

# **Route 143**

*Updated: December 2011*

Parowan via Parowan Canyon to forest boundary June 26, 1933. *Added:* Forest boundary to north boundary of Cedar Breaks National Monument 1953.

## 1953 Description:

From Parowan on Route 1 southerly via Parowan Canyon to the north boundary of Cedar National Monument.

## 1963 Description:

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

From the north boundary of Cedar Breaks National Monument northerly via Parowan Canyon to Route 1 in Parowan.

## **Approved by the 1963 Legislature:**

### **1965 Legislature:**

### **1967 Legislature:**

## 1968 Description:

From the north boundary of Cedar Breaks National Monument northerly via Parowan to the Parowan Interchange.

\*(A) Commission Action May 10, 1968

## **1969 Legislature:**

2.594 miles from Cedar Breaks Junction SR-14 to Cedar Breaks *added* to this route by the **1969 Legislature..** (Prior to 1969 this section was SR-55).

## 1969 Description:

From SR-14 to Cedar Breaks National Monument south boundary and from Cedar Breaks National Monument northerly via Parowan to SR -1 (Interstate 15) north of Parowan.

\*(B)

## **1975 Legislature:**

That portion of SR-143 from Center Street in Parowan north to SR-1 (I-15) re-designated SR-274, SR-143 extended from Center Street in Parowan south via Main Street to 200 South Street, thence west via 200 South to SR -1 (I-15) southwest of Parowan.

## 1975 Description:

From SR -14 to Cedar Breaks National Monument south boundary; and from Cedar Breaks National Monument northerly to 200 South in Parowan; thence west to SR-1 (I-15).

## **1977 Legislature Description:**

From Route 14 to Cedar Breaks National Monument south boundary, and from Cedar Breaks National Monument north boundary northerly and westerly via Parowan to Route 1 (I-15) west of Parowan.

## **Route 143 Cont.**

### **1979 Legislature Description:**

From Route 14 north to Cedar Breaks National Monument south boundary, and from Cedar Breaks National Monument north boundary northerly and westerly via Parowan to Route 15 west of Parowan.

**1981 Legislature:** Description remains the same.

**1983 Legislature:** Description remains the same.

\*(C)

### **1985 Legislature Description:**

From Route 15 west of Parowan easterly via Parowan; thence southerly to Panquitch Lake Road; thence easterly and northerly coincident with the Panquitch Lake Road to Route 89 in Panquitch. (the portion of this route through Cedar Breaks National Monument shall not become part of the State Highway System until the Department of Transportation has been granted a right-of-way easement across the Federal Lands by the proper authorities).

**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 west of Parowan easterly through Parowan, then southerly to the Panguitch Lake Road, then easterly and northerly coincident with the Panguitch Lake Road to Route 89 in Panguitch.

**1995 Legislature:** Description remains the same.

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

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

**1998 Legislature:** Description remains the same.

**1999 Legislature:** Description remains the same.

**2000 Legislature:** Description remains the same.

**2001 Legislature:** Description remains the same.

**2002 Legislature:** Description remains the same.

**2003 Legislature:** Description remains the same.

**2004 Legislature:** Description remains the same.

**2005 Legislature:** Description remains the same.

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

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

**2008 Legislature:** Description remains the same.

**2011 Legislature:** Description remains the same.

\* Refers to resolution index page following.

## **Route 143**

### **COUNTY/VOLUME & RESOLUTION NO.**

**A. Iron Co. 2/29**

**B. Iron Co. 5/29**

**C. Garfield & Iron Co. 7/3**

### **DESCRIPTION OF RESOLUTION CHANGE**

- (A). Extension -** From its present termini in Parowan north via Main Street to the Parowan Interchange
- (B). Re-designation -** From Center Street Parowan, southerly via Main Street to 200 South Street, thence west via 200 South Street to 1-15, southwest of Parowan.
- (C). Addition -** From east boundary Cedar Breaks National Monument, easterly and northerly to SR-89 in Panguitch designated as SR-143, also portion of subject road within boundaries of Monument included as SR-143.

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

R E S O L U T I O N

State Routes 1, 38, 76 and 143 ✓

11-143-2  
 11-1-4  
 11-1-3C  
 11-38-1  
 11-76-1

WHEREAS, to enable the programming of Interstate Construction Projects between Summit and north of Paragonah, with the proper State Route and Federal-aid Route designation and,

WHEREAS, to maintain continuity in the State System of Highways, it is necessary to redesignate a portion of State Route 1, from a point near Summit to a point north of Paragonah and,

WHEREAS, it has been recommended by Mr. C. V. Anderson, District Engineer, that the old alignment of State Route 1 be retained as part of the State System of Highways, and that State Route 143 be extended from its present termini in Parowan north to the Parowan Interchange and,

WHEREAS, the extension of State Route 143 is concurred in by the Parowan City Council and,

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission on 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 alignment to be created by the construction of Interstate Route 15, from a point west of Summit northeasterly to a point north of Paragonah, a distance of 12.5 + - miles, will be designated as a part of State Route 1.

2. That State Route 143 be extended from its present termini in Parowan north via Main Street in Parowan to the Parowan Interchange, a distance of 1.1 + - miles.

RESOLUTION

State Routes 1, 38, 76 and 143

Page 2

3. That the old alignment of State Route 1 from the Summit Interchange to a junction with State Route 143 in Parowan, a distance of 7.6 + - miles, be designated as interim State Route 38, subject to the approval of the Legislature and the U.T.S. Action Committee.

4. That the old alignment of State Route 1 from a junction with State Route 143 in Parowan to the Paragonah Interchange, a distance of 5.2 + - miles, be designated as interim State Route 76, subject to the approval of the Legislature and the U.T.S. Action Committee.

5. That application be made to the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads, to extend Federal-aid Secondary Route 387 from its present termini in Parowan, north via State Route 143 to the Parowan Interchange, and that Federal-aid Primary Route 1 be relocated to traverse Interstate Route 15, from a point near Summit northeasterly to the Paragonah Interchange.

6. That by this action State Highway System mileage will increase 13.3 + - miles, Federal-aid Primary System mileage will decrease 0.8 + - mile, and Federal-aid Secondary mileage will increase 1.1 + - miles.

7. That the letter from Parowan City Council relating their concurrence in the extension of State Route 143 is hereby incorporated as a part of this submission.

8. That the communique from Mr. C. V. Anderson, District Engineer, relating his recommendations concerning the retention of the old alignment of State Route 1 on the State System of Highways is hereby incorporated as part of this submission.

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

RESOLUTION  
State Routes 1, 38, 76 and 143  
Page 3

Dated this 10<sup>th</sup> day of May, 1968.

