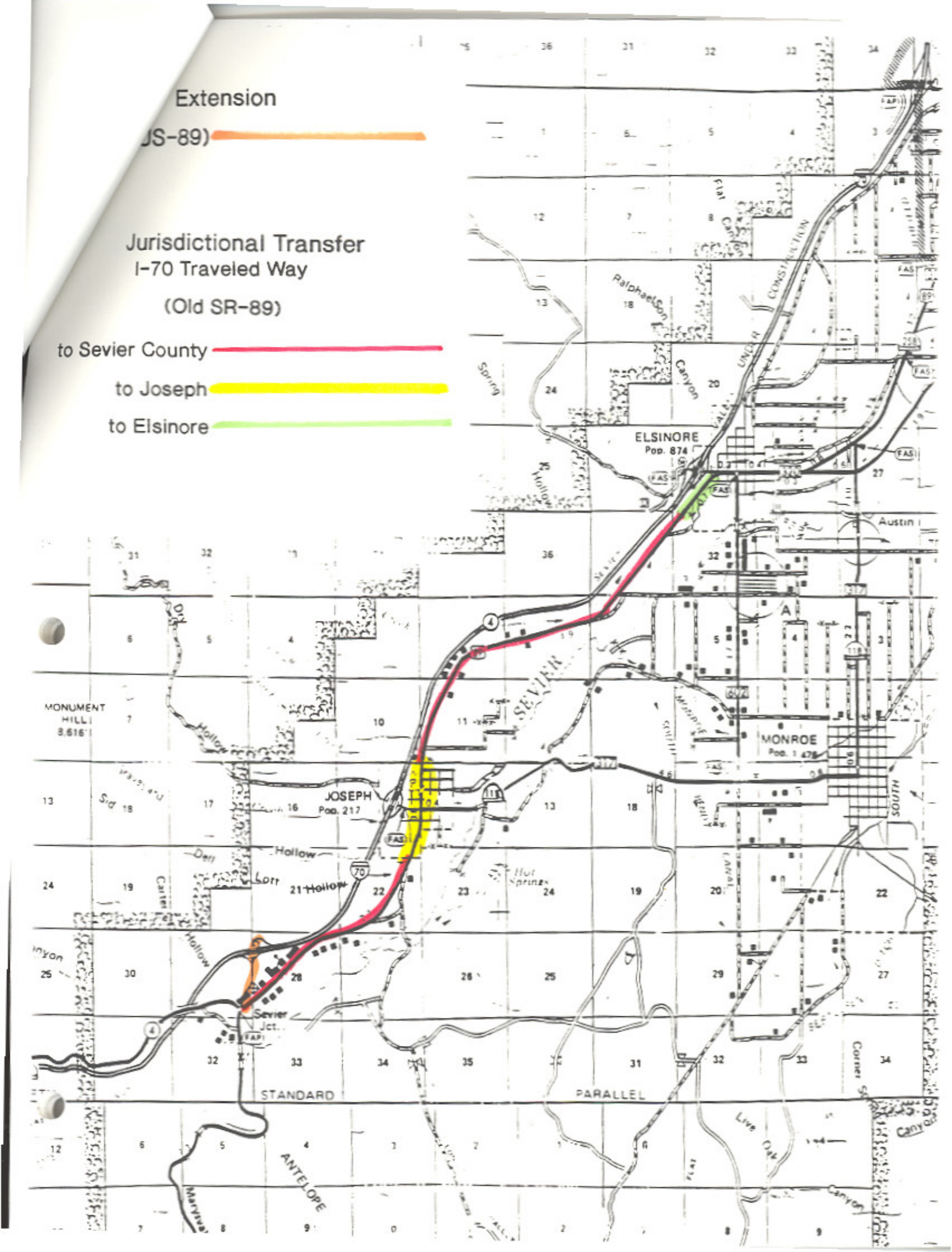
Sterling C. Davis, P.E.
District Three Director
Utah Department of Transportation
708 South 100 West
Richfield, UT 84701

Dear Mr. Davis:

Your posposal for transferring part of HWY 89 to Elsinore Town has been reviewed by the Town Board. This is to advise you that we do not accept your proposal.

Sincerely,

Lathael F. Winn, Mayor
Elsinore Town Corporation


Extension
JS-89)
Jurisdictional Transfer
I-70 Traveled Way
(Old SR-89)
to Sevier County
to Joseph
to Elsinore
ELSINORE
Pop. 874
JOSEPH
Pop. 217
MONROE
Pop. 1 478
MONUMENT HILL
8,616'
Austin
Sevier Jct.
STANDARD
PARALLEL
ANTELOPE
Ralphael Spring
Canyon
Hollow
Dell
Lott
Hot Springs
Live Oak
Corner
SEVIER
SOUTH
UNDER CONSTRUCTION
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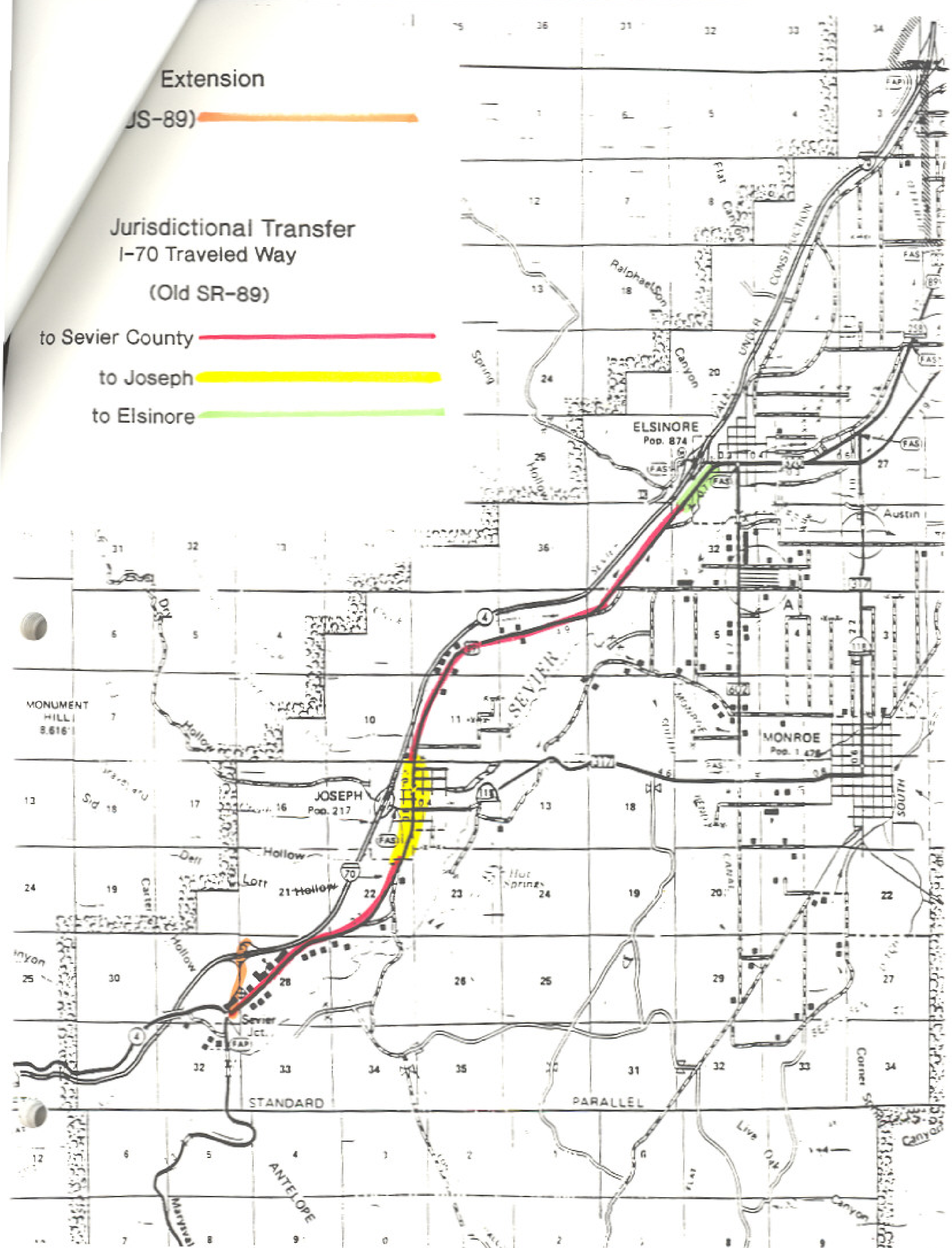
117


