

Route 130

Updated: January 2015

Minersville Loop on Route, 21 June 26, 1933.

Deleted: West Leg from Route 21 to Minersville, 1953.

1953 Description:

From Route 21, 0.4 mile southerly to Minersville.

1963 Description:

This route was reversed and **approved by the Legislature.**

From Minersville northerly 0.4 mile to Route 21.

Approved by the 1963 Legislature:

****(*A) Scanned) 1965 Description:**

From a point three miles north of Cedar City on U.S. Highway 91 to Route 21. This was **approved by the 1965 Legislature.**

1967 Legislature:

From a point three miles north of Cedar City on route 1 to Route 21 north of Minersville.

***B) 1967 Description:**

From South Cedar City Interchange northerly via Main Street in Cedar City to Route 21 north of Minersville. (6.0 miles in Cedar City was previously on SR-1).

1969 Legislature: Description remains the same.

1971 Legislature: Description remains the same.

1973 Legislature: Description remains the same.

1975 Legislature: Description remains the same.

1977 Legislature: Description remains the same.

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.

1992 Legislature: Description remains the same.

1993 Legislature: Description remains the same.

1994 Legislative Description:

From Route 15 northerly via Cedar City to Route 21 north of Minersville.

Route 130 Cont.

1995 Legislature: Description remains the same.

1996 Legislature: Description remains the same.

1997 Legislature: Description remains the same.

1998 Legislative Description:

From Route 15 northerly through Cedar City to Route 21 north of Minersville.

1999 Legislature: Description remains the same.

2000 Legislature: Description remains the same.

2001 Legislature: Description remains the same.

2002 Legislature: Description remains the same.

2003 Legislature: Description remains the same.

2004 Legislature: Description remains the same.

2005 Legislature: Description remains the same.

2006 Legislature: Description remains the same.

2007 Legislature: Description remains the same.

2008 Legislature: Description remains the same.

2011 Legislature: Description remains the same.

*(C) Commission Action January 23,2015

Addition to SR-130 due to newly built Interchange at the south end of Cedar City.

New description is as follows. From Royal Hunte Drive east on Cross Hollow Road; northerly on Main Street through Cedar City to Route 21 north of Minersville.

* Refers to resolution index on the following page.