STATE ROAD COMMISSION OF UTAH

Newton S. Hamilton  
Chairman

Frank Smith  
Commissioner

Clay A. Church  
Commissioner

Bill Smith  
Commissioner

\_\_\_\_\_  
Commissioner

ATTEST:

Ronald A. Zimley  
Secretary

UTAH STATE DEPARTMENT OF HIGHWAYS  
Systems Planning Division

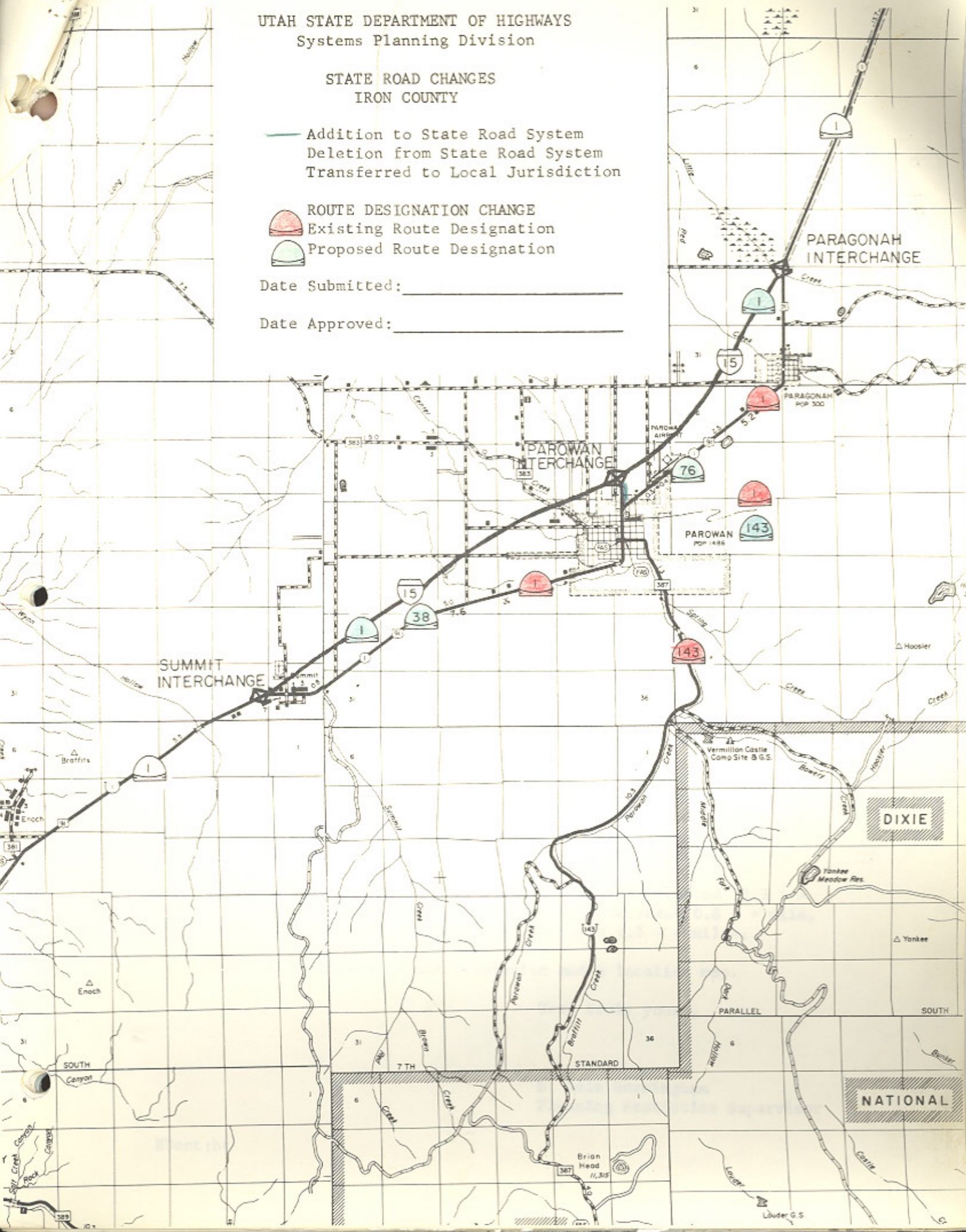
STATE ROAD CHANGES  
IRON COUNTY

— 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: \_\_\_\_\_



UTAH STATE DEPARTMENT OF HIGHWAYS

May 20, 1968

C  
O  
P  
Y  
Mr. Ivan M. Matheson, Chairman  
Iron County Commission  
R.F.D. #1  
Cedar City, Utah 84720

Dear Mr. Matheson:

Subject: Transfer to a new alignment portions of SR-1 to the new alignment of I-15 from Summit to Paragonah, Iron County

Effective May 10, 1968, the State Road Commission adopted a resolution transferring that portion of SR-1 from Summit via Parowan to the I-15 Interchange north of Paragonah to the new alignment of Interstate 15.

That the old alignment of SR-1 from Summit to SR-143 in Parowan be redesignated SR-38 and SR-143 be extended northerly 1.1 + - miles to the Parowan Interchange. That the old alignment of SR-1 from SR-143 in Parowan via Paragonah Interchange be redesignated SR-76.

By this action State Highway mileage will be increased 13.3 + - miles, Federal-aid Primary System mileage will decrease 0.8 + - mile, and Federal-aid Secondary mileage will increase 1.1 + - miles.

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

Very truly yours,

B. Dale Burningham  
Planning Statistics Supervisor

BDent:bt



*Memorandum*

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: April 16, 1968

TO : B. Dale Burningham  
Planning Statistics Supervisor

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

SUBJECT: State Route 1 Redesignation

It is my recommendation that the following sections of State Route 1 be given an interim state route redesignation subject to the recommendations of the Utes Action Committee and pending action of the Utah Legislature:

1. Summit Interchange on Interstate 15 to the junction of U-143 in Parowan. (Center Street)
2. From the junction with U-143 in Parowan (approximately 5th North) via Paragonah to the North Paragonah Interchange on Interstate 15.

It is understood that the section north of Cedar City from the junction of U-130 to Summit, will be transferred to local jurisdiction upon completion of Interstate 15 to Summit.

CVA:vg

# Parowan City Corporation

PAROWAN, UTAH

December 18, 1967

- 
- RALPH S. ORTON, Mayor
  - MORRIS RASMUSSEN
  - D ROBINSON
  - GLEN S. HOLYOAK
  - CHARLES F. BURTON
  - EARL BUNN
- Councilmen
- JOAN L. MORTENSEN, Recorder
  - METTA B. MORTENSEN, Treasurer
  - ORVILLE ISOM, Attorney
  - ROY T. WILKERSON, Marshal

RECEIVED  
DEC 21 1967  
STATE ROAD  
OFFICE  
BRL 5

Utah State Department of Highways  
District #5 Engineer  
Mr. Charles V. Anderson  
880 North Main  
Cedar City, Utah

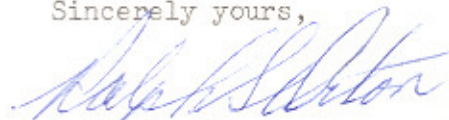
Re: Extension of Highway  
U-143

Dear Mr. Anderson:

Parowan City Council concurs with the recommendations made by the State Highway Department in regards to extending Highway U-143 from its present termini in Parowan, to a point of intersection with Interstate Highway 15 when it is completed through Parowan Valley.

The City Council discussed this extension in our meeting of November 13, 1967, and are in agreement that we should give your office our full cooperation in this matter.

