Route 89

Updated: **December 2011**

Francis on Route 35 to Driscoll Dugway on Route 151, May 14, 1935.
Withdrawn as Route Number, 1953.

Approved by 1965 Legislature:

1967 Legislature:

1975 Legislature:
The south Leg of SR-162 to Eden re-designated SR-89.

1975 Description:
From SR-162 east to Eden on SR-166.

*(B) 1977 Commission Action (May 20, 1977):
The 1975 description of State route 89 is deleted from the State System and reassigned as State route 169. State Route 89 reassigned as a State Route traversing the alignment of US-89.

1977 Description:
From the Utah-Arizona State line northwest of Page, Arizona, westerly to Kanab, thence northerly to a junction with State Route 70 (I-70) at Sevier Junction, then commencing again at the junction with State Route 70 (I-70) south of Salina, northerly via Salina, Gunnison and Mt. Pleasant to a junction with State Route 6 at Moark Junction northerly via Springville, Provo, Orem and American Fork to State Route 15 (I-15) north of Lehi. Then commencing again at a junction with State Route 15 (I-15) near Draper Crossroads northerly via Murray and Salt Lake City to a junction with State Route 15 (I-15) near Orchard Drive northerly via Bountiful to a junction with State Route 15 (I-15) at North Bountiful Interchange. Then commencing again at a junction with State Route 15 (I-15) at Lagoon Junction northerly via Uintah Junction and Ogden to State Route 91 near south city limits of Brigham City. Then commencing again at a junction with state route 91 in Logan northeasterly to Garden City, thence north to the Utah-Idaho State line.

**(*(A) Scanned) 1978 Commission Resolution Action (Amendment) Nov. 17, 1978:

1979 Legislature: Description remains the same.
1981 Legislature: Description remains the same.
1983 Legislature: Description remains the same.
1985 Legislature: Description remains the same.
1986 Legislature: Description remains the same.
1987 Legislature: Description remains the same.
1988 Legislature: Description remains the same.
1990 Legislature: Description remains the same.

Route 89 Cont.

1992 Legislative Description:
From the Utah-Arizona state line northwest of Page, Arizona, westerly to Kanab; thence northerly to a junction with Route 70 at Sevier Junction; thence commencing again at the junction with 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 north of Lehi; then commencing again at a junction with Route 15 near Draper Crossroads northerly via Murray and Salt lake City to a junction with Route 15 at Beck Interchange; then commencing again at a junction with Route 15 near Orchard Drive northerly via Bountiful to a junction with Route 15 at North Bountiful Interchange; then commencing again at a junction with 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.

*(C). **1992 Commission Action (February 14, 1992):**
Extended SR-89 on a portion of roadway from the old Sevier Junction to the W.B. On & Off ramps of I-70 (SR-70) Sevier Interchange.

1992 Description:
From the Utah-Arizona state line northwest of Page, Arizona, westerly to Kanab; thence northerly to a junction with Route 70 West Bound On and Off Ramps, Sevier Interchange; thence commencing again at the junction with 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 north of Lehi; then commencing again at a junction with Route 15 near Draper Crossroads northerly via Murray and Salt lake City to a junction with Route 15 at Beck Interchange; then commencing again at a junction with Route 15 near Orchard Drive northerly via Bountiful to a junction with Route 15 at North Bountiful Interchange; then commencing again at a junction with 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.

1993 Legislature: Description remains the same.

Route 89 Cont.

1994 Legislative Description:
From the Utah-Arizona state line northwest of Page, Arizona, westerly to Kanab; thence northerly to a junction with Route 70 near Sevier Junction; thence commencing again at the junction with 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 north of Lehi; then commencing again at a junction with Route 15 near Draper Crossroads northerly via Murray and Salt Lake City to a junction with Route 15 at Beck Interchange; then commencing again at a junction with Route 15 near Orchard Drive northerly via Bountiful to a junction with Route 15 at North Bountiful Interchange; then Commencing again at a junction with 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.

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

***(D) 1997 Commission Action (April 25,1997):**
Abandonment and transfer of roadway in Piute County and the town of Junction. Due to re-alignment of SR-89.

1998 Legislative Description:
From the Utah-Arizona state line northwest of Page, Arizona, westerly to Kanab; then northerly to a junction with Route 70 near Sevier Junction; then beginning again at the junction with Route 70 south of Salina, northerly through Salina, Gunnison and Mt. Pleasant to a junction with Route 6 at Thistle Junction; beginning again at a junction with Route 6 at Moark Junction northerly through Springville, Provo, Orem, and American Fork to Route 15 north of Lehi; then beginning again at a junction with Route 15 near Draper Crossroads northerly via Murray and Salt Lake City to a junction with Route 15 at Beck Interchange; then beginning again at a junction with Route 15 near Orchard Drive northerly through Bountiful to a junction with Route 15 at North Bountiful Interchange; then beginning again at a junction with Route 15 at Lagoon Junction northerly through Uintah Junction and Ogden to Route 91 near south city limits of Brigham City; then beginning again at a junction with Route 91 in Logan northeasterly to Garden City; then north to the Utah-Idaho state line.

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.

*(E) Commission Action (June18, 2004) newly constructed portion of roadway in Salt Lake City added to US-Route 89.

Route 89 Cont.

2005 Legislative Description:
From the Utah-Arizona state line northwest of Page, Arizona, westerly to Kanab; then northerly to a junction with Route 70 near Sevier Junction; then beginning again at the junction with Route 70 south of Salina, northerly through Salina, Gunnison and Mt. Pleasant to a junction with Route 6 at Thistle Junction; beginning again at a junction with Route 6 at Moark Junction northerly through Springville, Provo, Orem, and American Fork to Route 15 north of Lehi; then beginning again at a junction with Route 71 in Draper northerly through Sandy, Midvale, Murray, and Salt Lake City to a junction with Route 15 at the North Salt Lake Interchange; then beginning again at a junction with Route 15 at Lagoon northerly through Uintah Junction and Ogden to Route 91 near south city limits of Brigham City; then beginning again at a junction with Route 91 in Logan northeasterly to Route 30 in Garden City; then northerly to the Utah-Idaho state line.

2006 Legislature: Description remains the same.
2007 Legislature: Description remains the same.

* (F) Commission Action (October 17, 2007) Re-locate portion of US-Route 89 on a portion of old alignment of Route 186 in Salt Lake City. From 400 South at State Street westerly to 300 West, then north on 300 West to North Temple.

2008 Legislative Description:
From the Utah-Arizona state line northwest of Page, Arizona, westerly to Kanab; then northerly to a junction with Route 70 near Sevier Junction; then beginning again at the junction with Route 70 south of Salina, northerly through Salina, Gunnison and Mt. Pleasant to a junction with Route 6 at Thistle Junction; beginning again at a junction with Route 6 at Moark Junction northerly through Springville, Provo, Orem, and American Fork to Route 15 north of Lehi; then beginning again at a junction with Route 71 in Draper northerly through Sandy, Midvale, Murray, and Salt Lake City, to Route 186; then west on Fourth South to Third West; then north on Third West and Beck Street to a junction with Route 15 at the North Salt Lake Interchange; then beginning again at a junction with Route 15 at Lagoon northerly through Uintah Junction and Ogden to Route 91 near south city limits of Brigham City; then beginning again at a junction with Route 91 in Logan northeasterly to Route 30 in Garden City; then northerly to the Utah-Idaho state line.

2009 Legislative Description:
From the Utah-Arizona state line northwest of Page, Arizona, westerly to Kanab; then northerly to a junction with Route 70 near Sevier Junction; then beginning again at the junction with Route 70 south of Salina, northerly through Salina, Gunnison and Mt. Pleasant to a junction with Route 6 at Thistle Junction; beginning again at junction with Route 6 at Moark Junction northerly through Springville, Provo, Orem, and American Fork to Route 15 north of Lehi; then beginning again at a junction with Route 71 in Draper northerly through Sandy, Midvale, Murray, Salt Lake City, and Bountiful to a junction with Route 15 at the 500 west interchange; then beginning again at a junction with Route 15 at Lagoon northerly through Uintah Junction and Ogden to Route 91 near south city limits of Brigham City; then beginning again at a junction with Route 91 in Logan northeasterly to Route 30 in Garden City; then northerly to the Utah-Idaho state line.

2011 Legislative Description: Description remains the same.

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

Route 89

COUNTY/VOLUME & RESOLUTION NO.

A. Kane Co. 1/110	**B**. Multiple Co. 6/2	**C.** Sevier Co. 9/11
D. Piute Co. 10/15	**E.** Salt Lake Co. 11/7	**F.** Salt Lake Co. 11/18

DESCRIPTION OF RESOLUTION CHANGE

(**A**). Amendment - Amended erroneous station measurement from project plan to correct measurement.

(**B**). Re-designation - US-89 re-designated SR-89 with exception of sections that are coincident with I-70, US-6, I-15 and US-91.

(**C**). Extension - Portion on new roadway from old Sevier Junction to the West Bound On & Off Ramps I-70 (SR-70), Sevier Interchange.

(**D**). Abandonment/Transfer - Portion of old SR-89 from M.P. 161.23 to 161.48 and from M.P. 165.20 to 165.35 transferred to Piute Co. and the town of Junction.

(E). Addition - Newly constructed roadway in Salt Lake City from SR-71 (12300 South) to 11800 South.

(F). Re-Location - From 400 South at State Street west to 300 West, then north on 300 West to North Temple.

RESOLUTION

Amending Resolution Passed by Transportation Commission on April 19, 1965 Affecting a Portion of US 89 East of Kanab

WHEREAS, the Transportation Commission (Road Commission) passed a resolution dated April 19, 1965 containing road transfers and abandonments as authorized by Section 27-12-27, Utah Code 1953 as amended, and

WHEREAS, portions of US 89 in Kane County east of Kanab were affected, and

WHEREAS, an erroneous beginning station was used transferring that section of roadway to the County.

NOW THEREFORE, be it resolved that the Resolution passed April 19, 1965 involving US 89 east of Kanab be amended to read as follows (original numbers crossed out, new numbers in parentheses):

"Route 259 - Kane County Project F-035-1(4) Kanab easterly, a distance of 6.739 miles built on new location. From Engineer Station ~~98+~~ (33+)- to 266+- and commencing again at Station 295+- to 383+- to be transferred to the jurisdiction of Kane County, a distance of ~~4.900~~ (6.1) miles, as they will still serve as a public roadway, all remaining portions of the old alignment have been made inacessable, a distance of 2.054 miles, therefore, are abandoned, resulting in an increase of ~~4.9~~ (6.1)+- miles in Kane County "B" mileage...".

Dated this 17th day of September, 1978.

UTAH TRANSPORTATION COMMISSION

B. LaDawn Cox
Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

Ammended 110

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.

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 20th day of May, 1977.

UTAH TRANSPORTATION COMMISSION

B. LaDaun Cox
Chairman

Wayne S. Winters
Vice-Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

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

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: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin E. Gleen, 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. STAFFELBACH, 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]

Kane 259 Appl. 8

R E S O L U T I O N

Amending Resolution Passed by Transportation Commission on April 19, 1965 Affecting a Portion of US 89 East of Kanab

WHEREAS, the Transportation Commission (Road Commission) passed a resolution dated April 19, 1965 containing road transfers and abandonments as authorized by Section 27-12-27, Utah Code 1953 as amended, and

WHEREAS, portions of US 89 in Kane County east of Kanab were affected, and

WHEREAS, an erroneous beginning station was used transferring that section of roadway to the County.

NOW THEREFORE, be it resolved that the Resolution passed April 19, 1965 involving US 89 east of Kanab be amended to read as follows (original numbers crossed out, new numbers in parentheses):

"Route 259 - Kane County Project F-035-1(4) Kanab easterly, a distance of 6.739 miles built on new location. From Engineer Station ~~98+~~ (33+)- to 266+- and commencing again at Station 295+- to 383+- to be transferred to the jurisdiction of Kane County, a distance of ~~4.900~~ (6.1) miles, as they will still serve as a public roadway, all remaining portions of the old alignment have been made inacessable, a distance of 2.054 miles, therefore, are abandoned, resulting in an increase of ~~4.9~~ (6.1)+- miles in Kane County "B" mileage...".

Dated this 17th day of November, 1978.

UTAH TRANSPORTATION COMMISSION

R. LaVaun Cox
Chairman

[signature]
Vice-Chairman

[signature]
Commissioner

[signature]
Commissioner

[signature]
Commissioner

ATTEST:

[signature]
Secretary

R E S O L U T I O N

Marysvale to Big Rock Candy Mountain, F-027-2(4)
Abandonment of Highway Right-of-Way

WHEREAS, on October 29, 1965, the Transportation Commission abandoned sections of US-89 right-of-way on project F-027-2(4) in accordance with Utah Code 27-12-28, and

WHEREAS, a section between Engineers Station 227+75 and 233+50 on the east side of present US-89 in front of Hoover's Cafe was inadvertently omitted from the abandonment resolution, and

WHEREAS, the District 3 Director recommends that we relinquish the property between Stations 227+75 and 233+50 bounded on the west by a right-of-way and limited access line which is parallel to, and 75 feet right of the center line of US-89 as it now exists, and bounded on the east by the old right-of-way line of 1965 and that we retain two 50 foot access openings located at Stations 228+69 and 231+09, and

WHEREAS, the Statewide Planning Section has reviewed the District's request and agrees with the recommendation, and

WHEREAS, the Plans and Estimates Section has searched the title to the property and has no objections to its abandonment.

NOW THEREFORE, be it resolved that the property between Stations 227+75 and 233+50 bounded on the west by a right-of-way and limited access line which is parallel to and 75 feet right of the center line of US-89 as it now exists and bounded on the east by the old right-of-way line of 1965 be abandoned to the adjacent property owners and that we retain two 50 foot access openings whose center lines are located at Station 228+69 and Station 231+09, and

Be it resolved that the accompanying map be submitted as a part of this resolution.

Dated this 26th day of December, 1979.

UTAH TRANSPORTATION COMMISSION

L. LaVaun Cox
Chairman

Wayne A. Clinton
Vice-Chairman

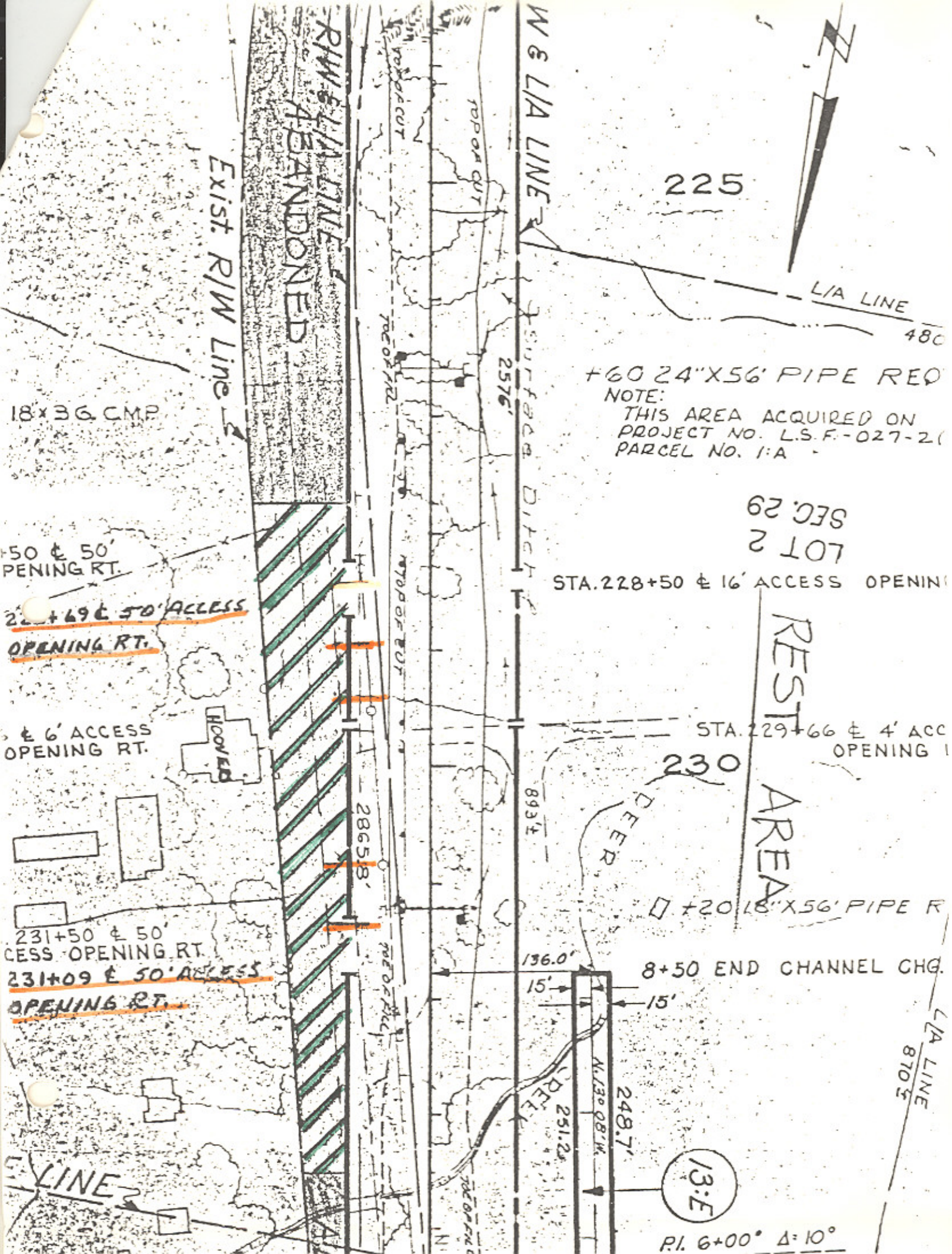
Leon E. Lund
Commissioner

Glenn H. Edwards
Commissioner

James D. Pappas
Commissioner

ATTEST:

Frank A. Hamilton
Secretary


RIW & L/A LINE
225
L/A LINE
480
+60 24"X56' PIPE REQ
NOTE:
THIS AREA ACQUIRED ON
PROJECT NO. L.S.F.-027-2(
PARCEL NO. 1:A
RIW ESTIMATE
ABANDONED
Exist. R/W Line
18x36 CMP
TOP OF CUT
TOE OF FILL
2576'
Surface Ditch
TOP OF BANK
2865.8'
893.4'
LOT 2
SEC. 29
STA. 228+50 & 16' ACCESS OPENIN
+50 & 50'
PENING RT.
+69 & 50' ACCESS
OPENING RT.
& 6' ACCESS
OPENING RT.
HOUSE
STA. 229+66 & 4' ACC
OPENING
230
REST AREA
DEER
+20 18"X56' PIPE R
231+50 & 50'
CESS OPENING RT.
231+09 & 50' ACCESS
OPENING RT.
136.0'
15'
15'
8+50 END CHANNEL CHG.
L/A LINE
870'
N.13° 08' W.
248.7'
251.2'
13:E
P.I. 6+00° Δ=10°
L/A LINE

UTAH STATE DEPARTMENT OF HIGHWAYS

February 7, 1979

COPY

Mr. Elmo R. Herring, Chairman
Sevier County Commission
Sevier County Courthouse
Richfield, Utah 84701

Dear Commissioner Herring:

Subject: Abandonment of Highway Right-of-Way

Effective January 26, 1979, the Utah Transportation Commission approved the abandonment of the old highway right-of-way in front of Hoover's Cafe as described in the enclosed Resolution.

Enclosed is a copy of the Resolution and a Location Map.

Very truly yours,

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

Enclosure

bc: Howard H. Richardson, District #3 Director

Abd. Roadway Sanpete

36

R E S O L U T I O N

Roadway Abandonment
Project F-027-4(3)
Station 1430 to Station 1445

WHEREAS, Section 27-12-29 of the Utah Code Annotated, 1953, authorizes the Transportation Commission to make alignment changes in state highways and to abandon highway sections no longer serving the purpose of a public highway, and

WHEREAS, Project No. F-027-4(3) was constructed during the years 1962 and 1963 resulting in alignment changes in US 89 south of Manti City, and

WHEREAS, the District Three Director verifies that the old US 89 alignment from approximately Station 1430 to approximately Station 1445 is no longer needed for state highway purposes, and

WHEREAS, the Sanpete County Commission have reviewed the old highway right-of-way property and can see no public value to it, and

WHEREAS, the Chief of Roadway Design has determined that the right-of-way has been held by prescriptive right.