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

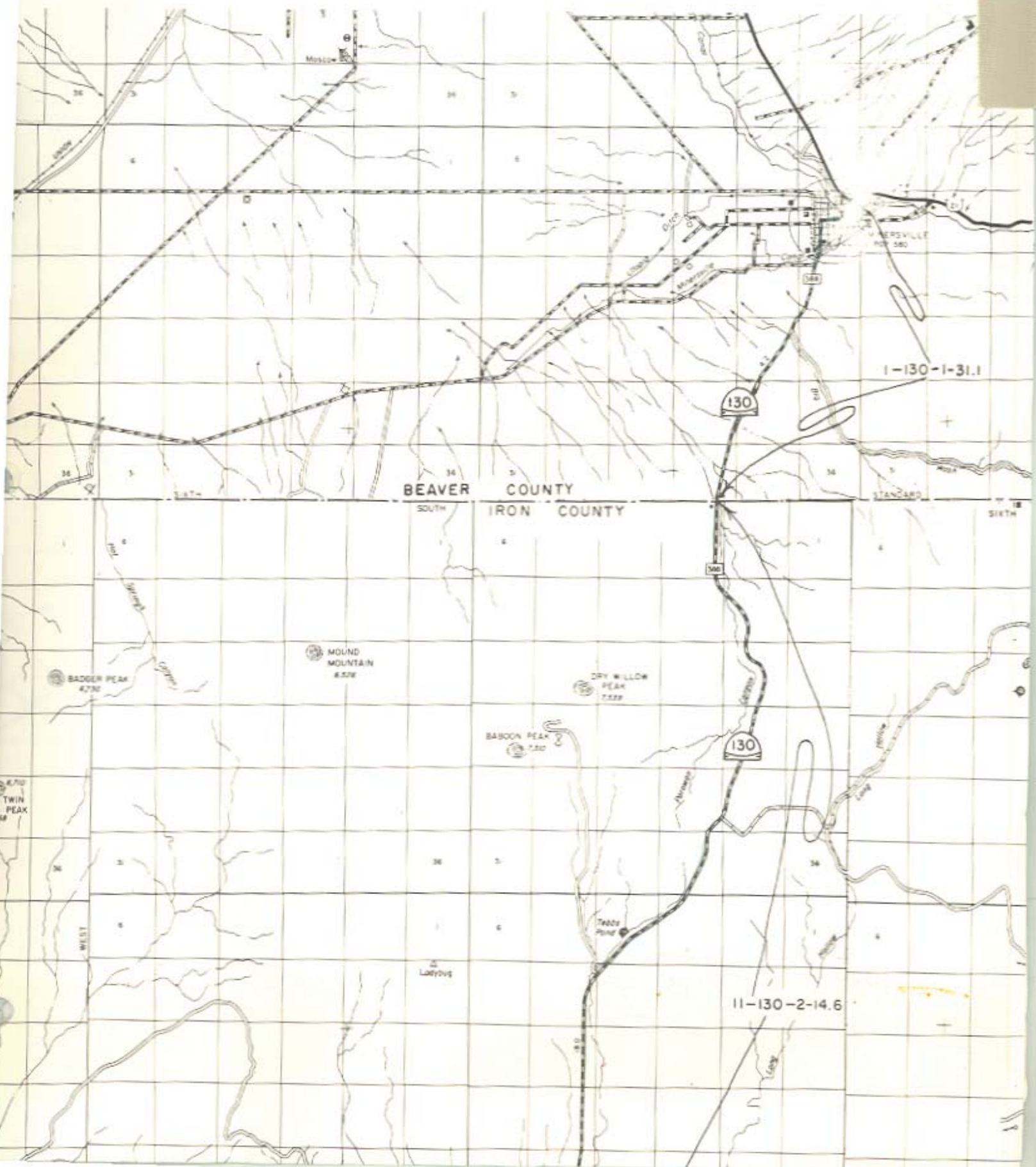
Route 130

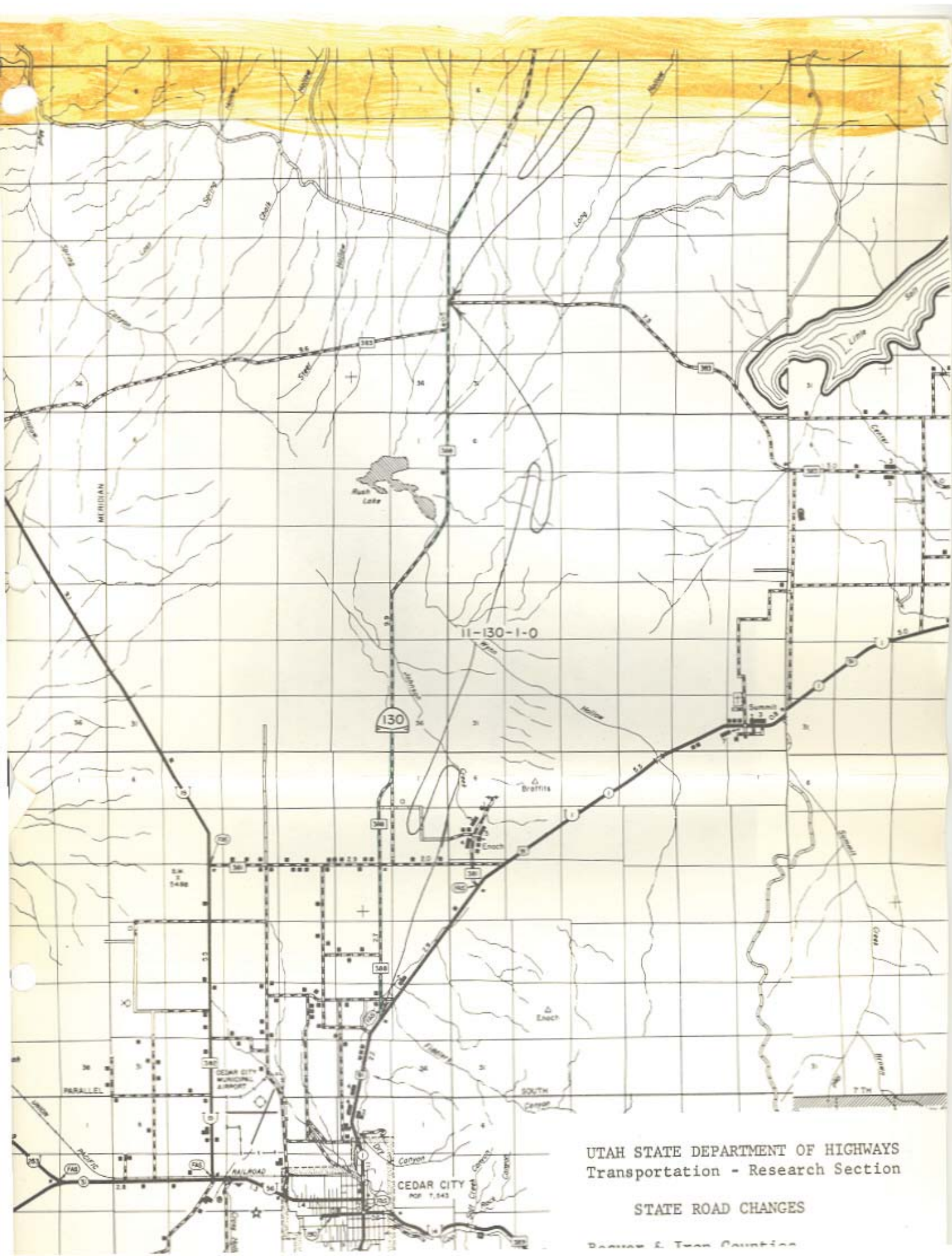
COUNTY/VOLUME & RESOLUTION NUMBER

- A. Iron & Beaver Co. 1/135 B. Iron Co. 2/10
C. Iron & Beaver Co. 11/34

DESCRIPTION OF RESOLUTION CHANGE

- (A). Extension - From Minersville southerly to the Jct. with SR-1.
- (B). Extension - From Cedar City North Interchange to Cedar City South Interchange. (Traversing old alignment of SR-1).
- (C). Extension - New DDI built at South Cedar City. SR-130 now begins at the intersection of Royal Hunte Drive easterly on Cross Hollow Road to Main Street to meet up with the original alignment.