Sincerely yours,



Ralph S. Orton  
Parowan City Mayor

RSO:jm

*Memorandum*

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: September 21, 1967

TO : Charles V. Anderson  
District #5 Engineer

FROM : B. Dale Burningham  
Planning Statistics Supervisor

SUBJECT: State Route and Federal-aid Designations in vicinity  
of Parowan

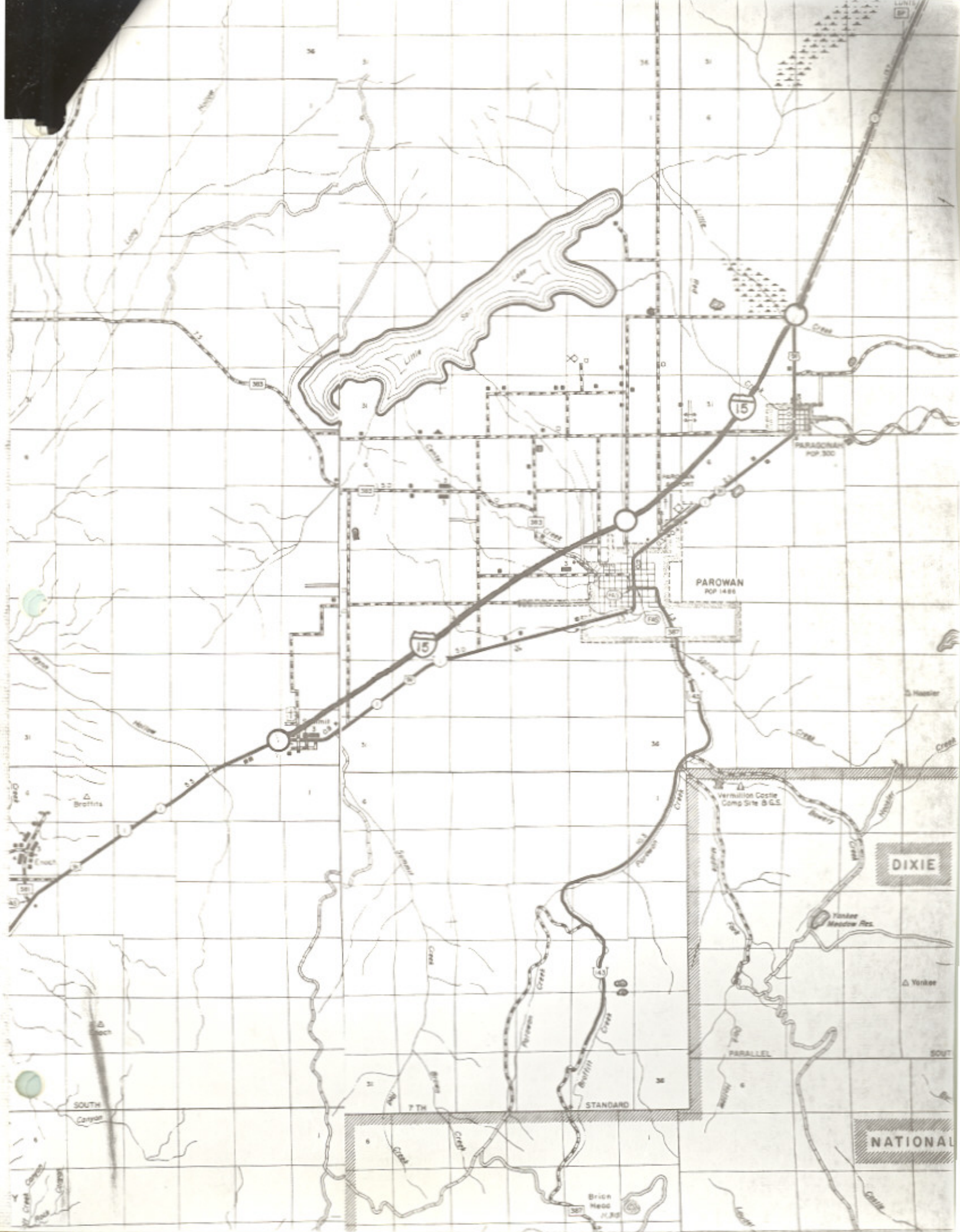
To enable the programming of a connection with I-15, north of Parowan, it is necessary to receive from you, your recommendations documented by letters of concurrence from the local governing agencies.

It has been recommended that State Route 143 be extended from its present termini in Parowan, north traversing a portion of State Route 1 to the Parowan Interchange, with the Federal-aid Secondary Route 387 being extended to traverse this same routing.

By legislative action during the 1967 Legislature, the State Route Statutory designation of 1 is transferred to the alignment of I-15 upon a completion of any segment of this route when it is opened for public use, therefore the disposition of that portion of the old alignment from the Summit Interchange to the Paragonah Interchange should be determined prior to the opening of the Interstate Route between these two points.

We would like to receive your recommendations for presentation to staff at your earliest convenience.

BDB:WDM:blw



## Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: January 2, 1968

TO : Howard Leatham, Engineer for Planning and Programming  
ATTN: Dale Burningham, Planning Statistics Supervisor

FROM : C. V. Anderson, District Five Engineer *C.V.A.*

SUBJECT: State Route and Federal-Aid Designations in the  
Vicinity of Parowan

Enclosed is a letter from the Parowan City Corporation concurring in the recommendation that SR-143 be extended to the north Parowan interchange, with F.A.S. route 387 being extended to traverse this same route.

It is my recommendation that all of old SR-1 from the north Cedar City interchange to the north Paragonah interchange revert to local jurisdiction upon completion of I-15. The Iron County Commission will probably not agree with this recommendation, since they feel that Parowan should have an additional interchange on the south side of the city.

Transfer of these sections is not critical at the present time, so it is probably better to request concurrence from the Iron County Commission when needed.

CVA:vg  
Enclosure



# Office Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

TO : Dale Burningham, Chief Research Engineer

DATE: March 17, 1965

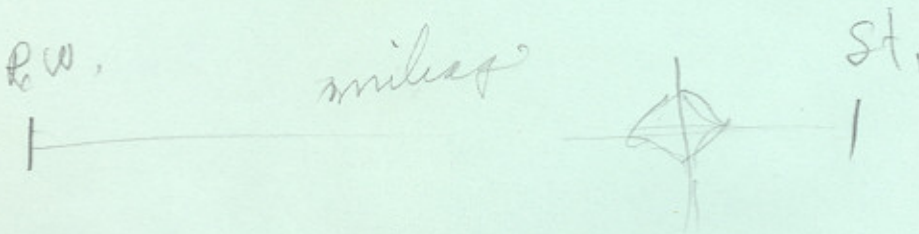
FROM : J. Edward Johnston, Deputy Director of Highways - Planning & Traffic

SUBJECT: S-0387(4) Parowan Connection

Please note Mr. Anderson's memorandum of March 16 in regard to the Parowan Connection. Prepare the necessary resolution for placing this connection on the State system.

Also, see me about placing on the State system, a connector road on 5300 South; 7200 South; and 90th South in Salt Lake County.

JEJ/em  
Attachment



# Office Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

TO : J. Edward Johnston, Deputy Director, Planning &  
Traffic Division

DATE: March 16, 1965

FROM : W. L. Anderson, Chief Planning and Programming Engineer



SUBJECT: S-0387(4) Parowan Connection

Approximately .4 mile of approach road will be required to connect present road to interchange with I-15 at Parowan.