NOW, THEREFORE, be it resolved that the old US 89 alignment south of Manti City from approximately Station 1430 to approximately Station 1445, as shown on the accompanying sketch, be abandoned to the adjacent property owners.

Dated this 9th day of January, 1980.

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

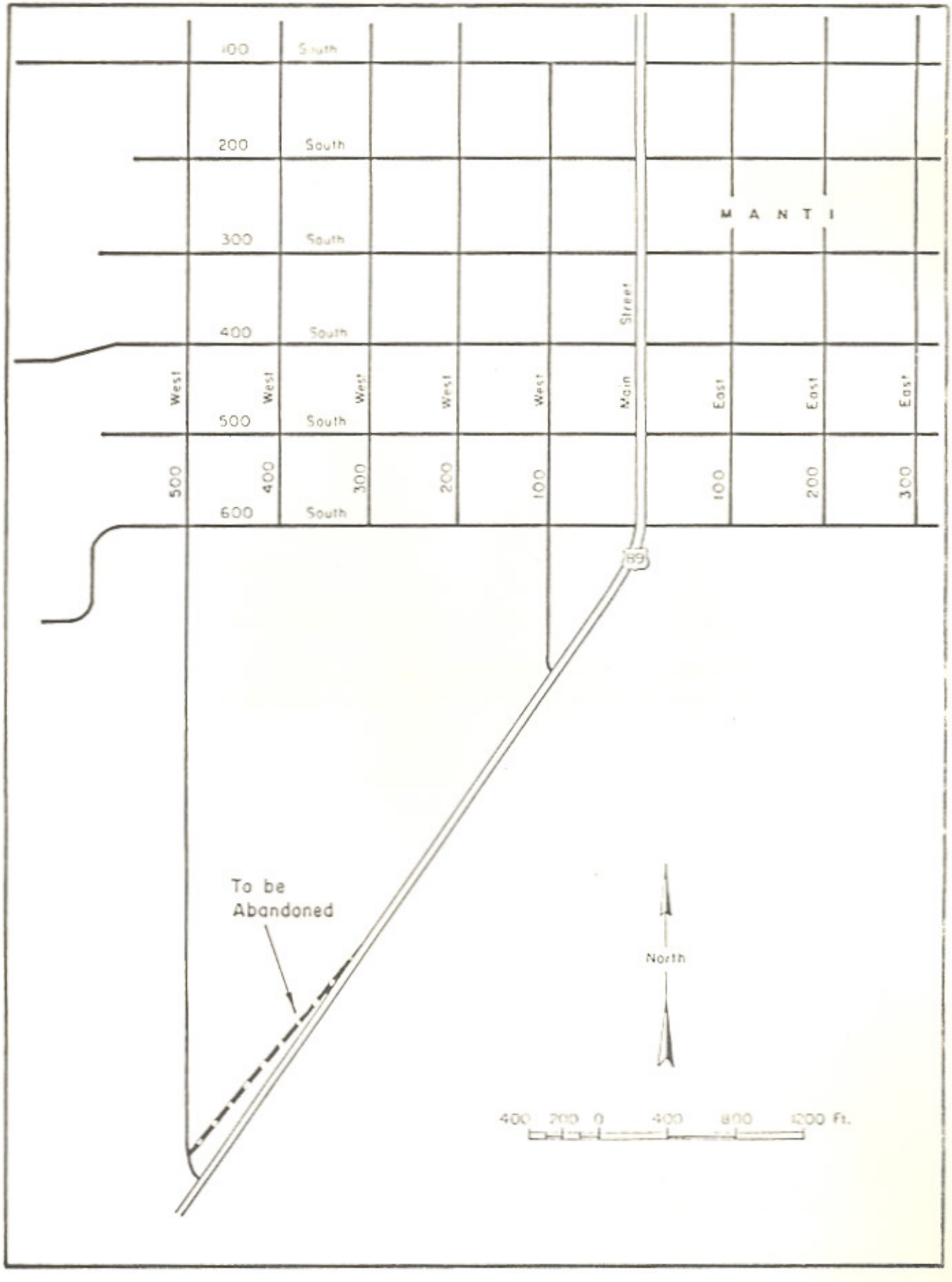
Commissioner

Commissioner

Commissioner

ATTEST:

County Secretary


400 South
200 South
300 South
400 South
500 South
600 South
MANTI
Street
West
West
West
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Hbd.

UTAH STATE DEPARTMENT OF HIGHWAYS

February 25, 1981

C

Mr. Newton E. Donaldson, Chairman
Sanpete County Commission
Sanpete County Courthouse
Manti, Utah 84642

Dear Commissioner Donaldson:

O

Subject: Roadway Abandonment in Sanpete County

Effective January 9, 1981, the Utah Transportation Commission approved the abandonment of the old alignment of US-89 south of Manti as described in the enclosed resolution.

P

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

Very truly yours,

Y

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

Enclosure

The Honorable Ben Kjar, Mayor of Manti City, Utah
bc: Howard B. Leatham, Engineer for Planning & Programming
Howard H. Richardson, District #3 Director

Information sent to:

Jerry Fenn	W. J. Stephenson	Martin Cutler	Richard Julio
Darrus Middleton	J. Q. Adair	Ray Behling	E. E. Lovelace
Gene Findlay	James Naegle	Bonnie Garcia	Don Jensen
Robert Wheadon	Robin Hood	Mark Musuris	Clarence Bywater
Keith Rosevear	Art Guerts	Ken Riddle	Kent Lee

WDM:RDent:bt

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.	

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...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

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

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

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

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(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.

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

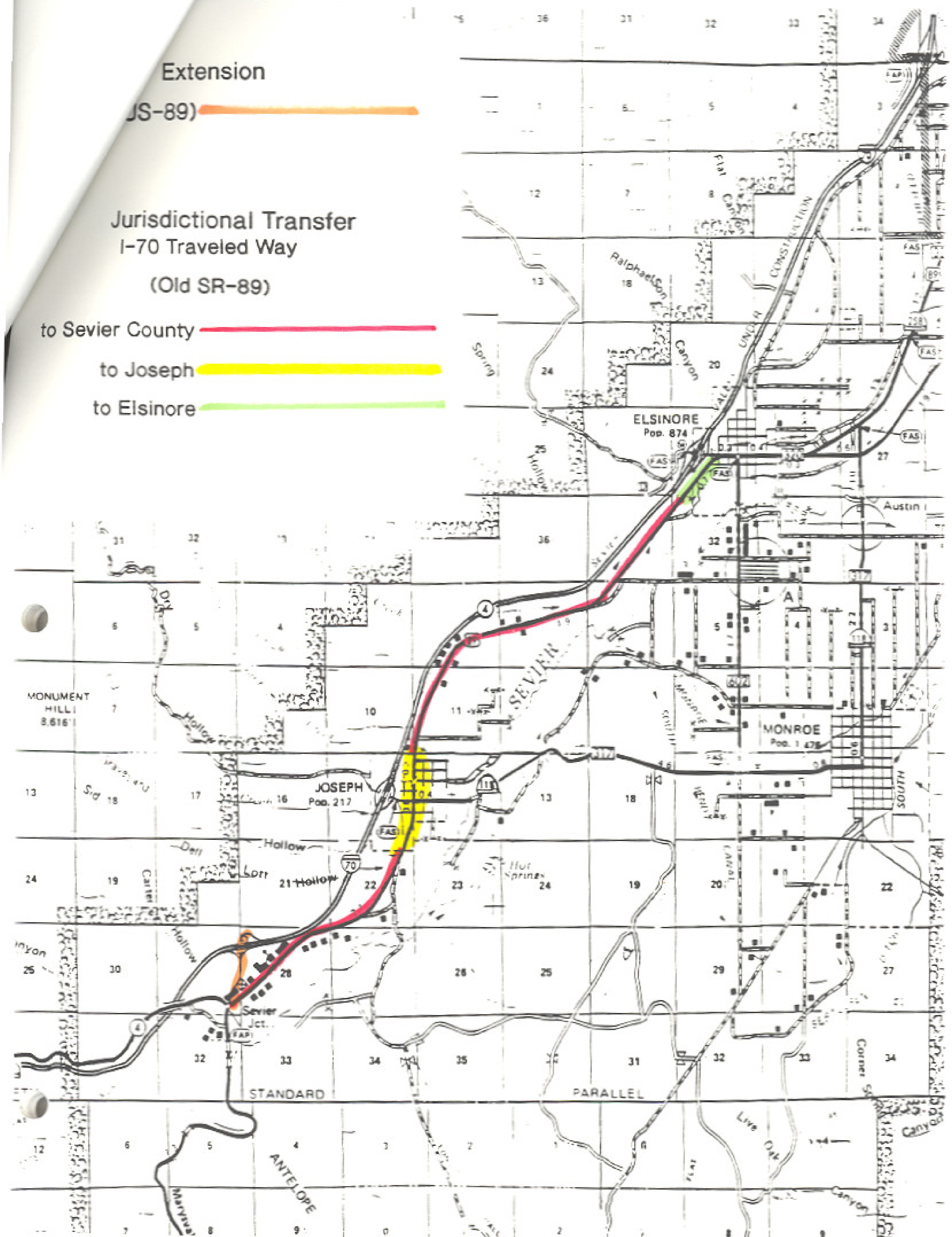
Dear Mr. Davis:

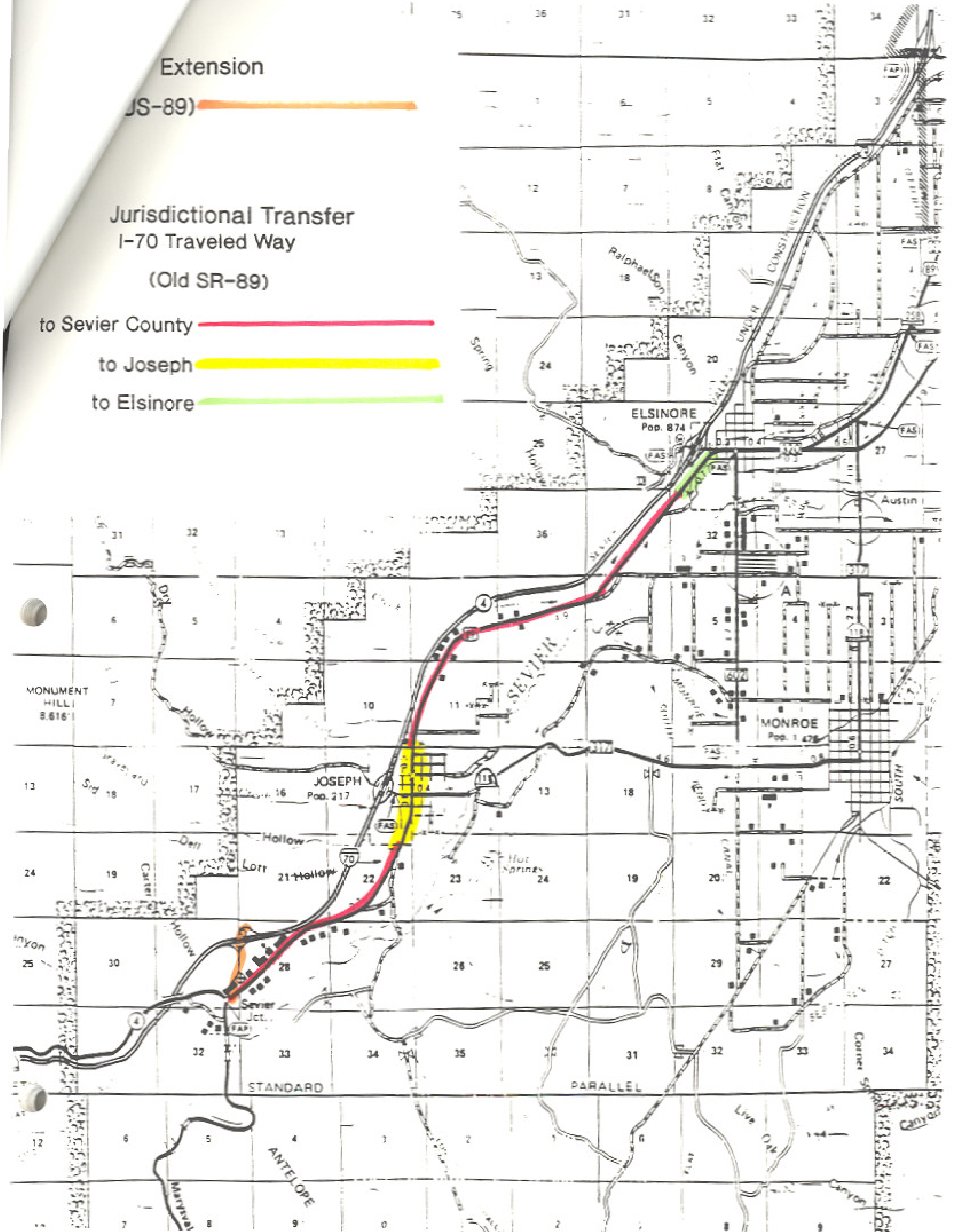
Your posposal for transferring part of HWY 89 to Elsinore Town has been reviewed by the Town Board. This is to advise you that we do not accept your proposal.