Extension
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Jurisdictional Transfer
I-70 Traveled Way
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to Sevier County
to Joseph
to Elsinore
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Canyon
Live Oak
SOUTH
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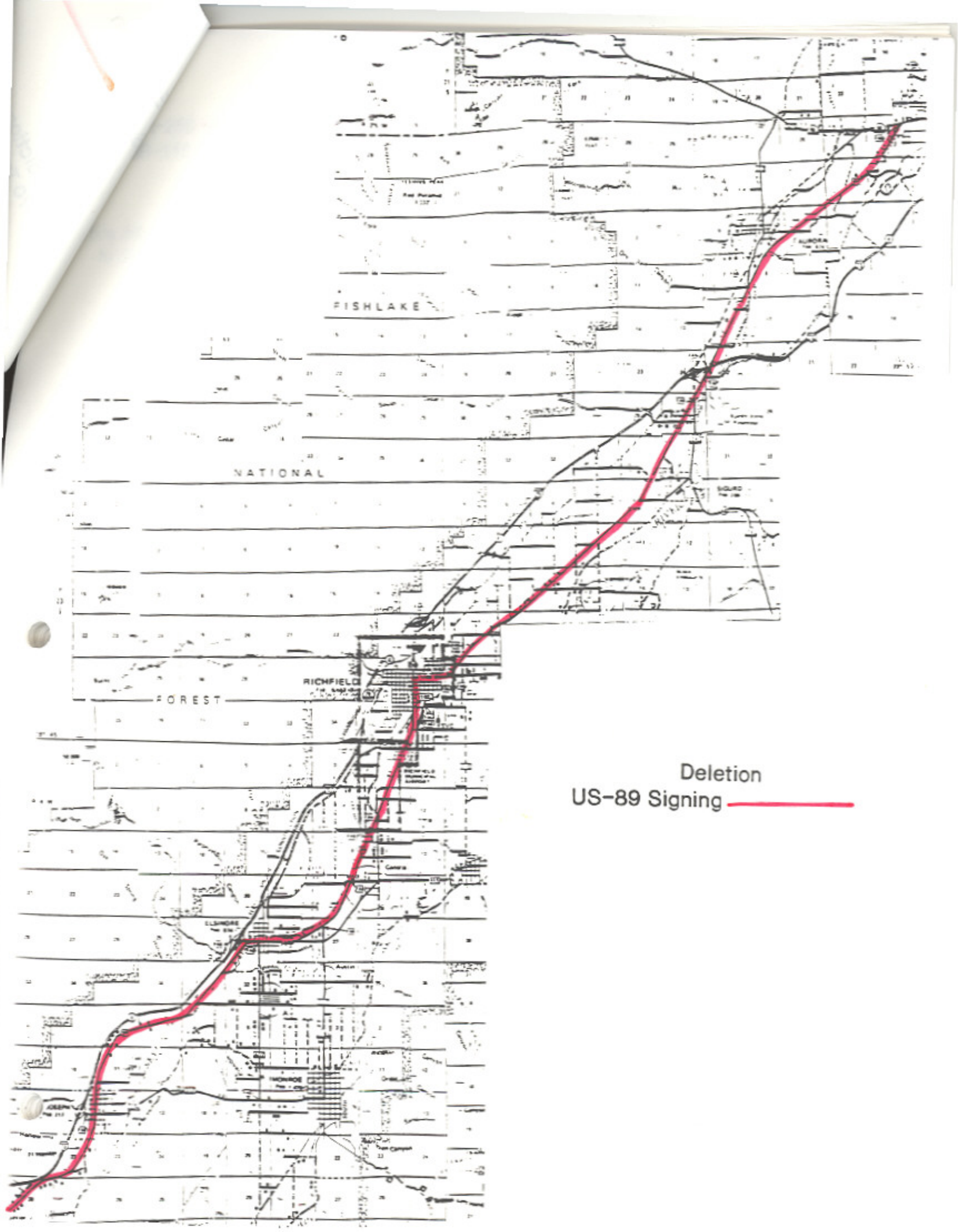
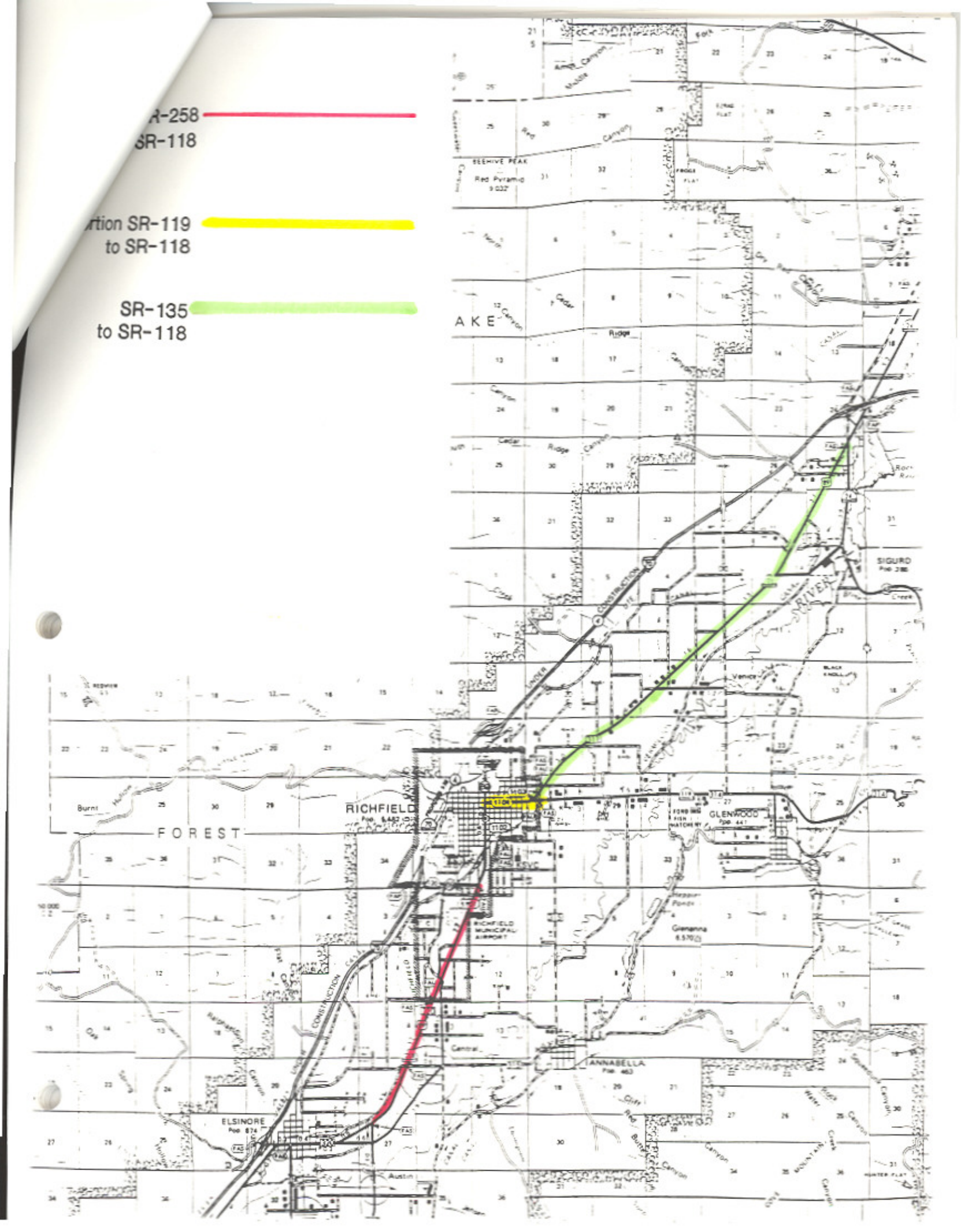
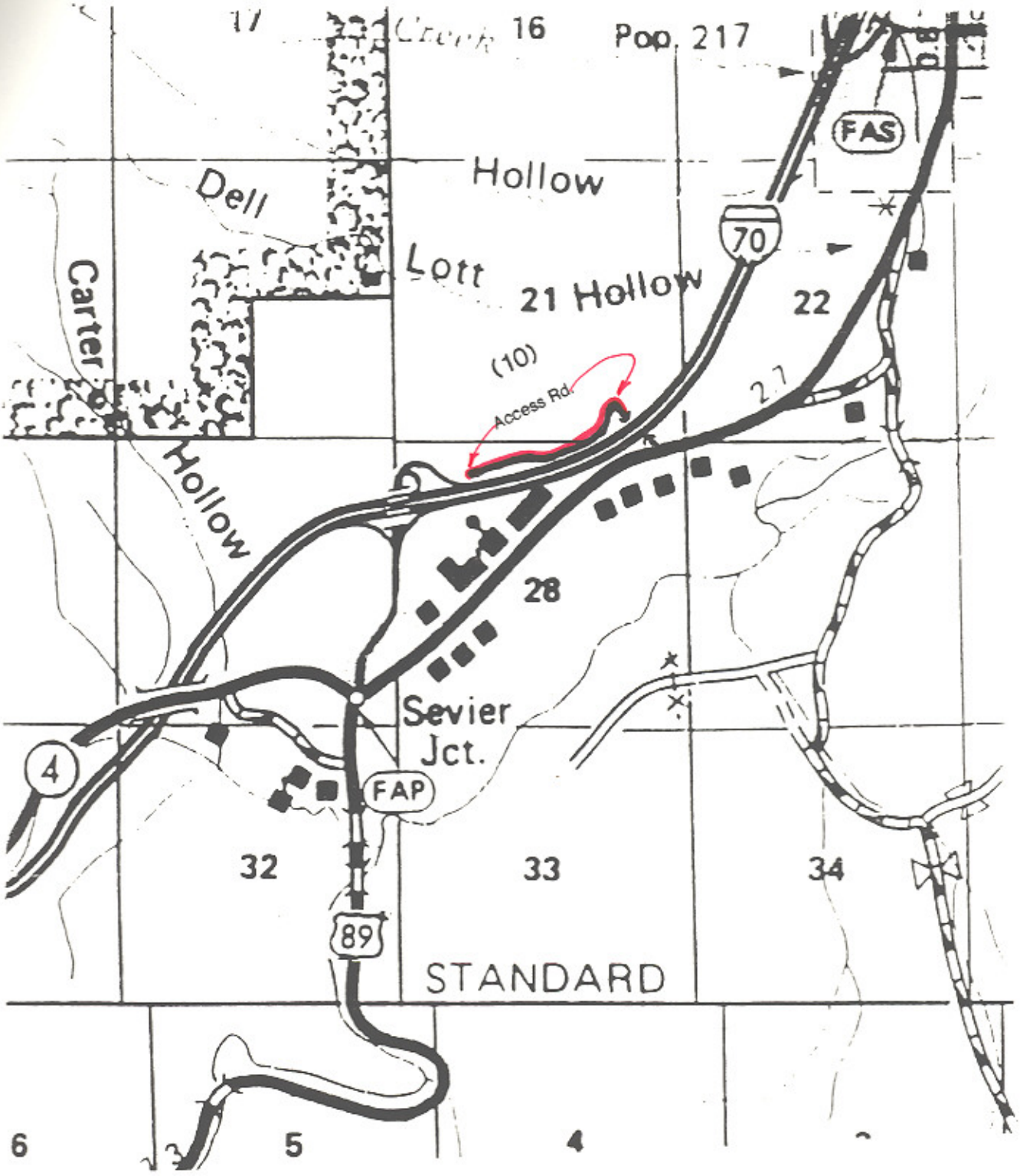