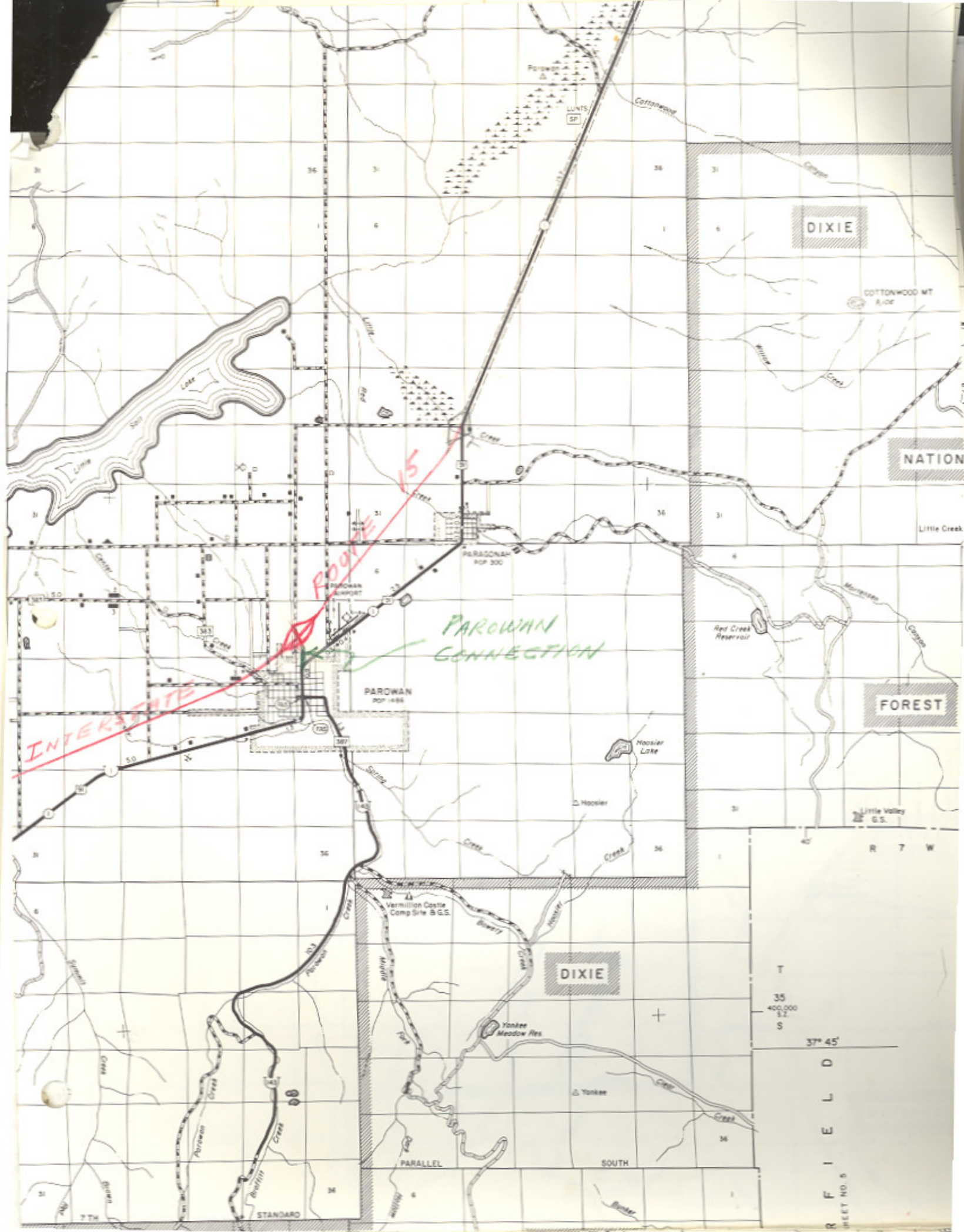
This will require the addition of this section to the State Road System and Federal Secondary System.

It is suggested the FAS 387 from Parowan Canyon be extended to the interchange and also follow the present US 91 from Parowan through Paragonah to interchange at North Paragonah.

The present US 91 from Parowan to Summit should be abandoned as State road and revert to County.

WLANDERSON/ds

cc/Dale Burningham  
John Homer



DIXIE

NATION

FOREST

DIXIE

INTERSTATE

ROUTE 15

PAROWAN CONNECTION

COTTONWOOD MT  
8,100'

Little Creek

Red Creek Reservoir

Hoosier Lake

Little Valley  
G.S.

PAROWAN  
POP 496

PANGUITCH  
POP 200

Vermilion Castle  
Camp Site B.G.S.

Yankee  
Meadow Res.

T  
35  
400,000  
S.L.  
S

37° 45'

R F I E L D  
SHEET NO. 5

R 7 W

PARALLEL SOUTH

STANDARD

7TH



UTAH STATE DEPARTMENT OF HIGHWAYS  
Systems Planning Division

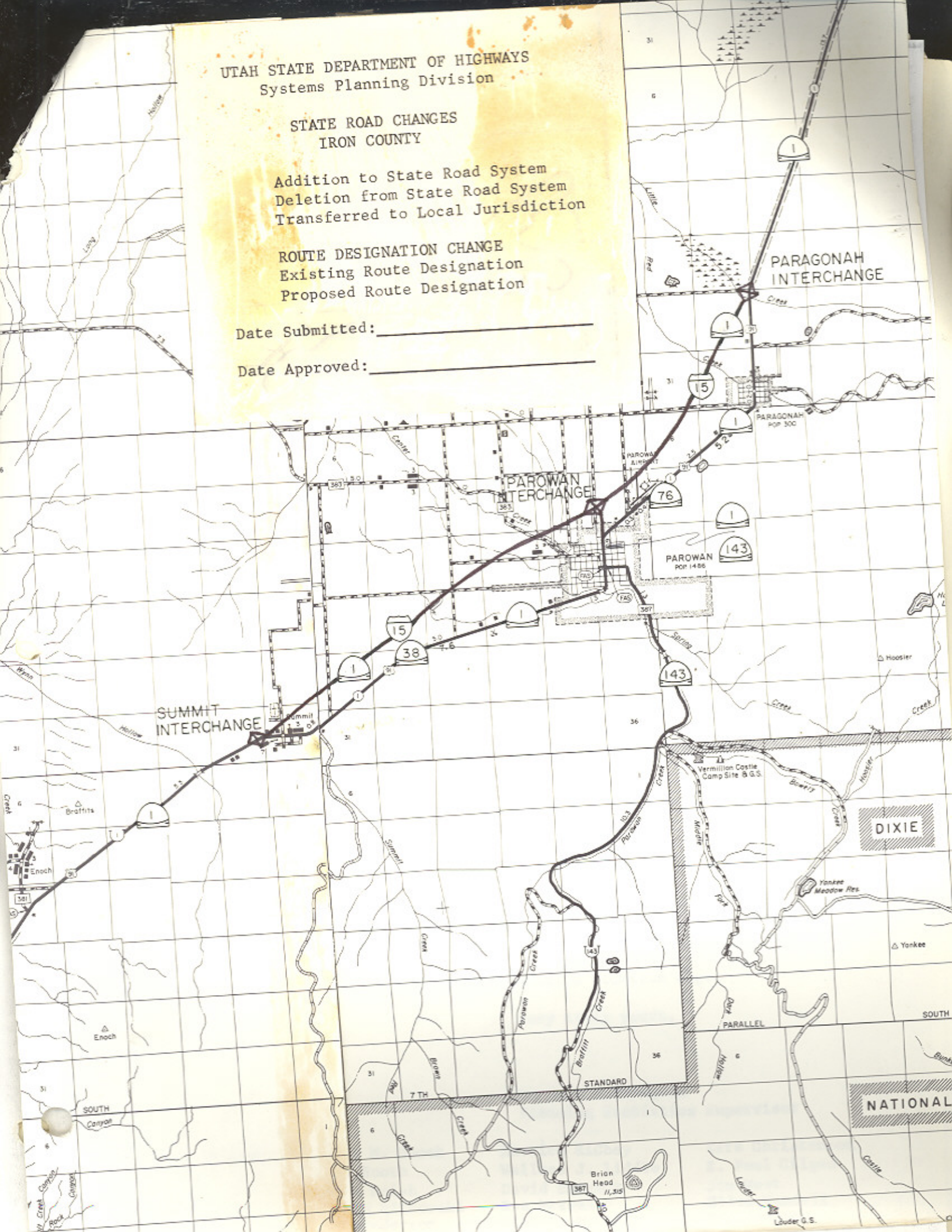
STATE ROAD CHANGES  
IRON COUNTY

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: \_\_\_\_\_



UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham

Same letter sent to: Ivan M. Matheson  
Norm Hancock

Resolution & Location Maps  
sent to:

Robert Kirby, BPR  
W. L. Anderson  
Bruce Fjeldsted  
Keith Rosevear  
Ken Riddle  
Ralph Murdock  
Janiel Little  
John W. Homer  
Dean R. Steed  
Chauncey Powis  
Evelyn Crill

(continued below)

May 20, 1968

C  
O  
P  
Y  
The Honorable Ralph S. Orton  
Mayor of Parowan City  
Parowan City Corporation  
Parowan, Utah 84761

Dear Mayor Orton:

Subject: Transfer to a new alignment portions of SR-1 to the new  
alignment of I-15 from Summit to Paragonah, Iron County

Effective May 10, 1968, the State Road Commission adopted a  
resolution transferring that portion of SR-1 from Summit via Parowan  
to the I-15 Interchange north of Paragonah to the new alignment of  
Interstate 15.