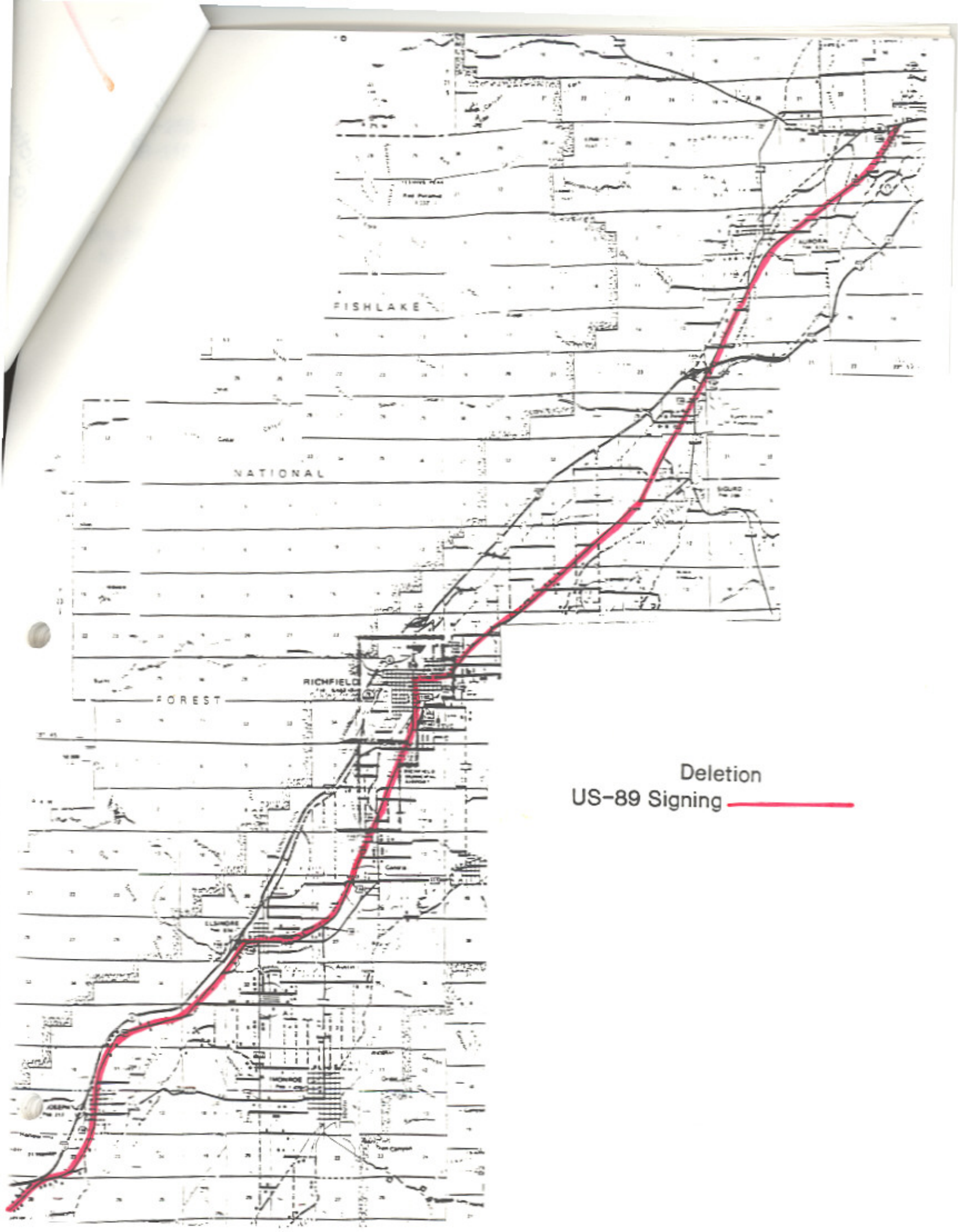
Sincerely,

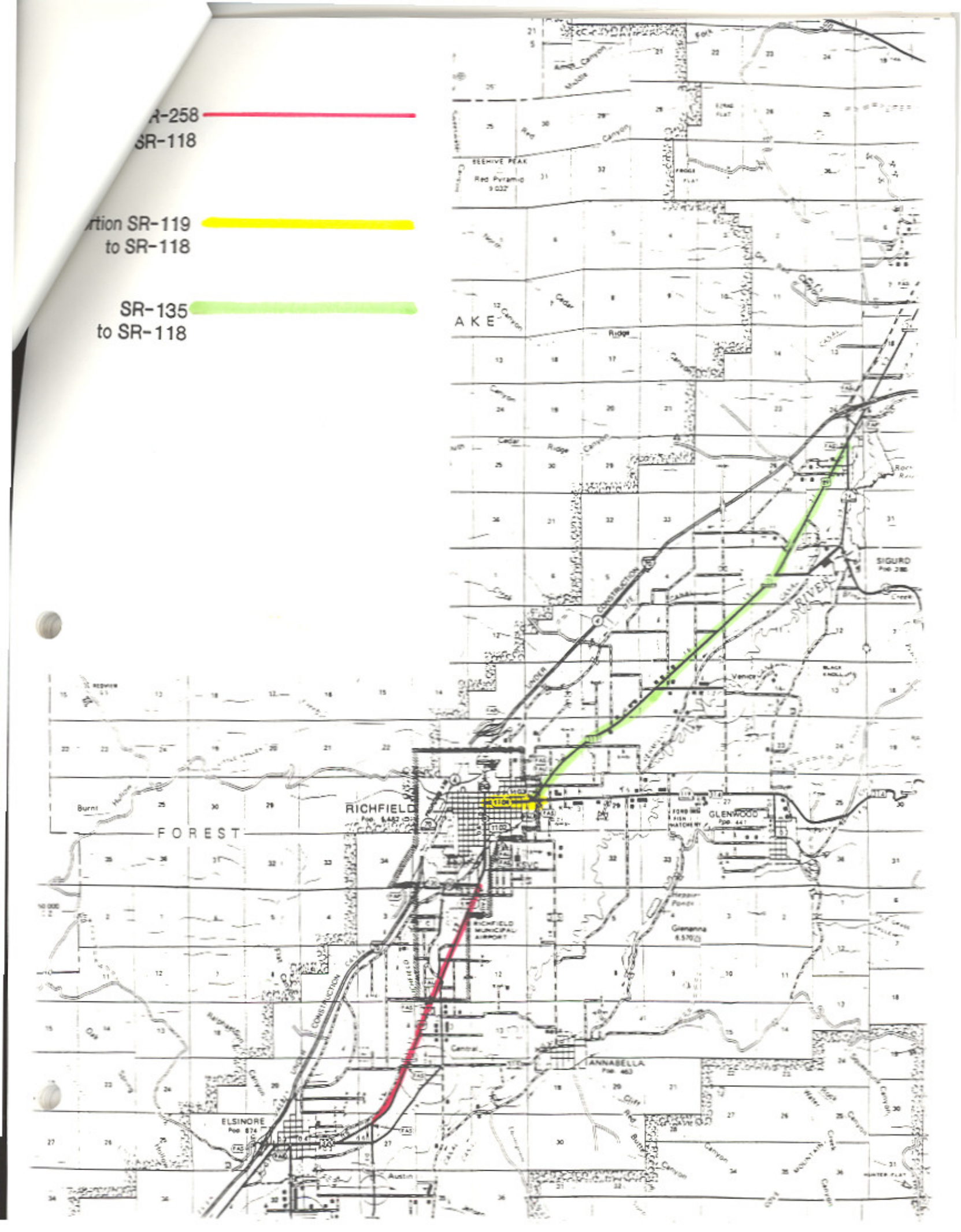
Lathael F. Winn

Lathael F. Winn, Mayor
Elsinore Town Corporation

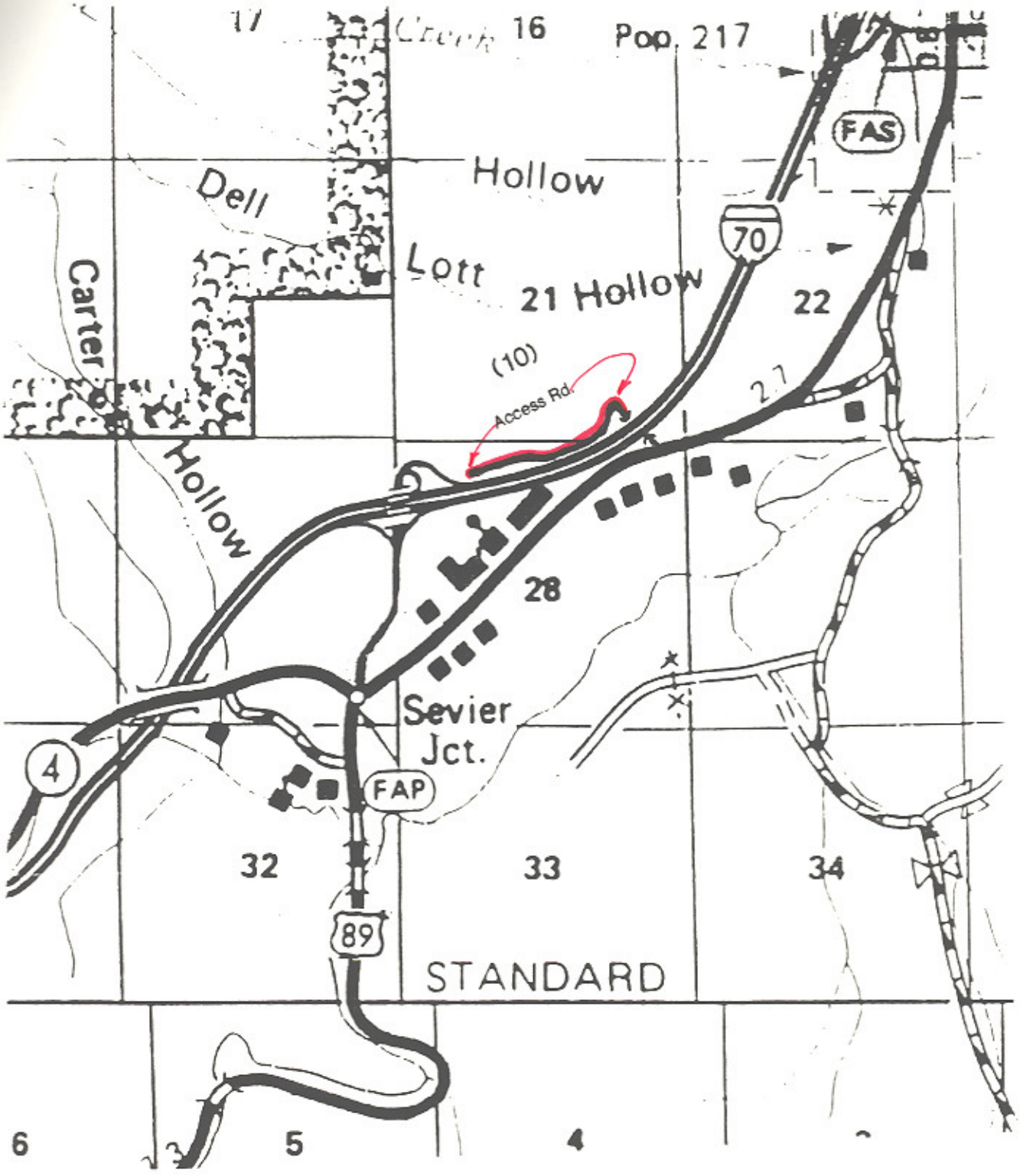

Extension
JS-89)
Jurisdictional Transfer
I-70 Traveled Way
(Old SR-89)
to Sevier County
to Joseph
to Elsinore
ELSINORE
Pop. 874
JOSEPH
Pop. 217
MONROE
MONUMENT HILL
Sevier Jct.
Austin
Hot Springs
UNDER CONSTRUCTION
SEVIER
STANDARD
PARALLEL
ANTELOPE
Canyon
Hollow


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
MONUMENT HILL
Sevier Jct.
Austin
Hot Springs
Ralphaelson
Canyon
Flat Canyon
Hollow
Dry
Spring
Lorr
Carter
Hollow
STANDARD
PARALLEL
ANTELOPE
Marysvale
Live Oak
Canyon
Corner
SOUTH
SEVIER
UNDER CONSTRUCTION
FAP
FAS


FISHLAKE
NATIONAL
FOREST
RICHFIELD
Deletion
US-89 Signing

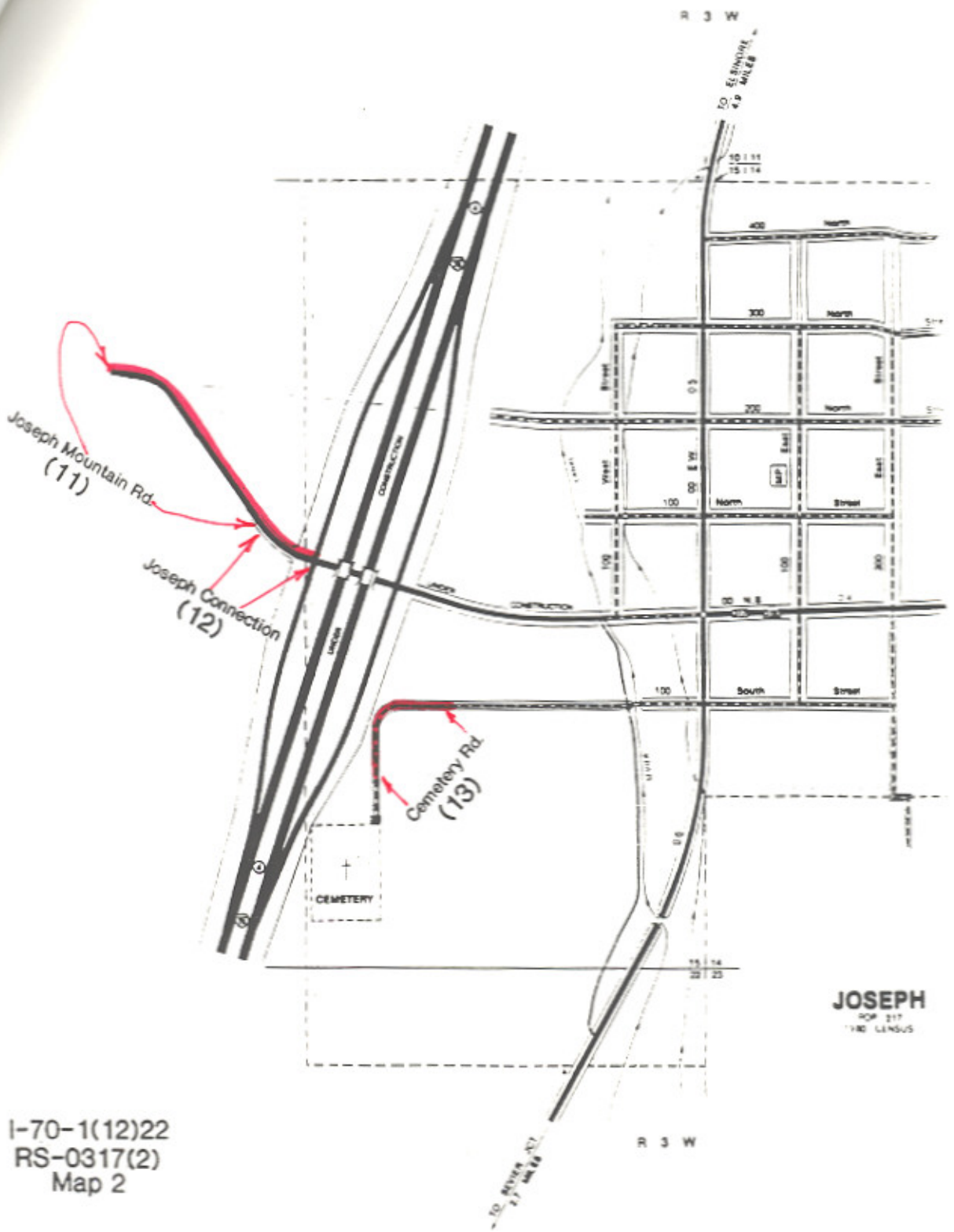

R-258
SR-118
rtion SR-119
to SR-118
SR-135
to SR-118
RICHFIELD
FOREST
GLENWOOD
ANNABELLA
ELSINORE
SIGURD
BEEHIVE PEAK
Red Pyramid
9,032'
Burni
Austin