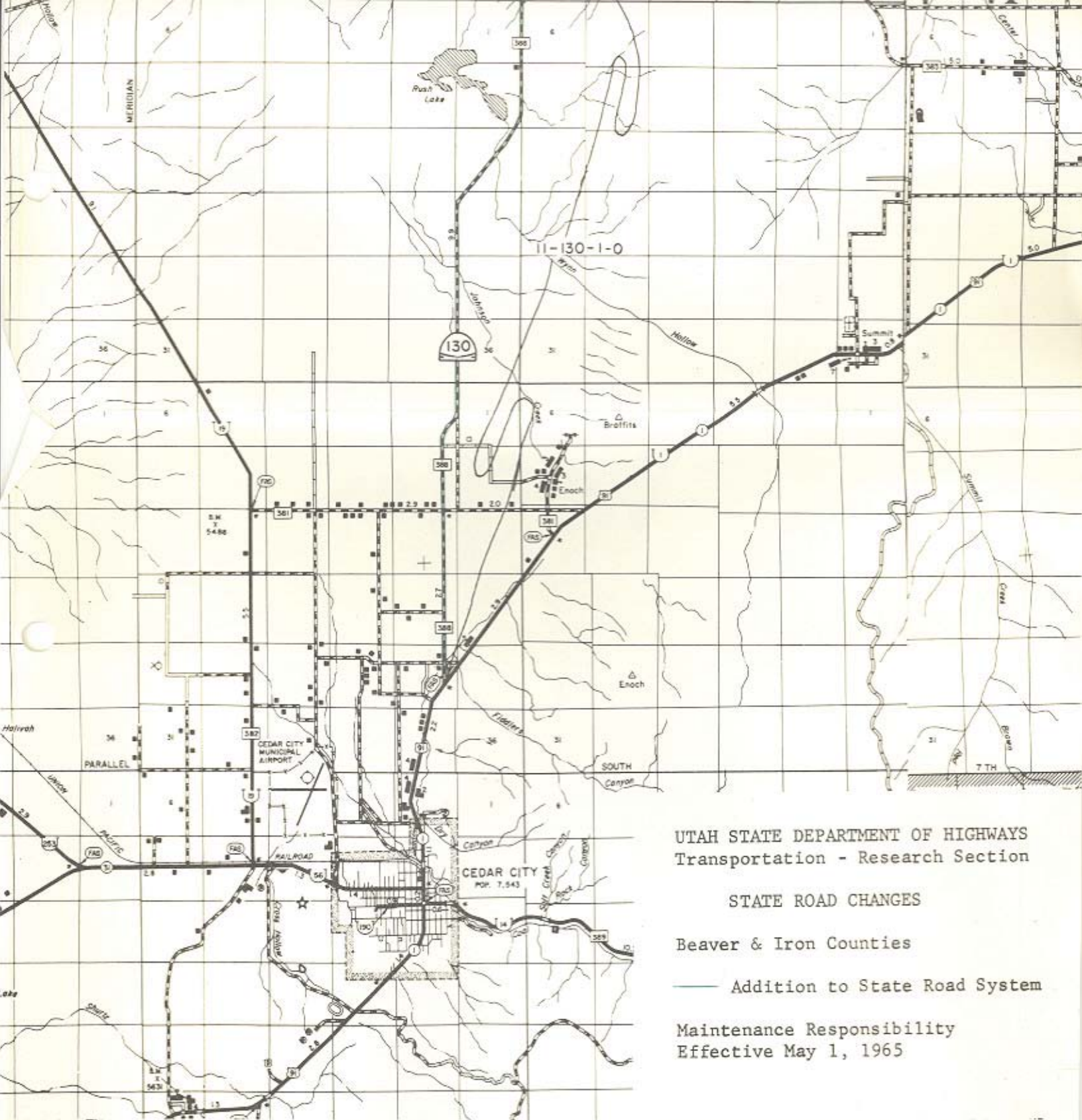




UTAH STATE DEPARTMENT OF HIGHWAYS
 Transportation - Research Section

STATE ROAD CHANGES

Beaver & Iron Counties



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

RESOLUTION

State Routes 1 and 130

WHEREAS, with the construction of Interstate Projects I-15-2(7)52 and I-IG-15-2(8)57 in the vicinity of Cedar City and,

WHEREAS, to maintain continuity in the State System of Highways it is necessary to redesignate a portion of State Route 1 from Cedar City South Interchange northerly to State Route 130 and,

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission of August 20, 1962, designating Interstate Route 15 as State Route 1, as maintenance responsibility is assumed.

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

1. That the new highway constructed as a result of Interstate Projects I-15-2(7)52 and I-IG-15-2(8)57 from Cedar City South Interchange to the end of Project I-IG-15-2(8)57, a distance of 6.1 + - miles, will be designated as a part of State Route 1.
2. That the former location of State Route 1 from Cedar City South Interchange northerly via Main Street in Cedar City to a junction with the present State Route 130, a distance of 6.0 + - miles, will be redesignated as an extension to State Route 130.
3. That application be made to the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads, to relocate Federal-aid Primary Route 1 to traverse Interstate Route 15 from Cedar City South Interchange to the end of Project I-IG-15-2(8)57, that Federal-aid Primary Route 31 be extended to include that portion of highway redesignated as State Route 130 from Cedar City South Interchange to Cedar City North Interchange and that

RESOLUTION

State Routes 1 and 130

Page 2

Federal-aid Secondary Route 388 be extended southerly to Cedar City North Interchange.

4. That by this action State Highway System mileage will increase 5.8 + - miles, Federal-aid Primary System mileage will increase 5.3 + - miles, Federal-aid Secondary System mileage will increase 0.5 + - mile.

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

Dated this 15th day of December, 1967.

STATE ROAD COMMISSION OF UTAH

Walter S. Hamilton
Chairman

Ernest H. Hays
Commissioner

Francis Fitch
Commissioner

Bob W. Kent
Commissioner

Clayton A. Church
Commissioner

ATTEST:

James W. Fenley
Secretary

1 DIRECTOR
HENRY C. HELLER

09-42,4
50-RS

STATE HIGHWAY ENGINEER
CLAUDE L. EBY



Utah State Department of Highways

State Office Building

Salt Lake City, Utah 84114

December 21, 1967

Mr. Daniel Watt, Division Engineer
U. S. Department of Transportation
Federal Highway Administration
Bureau of Public Roads
Federal Building
125 South State Street
Salt Lake City, Utah 84111

Dear Mr. Watt:

Subject: Transfer of State Route 1 to a new alignment and
extension of State Route 130 in Iron County

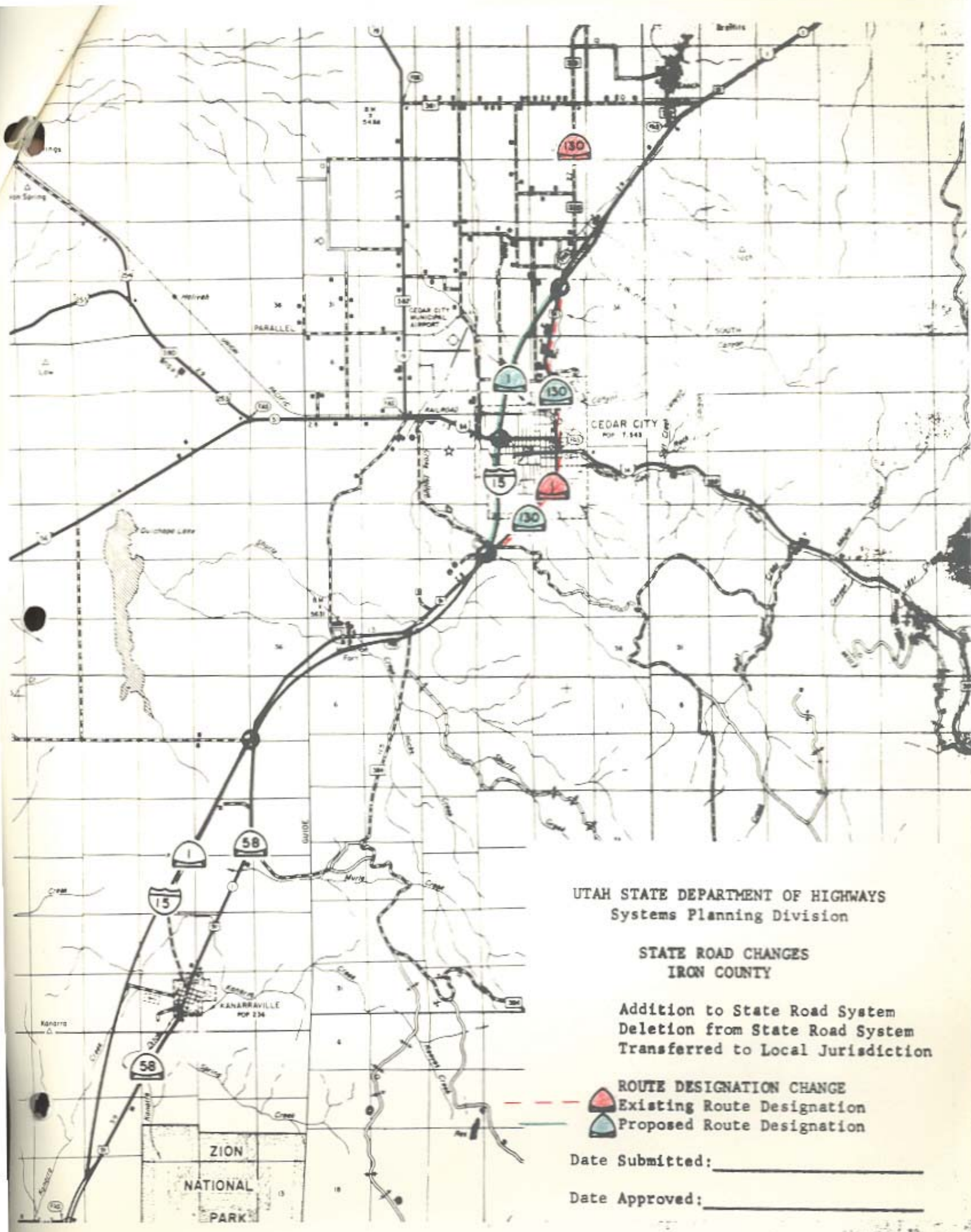
Effective December 15, 1967, the State Road Commission adopted a resolution transferring the designation of State Route 1 to the completed alignment of Federal-aid Interstate Route 15, from the South Cedar City Interchange north to the North Cedar City Interchange, a distance of 6.1 + - miles.