That the old alignment of SR-1 from Summit to SR-143 in Parowan  
be redesignated SR-38 and SR-143 be extended northerly 1.1 + - miles  
to the Parowan Interchange. That the old alignment of SR-1 from  
SR-143 in Parowan via Paragonah Interchange be redesignated SR-76.

By this action State Highway mileage will be increased 13.3 + -  
miles, Federal-aid Primary System mileage will decrease 0.8 + - mile,  
and Federal-aid Secondary mileage will increase 1.1 + - miles.

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

Very truly yours,

B. Dale Burningham  
Planning Statistics Supervisor

P  
Charles Bertolina  
Robbin Hood  
Harold Brown  
David Greenwood  
Lucy Ann Bean

Porter M. Gooch  
James Booth  
Robert Walsh  
Lillian Witkowski  
Garn Henderson

Maurice Richey  
Wallace J. Liddle  
David Sargent  
Eva McEwan  
Alex E. Mansour

Ezra Christensen  
E. Paul Gilgen  
Jim West  
Ellen Wandell  
Don Jensen

State  
File

274 &  
Est-26  
Iron Co. 29

11-383 (Local FAS)  
11-38-1  
11-143-3  
11-143-4  
11-274-1

Disposition of Portion of Highways Realigned,  
Sec. 27-12-29 and Designation of State Highways  
in Cities and Towns, Sec. 27-12-30, UCA, 1953,  
As Amended

R E S O L U T I O N

State Routes 38, 143 and 274

Collector Road 26

WHEREAS, the completion of Projects I-15-2(6)71 and S-0387(4) has  
resulted in the construction on new alignment, a section of new roadway, and

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

WHEREAS, it has been recommended by Mr. Alex E. Mansour, District  
#5 Engineer, and concurred in by the Iron County Commission and the Parowan  
City Commission, that State Route 38 from Summit northeasterly to 200 South  
Street in Parowan be transferred to their respective jurisdiction. This  
action pending Legislative approval, and

WHEREAS, the portion of State Route 143 from Center Street in  
Parowan north to I-15 be redesignated as State Route 274, and

WHEREAS, State Route 143 be rerouted from Center Street in Parowan  
south via Main Street to 200 South Street, thence west via 200 South Street to  
I-15 southwest of Parowan, and

WHEREAS, this will delete that portion of Collector Road 26 from  
I-15 via 200 South Street to Main Street in Parowan, a distance of 2.5 + - miles.

NOW THEREFORE, pursuant to the Authority of Sections 27-12-29 and  
27-12-30, UCA, 1953, as amended, it is hereby resolved as follows:

Pending Legislative approval that State Route 38 from Summit north-  
easterly to 200 South Street in Parowan be transferred to the jurisdiction  
of Iron County and Parowan City respectively, then that portion of State  
Route 143 from Center Street in Parowan north to I-15 be redesignated as State

38, 143  
2

RESOLUTION

State Routes 38, 143 and 274

Collector Road 26

Page 2

Route 274 and that State Route 143 be extended from Center Street in Parowan south via Main Street to 200 South Street, thence west via 200 South Street to I-15 southwest of Parowan,

That the relocation of State Route 143 will result in the deletion of that portion of Collector Road 26 from I-15 easterly to Parowan,

That by this action State Highway System mileage will decrease 5.0 + - miles, Iron County "L" System mileage will increase 6.0 + - miles, and Parowan City "C" System mileage will decrease 2.0 + - miles,

That this action will become effective upon the adoption of the State Highway Bill by the 1975 Legislature pertaining to the deletion of State Route 38 from the State System of Highways,

That the letters from Iron County and Parowan City relating their concurrence in the roads to be transferred to their respective jurisdiction be hereby incorporated as a part of this submission,

That the map showing the roadways to be relinquished are hereby incorporated as a part of this submission.

Dated this 10<sup>th</sup> day of January, 1975.

STATE ROAD COMMISSION OF UTAH

B. LaSalle Cox

Chairman

Wayne A. Winter

Vice-Chairman

Clem H. Church

Commissioner

RESOLUTION  
State Routes 38, 143 and 274  
Collector Road 26  
Page 3

*Samuel Taylor*  
Commissioner

\_\_\_\_\_  
Commissioner

ATTEST:

*Ernest A. Zerby*  
Secretary

Parowan City Corporation  
PAROWAN, UTAH

- 
- KENDALL O. GURR, Mayor
  - JAMES L. BENSON
  - ROY BENSON, JR.
  - EARL BUNN
  - RICHARD Y. HARRIS
  - GALE STOLK  
Councilmen
  - DENNIS A. LOWDER, Recorder
  - WANDA H. BENSON, Treasurer
  - ORVILLE ISOM, Attorney
  - GARY ADAMSON
  - RICHARD C. EVANS  
Police Officers
  - EARL SMITH  
Justice of the Peace

November 15, 1974

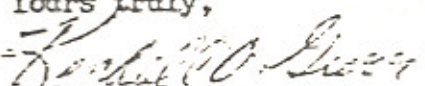
Utah State Department of Highways  
P.O. Box 1009  
Cedar City, Utah 84720

Attn: - Alex E. Mansour, P.E.  
District Engineer

Gentlemen:

Parowan City Corporation recommends that 200 South Street in Parowan, from the west City Limits easterly to Main Street, be placed on the State Highway System and that all of old U.S. 91 from 200 South Street southerly to the City Limits be made a part of the City Street System. The City also recommends that the westerly extension of 400 North Street in the vicinity of I-15 be placed on the City Street System. The "C" mileage should be adjusted in accordance with the revisions.

Yours truly,

  
Kendall O. Gurr, Mayor  
Parowan City Corporation

COMMISSIONERS

KEITH T. SMITH  
CHAIRMAN

EVAN M. MATHESON

GLEN HALTERMAN

CLAIR HULET  
CLERK & AUDITOR

# Iron County

PAROWAN, UTAH 84761

LAMAR G. JENSEN  
TREASURER

H. DEE WHITE  
ASSESSOR

JOAN W. WAGDEN  
RECORDER

IRA SCHOPPMAN  
SHERIFF

HANS C. CHAMBERLAIN  
ATTORNEY

December 1, 1974

Mr. Alex Mansour, District Engineer  
Utah Highway Department  
North Main  
Cedar City, Utah 84720

Dear Mr. Mansour:

It would seem to be in keeping with a former understanding with the Utah Highway Department, for us at this time, to respectfully request that the Department take over and assume future maintenance of the Highway running from the South Parowan Interchange to Parowan Main Street, VIA second South.

Your favorable action will be appreciated.

Very truly yours,

BOARD OF IRON COUNTY COMMISSIONERS

By



Clerk

CH:ch

RECEIVED  
DEC 5  
DEPARTMENT  
OF HIGHWAYS UTAH

COMMISSIONERS

KEITH T. SMITH  
CHAIRMAN

IVAN M. MATHESON

GLEN HALTERMAN

CLAIR HULET  
CLERK & AUDITOR

# Iron County

PAROWAN, UTAH 84761

LAMAR G. JENSEN  
TREASURER

H. DEE WHITE  
ASSESSOR

JOAN W. WARDEN  
RECORDER

IRA SCHOPFMAN  
SHERIFF

HANS G. CHAMBERLAIN  
ATTORNEY

December 2, 1974

Mr. Alex Mansour, District Engineer  
Utah State Highway Department  
North Main  
Cedar City, Utah 84720

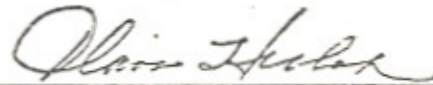
This to confirm an oral committment recently made to you, wherein we agreed to have added to the Iron County Road System those roads identified in red on the attached exhibit, Schedule 'A,' which roads are no longer necessary to the State system in Iron County, due to the construction of Interstate 15.