Addition
SR-170



I-70-1(12)22

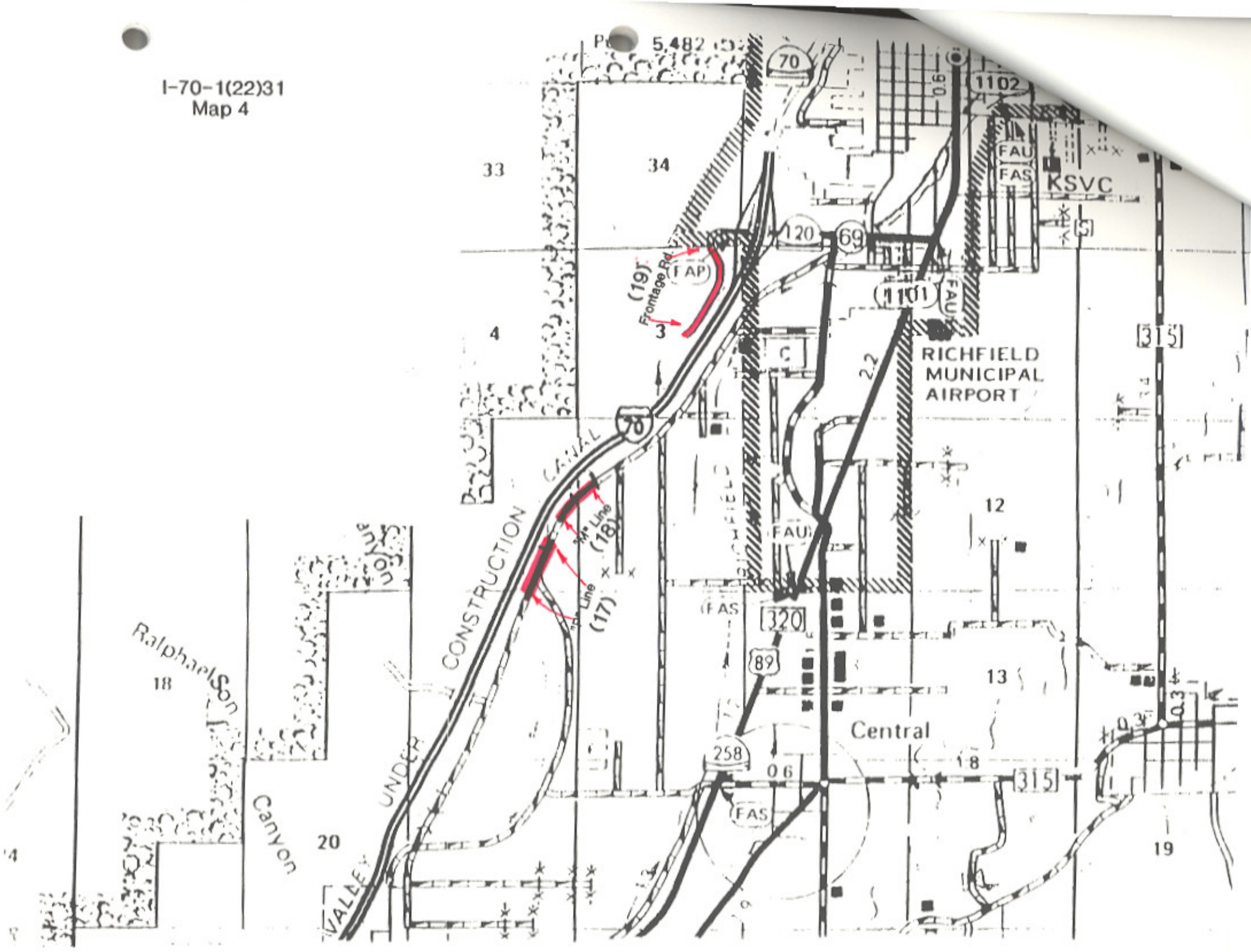
Map 1

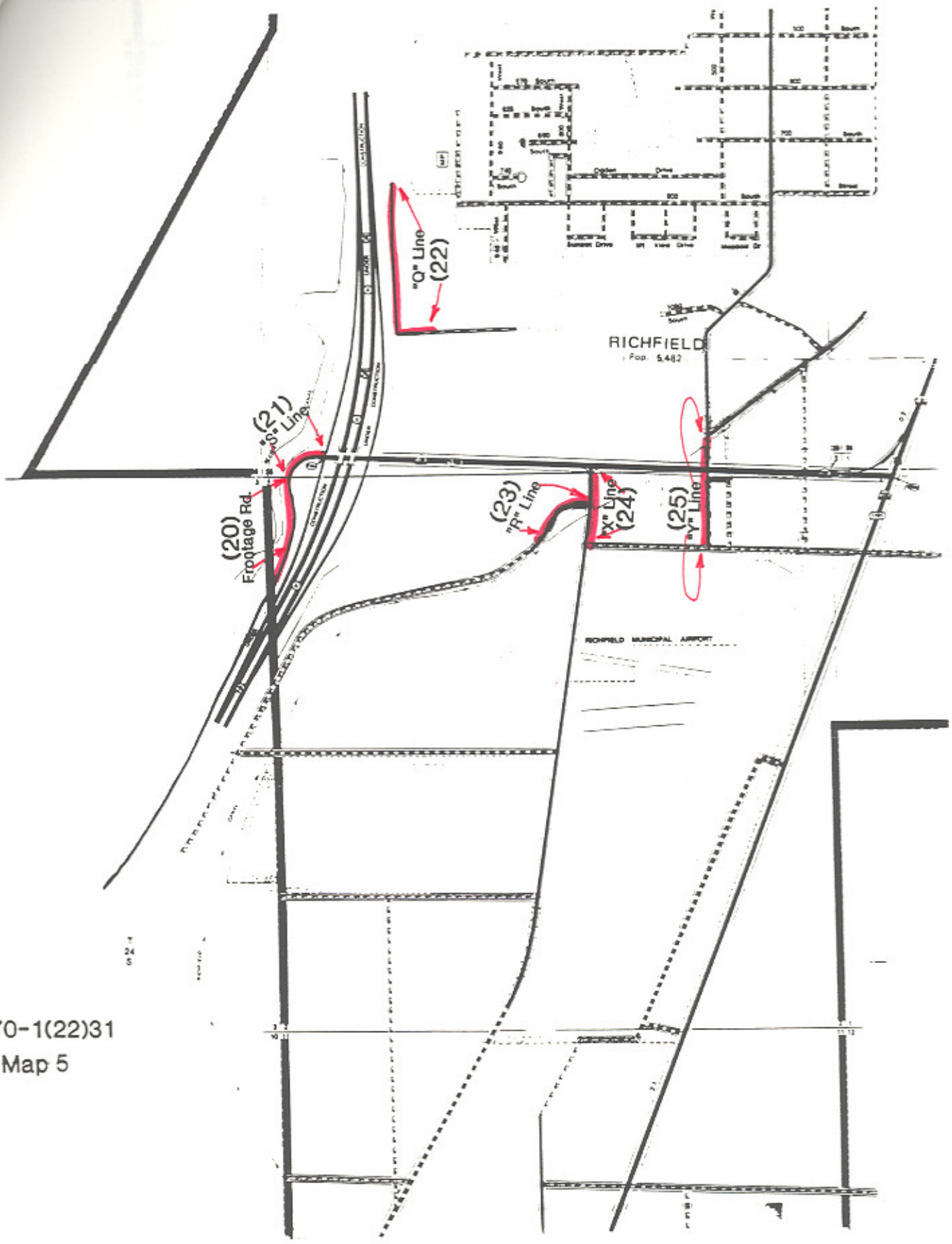


I-70-1(12)22
RS-0317(2)
Map 2

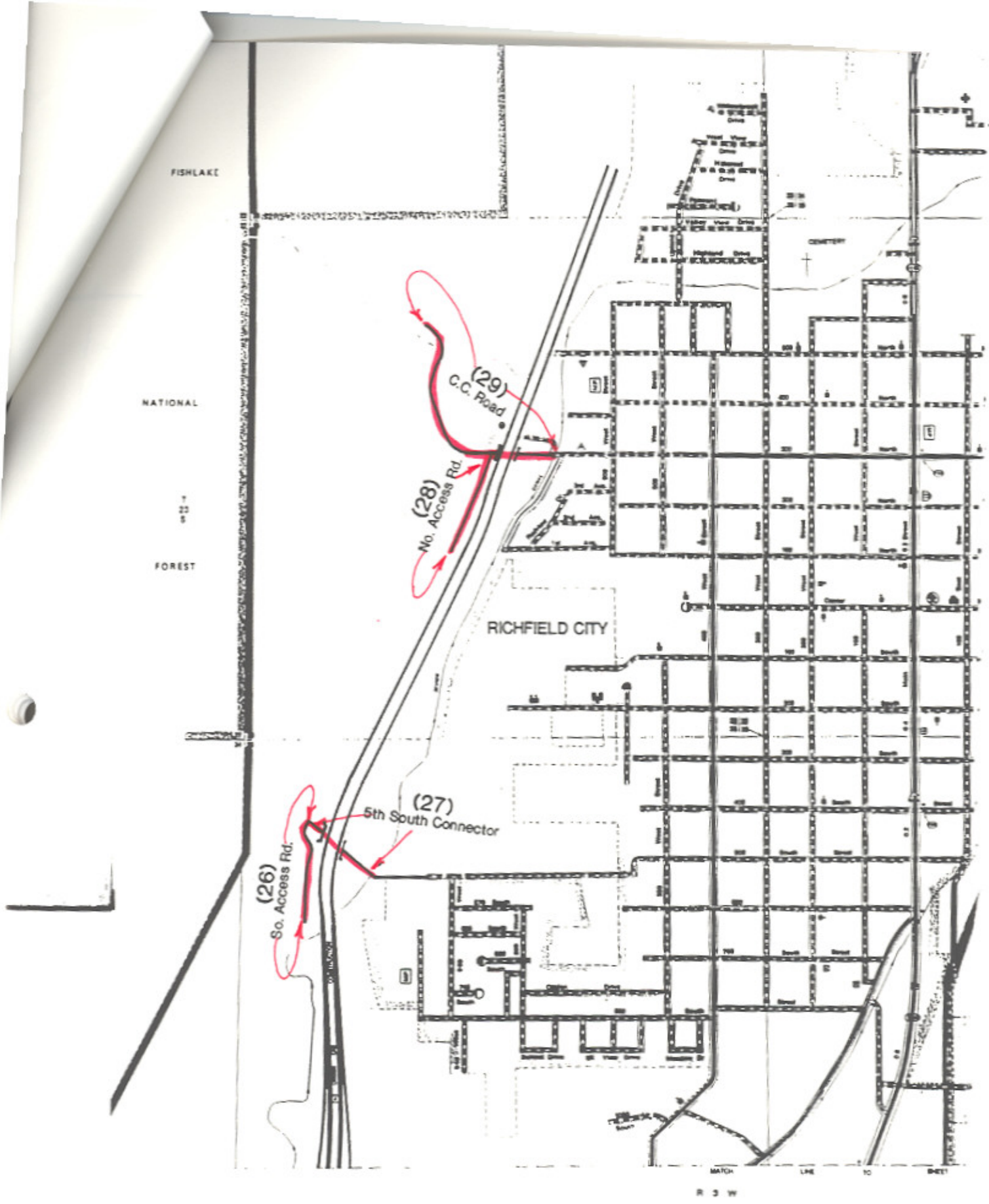
I-70-1(21)25
RS-0320(1)
Map 3

I-70-1(22)31
Map 4



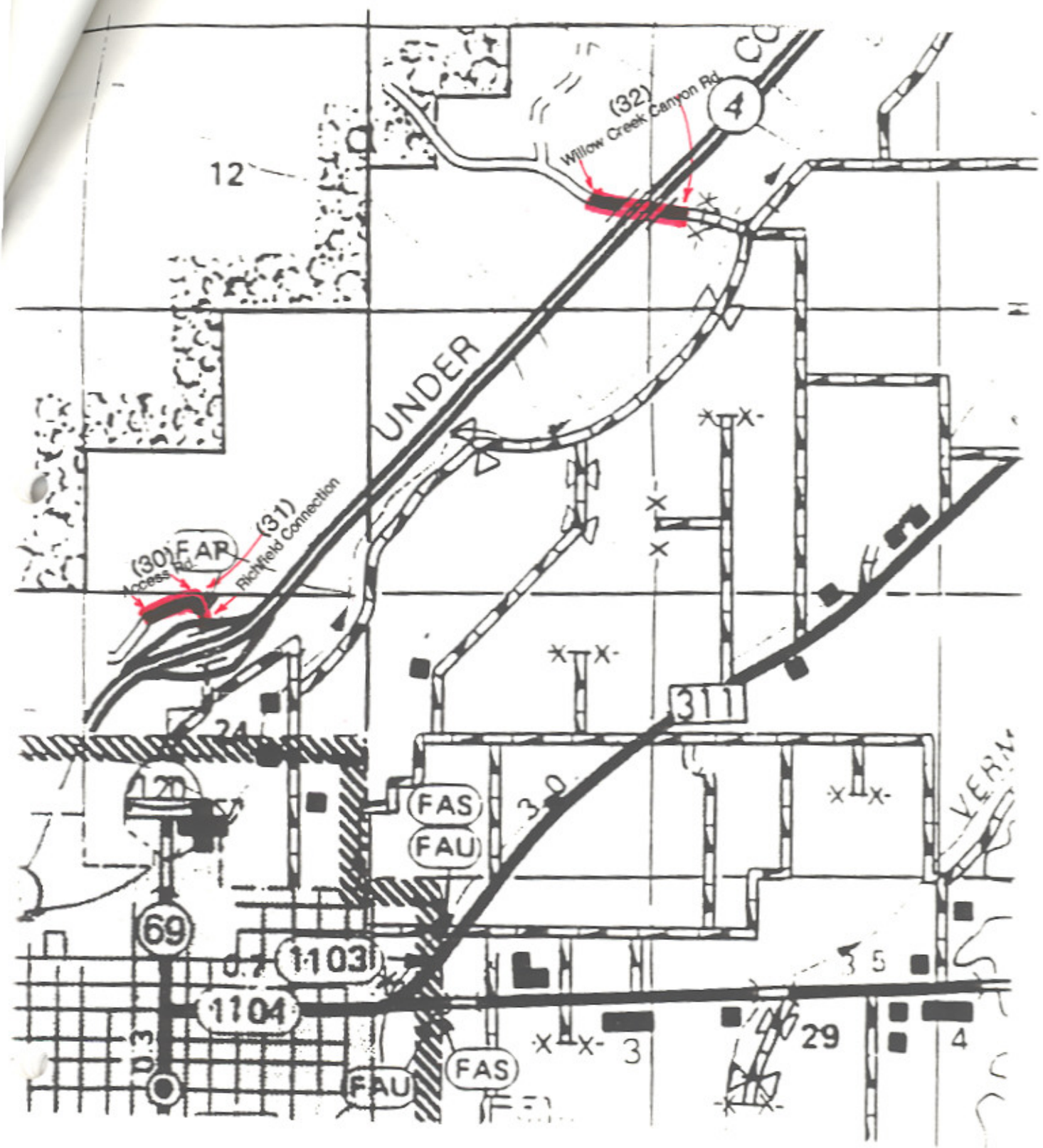


I-70-1(22)31
Map 5



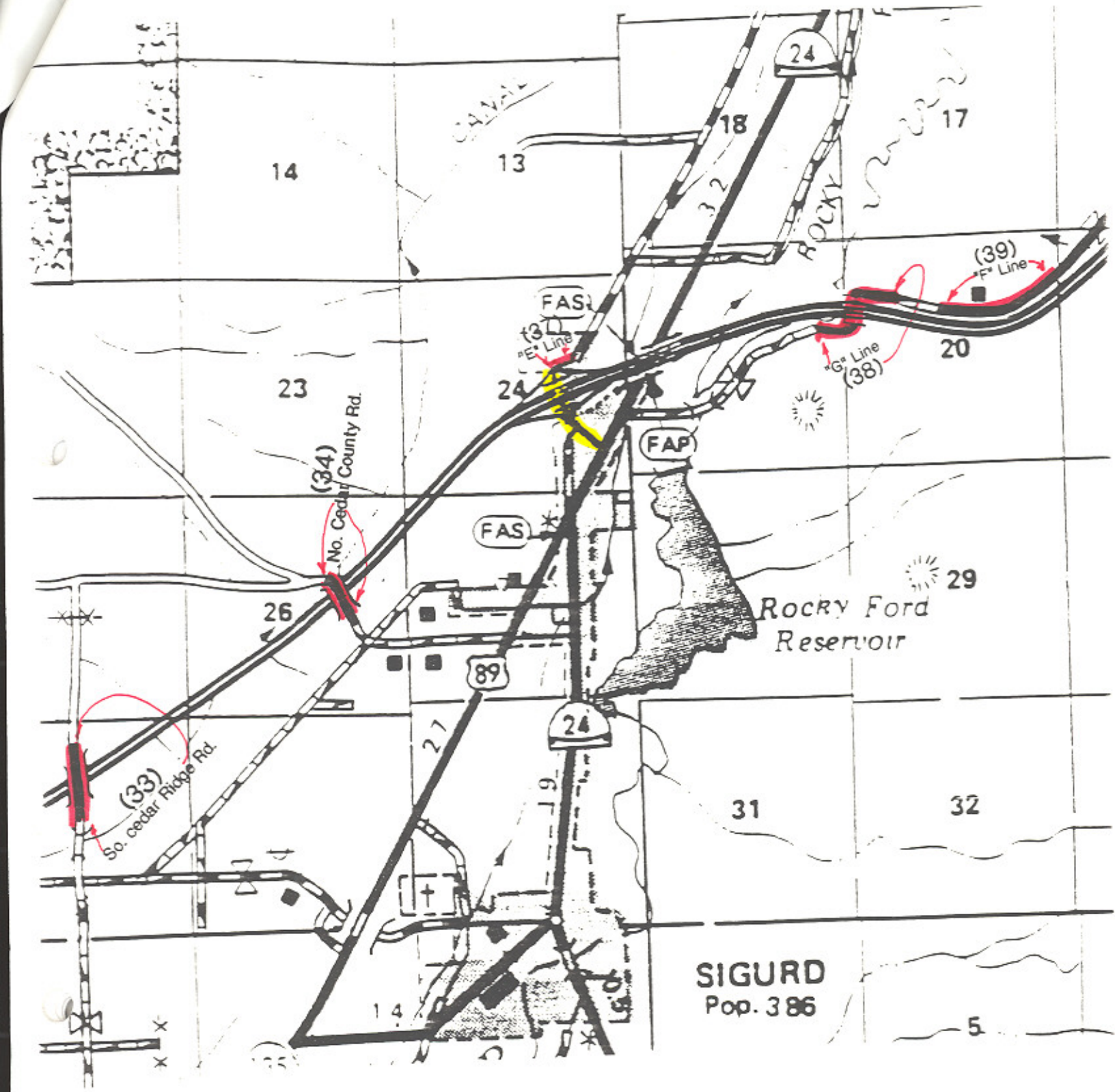
I-70-1(23)36
Map 6

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



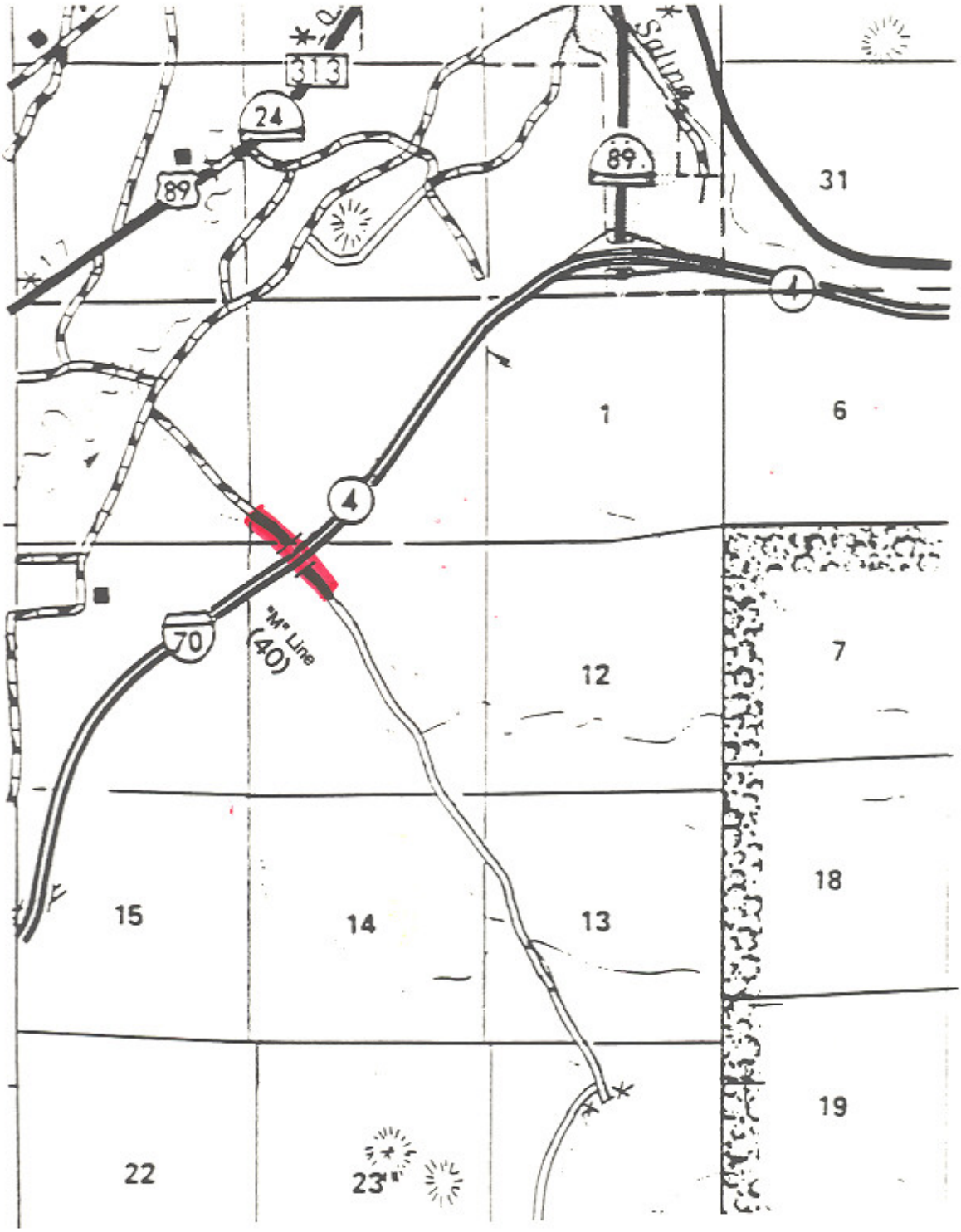
I-70-1(24)40
I-70-1(25)48
Map 8

Addition of SR-259 FAS-617



I-70-1(25)48

-Map-9



UTAH DEPARTMENT OF TRANSPORTATION	DATE 3/11/94
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

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[illegible]

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.

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

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

SR-(89A)
SR-11
Kanab
17

17

Original
Don't know why

RESOLUTION

Relinquishment of Old Right-of-Way
Adjacent to SR-11 (Old SR-89A)
to Kanab City Project FAP-105-A
Parcels 4B:Q and 4B:2Q

Whereas, Section 27-12-29 of the Utah Code 1991, Disposition of Portion of Highways realigned provides, when a State Highway is realigned, the former portion of it may be returned or relinquished to the county, city, or town within which it is situated,and

Whereas, Kanab City officials have requested the Transportation Commission relinquish through resolution Right-of-Way on a portion of old roadway known as SR-89A which is adjacent to SR-11, and identified herein as parcel 4B:Q which encroaches the Right-of-Way of old SR-89A, and

Whereas, this action will be used in correlation with Quit Claim Deeds secured by Kanab City officials declaring the specific tracts of land to be relinquished through this action, and

Whereas, the District Three Director has reviewed requests from various officials and concurs with the passage of this Transportation Commission resolution, and

Whereas, the appropriate staff of the Transportation Planning Division have reviewed the proposition made by Kanab City officials and concur with acceptance of stated request.

NOW THEREFORE, be it resolved as follows:

1. Right-of-Way adjacent to current SR-11 depicted on construction plan FAP-105-A, Parcel 4B:2Q a distance of 1250'=0.24± miles traversing generally parallel to the "B" line revision from Engineer Station 134+00 to Engineer Station 146+00 and Parcel 4B:Q in conjunction with Quit Claim Deeds defining these specific portions of land be transferred to the jurisdiction of Kanab City.

2. This transfer will become actuated upon approval of the Transportation Commission and recording of stated Quit Claim Deeds within the office of the Kane County Recorder.

3. The accompanying letters, Memorandums, Quit Claim Deeds and map be made part of this resolution.

Dated on this 8th day of May 1992

UTAH TRANSPORTATION COMMISSION

Chairman

Vice Chairman

Commissioner

Commissioner

Commissioner

Attest:

Secretary

FILE COPY

Enclosures/Exhibits

SNOW, NUFFER, ENGSTROM & DRAKE

A PROFESSIONAL CORPORATION

STEVEN E. SNOW
DAVID NUFFER*
CHRIS L. ENGSTROM
LYLE R. DRAKE
TERRY L. WADE
JEFFREY N. STARKEY
PATRICIA G. BRACKEN
E. SCOTT AWERKAMP

*Also admitted in Arizona

ATTORNEYS AT LAW
90 EAST 200 NORTH
ST. GEORGE, UTAH 84770
(801) 628-1611

MAILING ADDRESS:
P.O. Box 400
St. George, UT 84771-0400

TELECOPIER: (801)628-1610

April 22, 1991

Kanab Triangle is Parcel 4B:Q
This letter is really talking about parcel 4B:2Q

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

RE: Project FAP-105-A (1930)
Parcel 4B:Q

Dear Mr. Davis:

I appreciate your interest in obtaining a deed to the old UDOT weigh station site in favor of Kanab City. I am informed that that deed will be sent to us shortly since it has recently been recorded.

Another issue has arisen in the course of our efforts to clear title to this property. I enclose a copy of a drawing which shows the present and former locations of Highway 89. You will note that Kanab's "triangle" is also shown. The former right-of-way for Highway 89 encroaches onto the east side of Kanab's triangle. I have conferred with Donald S. Coleman of the Utah Attorney General's office after having been referred to him by right-of-way personnel at the state DOT offices. James R. Plumhof was especially helpful in accompanying me to visit with Mr. Coleman.

After reviewing the applicable statutes, Mr. Coleman concluded that it would be most appropriate to relinquish the former Highway 89 right-of-way to Kanab City. Kanab City could then, if it desired, vacate the portion of the right-of-way lying within the triangle. Kanab City would probably also vacate the portion of the Highway 89 right-of-way to the north of the triangle which has been occupied for decades as a trailer court! Kanab City would likely retain and not vacate or abandon the portion of the right-of-way lying to the east and south of the triangle because this area is currently used for traffic.

I would appreciate your cooperation in obtaining the relinquishment of this right-of-way.

Sincerely,

SNOW, NUFFER, ENGSTROM & DRAKE

David Nuffer

DN/ww
Enclosure
File: 233201/UDOT weigh station subfile
cc: Kanab City
James R. Plumhof
Donald S. Coleman
4/5

Utah Department of Transportation
Roadway Design
Fourth Floor
4501 South 2700 West
Salt Lake City, Utah 84119-5998

Quit Claim Deed

In Kane County

Parcel No. 105:4B:Q
Project No. FAP-105-A(1930)

The UTAH DEPARTMENT OF TRANSPORTATION, by its duly appointed Director, Grantor, of Salt Lake City, County of Salt Lake, State of Utah, hereby QUIT CLAIMS to Kanab City a municipal corporation Grantee, at 76 North Main #14, Kanab City, County of Kane, State of Utah, zip 84741, for the sum of Ten dollars ($10.00) and other valuable consideration Dollars, and other good and valuable considerations, the following described tract of land in Kane County, State of Utah, to-wit:

A tract of land situate in the SW¼SE¼ of Section 28, T. 43 S., R. 6 W., S.L.B.& M. The boundaries of said tract of land are described as follows:

Beginning at a point 1338½ ft. west and 352 ft north from the Southeast corner of Section 28, T. 43 S., R. 6 W., S.L.B.& M; thence N 18°41' W 446½ ft; thence East 143 ft; thence South 423 ft. to the point of beginning.

The above described tract of land contains 30,245 square feet in area or 0.69 acre, more or less.

This instrument is given to quit claim any and all rights title and interests conveyed to the State of Utah by that certain Municipal Corporation Deed recorded in Book 03 at Page 288 in the office of the Kane County Recorder, Utah.

CONTINUED ON PAGE 2

OF TRANSPORTATION
RECORDED AT REQUEST OF DEPARTMENT FEES 0
ENTRY NO. 70175 KANE COUNTY RECORDER
DATE APRIL 12, 1991 AT 2:15 PM
BY DEPUTY, SN BOOK 0114 PAGE 295-296

Parcel No. 105:4B:Q
Project No. FAP-105-A(1930)

Together with and subject to any and all easements, restrictions, and rights of way appearing of record or enforceable in law and equity.

Junkyards, as defined in 23 USC, Section 136, shall not be established or maintained on this tract.

IN WITNESS WHEREOF, the said UTAH DEPARTMENT OF TRANSPORTATION has caused this instrument to be executed this 3rd day of April, A.D. 1991, by its Director.

STATE OF UTAH)
) ss.
COUNTY OF SALT LAKE)

UTAH DEPARTMENT OF TRANSPORTATION

By _____
Director

On the date first above written personally appeared before me, E. H. Findlay, who by me duly sworn did say that he is the Director, and he further acknowledged to me that said instrument was signed by him in behalf of said UTAH DEPARTMENT OF TRANSPORTATION.