The old alignment of State Route 1 from Cedar City South Interchange northerly via Main Street to a junction with State Route 130 north of Cedar City is designated as an extension to State Route 130, a distance of 6.0 + - miles.

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

Very truly yours,



B. Dale Burningham
Planning Statistics Supervisor



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
IRON COUNTY

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

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

Date Submitted: _____

Date Approved: _____

DIRECTOR
HENRY C. HELLAND

STATE HIGHWAY ENGINEER
BEAUNE J. KAY



Utah State Department of Highways
State Office Building
Salt Lake City, Utah 84114

December 21, 1967

The Honorable Loren Whetten
Mayor of Cedar City
Cedar City, Utah 84720

Dear Mayor Whetten:

Subject: Transfer of State Route 1 to a new alignment and
extension of State Route 130 in Iron County

Effective December 15, 1967, the State Road Commission adopted a resolution transferring the designation of State Route 1 to the completed alignment of Federal-aid Interstate Route 15, from the South Cedar City Interchange north to the North Cedar City Interchange, a distance of 6.1 + - miles.

The old alignment of State Route 1 from Cedar City South Interchange northerly via Main Street to a junction with State Route 130 north of Cedar City is designated as an extension to State Route 130, a distance of 6.0 + - miles.

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

DIRECTOR
HENRY C. HELLAND

STATE HIGHWAY ENGINEER
BLAINE J. KAY



Utah State Department of Highways

State Office Building

Salt Lake City, Utah 84114

December 21, 1967

Mr. Ivan M. Matheson, Chairman
Iron County Commission
Parowan, Utah 84761

Dear Mr. Matheson:

Subject: Transfer of State Route 1 to a new alignment and
extension of State Route 130 in Iron County

Effective December 15, 1967, the State Road Commission adopted a resolution transferring the designation of State Route 1 to the completed alignment of Federal-aid Interstate Route 15, from the South Cedar City Interchange north to the North Cedar City Interchange, a distance of 6.1 + - miles.

The old alignment of State Route 1 from Cedar City South Interchange northerly via Main Street to a junction with State Route 130 north of Cedar City is designated as an extension to State Route 130, a distance of 6.0 + - miles.

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

DIRECTOR
HENRY C. HELGREN

STATE HIGHWAY ENGINEER
BLAINE J. KAY



Utah State Department of Highways

State Office Building
Salt Lake City, Utah 84114

December 21, 1967

Mr. Norm Hancock
Fish & Game Department
1596 West North Temple
Salt Lake City, Utah 84116

Dear Mr. Hancock:

Subject: Transfer of State Route 1 to a new alignment and
extension of State Route 130 in Iron County

Effective December 15, 1967, the State Road Commission adopted a resolution transferring the designation of State Route 1 to the completed alignment of Federal-aid Interstate Route 15, from the South Cedar City Interchange north to the North Cedar City Interchange, a distance of 6.1 + - miles.

The old alignment of State Route 1 from Cedar City South Interchange northerly via Main Street to a junction with State Route 130 north of Cedar City is designated as an extension to State Route 130, a distance of 6.0 + - miles.

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: December 1, 1967

TO : Mr. Dale W. Brinkman
Planning Division Supervisor

FROM : C. V. Anderson **CVA**
District Five Engineer

SUBJECT: Redesignation of State Routes in the Vicinity of Cedar City

I hereby concur in the redesignation of State and Federal-aid Primary routes in the vicinity of Cedar City as outlined by your resolution.

Paragraph three should be revised, in that the section in question should be redesignated as an extension of State Route 130 or 56 since 56 is on the primary system.

Iron County concurrence will not be required on this resolution.

CVA:vg

10-25

Alignment
Relocation
SR-130
Iron
County

RESOLUTION

**Alignment-Relocation of SR-130 at
North Cedar City Interchange I-15
Transfer, old alignment of SR-130 to Cedar City
Designation of State Constructed Cross and Access Roads
in Association with Project No. IM-15-2(38)61
Cedar City
Iron County**

WHEREAS, sections. 72-4-103. Deletion of highway from state highway system - Return to county or municipality or abandonment. 72-4-104. Disposition of portion of highways realigned. 72-4-105. Designation of state highways in municipalities. and

WHEREAS, the completion of a newly constructed interchange in conjunction with Project No. IM-15-2(38)61, which provides a new connection with SR-130 and I-15 replacing the old interchange known as The North Cedar City Interchange, Exit No. 62, and along with realigned roadway proposed to inhabit a portion of SR-130 creating characteristic changes to the State System of Highways, and

WHEREAS, stated construction has created a new alignment within which a portion of SR-130 will heretofore traverse, creating the necessity to designate as defined by Project No. IM-15-2(38)61, the old alignment of SR-130 along with the appropriate street connections defined herein to the jurisdiction of Cedar City, and

WHEREAS, Cedar City has signed an agreement with the Utah Department of Transportation accepting the transfer of the existing and realigned roadway sections outlined below upon completion of the project, and

WHEREAS, UDOT'S Cedar City District Engineer having reviewed the roadway and street changes finds them to be justified, thus concurs with the recommendations defined herein, and

WHEREAS, the appropriate staff of the Transportation Planning Division having reviewed all stipulations defined within this resolution, concurs with UDOT's Cedar City District Engineer, for the justification of all recommendations defined herein.