Trusting this will complete your record in the matter, we are,

Very truly yours,

BOARD OF IRON COUNTY COMMISSIONERS

By

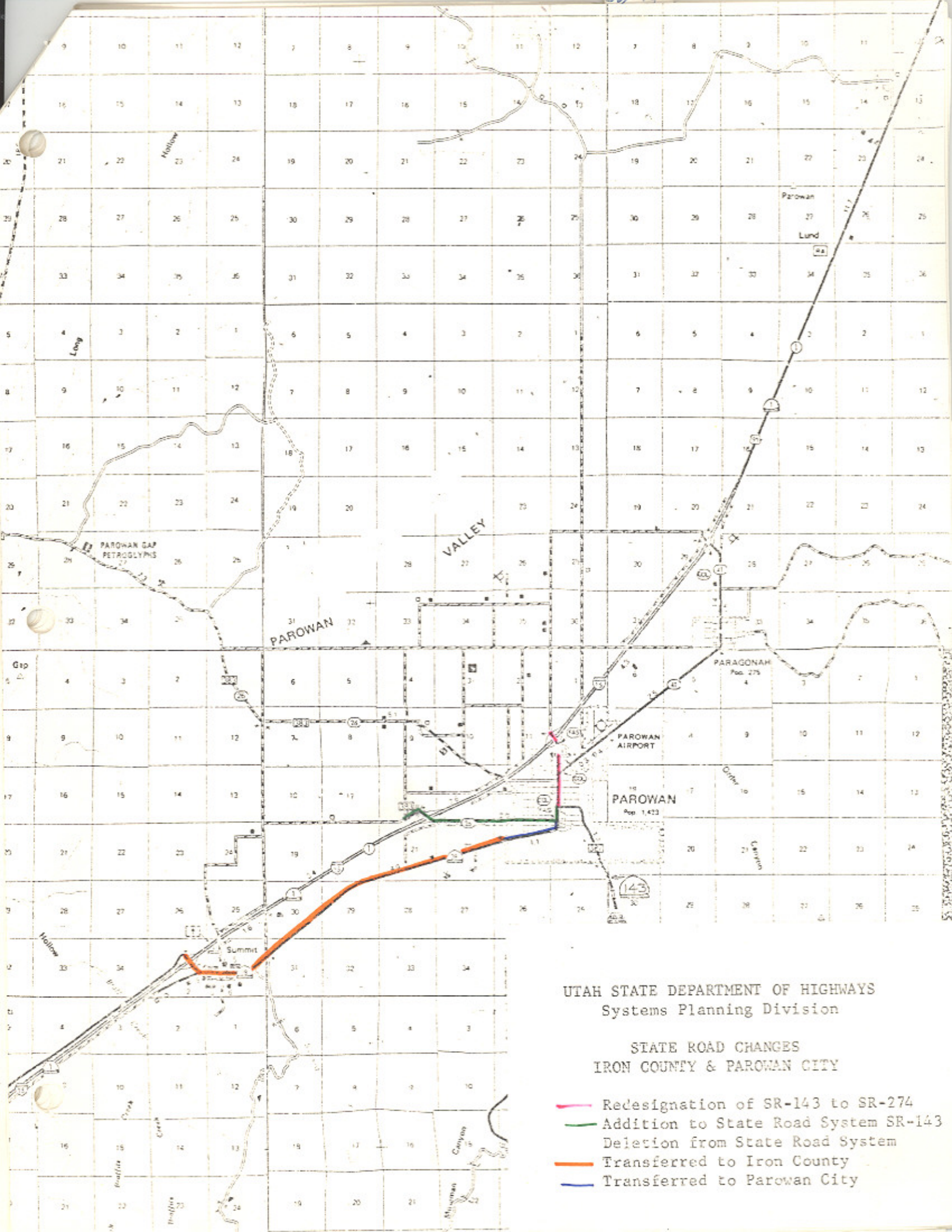


Clerk

CH:ch

RECEIVED  
DEC 3 1974  
DEPARTMENT  
OF HIGHWAYS





UTAH STATE DEPARTMENT OF HIGHWAYS  
Systems Planning Division

STATE ROAD CHANGES  
IRON COUNTY & PAROWAN CITY

- Redesignation of SR-143 to SR-274
- Addition to State Road System SR-143
- Deletion from State Road System
- Transferred to Iron County
- Transferred to Parowan City

SR's  
38, 143

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming  
Same letter sent to: Keith T. Smith, Chairman, Iron County Commission

Information sent to : Alex E. Mansour, District #5 Engineer

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

January 16, 1975

C

The Honorable Kendall O. Gurr  
Mayor of Parowan  
Parowan City Offices  
Parowan, Utah 84761

O

Dear Mayor Gurr:

Subject: Additions and Deletions to State Road System in Iron County

P

On January 10, 1975, the State Road Commission of Utah adopted a resolution to extend State Route 143, redesignate a portion of State Route 143 as State Route 274, revise Collector Road 26 and the deletion of State Route 38. The alignment of State Route 38 will be transferred to the jurisdiction of Parowan City and Iron County as described in the enclosed resolution.

Y

This action will be effective upon Legislative approval deleting State Route 38 from the State System of Highways.

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

Very truly yours,

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

Enclosure

## RESOLUTION

*original*

Addition to and relocation of State Route 143  
Redesignation of portion of State Route 143 to State Route 148

WHEREAS, it has been recommended by the officials of Garfield and Iron Counties that State Route 143 be extended from Cedar Breaks National Monument north boundary easterly traversing the roadway within Cedar Breaks to the east boundary, a distance of 1.21 ± miles, then easterly and northerly coincident with the Panguitch Lake Road to State Route 89 in Panguitch a distance of 31.22 ± miles, and

WHEREAS, the Utah Transportation Commission and local officials concur in this action,

NOW, THEREFORE, contingent upon agreement by Iron and Garfield Counties to provide funding for snow removal during the winter of 1984-85 be it resolved as follows:

1. That in accordance with Section 27-12-27 of the Utah Code, Annotated, 1953, the roadway from the east boundary of Cedar Breaks National Monument, easterly and northerly coincident with the Panguitch Lake Road to State Route 89 in Panguitch be added to the State System with an interim designation of State Route 143.

2. That the portion of the subject road within the boundaries of Cedar Breaks National Monument be included as a part of State Route 143 at such time as the Utah Department of Transportation has been granted a right-of-easement across the federal lands by the proper authorities.

3. That by this action the present portion of State Route 143 from State Route 14 north to the south boundary of Cedar Breaks National Monument be redesignated as State Route 148.

4. That these revisions be included in the Master Highway Bill to be submitted to the next Legislature.

5. That application be made to the Federal Highway Administration to extend Federal-aid Secondary Route 393 from its present termini at Cedar Breaks east boundary west to a junction with Federal-aid Primary Route 32.

6. That by this action State Highway System mileage will increase 32.43± miles.

7. That the accompanying map and documents be hereby incorporated as a part of this submission.

RESOLUTION  
Addition to and relocation of State Route 143  
Redesignation of portion of State Route 143 to State Route 148

Dated this 9th day of November, 1984.