My Commission expires: 7-12-91

_____
Notary Public

Prepared by EJK 2/15/91

FILE COPY
...tures/Exhibits ___
...Ck ___
...Ck ___
...tered For ___/___

SNOW, NUFFER, ENGSTROM & DRAKE

A PROFESSIONAL CORPORATION

STEVEN E. SNOW
DAVID NUFFER*
CHRIS L. ENGSTROM
LYLE R. DRAKE
TERRY L. WADE
JEFFREY N. STARKEY
PATRICIA G. BRACKEN
E. SCOTT AWERKAMP

*Also admitted in Arizona

ATTORNEYS AT LAW
90 EAST 200 NORTH
ST. GEORGE, UTAH 84770
(801) 628-1611

MAILING ADDRESS:
P.O. Box 400
St. George, UT 84771-0400

TELECOPIER: (801)628-1610

April 22, 1991

Donald S. Coleman, Esq.
State Capitol Building # 115
Salt Lake City, UT 84114

RE: Project FAP-105-A (1930)
Parcel 4B:Q

Dear Mr. Coleman:

I appreciate your consideration in meeting with me on Friday, April 19, 1991. As you suggested, I have written directly to Sterling Davis, the district director. A copy of my letter to him is enclosed.

Thank you very much for your assistance.

Sincerely,

SNOW, NUFFER, ENGSTROM & DRAKE

David Nuffer

DN/ww
Enclosure
File: 233201/UDOT weigh station subfile
3

kanab city

KANAB CIT
76 North Main #1
Kanab, Utah 8474
(801) 644-253

Mayc
Bernie Ripp
City Manag
Keith L. McAllist
Treasur
RaeLene Johnsc

April 23, 1991

I think this is about parcel 4B:2Q

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

RE: Project FAP-105-A (1930)
Parcel 4B:Q

Dear Mr. Davis:

This letter is to formally request relinquishment of the former location of Highway 89 as outlined in the letter from the City Attorney, dated April 22, 1991. Your cooperation in arranging for the relinquishment of this right-of-way to Kanab City will be greatly appreciated.

Very truly yours,

Bernie Ripper
Kanab City Mayor

ww
File: 233201/UDOT weigh station subfile
cc: Donald S. Coleman, Esq.
8

SNOW, NUFFER, ENGSTROM & DRAKE

A PROFESSIONAL CORPORATION

STEVEN E. SNOW
DAVID NUFFER*
CHRIS L. ENGSTROM
LYLE R. DRAKE
TERRY L. WADE
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ATTORNEYS AT LAW
90 EAST 200 NORTH
ST. GEORGE, UTAH 84770
(801) 674-0400

MAILING ADDRESS:
P.O. Box 400
St. George, UT 84771-0400

TELECOPIER: (801) 628-1610

March 31, 1992

COPY
FOR YOUR INFORMATION

Donald F. Coleman, Esq.
Assistant Attorney General
236 State Capitol
Salt Lake City, UT 84114

Re: Right-of-way in Kanab City

Dear Don:

As I recall, the State was proceeding with a resolution to relinquish its right in the right-of-way described in the Quit Claim Deed previously issued by the State. I enclose copies of prior letters written regarding the issue for your information.

I would appreciate it if you could check into the matter and advise me of the status of the resolution.

Sincerely,

SNOW, NUFFER, ENGSTROM & DRAKE

David Nuffer

DN/mc
letde 033192 233201/UDOT Weight Station dc mc
Enclosure
cc: Keith L. McAllister

This could be either 4B:Q or 4B:2Q.

Quit Claim Deed

Parcel No. 105:4B:2Q
Kane County Project No. F.A.P.-105-A(1930)

The UTAH DEPARTMENT OF TRANSPORTATION, by its duly appointed Director, Grantor, of Salt Lake City, County of Salt Lake, State of Utah, hereby QUIT CLAIMS & RELINQUISH to _____, Grantee, at _____, County of _____, State of _____, zip _____, for the sum of _____ Dollars, and other good and valuable considerations, the following described tract of land in Kane County, State of Utah, to-wit:

A tract of land situate in the NE¼NE¼ of Section 34, and the SE¼ of Section 28, all in T. 43 S., R. 6 W., S.L.B.& M. Said tract of land in an abandoned portion of the "old" U.S. highway 89-A in the City of Kanab, Kane County, Utah. The boundaries of said tract of land are described as follows:

Beginning in the easterly right-of-way fence of an existing highway known as U.S. 89-A, which point is 1252.29 ft. N. 89°42'57" W. and 104.17 ft. S. 0°16'23" W. from the Southeast corner of Section 28, T. 43 S., R. 6 W., S.L.B.& M.; thence Northerly and Northwesterly along the westerly and southwesterly right of way fence and right of way line of the abandoned portion of a highway known as the "old" U.S. 89-A the following nine(9) courses: N. 0°16'23" E. 611.91 ft.; thence N. 4°45'01" W. 213.58 ft.; thence N. 19°50'15" W. 211.50 ft.; thence N. 30°09'42" W. 128.26 ft.; thence N. 41°10'50" W. 222.57 ft; thence N. 34°22'06" W. 142.48 ft.; thence N. 30°49'22" W. 51.50 ft.; thence N. 22°47'34" W. 105.19 ft. to the intersection with the existing easterly right of way line of said Highway U.S. 89-A; thence S. 15°19'05" E. 311.36 ft. along said existing easterly right of way line; thence Southeasterly along the Southwest and westerly right of way fence and right of way line of said abandoned portion of the "old" highway U.S. 89-A the following six (6) courses: S. 39°30'56" E. 232.32 ft.; thence S. 25°39'17" E. 224.64 ft; thence S. 12°07'33" E. 162.12 ft.; thence S. 0°16'48" W. 264.66 ft.; thence S. 12°43'07" E. 232.06 ft.; thence S. 8°07'34" E. 232.56 ft. to the point of beginning.

The above described tract of land contains 101,712 square feet in area or 2.33 acres, according to the official survey by Larry K. Talbot, Registered Land Surveyor, holding certificate No. 6543, as prescribed by the laws of the state of Utah.

This instrument is given to Quit Claim all rights, title and interests the Utah Department of Transportation has in the above described tract of land. It is not intended to convey any property lying within the Right of Way of the existing highway U.S. 89-A.

Together with and subject to any and all easements, restrictions and rights of way appearing of record or enforceable in law and equity.

Continued on Page 2

Parcel No. 105:43:20
Project No. F.A.P.-105-A(1930)

Junkyards, as defined in 23 USC, Section 136, shall not be established or maintained on this tract.

IN WITNESS WHEREOF, the said UTAH DEPARTMENT OF TRANSPORTATION has caused this instrument to be executed this _____ day of _____, A.D., 19__, by its _____ Director.

STATE OF UTAH)
)ss.
COUNTY OF KANE)

UTAH DEPARTMENT OF TRANSPORTATION

By _____
Director

On the date first above written personally appeared before me, _____, who by me duly sworn did say that he is the _____ Director, and he further acknowledged to me that said instrument was signed by him in behalf of said UTAH DEPARTMENT OF TRANSPORTATION.

My Commission expires:_____

_____
Notary Public

Revised by JRP 11/19/91

State of Utah
UTAH DEPARTMENT OF TRANSPORTATION

708 South 100 West
Richfield, Utah 84701
(801) 896-8241
(801) 965-4804 (Fax)

DISTRICT 3

TELECOPY COVER SHEET

Telecopy No. (801) 965-4804

DATE: Dec. 11, 1991

TIME: 11:30 a.m.

FROM: Sterling Davis

PLEASE DELIVER THE FOLLOWING PAGE(s) TO: Howard Richardson

TOTAL NUMBER OF PAGES, INCLUDING THIS PAGE: 4

IF YOU DO NOT RECEIVE ALL PAGES OR HAVE ANY PROBLEMS WITH RECEIVING, PLEASE CALL (801) 896-8241 AND ASK FOR: Lorraine

20 Dec. Dan Coleman said transfer to Kanosh could be either by Quit Claim deed or resolution.

20 Dec. Sterling said he would call Kanosh City and verify if they want a quit claim deed or a resolution from the Commission transferring jurisdiction to Kanosh.

OFFICE OF
THE ATTORNEY GENERAL

STATE OF UTAH

R. PAUL VAN DAM - ATTORNEY GENERAL

236 STATE CAPITOL • SALT LAKE CITY, UTAH 84114 • TELEPHONE: 801-538-1015 •

JOSEPH E. TESCH
CHIEF DEPUTY ATTORNEY GENERAL

December 4, 1991

Sterling Davis, P.E.
District Director
P.O. Box 700
Richfield, Utah 84701

RE: Relinquishment of Right-of-Way to Kanab City

Dear Sterling:

I have, over the past several months, received correspondence from the attorney for Kanab regarding the relinquishment of a portion of the right-of-way for old U.S. 89 in or near Kanab. The legal description for the right-of-way is attached hereto. The right-of-way division in Salt Lake proposed transferring jurisdiction by quit claim deed (which in my judgment would have been effective). The City would prefer a relinquishment by Commission resolution. Under the State statutes it would appear appropriate to relinquish by the resolution process. I know in the past this procedure has been followed.

If UDOT is agreeable to the relinquishment (and it appears it is), I would recommend a simple resolution be prepared relinquishing that identified portion of old U.S. 89 to Kanab City. The Commission could adopt the resolution and submit it to the City. This process should satisfy the City's request.

If you have any questions or if I can be of assistance to you in getting this matter resolved, please contact me.

Very truly yours,

DONALD S. COLEMAN
Assistant Attorney General

DSC:pb

Enclosure

cc: Juanita Martinez, UDOT
Right-of-Way

T-307

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: December 3, 1991

TO : Dean Holbrook, Chief Right of Way Division
ATTENTION: Max Williams

FROM : Barry F. Sawsak, Coordinator
Right of Way Plans & Instruments

SUBJECT: Project No: FAP-105-A
Location: Kanab Northerly

Attached is a deed and associated papers covering Parcel No. 4B:2Q as listed on Sheet No. 3 of the Summary of "Q" Deeds. This action is in compliance with the letter from Junita Martinez dated November 1, 1991.

No map changes needed.

Note that this deed has not been executed by the Director. Upon obtaining his signature, please return it for recording prior to the delivery to the Grantee.

Attachments

cc: Gene Sturzenegger P.E., District 2 Director, w/att.
Project Engineer, c/o Mr. Sturzenegger, Dist.-2 w/att.

BFS/bda

Kanab

MEMORANDUM

UTAH DEPARTMENT OF TRANSPORTATION

DATE: November 1, 1991

TO : Jim Plumhof, R/W Engineer
Roadway Design Division

FROM : Juanita Martinez, R/W Agent
Property Mgmt. & Relocation

SUBJECT: Project F.A.P. 105-A(1930)
Parcel 4B:2Q

Attached is the Quit Claim Deed which was prepared for the above parcel (EJK 8-15-91). The attorney for Kanab City has requested that we include a "relinquishment of the easement in favor of the public" in the Deed to comply with Utah statues providing that an easement is only abandoned by express action. Therefore, UDOT would need to "relinquish" as well as Quit Claim the property to Kanab City.

Please prepare a new deed incorporating this information. We will submit it to Kanab City for approval before having it executed and filed.

JM:wp

attachment

SNOW, NUFFER, ENGSTROM & DRAKE

A PROFESSIONAL CORPORATION

STEVEN E. SNOW
DAVID NUFFER*
CHRIS L. ENGSTROM
LYLE R. DRAKE
TERRY L. WADE
JEFFREY N. STARKEY
PATRICIA G. BRACKEN
E. SCOTT AWERKAMP

*Also admitted in Arizona

ATTORNEYS AT LAW
90 EAST 200 NORTH
ST. GEORGE, UTAH 84770
(801) 628-1611

MAILING ADDRESS:
P.O. Box 400
St. George, UT 84771-0400

TELECOPIER: (801)628-1610

COPY
FOR YOUR INFORMATION

December 2, 1991

Donald S. Coleman, Esq.
Assistance Attorney General
236 State Capitol
Salt Lake City, UT 84114

Re: Right-of-Way in Kanab

Dear Don:

Thank you for your letter of November 25th. I would like to have the Commission proceed to pass a resolution relinquishing the State rights in the same right-of-way area which would be conveyed by the Quit Claim Deed to Kanab City. I am exercising extra caution because there is the possibility of some litigation contesting the City's right to use this roadway. While I recognize this is extra work for your office and UDOT, I believe this will be in the long term best interest of Kanab City.

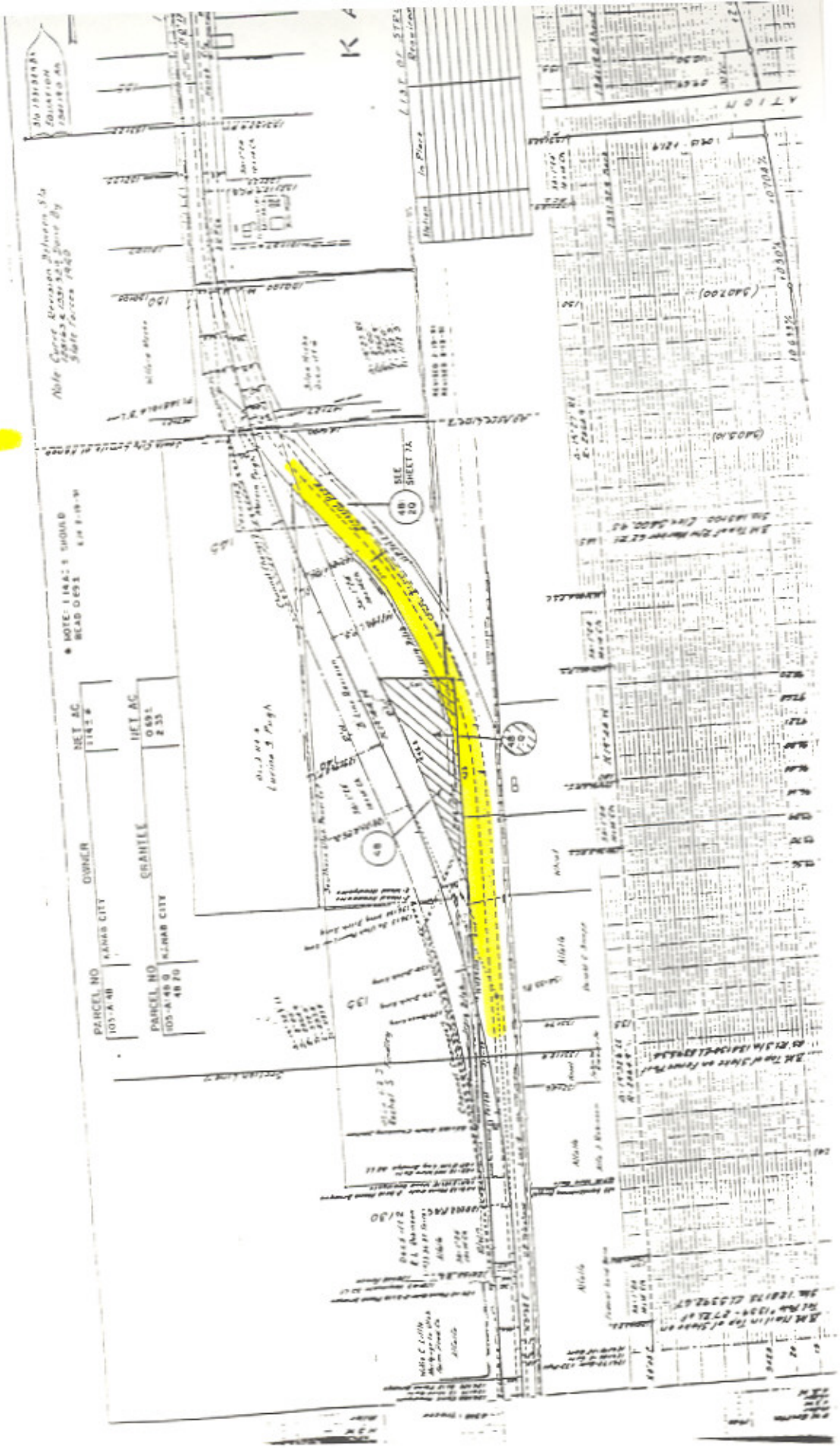
Very truly yours,

SNOW, NUFFER, ENGSTROM & DRAKE

David Nuffer

DN/mc
let DC 120291 233201/UDOT Weight Station/DN MC
cc: Ms. Juanita Martinez
Mr. Keith L. McAllister

Proj. No. FAP-105-A
Parcel 4B2Q
Transferred to the
jurisdiciton of Kanab City



10-15

Transfer Abandon. SR-89 Piute County

RESOLUTION

Transfer of Bypassed Alignment of SR-89
Abandonment of Bypassed Alignment of SR-89
Designation of State Constructed Access Connections
Project No. SP-0089(6)160
Town of Junction & Piute County

WHEREAS, Sections 27-12-27, 27-12-28, and 27-12-29 of the Utah Code 1996 provide for the addition or deletion of highways from the state highway system, along with deletion of highway from state highway system — return to county, city, or town or abandonment, also deposition of portion of highways realigned, and

WHEREAS, with completion of Project No. SP-0089(6)160 establishing new alignment of SR-89 from the town of Circleville to the town of Junction, and

WHEREAS, portions of bypassed SR-89 serves, as a public road though not justified as part of the state system of highways, and

WHEREAS, it has been determined that portions of the bypassed alignment of SR-89, along with state constructed access connections defined herein will be transferred to the jurisdictions of the town of Junction and Piute County respectfully, and

WHEREAS, portions of the bypassed alignment of SR-89 defined herein have been abandoned for restoration of wetlands in accordance with the environmental assessment as well as providing assess to adjacent property owners, and

WHEREAS, the Region Four Director concurs with the defined provisions contained within this resolution, and

WHEREAS, the appropriate staff of the Transportation Planning Division having reviewed all documents pertaining to stated revision, concurs with all statements contained herein.

NOW THEREFORE, be it resolved as follows:

1. Roadway existing as a portion of bypassed SR-89 from old M.P. 161.23 to 161.48 along with old M.P. 165.20 to 165.35 a total of 0.40± miles have been abandoned and reverted back to the adjacent property owners. The portion of bypassed SR-89 from old M.P. 163.27 to 163.59 a total of 0.32± miles have been abandoned and re-established as wetlands including removal of pavement and right-of-way fencing.

2. Roadway traversing the alignment of bypassed SR-89 from old M.P. 161.48 to 163.17, a distance of 1.69± miles will be transferred to the jurisdiction of Piute County and from old M.P. 163.17 to 163.27, along with old M.P. 163.59 to 165.20, a combined total of 1.71± miles will be transferred to the jurisdiction of the town of Junction.

3. Roadway that was constructed as part of Project No. SP-0089(6)160, for access connections to bypassed SR-89 and previous county roads are designated to the jurisdictions of entitled entities in the following manner:

STATE CONSTRUCTED SR-89 CONNECTION ROADS

	Beg. Engineer Sta.	End Engineer Sta.	Total Miles	Designated Entity
So. Connection	10+00	18+45	0.16±	Piute County
No. Connection	5+00	9+92	0.09±	Town of Junction

STATE CONSTRUCTED COUNTY CONNECTION ROAD

	Beg. Engineer Sta.	End Engineer Sta.	Total Miles	Designated Entity
County Road	5+00	11+09	0.12±	Town of Junction

4. The aforementioned transfers and designations, result in increasing Piute County's "B" System mileage an overall total of 1.85± miles and increasing the Town of Junction's "C" mileage an overall total of 1.92± miles.

5. The aforementioned total mileage residing in the Town of Junction and Piute County respectfully will be Functionally Classified Local Road.

6. The aforementioned transfers and designations will be effective upon approval from the Utah Transportation Commission.

7. The accompanying letters, memorandums, statements, previous resolution, and maps will be made part of this resolution.