FISHLAKE
NATIONAL
FOREST
RICHFIELD
Deletion
US-89 Signing

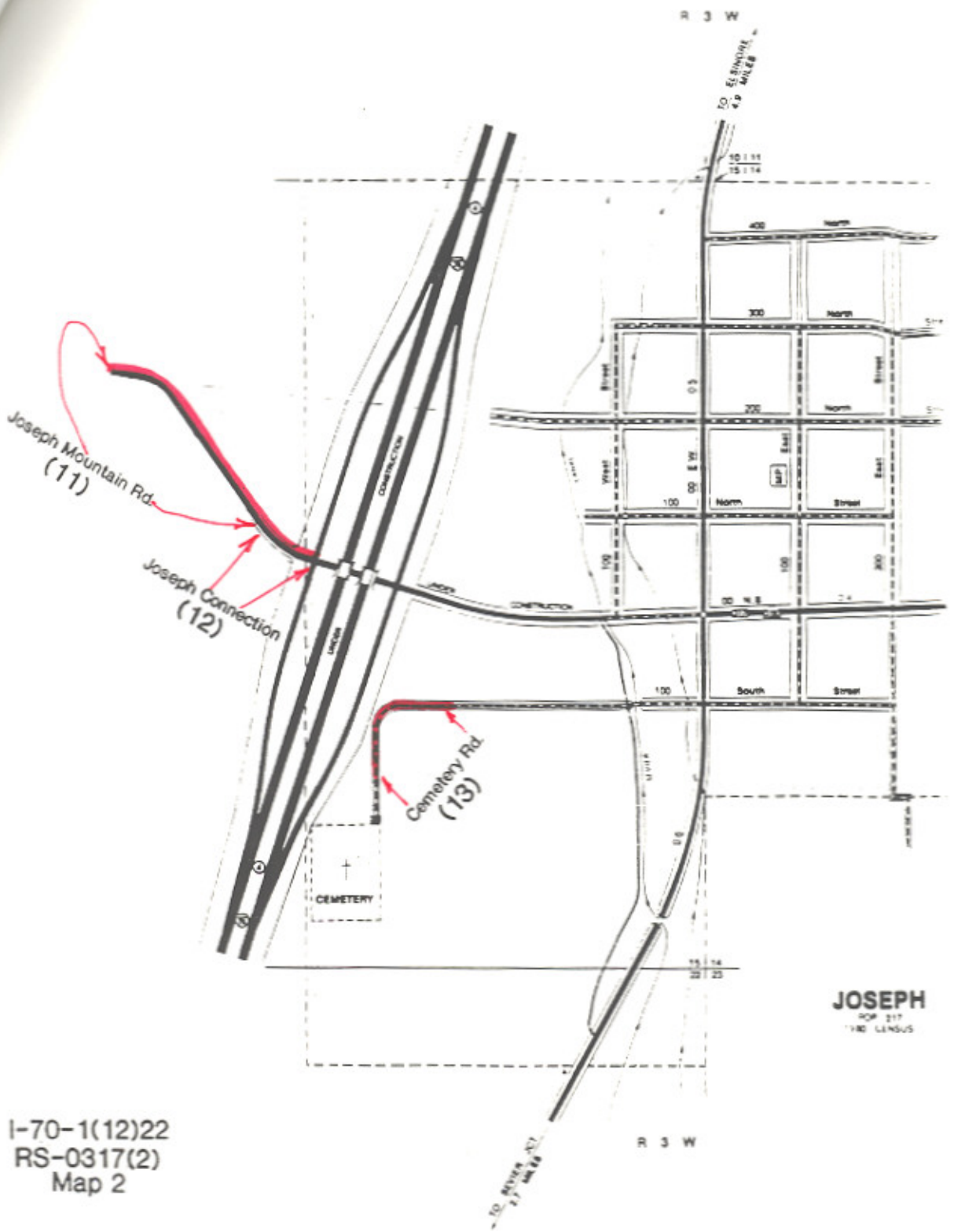

R-258
SR-118
rtion SR-119
to SR-118
SR-135
to SR-118
RICHFIELD
FOREST
GLENWOOD
SIGURD
ANNABELLA
ELSINORE
BEEHIVE PEAK
Red Pyramid
9,027
AKE
RIVER