NOW THEREFORE, be it resolved as follows:

1. Newly constructed roadway traversing alignment creating new connections with SR-130 from Engineer Station 1+200.000 to Engineer Station 3+200.000 equaling 2,000.00 meters, 6,562 ft 1.243± miles Project No. IM-15-2(38)61, be designated as a portion of SR-130. This roadway will retain its Functional Classification as an Urban Other Principal Arterial from Engineer Station 1+200.000 meters to Engineer Station 2+704.274 meters, 4,935 ft equaling 0.935± miles, which is the north bound on and off ramps of I-15 new North Cedar City Interchange. The Functional Classification changes at this point to an Urban Minor Arterial and will retain this functional classification to Engineer Station 3+200.000 meters, 1,626 ft, equaling 0.308± miles, which coincides with the functional classification of the existing roadway of SR-130.

Alignment-Relocation of SR-130 at

North Cedar City Interchange I-15

Transfer, old alignment of SR-130 to Cedar City

Designation of State Constructed Cross and Access Roads
in Association with Project No. IM-15-2(38)61

Cedar City

Iron County

2. Jurisdictional and maintenance responsibilities will be transferred to Cedar City Corporation, along roadway described as "Y" Line defined in Project No. IM-15-2(38)61, currently residing as a portion of SR-130 along with newly constructed connections intersecting the new alignment of SR-130 described in statement 1 from Engineer Station 1+012.000 to Engineer Station 2+043.137, equaling 1031 meters, 3,383 ft., 0.641± miles, and will be Functionally Classified as Local Road and placed on Cedar City's "C" System of mileage.
3. Jurisdictional and maintenance responsibilities of the old alignment of SR-130 along with newly constructed roadway defined in Project No. IM-15-2(38)61, described as a portion of Nichols Canyon Road from Engineer Station 1+000.000 to Engineer Station 1+467.383, equaling 467 meters, 1533 ft., 0.290± miles, be transferred to Cedar City Corporation.
4. With these actions the aforementioned roadway described as Nichols Canyon Road from the Jct. of new alignment of SR-130 traversing westerly and northwesterly a Jct. with "Y" Line, old alignment of SR-130 will be functionally classified Urban Collector and be placed on the Federal-aid System as Route Number 1781.
5. The remaining portion of newly constructed Nichols Canyon Road from Engineer Station 1+491.808 to Engineer Station 1+620.000 equaling 128.19 meters, 421 ft., 0.08± miles, is designated as residing under the jurisdiction and maintenance responsibilities of Cedar City Corporation, and will be Functionally Classified as local road.
6. Since the portion of Nichols Canyon Road defined in statement 5, constitutes a realigned connection with SR-130 creating an obliteration of a portion of stated roadway, a distance of 200 meters, 656 ft., 0.12± miles, along with defined alignment described in statement 2, Cedar City's "C" mileage will indicate a net increase of 0.601± miles.
7. Also due to the re-alignment of SR-130 a new connection for Cobble Creek Drive was constructed defined in Project No. IM-15-2(38)61 from Engineer Station 1+013.500 to Engineer Station 1+075.000 equaling 61.50 meters, 202 ft., 0.04± miles be designated as roadway residing under the jurisdiction and maintenance responsibilities of Cedar City Corporation. This new connection will retain its Functional Classification of Local Road and this new connection does not increase Cedar City's "C" System of mileage due to obliteration of the previous connection.
8. All transactions described herein will become effective upon completion of all projects, all roadways and streets being open to traffic, and passage by the Utah Transportation Commission.
9. The accompanying map (Exhibit "A"), and agreement be made part of this resolution.

Alignment-Relocation of SR-130 at
North Cedar City Interchange I-15
Transfer, old alignment of SR-130 to Cedar City
Designation of State Constructed Cross and Access Roads
in Association with Project No. IM-15-2(38)61
Cedar City
Iron County