Dated on this 25th day of April 1997

UTAH TRANSPORTATION COMMISSION

Steve E. Brown
Chairman

Vice-Chairman

James G. Larkin
Commissioner

Fred D. Lewis
Commissioner

Hal M. Belnap
Commissioner

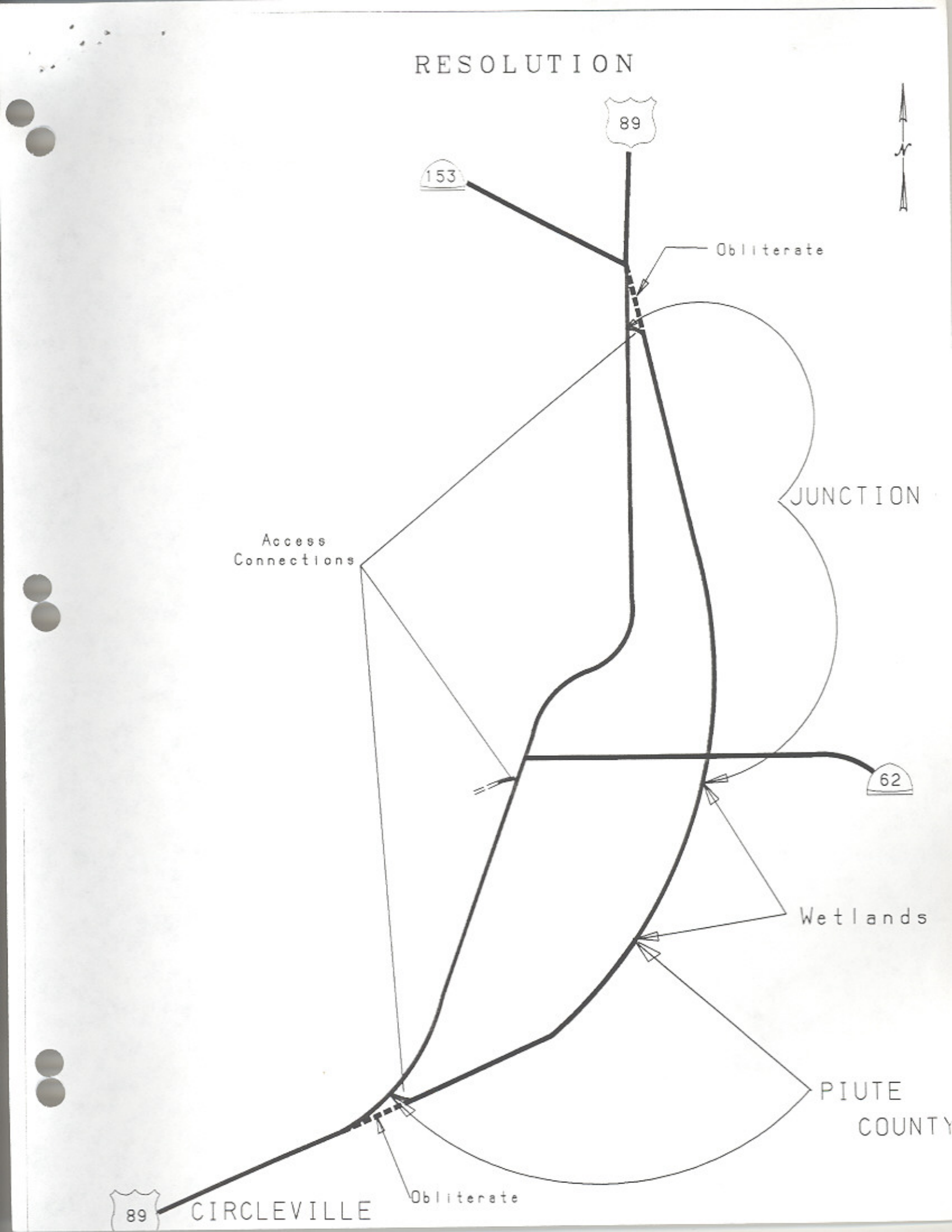
Sheri Griffith
Commissioner

Dee R. Carlson
Commissioner

Stephen M. Baddley
Commissioner

Attest: JoAnn G. Abegglen
Secretary

RESOLUTION


89
153
Obliterate
JUNCTION
Access
Connections
62
Wetlands
PIUTE
COUNTY
Obliterate
89
CIRCLEVILLE

US-89, Circleville to Junction
Project No. NH-0089( )160
WETLAND MITIGATION

I have had the proposal for mitigating wetlands for reconstruction of US-89 between Circleville and Junction reviewed with me to my satisfaction.

I understand that the Utah Department of Transportation (UDOT) proposes to mitigate impacted wetlands by returning a portion of abandoned US-89 between mile post 163.277 and mile post 163.592 back to wetlands. Existing surfacing and roadway fill material through this area will be removed down to natural ground, the area will be reseeded, and it will be fenced to preclude livestock grazing. UDOT will retain right of way ownership for this segment of US-89 and the balance of the abandoned roadway will revert to Piute County when the reconstruction project is complete.

The attached map shows in detail where US-89 will be returned to wetlands. Abandoned US-89 will still provide access to property owners from Circleville northerly to mile post 163.277 and from Junction southerly to mile post 163.592. It will not provide access to property owners from mile post 163.277 to mile post 163.592 (1663 feet) where the roadway will be removed and returned to wetlands. An approach will be provided immediately north of mile post 163.592 to provide access to property owners on the east side of abandoned US-89.

I understand the above wetland mitigation proposal as described above and as indicated on the attached map. I will have adequate and satisfactory access to my property from abandoned US-89 even though a portion of the roadway will be removed from mile post 163.277 to mile post 163.592. By my signature hereon, I hereby concur with UDOT's above wetland mitigation proposal for the Circleville to Junction reconstruction project.

Elbee B Morrill
Signature

Witness

2-7-93
Date

US-89, Circleville to Junction
Project No. NH-0089( )160
WETLAND MITIGATION

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Paul Morgan
Signature

Lisa Morgan
Witness

12-8-92
Date

US-89, Circleville to Junction
Project No. NH-0089( )160
WETLAND MITIGATION

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R. Dwain Luke
Signature

Shirley J. Luke
Witness

Dec. 9, 1992
Date

US-89, Circleville to Junction
Project No. NH-0089( )160
WETLAND MITIGATION

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Alton L Blood Comm Chairman
Signature

Carol B. Blood
Witness

12-9-92
Date

US-89, Circleville to Junction
Project No. NH-0089( )160
WETLAND MITIGATION

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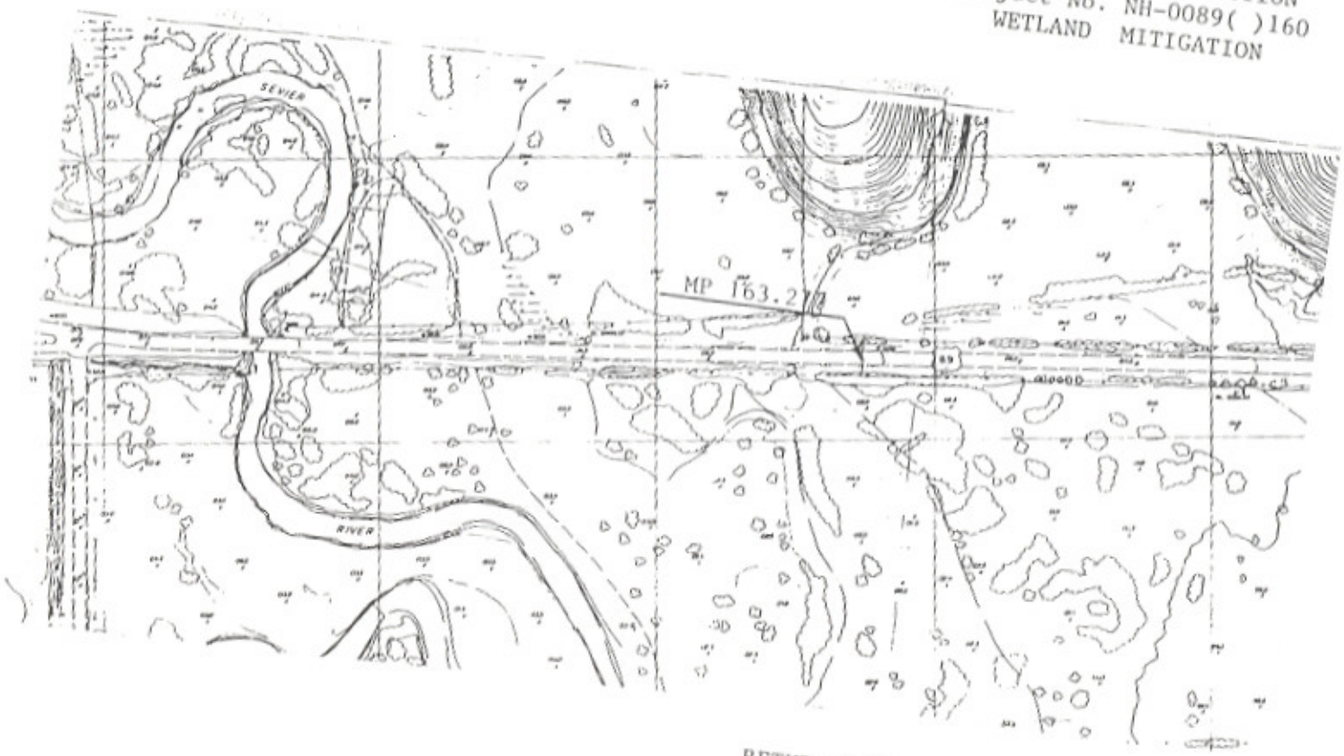
Clifton L. Blood Comm Chairman
Signature

Carol B. Blood
Witness

12-9-92
Date

CIRCLEVILLE TO JUNCTION
Project No. NH-0089( )160
WETLAND MITIGATION



RETURN ABANDONED HIGHWAY US 89 TO WE
Mile Post 163.277 to Mile Post 16
Length - 1663 Feet
Width - 66 Feet
Area - 2.52 Acres

US-89, Circleville to Junction
Project No. NH-0089( )160
WETLAND MITIGATION

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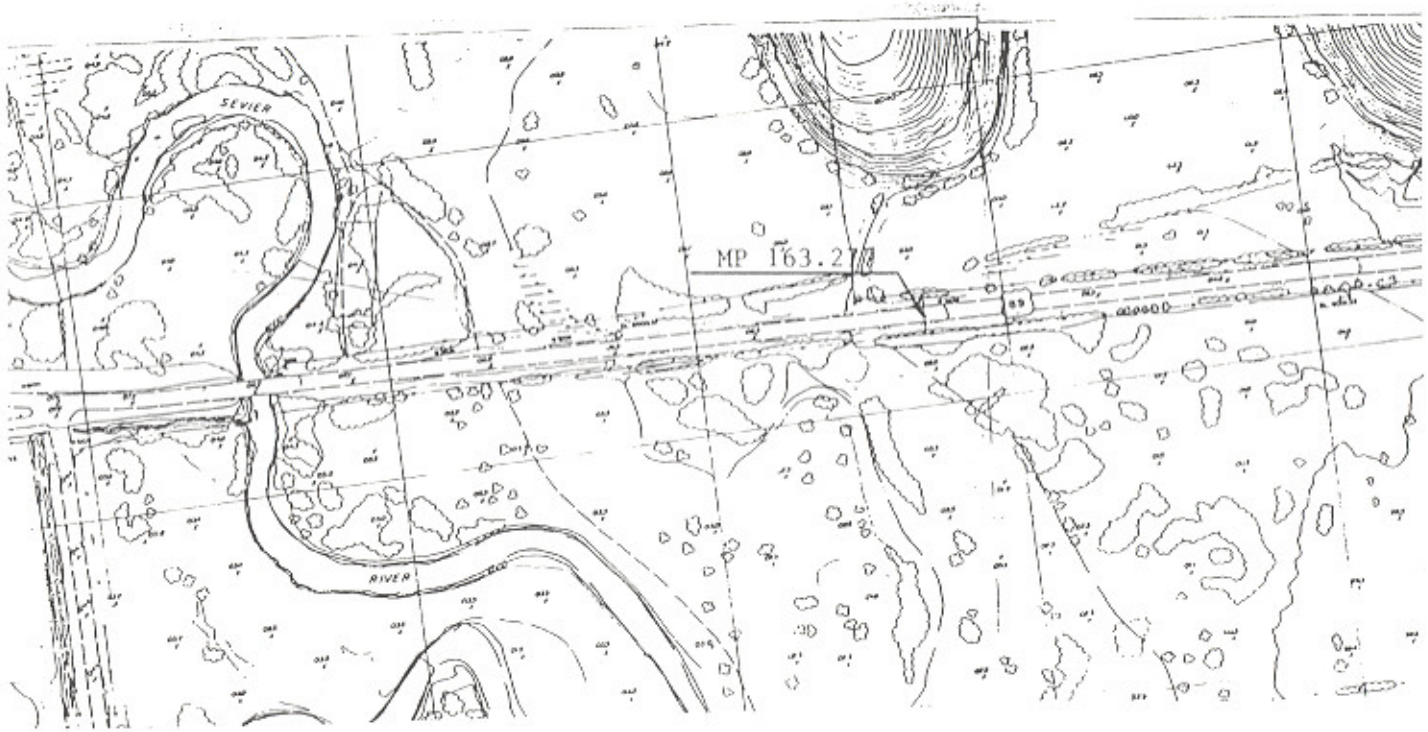
Clifton L. Blood Comm Chairman
Signature

Carol B. Blood
Witness

12-9-92
Date

CIRCLEVILLE TO JUNCTION
Project No. NH-0089( )160
WETLAND MITIGATION



RETURN ABANDONED HIGHWAY US 89 TO WE
Mile Post 163.277 to Mile Post 16
Length - 1663 Feet
Width - 66 Feet
Area - 2.52 Acres

State of Utah
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF WILDLIFE RESOURCES

Michael O. Leavitt
Governor
Ted Stewart
Executive Director
Timothy H. Provan
Division Director

Southern Region
622 North Main Street
Cedar City, UT 84720-2128
801-586-2455
801-586-2457 (Fax)

June 18, 1993

Larry Gay
UDOT Regional District
1345 South 350 West
P. O.Box 1700
Richfield, UT 84701

Dear Mr. Gay:

We have reviewed the US-89 Circleville to Junction Environmental Assessment (Project No. NH-00890160). The mitigation for lost wetlands by obliterating a section of the old road between Kingston Junction and the old bridge appears acceptable with reseeding and fencing to protect the new vegetation from grazing. We encourage you to consider rehabilitation of other sections of the old roadbed to further mitigate for other wildlife habitats loss through construction of the new roadway. We understand the issues involved with providing landowner access, but still feel some sections of the old road could be reestablished with valuable vegetation.

You have stated that UDOT will retain ownership of the old Highway 89 ROW. The UDWR encourages UDOT to retain public access along this ROW for wildlife observation and hunting/fishing access.

Please find attached seeding guidelines and species lists for three ecotypes of Utah that contain valuable wildlife plants. Your attention is directed to the Cold Desert ecological association for Mesic Meadow Wetlands, Marsh Wetlands and Riparian Wetlands for the Highway 89 project. You are encouraged to use as many of the listed plant species as possible in your revegetation efforts. Guidelines for the Montane and Submontane ecological associations are also included for future UDOT projects.

Should you require further assistance with this project, please feel free to contact this office.

Sincerely,

F. Clair Jensen
Regional Supervisor

FCJ/ja
Enclosures
copy to: Ralph Miles
Brent Christensen
Mike Schwinn, COE

RESOLUTION

Project No. *NH-0089(17)160 & STP-0062(02)10
Proposed Reconstruction and Realignment of SR-89 from
MP 159.64 to MP 164.88, and the Extension of SR-62 Westerly
from its Present Beginning Point to Intersect with SR-89 in Piute County

WHEREAS, in accordance with State and Federal laws, a combined public hearing was held in the Piute High School by the Utah Department of Transportation on June 8, 1993, to discuss the location and design features and the environmental effects of the proposed reconstruction and realignment of State Road 89 from MP 159.64 to MP 164.88, a distance of approximately 5.3 miles, and the extension of State Road 62 westerly approximately 0.8 miles to intersect with State Road 89 in Piute County, and

WHEREAS, the improvements and realignment as shown on the attached map will require acquisition of approximately 96 acres along SR-89 and 14 acres along SR-62, and

WHEREAS, location, design and environmental aspects of the project were discussed at the formal forum type public hearing, and

WHEREAS, there have been no significant changes in the project concept as a result of the public hearing, and

WHEREAS, the Utah Transportation Commission has considered all testimony given at the hearing and the social, economic, environmental and other effects of the proposed route;

NOW, THEREFORE, be it resolved that the Utah Transportation Commission concurs and supports the location and design features of Alternate 2 as proposed in the environmental document and presented at the public hearing.

DATED on this 19th day of November, 1993.

UTAH TRANSPORTATION COMMISSION

Harold A. Snyder
Chairman

Dale L. Watson
Vice-Chairman

James G. Larkin
Commissioner

Jeff Lewis
Commissioner

Commissioner

ATTEST:

Shirley R. Swenson
Commission Secretary

DESCRIPTION OF THE PROPOSED ACTION:

The proposed alignment of the new highway will utilize the existing right-of-way from the city limits of Circleville North for approximately two miles and then follow a new alignment for the last three miles, crossing the Sevier River and going directly toward Junction, by-passing the curve and old bridge. SR-62 will be extended 0.81 miles from its present intersection with US-89 to a proposed new intersection with the new US-89.

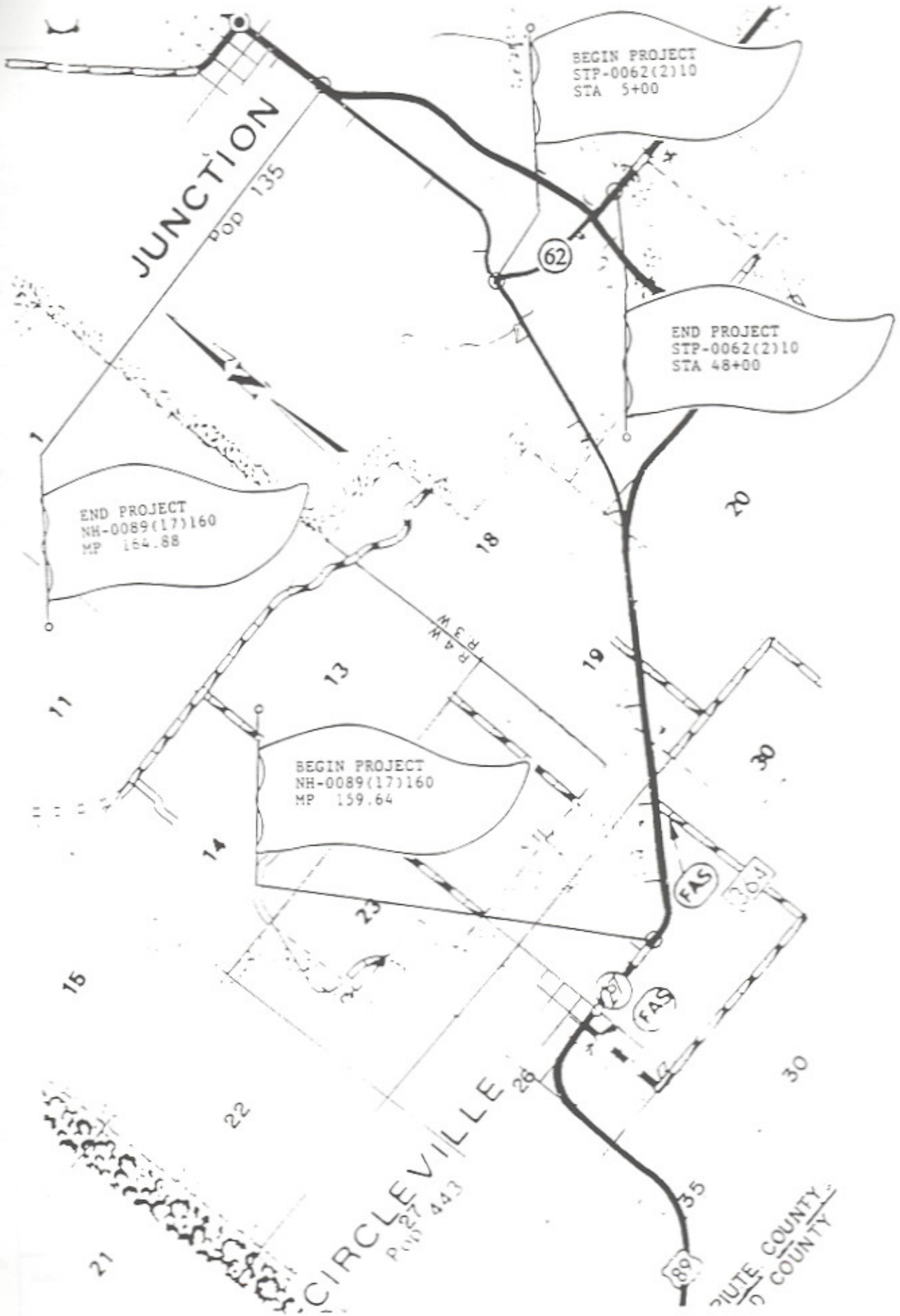
The minimum right-of-way width for the proposed highway will be 150 feet. The existing highway right of way is 100 feet, so 50 feet of new right-of-way will be required on the left side (west) of the existing highway. Irrigation pipe culverts will be replaced and extended to the right-of-way line and existing irrigation ditches will be reconstructed outside the right-of-way line. Easements will be required for the irrigation ditches.