Addition
SR-170



I-70-1(12)22

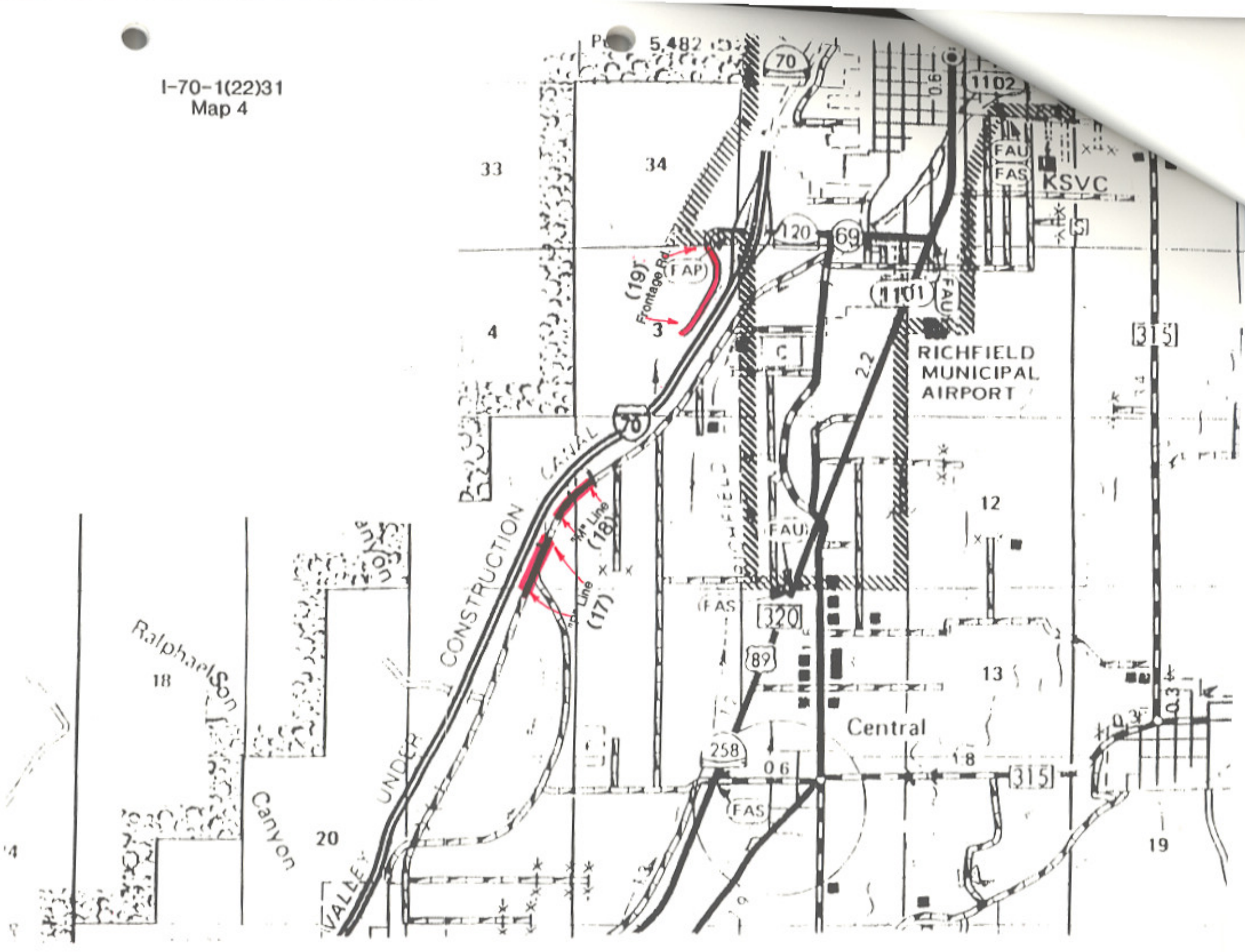
Map 1

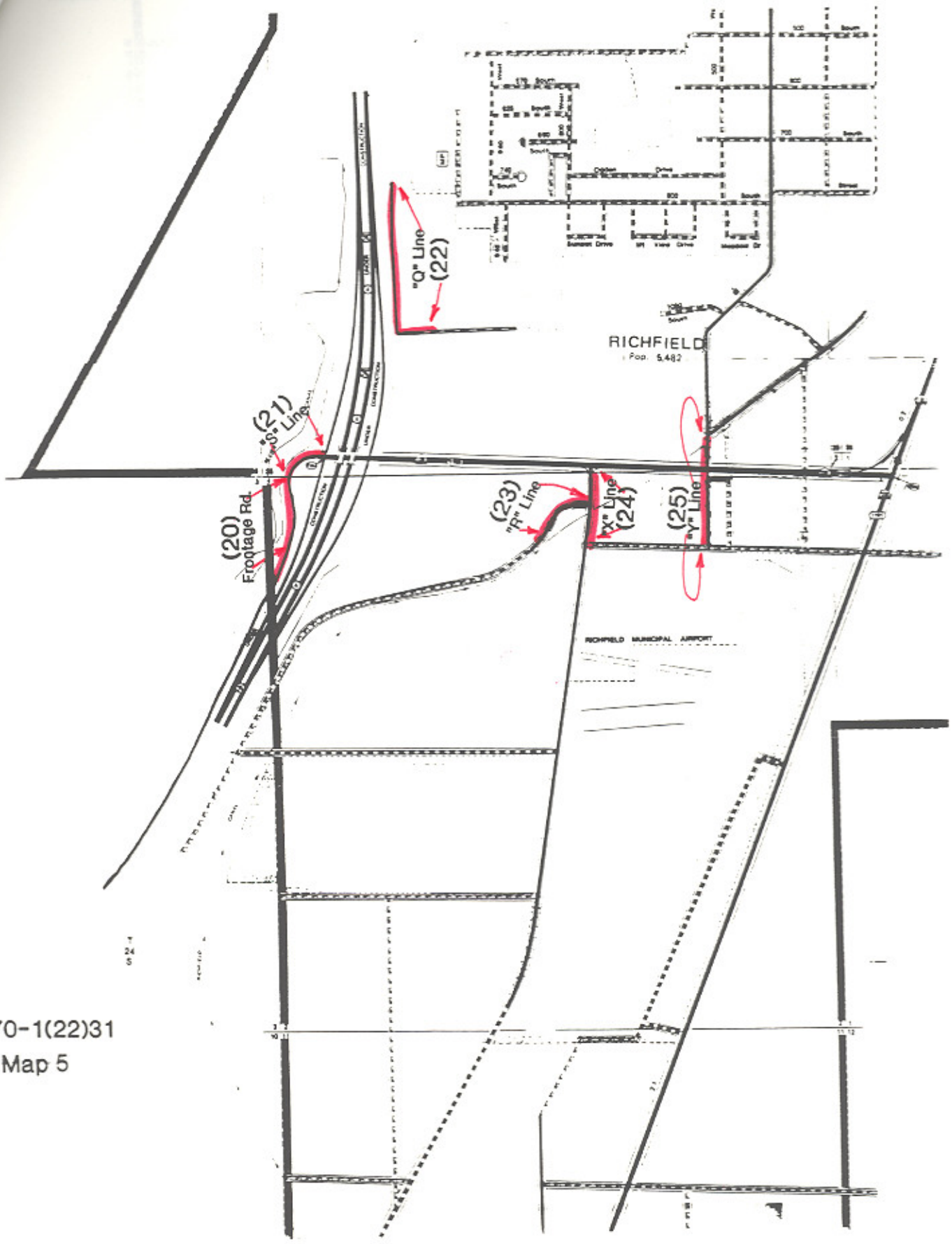


I-70-1(12)22
RS-0317(2)
Map 2

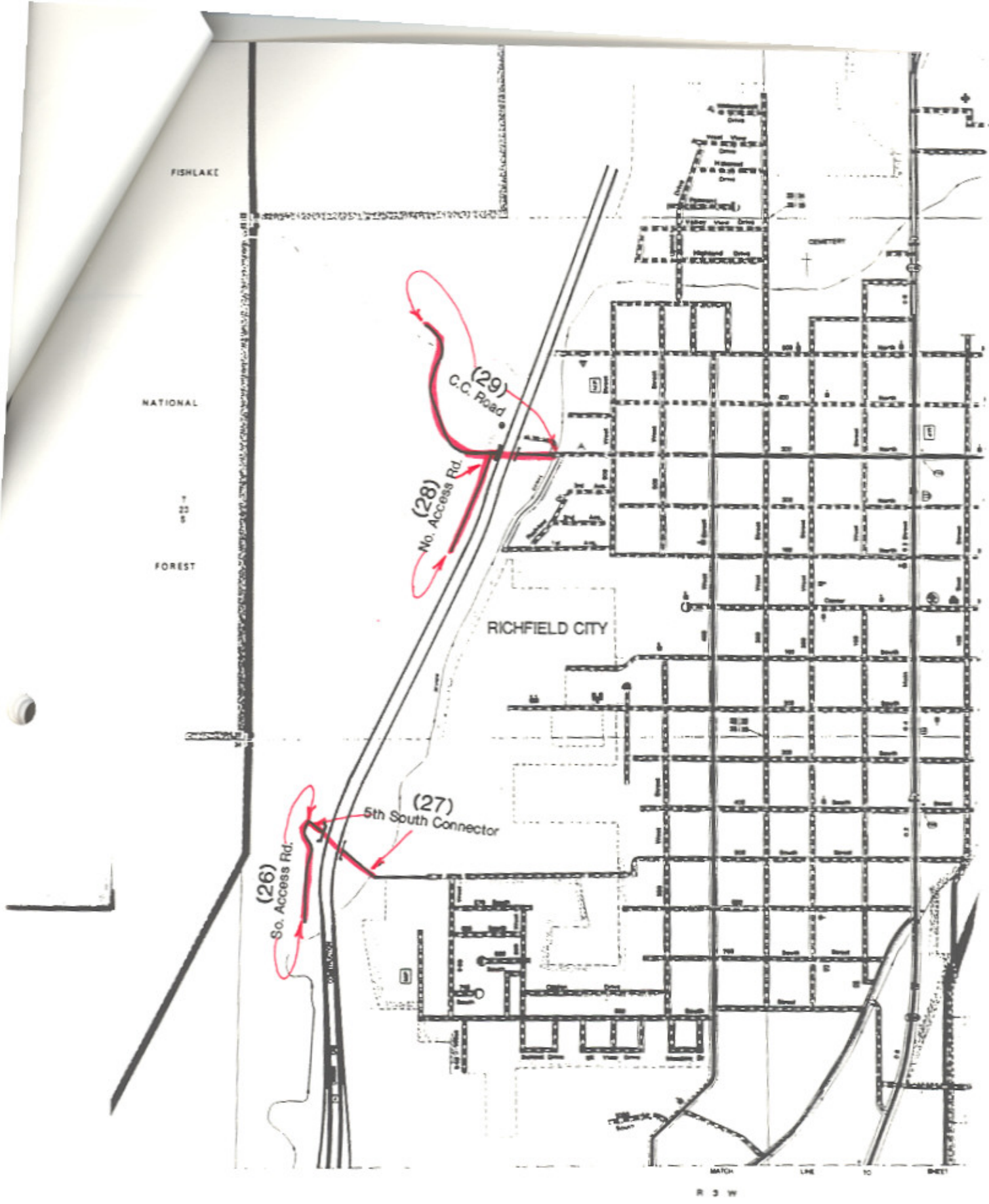
I-70-1(21)25
RS-0320(1)