Dated on this 22nd day of November 2002

UTAH TRANSPORTATION COMMISSION

[Signature]
Chairman

[Signature]
Vice-Chairman

[Signature]
Commissioner

[Signature]
Commissioner

[Signature]
Commissioner

[Signature]
Commissioner

[Signature]
Commissioner

Commissioner

Attest: [Signature]
Secretary

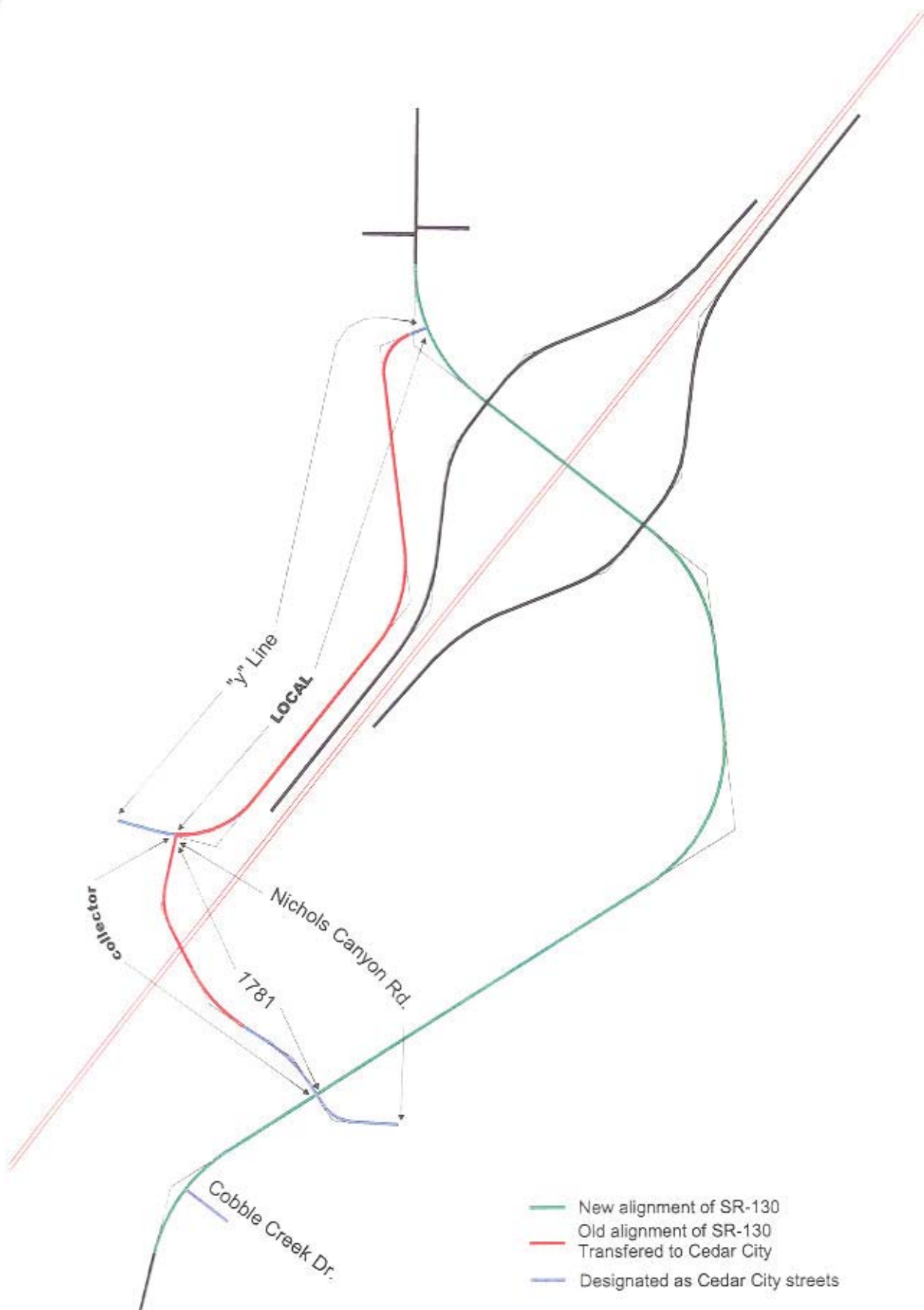


Exhibit "A"

NOT TO SCALE

2400 NORTH/SR-130 AGREEMENT

THIS AGREEMENT, is made and entered into this 22 day of JANUARY, 2002, by and between CEDAR CITY CORPORATION, a municipal corporation and political subdivision of the State of Utah, hereinafter referred to as "CITY", and the UTAH DEPARTMENT OF TRANSPORTATION, also a political subdivision of the State of Utah, hereinafter referred to as "UDOT".

WITNESSETH:

WHEREAS, UDOT has begun the interchange construction project for the I-15 North Interchange in Cedar City, Project Number IM-15-2(38)6, and

WHEREAS, Cedar City is desirous of connecting certain roads to SR-130 as well as re-aligning others roads in the vicinity of the North Interchange as this construction goes forward, and

WHEREAS, UDOT and Cedar City will construct the City streets according to a road layout, attached hereto as Exhibit "A" and incorporated herein by this reference, conditioned upon Cedar City approving said layout, and

WHEREAS, both parties agree that this project is beneficial to Cedar City and its residents and are desirous to work together in the construction thereof,

NOW THEREFORE, in consideration of the mutual covenants set forth herein, the parties agree as follows:

TERMS AND COVENANTS

- ROAD DEDICATIONS** - CITY hereby agrees to obtain any necessary rights-of-way by way of road dedications from the property owners in the vicinity of the North Interchange. Specifically, CITY will obtain road dedications for 2400 North from point A to point F, 2400 North Access from point G to point H, and the North Interchange Frontage Road from point C to point E, said points being more fully described and depicted on Exhibit "A". UDOT agrees to sign the road dedication plat, subject to UDOT's approval for the UDOT properties encumbered by the plat.
- ACCESS** - CITY grants to UDOT, subject to proper restoration of the same, the right to access all dedicated or deeded streets for construction of those streets.
- CONSTRUCTION** - UDOT hereby agrees to perform all construction and improvements to the following: 1) 2400 North from point A to point B, 2) North interchange frontage road from point C to point D (Approx. Project Y-line Station 1-525), and 3) North interchange frontage road from point C to point D (Approx. Project Y-line Station 1-822), with an overlay and chip-seal and 4) 2400 North Access from point H to point I. Said constructions and

improvements to be completed according to the project plans, details and specifications as bid.

4. PROJECT DESIGN - CITY shall furnish any design required for the proposed City street layout that is not included in the project's bid design.

5. COMPENSATION - UDOT agrees to pay CITY the sum of one-hundred thousand dollars (\$100,000) as compensation for both the decreased cost of the attached road layout from the bid design and CITY's increased participation in the project. In addition, upon UDOT completing condemnation of affected rights-of-way and completion and UDOT acceptance of the North Interchange Project, UDOT agrees to transfer to City the existing and realigned portions of SR-130 road from point A to B, B to D, D to E, and E to I, as shown on Exhibit "A".

6. HOLD HARMLESS - Both parties agree to hold each other harmless from and against any damages, costs, or attorneys' fees that may result from an injury or damage to persons or property occurring within or upon the CITY's dedicated or deeded rights-of-way. Each party will bear responsibility for its own acts or omissions, or those of their employees, officers, agents, or contractors. Both parties are covered by Governmental Immunity Act, Title 63, Chapter 30, Utah Code Annotated, and nothing in this paragraph is intended to waive any provisions of that Act or provide third-parties with any rights or privileges that exceed those set forth in the Act.

7. CONDITIONS - All items are to be completed at or before the time UDOT accepts the project, from the contractor, as substantially completed.

IN WITNESS WHEREOF, the parties have executed this Agreement on the date specified above.

CEDAR CITY CORPORATION:


GERALD R. SHERRATT, MAYOR

ATTEST:

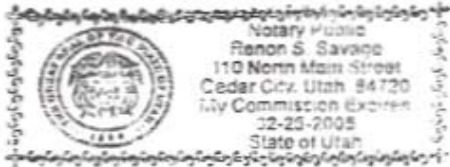

BONNIE MORITZ, CITY RECORDER

STATE OF UTAH)

SS.

COUNTY OF IRON)

This is to certify that on the 15 day of January, 2002, before me, the undersigned, a Notary Public, in and for the State of Utah, duly commissioned and sworn as such, personally appeared Gerald R. Sherratt, known to me to be the Mayor of Cedar City Corporation, and Bonnie Moritz, known to me to be City Recorder of Cedar City Corporation, and acknowledged to me that he the said Gerald R. Sherratt and she the said Bonnie Moritz executed the foregoing instrument as a free and voluntary act and deed of said corporation, for the uses and purposes therein, and on oath state that they were authorized to execute said instrument, and that the seal affixed is the corporate seal of said corporation.