UTAH TRANSPORTATION COMMISSION

[Signature]  
Chairman

[Signature]  
Vice-Chairman

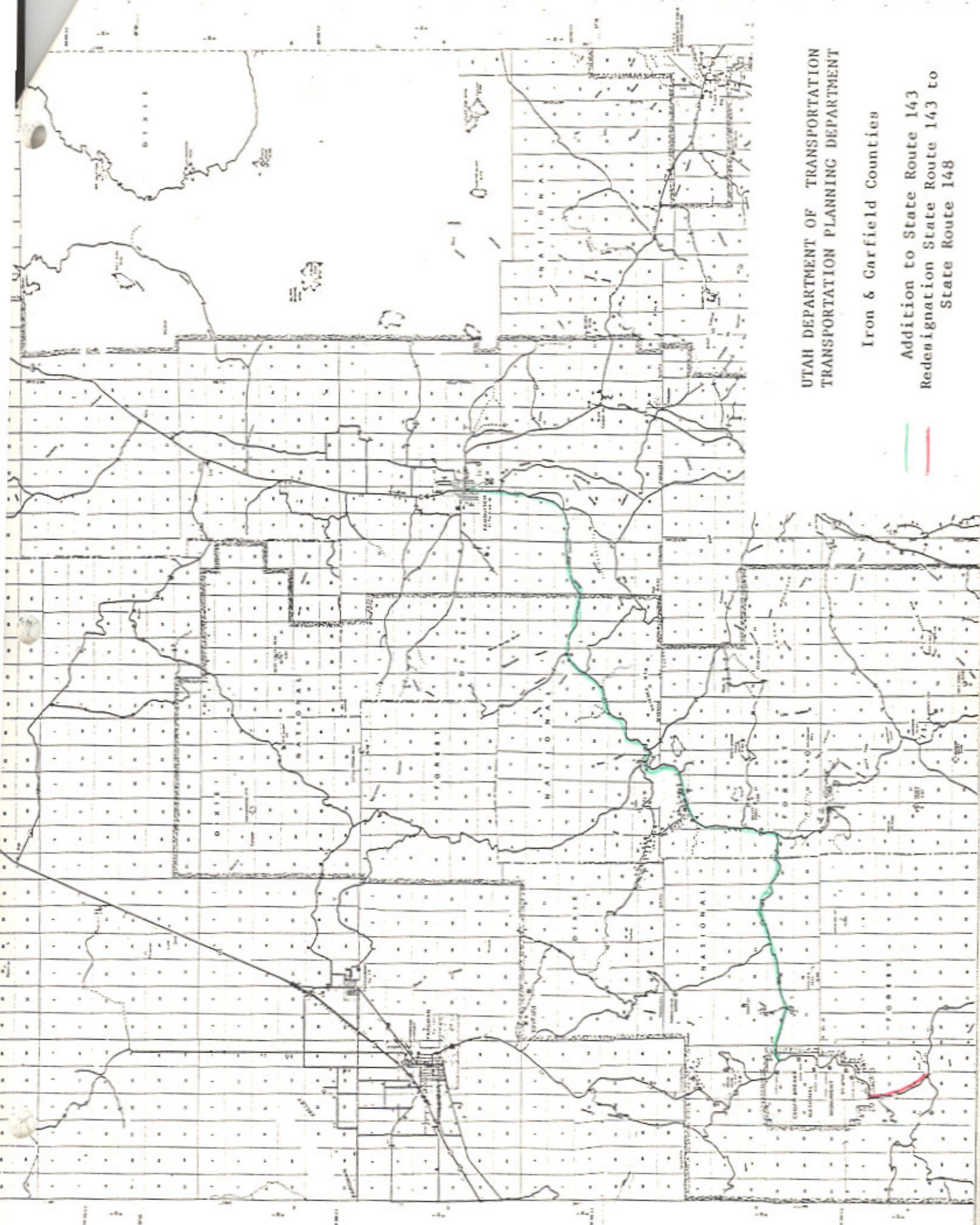
[Signature]  
Commissioner

[Signature]  
Commissioner

[Signature]  
Commissioner

Attest:

[Signature]  
Secretary



UTAH DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION PLANNING DEPARTMENT

Iron & Garfield Counties

Addition to State Route 143  
 Redesignation State Route 143 to  
 State Route 148



October 19, 1984

Mr. Clem Church  
Utah State Road Commission  
Salt Lake City, UT

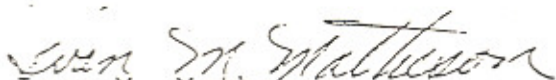
Dear Clem:

I am writing this letter to request the State Highway Department take the responsibility and ownership of Highway from Panguitch to Brianhead via Panguitch Lake. Over the past few years, we have had some controversy and some problems because of all of the entities involved in the snow removal and the upgrading of that road. When you have Brianhead Town, Iron County, Garfield County and the National Parks Service all involved in a short section of road, it becomes almost impossible to maintain and clear that road properly. It is very, very important to Southern Utah that this road be opened and properly maintained, not only for service to our local people and employment opportunities, but also for tourism from the Phoenix area. In the winter, many people come to ski from the Phoenix area. If they travel I-15 up through Las Vegas, Utah will lose one or two days of their travel. Brianhead has doubled in the last year and will double again in the next two years, and travel from Phoenix is increasing at at least the same rate.

In summary let me say again, for the travel of the local people or employees from Garfield and Kane Counties, for winter fishing for the residents of Iron and Garfield Counties, for increased tourism from the Phoenix area, I highly recommend that this road be put in the State system. It is my understanding that Brianhead, Iron County and Garfield County will reimburse the State for the mile and one half section that goes through the Park until final negotiations can be made with the National Parks Service.

Thank you.

Sincerely,

  
Ivan M. Matheson  
Utah State Senator

October 19, 1984

Mr. Clem Church  
Utah State Road Commission  
Salt Lake City, UT

Dear Clem:

This letter is being written as a formal request that the Utah State Highway Department assume the responsibility and ownership of Highway from Panguitch to Brianhead via Panguitch Lake. This particular road has been a source of controversy for a number of years because of all of the entities involved in the maintenance and snow removal on this road. You realize that Iron County, Brianhead Town, Garfield County and the National Parks system are all involved in this short section of road, and it has become almost impossible to take care of this road properly. Let me emphasize how important the proper maintenance of this road is to the entire Southern Utah area, not only to serve the needs of our local people, but also so far as tourism is concerned, particularly from the Phoenix area. We have many, many people from Phoenix who come to Brianhead to ski in the winter, and if they come up I-15 through Las Vegas, we stand to lose a day or possibly two days of their travel. With the development which is taking place at Brianhead at the present time, it is probable that travel from the Phoenix area will double in the next two years, and this makes that road even more important to this end of the State.

For the above stated reasons, it would be my recommendation that this road be included in the State system. I have understood that Brianhead, Iron County and Garfield County will agree to reimburse the State for the one and one-half mile section which goes through the Park until a final agreement can be reached with the National Parks Service.

Thank you for your consideration.

Sincerely,

*Haze Hunter*  
Representative Haze Hunter  
District 72)

COMMISSIONERS

DEE G. COWAN  
CHAIRMAN

JAMES C. (Jim) ROBINSON

LOUIE P. TONG

CLAIR HULET  
CLERK

LAMAR G. JENSEN  
TREASURER

Iron County

PAROWAN, UTAH 84761

STEVEN GRIMSHAW  
ASSESSOR

CORA J. HULET  
RECORDER

IRA SCHOPPMANN  
SHERIFF

SCOTT JAY THORLEY  
ATTORNEY

DENNIS LOWDER  
AUDITOR

October 23, 1984

Mr. Clem Church  
Utah State Road Commission  
Salt Lake City, Utah

Dear Clem:

On behalf of the Iron County Commission, I would like to request that the State Highway Department assume the responsibility and ownership of the Highway from Panguitch to Brianhead via Panguitch Lake. During the past few years, as you are probably aware, we have had a great deal of controversy and some problems over the snow removal and upgrading of that road. You are probably aware, also, that four entities are involved in this relatively short section of highway, Iron County, Garfield County, Brianhead Town, and the National Parks system, and it has become almost impossible to properly maintain and clear that road. This road is an integral part of Southern Utah and very important to tourism in this end of the state as well as to local travel for the people who are employed at Brianhead, particularly from Garfield County. We have a very large number of people who come to Brianhead to ski from the Phoenix area, and when you consider that the only other alternative route for them to take from Phoenix to this area is through Las Vegas, because of the extra travel time involved, Utah is losing some valuable dollars. Brianhead has doubled in the last year, and we anticipate that it will continue to grow, as will the traffic from Phoenix.