A 48 foot wide bridge is proposed for the Sevier River crossing and box culvert is proposed for the West Canal Crossing. Pipe culverts will be required to pass the flow from several drainage areas on the project.

The pavement width of the proposed US-89 is 40 feet, two twelve foot traffic lanes and two eight foot shoulders.

The pavement width of the proposed SR-62 extension is 32 feet, two twelve foot traffic lanes and two four foot shoulders.

Most of the existing US-89 which is not required as part of the right-of-way of the proposed highway will be turned over to Piute County. The balance will be removed to accommodate wetlands renewal.


BEGIN PROJECT
STP-0062(2)10
STA 5+00
END PROJECT
STP-0062(2)10
STA 48+00
END PROJECT
NH-0089(17)160
MP 164.88
BEGIN PROJECT
NH-0089(17)160
MP 159.64
JUNCTION
CIRCLEVILLE
62
FAS
27
89
R4W
R3W

R-709 Rev. 3-93

TO: HB-1A (Code) — Division Administration, Federal Highway Administration, Salt Lake City, Utah

From: 07-PS (Code) — Office Policy & Systems Planning, Utah Department of Transportation

Prepared By: 08-LE McCOLLAN

UTAH DEPARTMENT OF TRANSPORTATION
REQUEST FOR FEDERAL AID PROJECT APPROVAL AND/OR AUTHORIZATION

STIP Ref. No. 315 Year 94

This Section is to be completed by the division originating the request

Project Number	Route No.	Auth. No.	Co.No.	County	Dist.
* STP-0089(T)160	89	5971	31	PIUTE	K

General Location: CIRCLEVILLE TO JUNCTION — NBIS Inventory No.

General Description of Proposed Work: PRELIMINARY ENGINEERING

RECEIVED JAN 5 1994 JD Department of Transportation Location & Environ. Studies

Authorization is requested in accordance with the procedure checked below
- [X] Regular Federal Procedures
- [X] Stewardship (Non NHS/ Low Cost NHS)
- [ ] Other ( )
- [ ] Stewardship (NHS 3R Project)

Authorization is requested to proceed with the work checked below

Preliminary Engineering	Right of Way	Construction
[X] Environmental	[ ] Appraisals	[ ] Utilities (See Remarks)
[X] Preliminary Design	[ ] Acquisition Type ____	[ ] Advertise for bids
[X] Preparation of plans Specifications and Estimates	[ ] Relocation Assistance Type ____	[ ] Force Account [ ] Unit Price [ ] Actual Cost
[X] Other (FAUS1)	[ ] Other ( )	[ ] Other ( )

NHS 3R Projects, UDOT certifies that all work will meet or exceed the standards approved by the Secretary under the provisions of 109(c) of 23 USC. Certified by ____ Date ____

Remarks: 1. LEG CONCURRENCE, ATTACHE FINAL EA.
2. ADD FUNDING FOR PRELIMINARY ENGINEERING ESTIMATED COSTS $70,000.00
3. ENVIRONMENTAL INCLUDES PROJECT STP-0062(2)0.

For Fiscal Planning & Programming Use

Programming Clearance (Amounts for this Authorization)

Program	Appropriation Code
SURFACE TRANSPORTATION PROGRAM	33D

Total Funds	Federal Funds	State Funds	Other Funds
$70,000.00	$65,261.00	$4,739.00	

Programming Coordinator — Date: Nov 22, 93

For Federal Highway Administration Use

- [X] You are authorized to proceed with the above requested work
- [ ] Authorization for expenditure
- [ ] Approved pursuant to 106 (b)(2) of 23 USC
- [ ] Approved pursuant to 106 (b)(1) of 23 USC

Date Authorization Effective: 1/4/94

J.F. Buddenhagen — Division Administrator

Remarks

R-709 Distributed by Comptroller Office (Initial)____ (Date)____

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

US-89 Circleville to Junction
in Piute County

Project No.s NH-0089(17)160 & STP-0062(2)10

This project described in the Environmental Assessment as Alternative 2, Partial realignment, has been reviewed by the Federal Highway Administration and it has been determined, by the undersigned, that this project will not have a significant effect on the human environment.

This finding of no significant impact is based on the attached prepared environmental assessment and any other supporting environmental documents which have been independently evaluated by the Federal Highway Administration. It has been determined that the document(s) adequately and accurately discuss the environmental issues and provide sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope and content of the attached Environmental Assessment.

Responsible Official J.F. Buckhouse

Title/Position for Assist. Div. Admin.

Date 4/4/94

DW3
JSM

United States Department of the Interior

FISH AND WILDLIFE SERVICE

UTAH FIELD OFFICE
2060 ADMINISTRATION BUILDING
1745 WEST 1700 SOUTH
SALT LAKE CITY, UTAH 84104-5110

In Reply Refer To

December 8, 1993

David W. Berg P.E.
Environmental Division
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, Utah 84119-5998

Dear Mr. Berg:

This is in response to your letter of December 3, 1993 concerning an update of a species list for the U.S.-89 Circleville to Junction project, Project Numbers NH-0089(17)160 & STP-0062(2)10. The Service has previously provided endangered species comments on January 25, 1990 and September 3, 1992. The Fish and Wildlife Service has determined that no endangered or threatened species are known to occur in the project area.

The Utah Department of Transportation should contact the U.S. Army Corps of Engineers about the need for a Section 404 permit for the wetlands mitigation plan for this project.

Sincerely,

Robert D. Williams
Assistant Field Supervisor

cc: U.S. Army Corps of Engineers

R-234

MEMORANDUM

UTAH DEPARTMENT OF TRANSPORTATION

DATE: August 27, 1992

TO : R. J. Naegle, P.E.
Engineer for Location and Environmental Studies

FROM : Larry G. Gay LGG
Southern Region Environmental Engineer

SUBJECT: US-89 Circleville to Junction
Project No. NH-0089( )160

We appreciate the excellent work you have done in preparing a revised Environmental Assessment for the subject project. Overall, the Assessment was excellent. It was very well done and was brief, clear, and complete. One minor suggestion would be to add or correct page numbers in the report. My only concern was with wetland mitigation. From their January 25, 1990 letter, U.S. Fish and Wildlife Service stated that from information UDOT supplied them, they could find no measures to offset wetland impacts. They also recommended that the dryland alternate be given highest consideration. Even though the dryland alternate was selected, does the proposed mitigation plan to provide free water movement under the new highway satisfy U.S. Fish and Wildlife Service that sufficient measures have been made to offset wetland impacts?

Thank you for allowing us to review and comment on the subject Environmental Assessment.

LGG/lg

cc: Ken Adair, Southern Region Preconstruction Engineer

R-234

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: August 4, 1992

TO: Larry Gay
Hydraulics & Environmental Engineer
UDOT Southern Region

FROM: R. J. Naegle, P.E.
Engineer for Location and Environment

SUBJECT: US-89 Circleville to Junction
Project No. NH-0089()160

Transmitted herewith is the draft Environmental Assessment for Circleville to Junction. Please review and return with comments at your earliest convenience.

Note that the 106 Cultural Resources section will be rewritten to make mention of the cultural resource survey being done on the section of existing US-89 which is to be turned over to Piute County. Also new letters of concurrence from the Fish and Wildlife Service and the Soil Conservation Service have been applied for, and will be included in the document as soon as we have them.

RJN/JMcEwan

R-234

Memorandum UTAH DEPARTMENT OF TRANSPORTATION

DATE: August 24, 1992

TO: Larry Gay
Hydraulics & Environmental Engineer
UDOT Southern Region

FROM: R. J. Naegle, P.E.
Engineer for Location and Environment

SUBJECT: US-89 Circleville to Junction
Project No. NH-0089()160

This is our second attempt to transmit the draft Environmental Assessment for Circleville to Junction. Please review and return with comments at your earliest convenience.

Note that the 106 Cultural Resources section will be rewritten to make mention of the cultural resource survey being done on the section of existing US-89 which is to be turned over to Piute County. Also new letters of concurrence from the Fish and Wildlife Service and the Soil Conservation Service have been applied for, and will be included in the document as soon as we have them.

RJN/JMcEwan

Norman H. Bangerter
Governor
Eugene H. Findlay, C.P.A.
Executive Director
H.H. Richardson, P.E.
Assistant Director

State of Utah
UTAH DEPARTMENT OF TRANSPORTATION

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

October 8, 1992

Mr. James L. Dykman,
Regulation Assistance Coordinator
State Historic Preservation Office
300 Rio Grande
Salt Lake City, UT 84101-1182

RE: STP-089( )160; Circleville to Junction
Section 106 compliance addendum; SHPO Case No. 90-0080
Determination of no historic properties

Dear Mr. Dykman:

The UDOT has expanded the project's area of potential effects to include the existing stretch of US-89 that will be abandoned by the Department through transferring ownership to Piute County. Please review the following determination, and if you concur, sign on the line provided at the end of this letter. For your information, the project designation has changed from NF-027 to the above number.

The entire area of potential effects (APE) as defined by 36 CFR 800.2(c) is located from Milepost 161.5 to 165.38 along US-89, and requires a narrow parcel of new right-of-way near the junction of State Route 62. The entire APE has been inventoried by Abajo Archaeology for cultural and paleontological resources. Abajo has already submitted their report to your office in fulfillment of permit responsibilities. As stated by the consultant, a total of nine in period cultural resource sites and no paleontological resources were found. An additional site designated 42Pi494 (the Shamrock station) was found to be out of period, and will not be considered further. The remaining sites consist of the Sevier River Bridge, an agricultural storage facility, four corrals, two homestead remnants, and irrigation features. Based on the recommendation of the consultant, the UDOT has determined that sites 42Pi488-493, 42Pi495 and 496 are not eligible for the National Register of Historic Places, pursuant to 36 CFR 800.4(a-d). Thus, no historic properties are in the addendum APE.

Thank you for your efforts. Should you require additional information or assistance, please contact me or Susan Miller of my staff at 965-4160.

Sincerely,

R. James Naegle, P.E., Engineer for
Location and Environmental Studies

RJN/sgm

I hereby concur with the UDOT's determination that no historic properties are located in the addendum APE of Project No. STP-089( ) 160, and that the UDOT has taken into account effects on paleontological resources.

10/13/92

James L. Dykman, USHPO Regulation Asst. Coordinator Date

cc:

FHWA HPM-UT(2)
Ralph Schamel, Liaison

State of Utah
UTAH DEPARTMENT OF TRANSPORTATION

Norman H. Bangerter
Governor

Eugene H. Findlay, C.P.A.
Director

Howard H. Richardson, P.E.
Assistant Director

Dan F. Nelson
Southern Region Director

1345 South 350 West
P.O. Box 700
Richfield, Utah 84701
(801) 896-9501
Fax (801) 896-6958

November 6, 1992

Mr. Afton Blood, Chairman
Piute County Commission
Box 99
Junction, Utah 84740

Subject: US 89 Circleville to Junction
Project No. NH-0089( )160
Wetland mitigation

Dear Mr. Blood:

The Utah Department of Transportation (UDOT) plans to re-construct US 89 between Circleville and Junction in the future and is preparing a study to determine the environmental impacts of the project.

A location map is attached showing the proposed project alignment.

The new highway alignment crosses a narrow strip of wetlands midway between Circleville and Junction. Highway fill material will cover this narrow area and will destroy its use as a future wetland.

The UDOT is required by federal law to mitigate impacts to wetlands when they are damaged by highway construction. Consequently, new wetlands must be established for the subject project to compensate for the narrow strip covered by roadway fill material. One mitigation proposal being considered is to return a portion of by-passed US 89 between mile posts 163.25 and 163.60 back to wetlands. Existing roadway material would be removed through this area, natural ground line would be restored, and the area would be returned to wetlands. The federal agency working with UDOT on this mitigation proposal (U.S. Army Corps. of Engineers) has recommended that UDOT retain the right of way for this small segment of by-passed US 89 and that a new fence be placed around the new wetland to protect it. The balance of by-passed US 89 would revert to Piute County when the new project is completed and would provide access to adjacent property owners except in the new wetland area from M.P. 163.25 to M.P. 163.60.

UDOT has contacted property owners affected by the above proposal and have received favorable responses from them. We would appreciate the Piute County Commission reviewing the above proposal and giving UDOT their written comments and recommendations. If you need additional information or would like to meet on site to review the proposal, please call me at 896-9501, ext. 712.

Thank you for helping us complete our environmental study.

Sincerely,

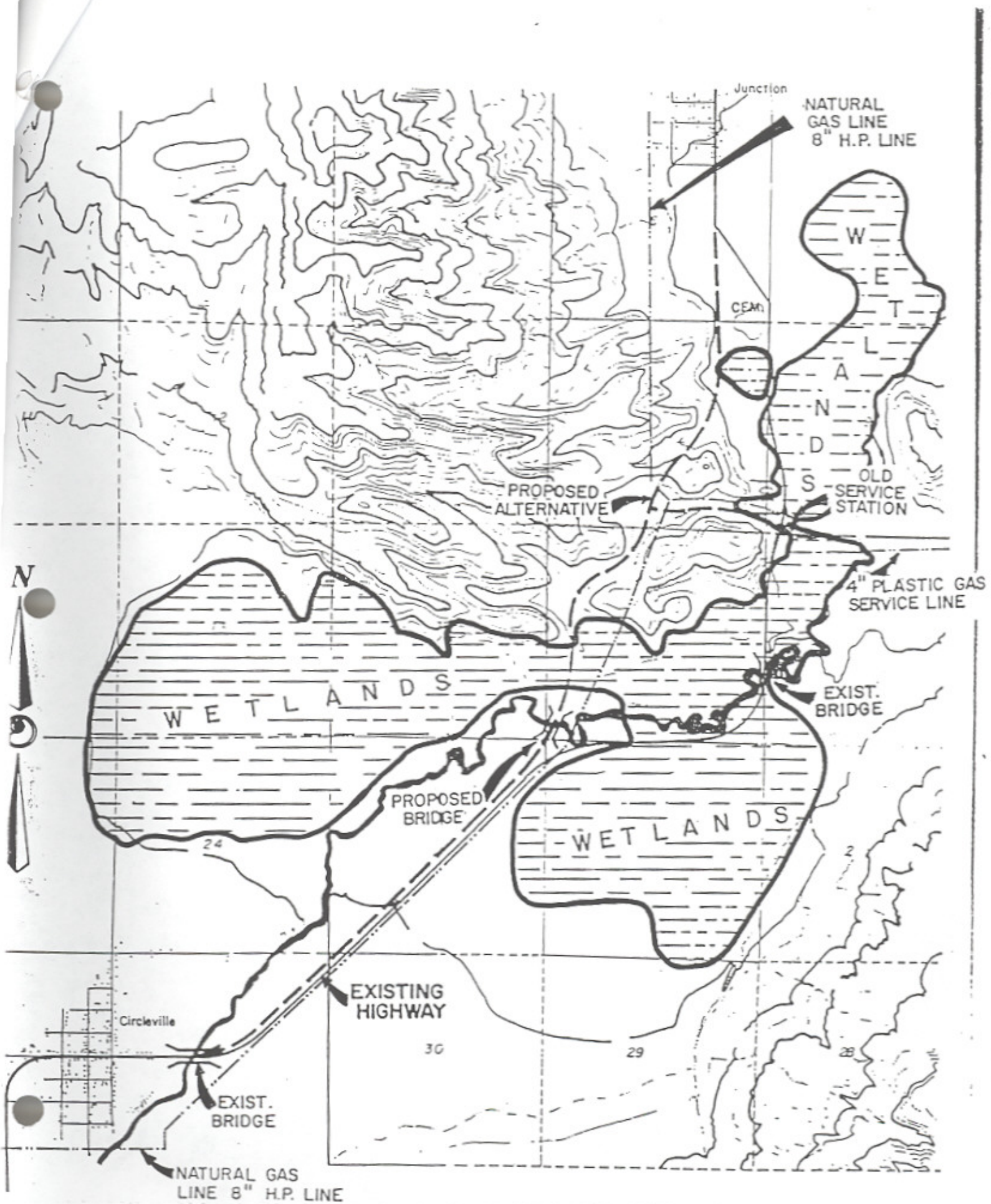
Larry G. Gay

Larry G. Gay
Southern Region Environmental Engineer

LGG

Attachment

cc: Ken Adair, Southern Region Preconstruction Engineer


Junction
NATURAL GAS LINE 8" H.P. LINE
W E T L A N D S
CEM
OLD SERVICE STATION
PROPOSED ALTERNATIVE
4" PLASTIC GAS SERVICE LINE
N
W E T L A N D S
EXIST. BRIDGE
PROPOSED BRIDGE
W E T L A N D S
24
2
EXISTING HIGHWAY
Circleville
30
29
28
EXIST. BRIDGE
NATURAL GAS LINE 8" H.P. LINE

Norman H. Bangerter
Governor
Eugene H. Findlay, C.P.A.
Executive Director
H.H. Richardson, P.E.
Assistant Director

State of Utah
UTAH DEPARTMENT OF TRANSPORTATION

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

October 8, 1992

Mr. James L. Dykman,
Regulation Assistance Coordinator
State Historic Preservation Office
300 Rio Grande
Salt Lake City, UT 84101-1182

RE: STP-089( )160; Circleville to Junction
Section 106 compliance addendum; SHPO Case No. 90-0080
Determination of no historic properties

Dear Mr. Dykman:

The UDOT has expanded the project's area of potential effects to include the existing stretch of US-89 that will be abandoned by the Department through transferring ownership to Piute County. Please review the following determination, and if you concur, sign on the line provided at the end of this letter. For your information, the project designation has changed from NF-027 to the above number.

The entire area of potential effects (APE) as defined by 36 CFR 800.2(c) is located from Milepost 161.5 to 165.38 along US-89, and requires a narrow parcel of new right-of-way near the junction of State Route 62. The entire APE has been inventoried by Abajo Archaeology for cultural and paleontological resources. Abajo has already submitted their report to your office in fulfillment of permit responsibilities. As stated by the consultant, a total of nine in period cultural resource sites and no paleontological resources were found. An additional site designated 42Pi494 (the Shamrock station) was found to be out of period, and will not be considered further. The remaining sites consist of the Sevier River Bridge, an agricultural storage facility, four corrals, two homestead remnants, and irrigation features. Based on the recommendation of the consultant, the UDOT has determined that sites 42Pi488-493, 42Pi495 and 496 are not eligible for the National Register of Historic Places, pursuant to 36 CFR 800.4(a-d). Thus, no historic properties are in the addendum APE.

Thank you for your efforts. Should you require additional information or assistance, please contact me or Susan Miller of my staff at 965-4160.

Sincerely,

R. James Naegle, P.E., Engineer for
Location and Environmental Studies

RJN/sgm

I hereby concur with the UDOT's determination that no historic properties are located in the addendum APE of Project No. STP-089( ) 160, and that the UDOT has taken into account effects on paleontological resources.