Renon S. Savage
Notary Public

UDOT:

Dal Hawks
By: Dal Hawks
Its: Region 4 Director

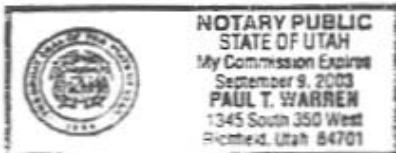
STATE OF UTAH)

Suiver

SS.

COUNTY OF IRON)

On this 22nd day of JANUARY, 2002, personally appeared before me, DAI HAWKS, who duly acknowledged to me that he signed the above and foregoing document.



Paul T. Warren
Notary Public



EXHIBIT A

RESOLUTION

Addition to State Highway SR-130 **Iron County**

WHEREAS, Section 72-4-102 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 completion of newly constructed ramps and reconstruction of portion of existing roadway, Project No. F-I15-2 (54) 57, South Cedar City Interchange, provides for new ramps on I-15 and a DDI (Diverging Diamond Interchange) on Cross Hollow Road from Royal Hunte Drive to Main Street in South Cedar City, and

WHEREAS, Cedar City supports the transfer of the new DDI Cross Hollow Road alignment between Royal Hunte Drive and Main Street, and

WHEREAS, the Region Four Director, along with Cedar City, has agreed to the transfer of ownership and maintenance to UDOT, Cross Hollow Road from Royal Hunte Drive to Main Street, and

WHEREAS, in cooperation with the appropriate staff of the Program Development and Planning Division, concurring with the Region Four Director, advocates the transfer of ownership of this section of roadway to the State Highway System as a portion of SR-130.

NOW THEREFORE, be it resolved as follows:

1. Reconstructed portion of roadway, Project No. F-I15-2 (54) 57, creating an addition to State Highway SR-130 from the junction of Royal Hunte Drive easterly on Cross Hollow Road, a distance of 0.382± miles, be transferred to UDOT along with the maintenance and responsibility, and be assigned as a new portion of SR-130 and be placed on the System of State Highways, and remain functionally classified as Other Principal Arterial, decreasing Cedar City’s class “C” road mileage.
2. SR-130 will now begin at the east edge of Royal Hunte Drive/Cross Hollow Road intersection in Cedar City, and NOT including any portion of said intersection. Due to the obliterated portion of old SR-130, mileage will only increase 0.171± miles and will be described as follows: From Royal Hunte Drive east on Cross Hollow Road; northerly on Main Street through Cedar City to Route 21 north of Minersville.

Addition to State Highway SR-130
Iron County

3. These transactions will become effective upon completion of Project No. F-I15-2 (54) 57.
4. The accompanying letter from Cedar City and map (Exhibit "A") will be made part of this resolution.

Dated on this 23rd day of January 2015

UTAH TRANSPORTATION COMMISSION



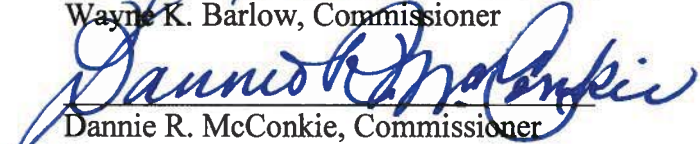
Jeffery D. Holt, Chairman

J. Kent Millington, Vice-Chairman

Meghan Z. Holbrook, Commissioner



Wayne K. Barlow, Commissioner




Dannie R. McConkie, Commissioner

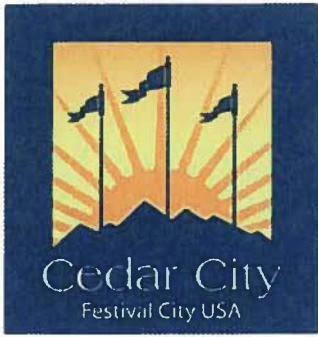


Naghi Zeenati, Commissioner



Gale F. McKeachnie, Commissioner

Attest:
Secretary 



Cedar City

10 North Main Street • Cedar City, UT 84720
435-586-2950 • FAX 435-586-4362
www.cedarcity.org

Mayor
Maile L. Wilson

Council Members
Ronald R. Adams
John Black
Paul Cozzens
Don Marchant
Fred C Rowley

City Manager
Rick Holman

December 17, 2014

Mr. Rick Torgerson-Director
Utah Department of Transportation
Region 4
210 West 800 South
Richfield, Utah 84701

Re: Jurisdictional Transfer of Cross Hollows Road From The Intersection at Royal Hunte Drive Going East Under I-15 to the Intersection of Old SR-91

Dear Mr. Torgerson:

Cedar City agrees to referenced jurisdictional transfer of Cross Hollows Road from the east point of curvatures (P.C.s) of the north and south right of way lines at the Intersection at Royal Hunte Drive going east Under I-15 thru the Intersection of Old SR-91 as shown in the hatched and highlighted area of the attached drawing. It is our understanding that all property included in this jurisdictional transfer is owned by the Utah Department of Transportation (UDOT). It is also Cedar City's understanding that with this transfer UDOT will have maintenance responsibility for all the asphalt, signal lights, drainage system and curb and gutter within the transferred area. We also understand that Cedar City will be responsible for the maintenance of all sidewalks and concrete flat work in the area.

We appreciate you giving us the opportunity to provide input on this matter. Please let me know if you do need anything else.