Map 3

I-70-1(22)31
Map 4



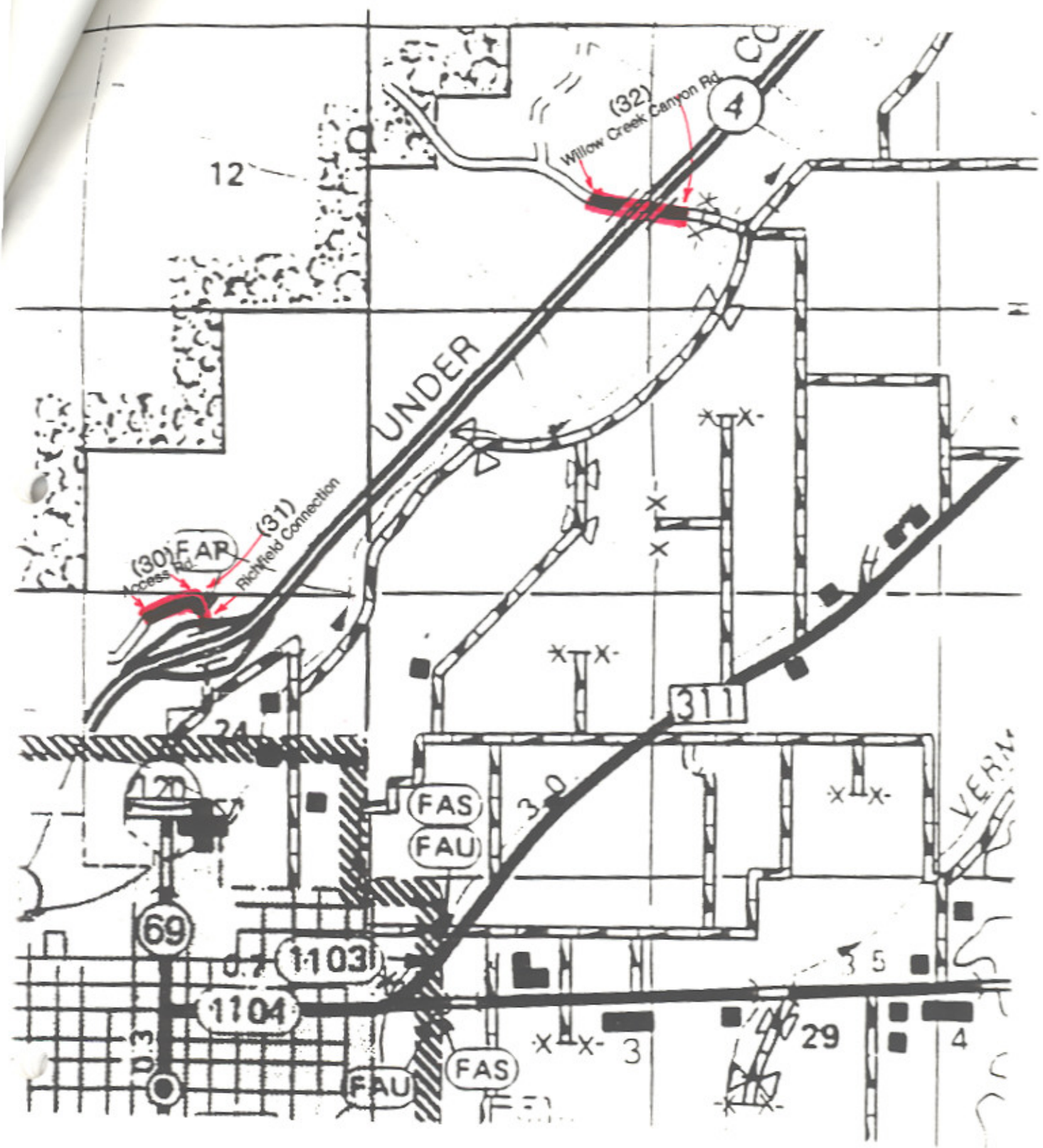


I-70-1(22)31
Map 5



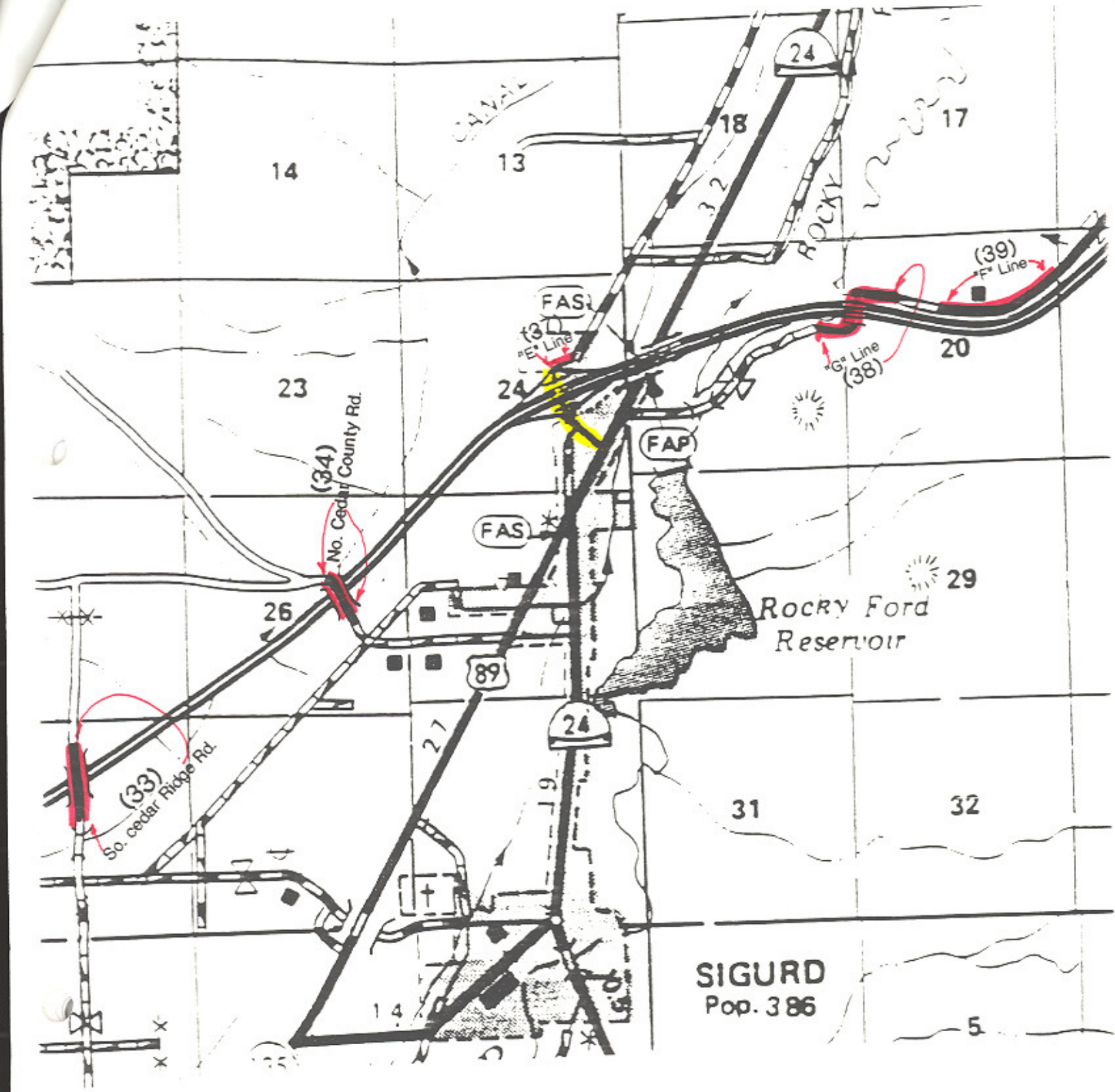
I-70-1(23)36
Map 6

I-70-1(21)40
F-069(7)
Map 7

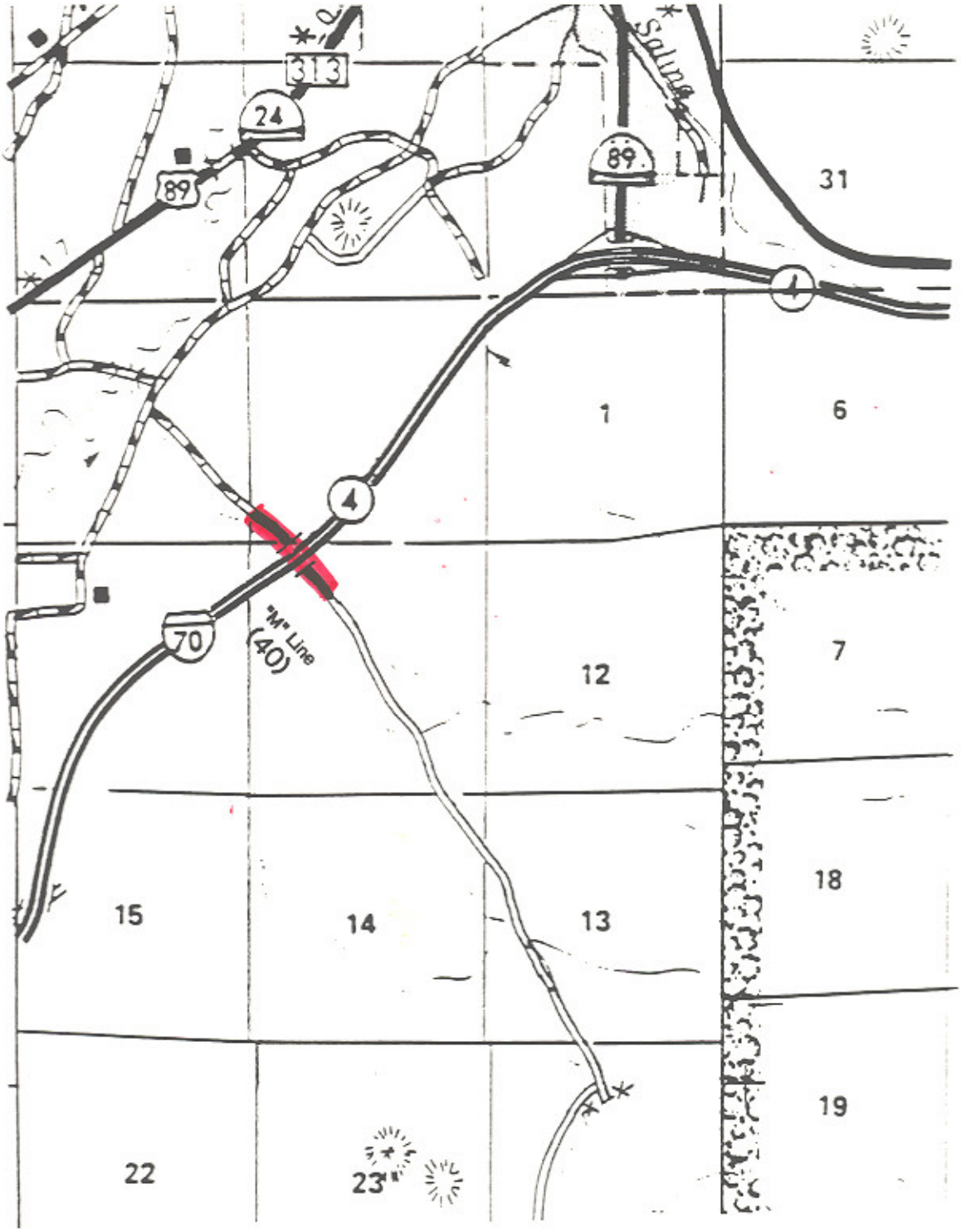


I-70-1(24)40
I-70-1(25)48
Map 8

Addition of SR-259 FAS-617



I-70-1(25)48
-Map-9



UTAH DEPARTMENT OF TRANSPORTATION	DATE 7/11/94
TO: Doug Anderson / Glenn Nielsen	CODE NO.
FROM: DAVID K. MILES	CODE NO.