10/13/92

James L. Dykman, USHPO Regulation Asst. Coordinator Date

cc:

FHWA HPM-UT(2)
Ralph Schamel, Liaison

11-7 Addition US-89 SL County

RESOLUTION

Addition to State Highway SR-89 (US-89)
Salt Lake County

WHEREAS, Sections 72-4-102 and 72-4-103, of the Utah Code Annotated 1953, as amended, authorize the Transportation Commission to approve additions to or deletions from the state highway system, along with return to county or municipality or abandonment between general sessions of the State Legislature, and

WHEREAS, the completion of newly constructed highway (Project No. *HPP-STP-0071(12)0) provides an addition to US-89 from SR-71 (12300 South) to 11800 South , also known as State Street in Salt Lake County, and

WHEREAS, the City of Draper supports the transfer of the existing Factory Outlet Drive alignment between 12300 South and 11800 South to the State Highway System, and

WHEREAS, the Region Two Director is recommending this change to be in the best interest of the Utah Department of Transportation, and

WHEREAS, the Program Development Division, concurring with the Region Two Director, advocates the transfer of ownership of this section of roadway to the State Highway System.

NOW THEREFORE, be it resolved as follows:

1. Newly constructed roadway, Project No. *HPP-STP-0071(12)0 creating an addition to State Highway US-89 from SR-71 (12300 South) in City of Draper, traversing northerly on State Street (Factory Outlet Drive), to 11800 South for 4250± feet. The Functional Classification of this new segment will be Urban Other Principal Arterial.

2. These actions will become effective upon passage of this resolution and actuated when all provisions defined by the stated documentation of minutes passed by the Transportation Commission are satisfied.

3. The accompanying letter from the mayor of Draper City and exhibit "A" will be included and become part of this resolution.

Dated on the 18 day of June 2004

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

Commissioner

Commissioner

Attest:
Secretary

FILE - RP

DRAPER CITY

7 June 2004

Randy Park, Director
Utah Department of Transportation
Region Two
2010 South 2760 West
Salt Lake City, Utah 84104-4592

Dear Mr. Park:

I am writing this letter in support of the transfer and control of Factory Outlet Drive between 11800 South and 12300 South to the Utah Department of Transportation. The City recognizes the benefit of effectuating this transfer to the Utah Department of Transportation so that the orderly improvements and connection of State Street can occur.

Should you have any questions concerning this matter, please do not hesitate to contact me.

Sincerely,

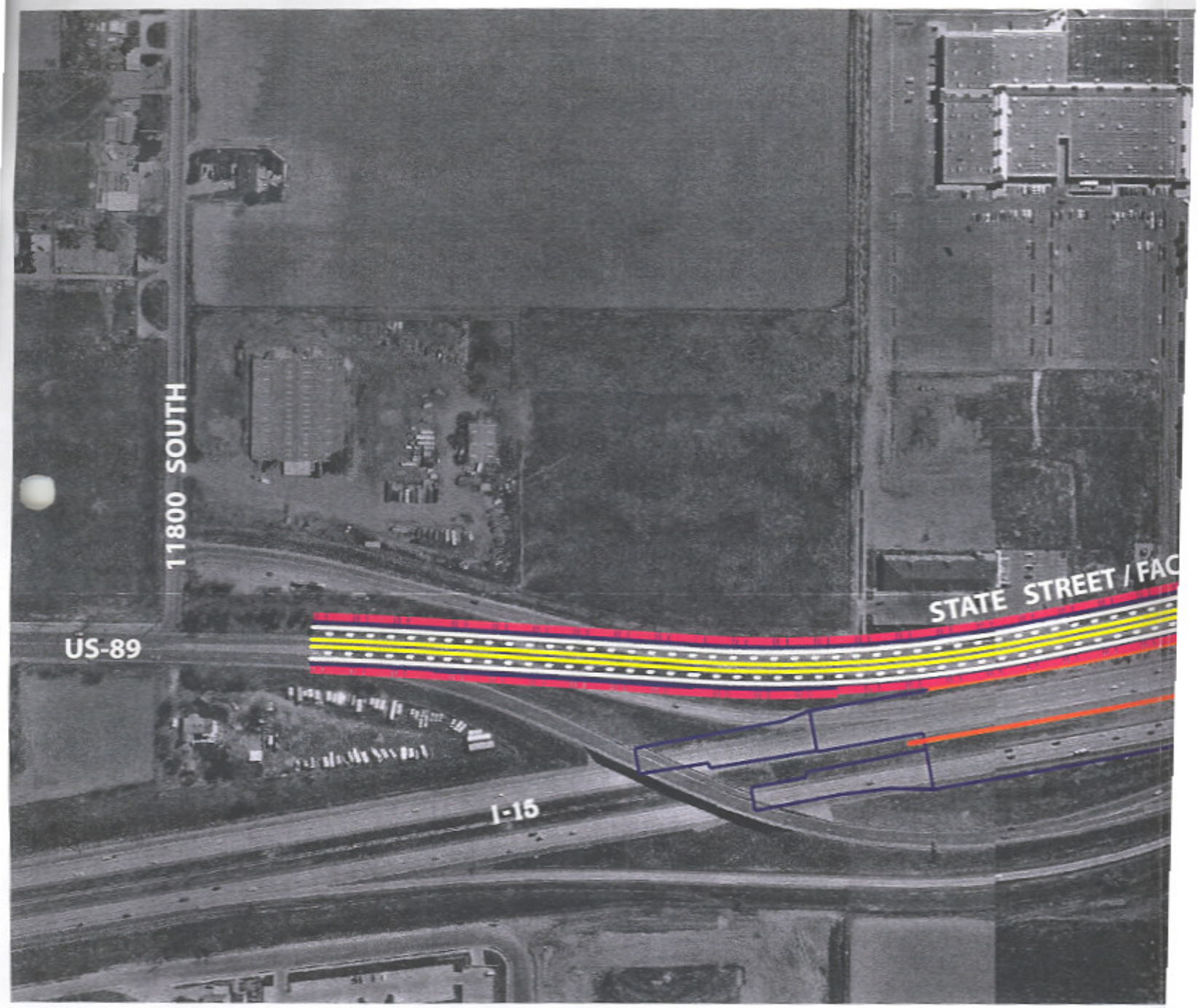
Darrell H. Smith

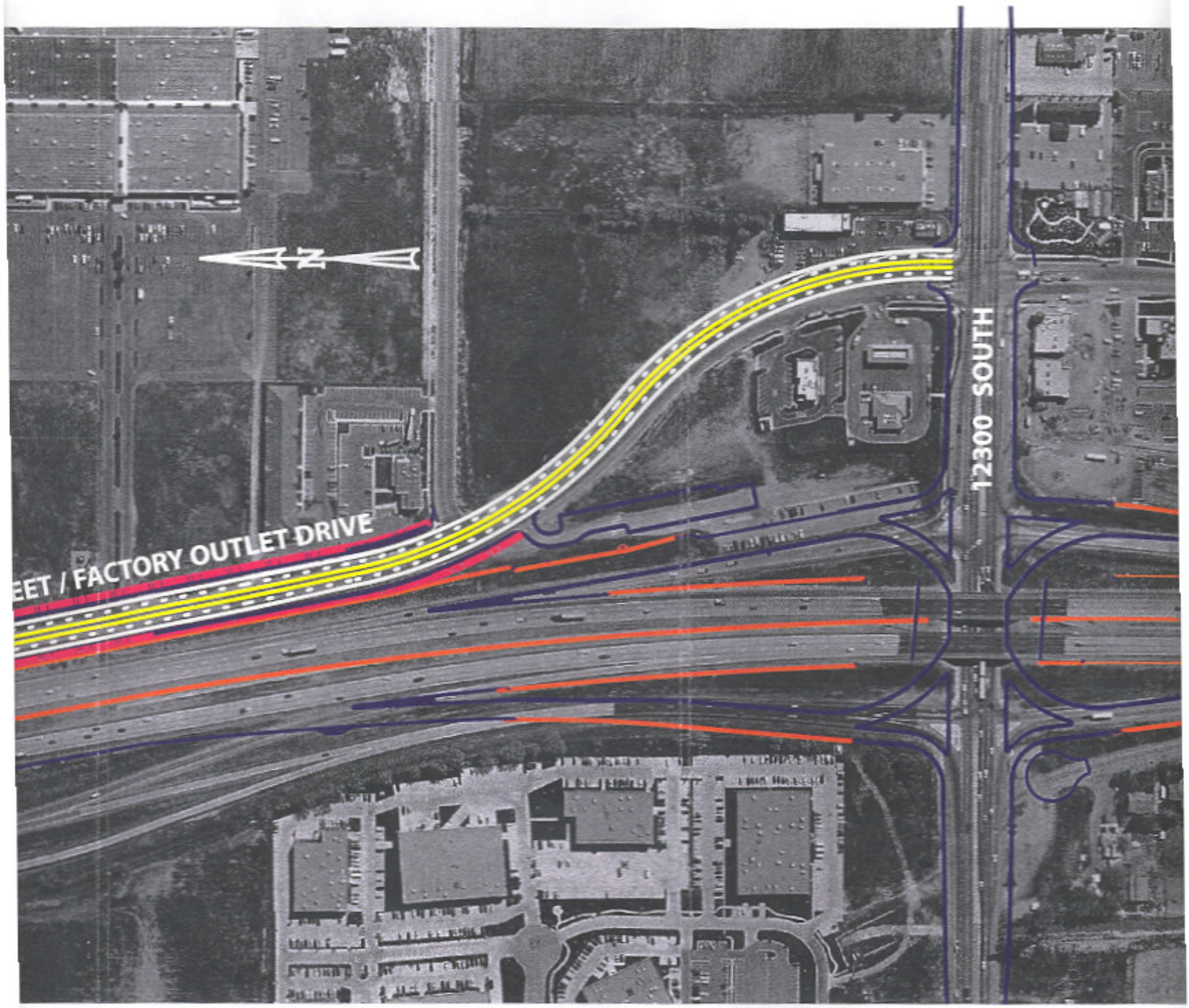
Darrell H. Smith
Mayor

cc: Draper City Council
Bill Powell, Director of Public Works
Don Overson, City Engineer

RECEIVED JUN - 9 2004

11x17




EET / FACTORY OUTLET DRIVE
1300 SOUTH

Resolution

Transfer Portions of State Highways SR-181, SR-186, US-89
To Local Jurisdiction
Relocation of Portion of US-89, SR-186
Deletion of SR-184
Salt Lake County

WHEREAS: Sections 72-4-102, 72-4-103, of the Utah Code provides for "Additions to or deletions from state highway system – Designation of highways as state highways between sessions", and

WHEREAS: the Utah Department of Transportation and Salt Lake City officials have agreed to transfer roadways residing as portions of SR-181, SR-186 and US-89 described herein, to be placed under the maintenance and jurisdictional responsibility of Salt Lake City, and

WHEREAS: upon approval from the American Association of State Highway and Transportation Officials (AASHTO), on the application for relocation of a portion of US-Route 89 in Salt Lake City. and

WHEREAS: Region Two Director, along with the appropriate staff of the Systems Planning and Programming Division reviewing the criteria for state highways, and the duly appointed officials of Salt Lake City, concur with the request to transfer maintenance and jurisdictional responsibilities to Salt Lake City for the transferred routes described herein.

NOW THEREFORE, be it resolved as follows:

1. SR-181 from Route 171 (3300 South) north on Thirteenth East Street to Route 186 (University Parkway – 500 South) in Salt Lake City, a distance of 4.090 plus or minus miles and depicted in Exhibit "A", be deleted from the state highway system and placed under the maintenance and jurisdictional responsibility of Salt Lake City, and remain functionally classified as Urban Minor Arterial increasing Salt Lake City's class "C" funding. SR-181 will be described as follows: From Route 152 north on Thirteenth East Street to Route 171.

2. SR-186 from Route 80 east on North Temple Street in Salt Lake City to Third West Street, a distance of 4.295 plus or minus miles and depicted in Exhibit "A", be deleted from the state highway system and placed under the maintenance and jurisdictional responsibility of Salt Lake City, and remain functionally classified as Urban Minor Arterial increasing Salt Lake City's class "C" funding.

3. US-89 from State Street west on North Temple Street to 300 West Street, a distance of 0.600 plus or minus miles and depicted in Exhibit "A", be deleted from the state highway system and placed under the maintenance and jurisdictional responsibility of Salt Lake City, and remain functionally classified as Urban Minor Arterial increasing Salt Lake City's class "C" funding.

4. The relocated portion of US-89 will be from State Street on Fourth South Street west to Third West Street; then northerly on Third West Street to North Temple Street running the alignment of a portion of SR-186, a distance of 1.340 plus or minus miles and depicted in Exhibit "A", and will remain functionally classified as Urban Minor Arterial. This portion of SR-186 will be numbered as US-Route 89 reducing SR-186 mileage 1.340 plus or minus miles.

5. SR-184 will be deleted from the state highway system and SR-186 will be extended to include the entire alignment of SR-184 (a distance of 1.946 plus or minus miles) and a portion of US-Route 89 (a distance of 0.7660 plus or minus miles). SR-186 will remain functionally classified as Urban Minor Arterial and will be described as follows: From US-Route 89 at Beck Street southerly and easterly on Victory Road and Columbus Street to Second North, then easterly to State Street, and southerly on State Street to US-Route 89 at Fourth South Street; then easterly on Fourth South, Tenth East, Fifth South, and Foothill Boulevard to Route 80 near the mouth of Parley's Canyon.

6. By this action the Utah Department of Transportation abandons any and all maintenance responsibilities of the aforementioned roadways described in statement 1, 2, and 3 and Salt Lake City will assume any and all maintenance responsibilities described in statement 1, 2, and 3. The Utah Department of Transportation will continue all maintenance responsibilities of aforementioned roadway defined in statement 4 and 5.

7. The following one time payment will be issued as part of the highway transfer: $1,504,149.00 to Salt Lake City.

8. The aforementioned transfers of state highways will become effective upon passage by the Utah Transportation Commission.

9. The accompanying letter from Region Two to Salt Lake City Corporation, and map marked Exhibit "A" will be made part of the resolution.

Transfer Portions of State Highways SR-181, SR-186, US-89 To Local Jurisdiction
Relocation Portion of US-89, SR-186
Deletion of SR-184
Salt Lake County

Dated on this 17th day of October 2007

UTAH TRANSPORTATION COMMISSION

J. Stuart Adams, Chairman

Stephen M. Bodily, Vice-Chairman

Glen E. Brown, Commissioner

Bevan K. Wilson, Commissioner

Jerry B. Lewis, Commissioner

J. Kent Millington, Commissioner

Meghan Z. Holbrook, Commissioner

Attest:
Secretary

State of Utah

JON M. HUNTSMAN, JR.
Governor

GARY R. HERBERT
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

September 25, 2007

Max G. Peterson, P.E.
City Engineer
Salt Lake City Engineering
324 South State Street, Suite 310
Salt Lake City, Utah 84111

Dear Mr. Peterson:

This letter is to summarize the agreement we have reached on the jurisdiction transfer of SR 181 (1300 East) 3300 South to 500 South and SR 186 (North Temple) I-80 to State Street. The State Transportation Commission will take action on October 19, 2007. The action under consideration will include the sum of $1,504,149. Included in this amount is the O & M costs escalated by a 5% per year inflation value. Also included is the $2.00 a sq. yard price agreed to remove the existing OGSC when needed.

Outside of the Commission Resolution, the Department agrees to repair the North Temple viaduct pier at 500 South, sidewalk spalling, sidewalk expansion joints, and west end bridge drains. If the UTA Airport TRAX project utilizes this corridor for the alignment the scope of this work will be modified and reduced accordingly. A City representative and a UDOT representative will inspect and meet immediately to decide on the required work. UDOT also agrees to plow the snow on the transferred section of SR 186 (North Temple) through the 2007/2008 winter season. The City will immediately take over all maintenance activities including snow removal on SR 181 (1300 East) once the Resolution is approved.

UDOT will not pursue the jurisdictional transfer of SR 282 with the City at the present time. Rather UDOT will enter into talks with the University of Utah, about possible interest in jurisdictional transfer.

I would like to compliment you and your staff on working with us on this difficult issue. We value our relationship with you and look forward to our continued great working relationship. Thanks so much!

Sincerely,

Randall R. Park, P.E.
Region Two Director

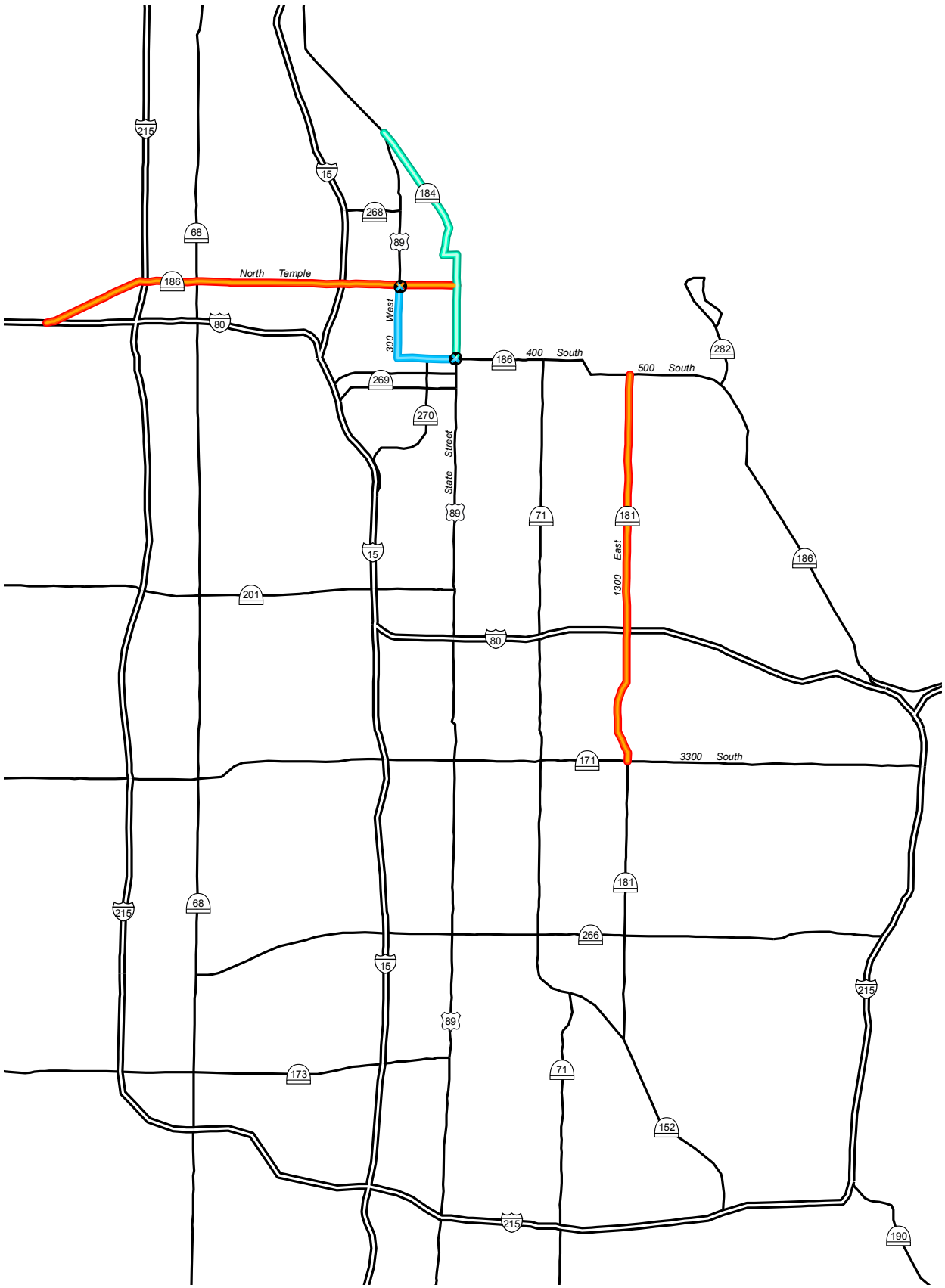


Exhibit 'A'

September '07

UDOT: Cartography Section