Sincerely,

Maile Wilson- Mayor
Cedar City

Cc: Rick Holman- City Manager

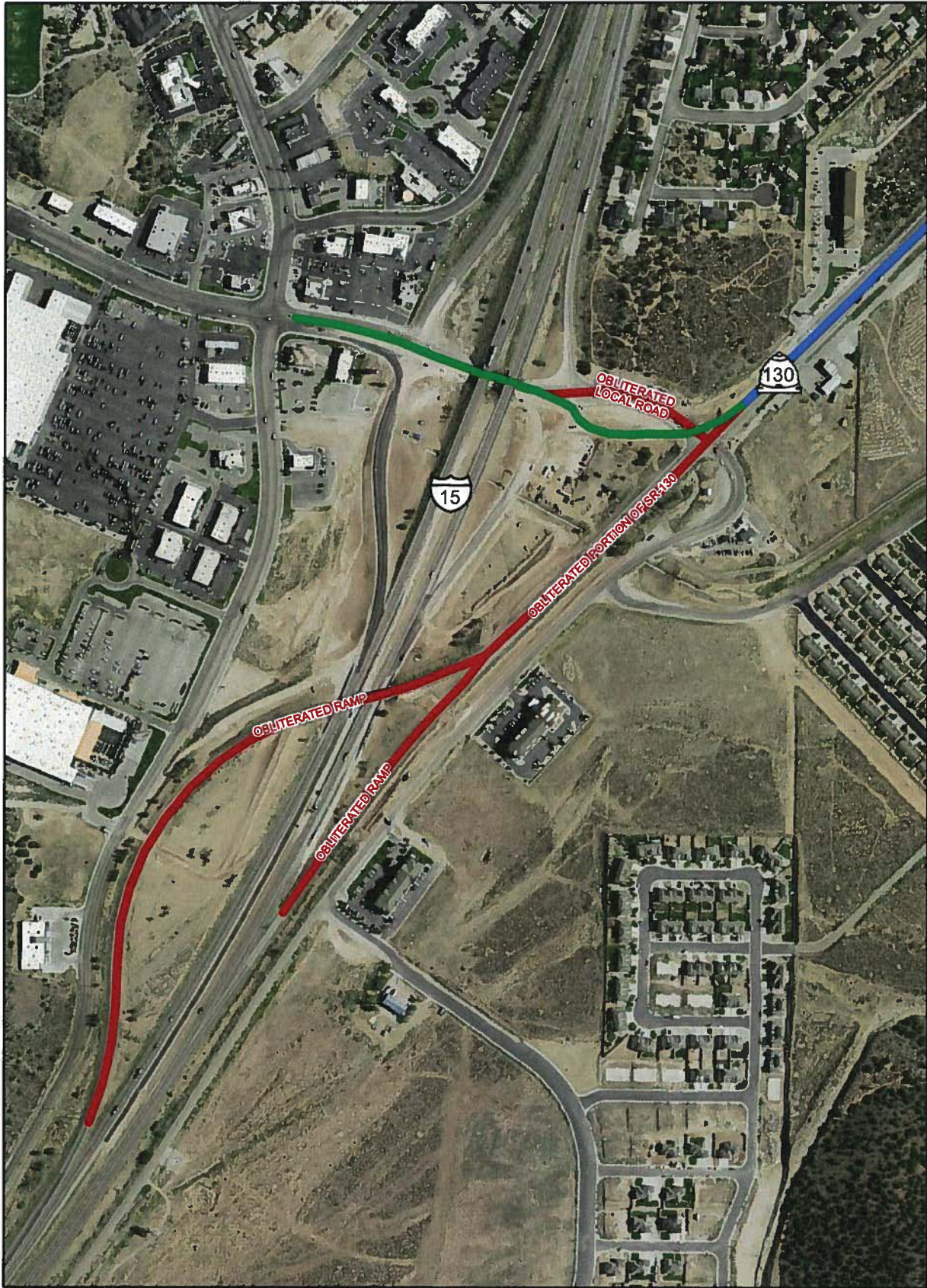
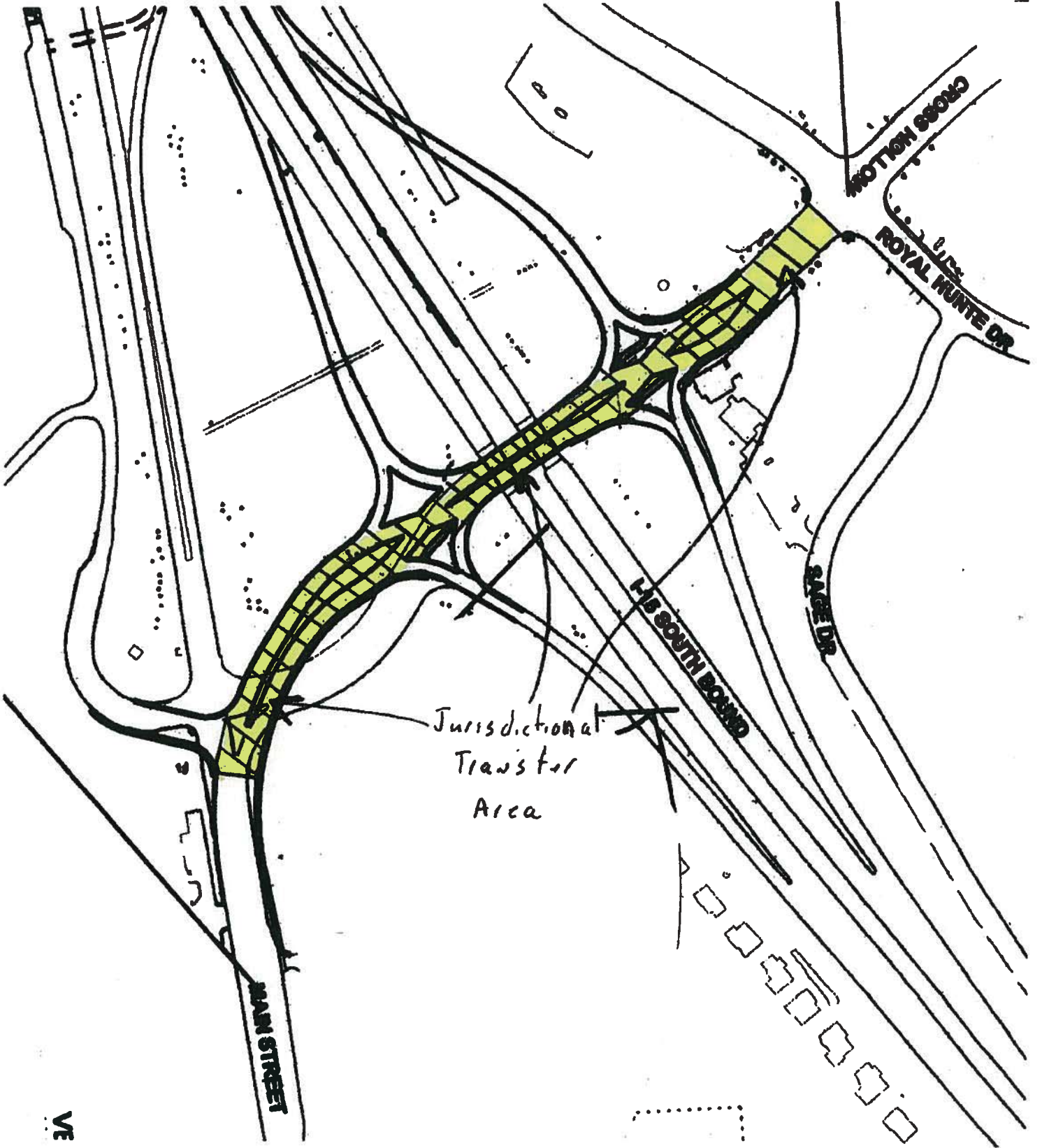


Exhibit 'A'

-  Transferred to State Jurisdiction
-  Obliterated Ramps, Portion of SR-130 and Local Road
-  Current SR-130



VE