ACTION

☐ NOTE AND FILE	☐ PER OUR CONVERSATION
☐ NOTE AND RETURN TO ME	☐ PER YOUR REQUEST
☐ RETURN WITH MORE DETAILS	☐ FOR YOUR APPROVAL
☐ NOTE AND SEE ME ABOUT THIS	☐ FOR YOUR INFORMATION
☐ PLEASE ANSWER	☐ FOR YOUR COMMENTS
☐ PREPARE REPLY FOR MY SIGNATURE	☐ SIGNATURE
☐ TAKE APPROPRIATE ACTION	☑ INVESTIGATE AND REPORT

COMMENTS

Please advise me what Commission Action has been previously taken & provide copy of Resolution

...ATION

Transportation Commission
Samuel J. Taylor, Chairman
Wayne S. Winters, Vice Chairman
Todd G. Weston
James G. Larkin
Ted D. Lewis
Shirley J. Iverson, Secretary

...mission agreed to accept the ...gh Aurora to US-50 near ...his acceptance was contingent ...18 feet of additional right of ... widening without further

Sevier County officials have been dutifully involved for several years in obtaining the additional property for highway right of way by donation, with only one exception.

The attached agreement, forwarded by District Director Sterling Davis, is one of the final grants of right of way, but requires the agreement to be executed since a realignment will be necessary at this location at such time as this section of highway is reconstructed.

Please ensure that the agreement is adequate for right of way purposes and is recordable, then arrange for recording in the Sevier County Courthouse.

Upon receipt of your notice that the agreement has been recorded in the Office of the Sevier County Recorder, we will place this matter as an agenda item of the Transportation Commission for their further consideration.

HHR/jbl

Attachment

cc: Dan F. Nelson, Southern Region Director
Sterling C. Davis, District Three Director
Clint Topham, Director of Planning

APR 14 19...

State of Utah
UTAH DEPARTMENT OF TRANSPORTATION

Michael O. Leavitt
Governor
W. Craig Zwick
Executive Director

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

April 14, 1994

M E M O R A N D U M

TO: L. Robert Fox, Chief
Right of Way Division

FROM: H.H. Richardson, P.E.
Assistant Director

SUBJECT: Aurora Main Street

Some time ago, the Utah Transportation Commission agreed to accept the city/county highway, connecting from SR-24 through Aurora to US-50 near Denmark Wash, on to the State Highway System. This acceptance was contingent upon the city and county providing a minimum of 18 feet of additional right of way to assure the capability of a future highway widening without further right of way acquisition.

Sevier County officials have been dutifully involved for several years in obtaining the additional property for highway right of way by donation, with only one exception.

The attached agreement, forwarded by District Director Sterling Davis, is one of the final grants of right of way, but requires the agreement to be executed since a realignment will be necessary at this location at such time as this section of highway is reconstructed.

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HHR/jbl

Attachment

cc: Dan F. Nelson, Southern Region Director
Sterling C. Davis, District Three Director
Clint Topham, Director of Planning

APR 14

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: April 4, 1994

TO : H.H. Richardson, P.E.
Assistant Director

FROM : Sterling C. Davis, P.E. Sterling C. Davis
District Three Director

SUBJECT: Aurora Main Street

Please refer to your February 9, 1994 Memorandum with the same subject as shown above. With the help of Dan Brown, Sevier County Attorney, an agreement was prepared to take care of our concerns over the last property owner north of Aurora. A copy of that agreement is attached herewith.

I would hope that this agreement clears all property owners along this route and satisfies the intent expressed by our Transportation Commission.

My trip to Aurora to get the signed agreement from Mr. Johnson has reminded me of the condition of Aurora Main Street. Over the past several months, a contractor has been installing a sewer system throughout Aurora. A major portion of Main Street has been dug up and filled back in, but has not yet been repaved. I question whether we should take the road onto the State Highway System until the contractor has completed his work. Maybe approval can be given subject to the Sewer Contractor's work being satisfactorily completed.

Attachment:

cc: Dan F. Nelson, Southern Region Director
Robert Fox, Chief, Right of Way Division
James Nelson, Utilities Engineer
Gene Mendenhall, Sevier County Commissioner
Lawrence Mason, Aurora Mayor

AGREEMENT

WHEREAS, Mark Ken Johnson and Tamra C. Johnson (hereinafter referred to as "Johnsons") are the owners of a parcel of land in Sevier County which borders the highway to the North of Aurora City; and

WHEREAS, the Utah State Department of Transportation (hereinafter referred to as UDOT) is intending to improve and relocate such highway where it passes through the Johnsons' property; and

WHEREAS, the relocation was intended to include an additional eighteen feet in width along the western side of the existing roadway onto the Johnsons' property; and

WHEREAS, Johnsons and UDOT had previously discussed a grant to Sevier County of such additional 18 feet of property along the western boundary of the existing road which would amount to 1.091 acres; and

WHEREAS, both UDOT and Johnsons believe that expansion and relocation would best serve the public and Johnsons by re-alignment so that the roadway will follow a more easterly trajectory through the Johnson property and thereby necessitate an exchange of property with a portion of the existing roadway reverting to Johnsons and Johnsons deeding property for the new roadway to Sevier County; and

- WHEREAS, Johnsons agree that the improvement of the roadway will benefit Johnsons in addition to the traveling public;

NOW THEREFORE, Johnsons agree that they will, when the new alignment is determined, grant to Sevier County a parcel of property that will, after deduction of property which will revert to Johnsons through abandonment of the current roadway, result in a maximum net transfer of 1.091 additional acres to Sevier County, for purposes of re-alignment, such Johnson

property being located in the Southeast Quarter of the Southwest Quarter of Section 29 and the Northeast Quarter of the Northwest Quarter of Section 32, Township 21 South, Range 1 West, Salt Lake Base and Meridian.

DATED this 31 day of March, 1994.

MARK KEN JOHNSON

TAMRA C. JOHNSON