It would be my strong recommendation that the State incorporate this highway into their present system, and we would appreciate your consideration of this matter at this time.

Sincerely,



Dee Cowan, Chairman  
Iron County Commission



38-148  
THE TOWN OF BRIAN HEAD  
P.O. BOX 68  
Brian Head, Utah 84719  
801/677-2029


RESOLUTION NO. 155

IT IS HEREBY RESOLVED by the Brian Head Town Council, County  
of Iron, State of Utah, to:

Support all efforts by Iron County, Garfield County, or any other  
group or organization to Place "Panguitch Road", paved road from  
junction of Utah Route 143 to U.S. Route 89, under the Utah  
Department of Transportation's jurisdiction.

  
\_\_\_\_\_  
REX EMENEGGER, Mayor

Attest:

  
\_\_\_\_\_  
STEVE WILLIAMS, Town Clerk

Voting For: 5

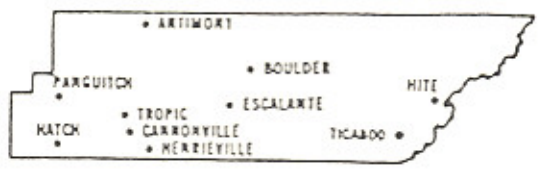
Voting Against: 0

SEAL

FILE  
Records  
5C-14 E  
5A-148

# GARFIELD COUNTY

COUNTY COMMISSION  
George Middleton, Chairman  
Guy W. Thompson  
H. Dell LeFevre  
Edra Miller, Clerk



Tom Simkins, Assessor  
Patrick B. Nolan, Attorney  
Mamie D. Hatch, Recorder  
Merle Stowell, Treasurer  
Vic Middleton, Sheriff  
John W. Yardley, Justice of the Peace

PANGUITCH, UTAH 84759

October 23, 1984

Mr. Clem Church  
Utah State Road Commission  
Salt Lake City, Utah

Dear Clem:

Please consider this letter a formal request that the State Highway Department take over the responsibility and ownership of Highway from Panguitch to Brianhead via Panguitch Lake. We have a number of people from our County employed at Brianhead, and it would certainly be a great service to them to have this road maintained and properly cleared. This road is also a natural winter tourist route, particularly for people coming to the area from Phoenix, and it is my feeling that Utah is losing many valuable tourist dollars by not providing this direct route from the Phoenix area and in fact causing these people to leave these dollars elsewhere and they travel an extra day or two coming through Las Vegas along I-15.

Negotiations are scheduled with the National Parks Service, Iron County and Garfield County with the meeting to take place at the Iron County Commission Chambers on October 25, 1984 at 1:30 p.m. We hope that you will consider this very important matter and that the State will assume the ownership and responsibility of this highway.

Thank you for your help.

Sincerely,

George Middleton, Chairman  
Garfield County Commission

GM/to

Received  
50-432  
5R-148

October 19, 1984

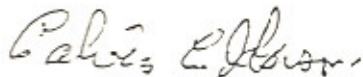
Mr. Clem Church  
Utah State Road Commission  
Salt Lake City, UT

Dear Clem:

As a member of the Kane County Commission, I am writing to request that the State Highway Department take over the responsibility and ownership of Highway which runs from Panguitch to Brianhead via Panguitch Lake. This has been a controversial section of highway in the past and there have been a lot of problems involved in the snow removal and upgrading of the road. It is extremely important that this road remain open and properly maintained, not only for the local people who are employed in the area, but also for the tourists who may come to the area to ski. A number of people from the Phoenix area, particularly, come to Brianhead to ski, and this appears to be a more direct route for them to take rather than coming via I-15 through Las Vegas, with a day or two extra travel time involved.

We would appreciate your consideration of this matter, and thank you in advance for any help you might be able to give.

Sincerely,



Calvin Johnson  
Kane County Commission

RESOLUTION

Moratorium on State Highway System Revisions

WHEREAS, the Utah League of Cities and Towns and the Utah Association of Counties are proposing a comprehensive study analyzing highway responsibility, functional classification, funding sources and money distribution formulas, and

WHEREAS, the Utah Transportation Commission recommends support of the study to begin in 1986, and

WHEREAS, there is a definite need to establish criteria for the addition and deletion of roadways or proposed roadways to the State System of Highways

NOW, THEREFORE, be it resolved as follows:

That a moratorium on State Highway System additions be in effect until the completion of the proposed study.

That the only exceptions to this moratorium will be those roadway connections built to assure proper function of the Interstate System and existing routes built on new alignment.

Dated this 13th day of December, 1985.

UTAH TRANSPORTATION COMMISSION

Samuel J. Taylor  
Chairman

Wayne S. Linton  
Vice-Chairman

Clem H. Church  
Commissioner

B. LaDawn Cox  
Commissioner

Joe J. Weston  
Commissioner

Attest:

Alma S. Anderson  
Secretary

Changes in State Routes

Approved by the 1985 Legislature

Route	Location		Date of Commission Resolution	Highway Code Section	Action Taken
	County	Area			
93	Davis	400 East Street in North Salt Lake	8/24/84	27-12-27	Deletion of that portion of SR-93 from SR-89 north to 2600 South Street, a distance of 0.43 mile.
140 & 287	Salt Lake	Bluffdale Road	10/12/84	27-12-27	Addition of Bluffdale Road from SR-68, Redwood Road, east to the on and off ramps on the east side of SR-15 and by this action redesignate that portion of SR-287 on the Bluffdale Road connection to SR-15, a distance of 2.36 mi.
143 & 148	Iron & Garfield	Cedar Breaks National Monument and Panguitch Lake Road	11/9/84	27-12-27	Add Panguitch Lake Road from Cedar Breaks to Panguitch as part of SR-143, a distance of 32.43 miles. Redesignate SR-143 south of Cedar Breaks as SR-148.
167	Morgan & Weber	Trappers Loop Road	12/7/84	27-12-27	Add Trappers Loop Road from Mountain Green northerly to route 39 south of Huntsville, a distance of 10.00+ miles.
219	Washington	Main St. in Enterprise	9/28/84	27-12-27	Addition of Main St. in Enterprise connecting to SR-18, a distance of 1.30 miles. (Exchange for Gunlock Rd. SR-307)
224	Summit	Park City	11/9/84	27-12-29	Relocate SR-224 between MP 14.31 and MP 15.73 to be coincident with Snow Country Drive in Park City, a distance of 1.45 mile.

Changes in State Routes  
 Approved by the 1985 Legislature

Route	Location		Date of Commission Resolution	Highway Code Section	Action Taken
	County	Area			
247	Utah	Center Street in Orem	12/7/84	27-12-28	Transfer former location on Park Avenue, 7th St. and Heber Ave. to Park City, a distance of 1.42 miles as a result of new construction. (Does not change description in law.)
307	Washington	Gunlock Lake State Park	9/28/84	27-12-27	Deletion of SR-307 in its entirety, a distance of 0.22 mile. (Exchange for Enterprise Main St. SR-219)
317	Salt Lake	UDOT/DPS Complex	2/4/83	27-12-17	Assign State Route number to roads and parking areas at complex, a distance of 1.62 miles.
189	Summit	Wanship, northeasterly to route 80			Revise route description (technical correction)  Extend route to off ramp from route 80, northeast to Wanship.
					Net addition 45.05+ miles.