

Route 319

Updated: December 2011

* (A) Commission Action November 3, 1989:

Added to the State System of Highway roadway from a junction with the southbound on and off ramps of SR-40 Mayflower Interchange traversing in a southeasterly direction 0.44 miles, thence proposed roadway to the proposed boat ramp at the Jordanelle Reservoir Recreation site, a distance of 0.99 miles.

1990 Legislature Description:

From southbound on and off ramps Mayflower Interchange southeasterly to the end of constructed road; thence via proposed road to a point where the boat ramp at the proposed Jordanelle State Park will begin.

1992 Legislature: Description remains the same.

1993 Legislature: Description remains the same.

1994 Legislature: Description remains the same.

1995 Legislature: Description remains the same.

1996 Legislature: Description remains the same.

1997 Legislature: Description remains the same.

1998 Legislative Description:

From southbound on and off ramps Mayflower Interchange southeasterly to the end of constructed road; then via proposed road to a point where the boat ramp at the Jordanelle State Park will begin.

1999 Legislature: Description remains the same.

2000 Legislature: Description remains the same.

2001 Legislative Description:

From the southbound on and off ramps of Route 40, Mayflower Interchange southeasterly to the Jordanelle State Park fee station.

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 319

COUNTY/VOLUME & RESOLUTION NUMBER

A. Wasatch Co. 8/1

DESCRIPTION OF RESOLUTION CHANGE

(A). Addition - New Roadway from on & off ramps SR-40 to the proposed boat ramp Jordanelle Reservoir State Park.

RESOLUTION

Emergency Vehicle Operation (EVO) Facility
Addition of SR-320

Whereas, to clarify maintenance responsibility for those roads at the Emergency Vehicle Operation (EVO) Facility at Camp Williams in Utah County that are used for the purpose for training of emergency personnel for emergency situations during operation of vehicles, and

Whereas, those roads that are to be used by emergency personnel have been coordinated with the Utah State Department of Public Safety, Division of Peace Officers Standards and Training, and The Utah Department of Transportation, and

Whereas, the appropriate staff of the Transportation Planning Division concur these roads are considered as a part of the State System of Highways.

NOW THEREFORE, be it resolved as follows:

1. Roadways at the Emergency Vehicle Operation Facility, located at Camp Williams in Utah County that are used for the purpose of training emergency personnel for emergency situations during the operation of vehicles are a part of the State System of Highways and will be designated SR-320. They will be Functionally Classified Local Roads and will not be placed on the Federal-aid System.
2. The parking area and the area known as the Skill Pad be considered part of this route for maintenance responsibility.
3. By this action State Highway System Mileage will increase 2.19+ miles.
4. The accompanying Letters, Commission Minutes of Jan. 24, 1992 pages 12 and 13 and Map be made part of this resolution.

Dated on this 14th day of February 1992

UTAH TRANSPORTATION COMMISSION

Samuel H. Hagle
Chairman

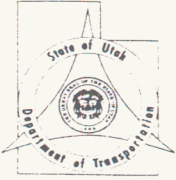
Wayne R. Whitten
Vice-Chairman

Paul S. Weston
Commissioner

James J. Larkin
Commissioner

[Signature]
Commissioner

Attest: Leona H. Anderson
Secretary



State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

Transportation Commission
Samuel J. Taylor
Chairman
Wayne S. Winters
Vice Chairman
Todd G. Weston
James G. Larkin
John T. Dunlop
Elva H. Anderson
Secretary

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

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

January 28, 1992

Mr. D. Douglas Bodrero, Commissioner
Department of Public Safety
4501 South 2700 West
Salt Lake City, UT 84119

Dear Doug:

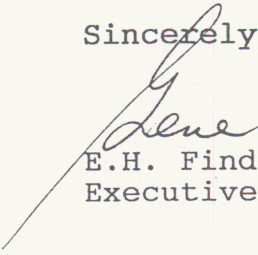
SUBJECT: Emergency Vehicle Operation (EVO) Facility at Camp Williams

Your letter of January 14, 1992, requesting the EVO facility be placed on the State Highway System for maintenance purposes was officially brought to the Transportation Commission at its meeting in Salt Lake City on January 24, 1992.

Ike Orr represented the Department of Public Safety and presented information and responded to questions from the Transportation Commission. The Commission requested UDOT staff to make a review of the data, gather certain statistical information, and return to its next meeting with a staff recommendation and/or resolution for placing the EVO facility on the State Highway System.

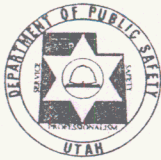
The Commission will consider your request again in its meeting of February 14, 1992, at 9 a.m. in our office. You or Mr. Orr should plan to attend in case there are further questions.

Sincerely,

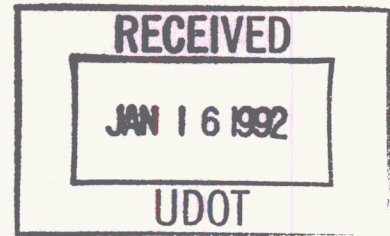

E.H. Findlay, CPA
Executive Director

EHF/HHR/jbl

cc: Clint Topham, Director of Planning
Mark Musuris, Engineer for Transportation Planning



State of Utah
DEPARTMENT OF PUBLIC SAFETY



Norman H. Bangerter
Governor

D. Douglas Bodrero
Commissioner

Brant L. Johnson
Deputy Commissioner

4501 South 2700 West
Salt Lake City, Utah 84119
(801) 965-4461

January 14, 1992

Mr. Eugene H. Findlay, Executive Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, UT 84119

Dear Director Findlay:

The Department of Public Safety needs the Department of Transportation's assistance with snow removal at our new Emergency Vehicle Operations (EVO) facility. May we have your permission for that assistance.

Please designate the driving area at this facility a state highway for maintenance purposes. I am enclosing a copy of the EVO range plans for your information and files.

Thank you for your time and consideration to our request.

Sincerely,

D. Douglas Bodrero
Commissioner

DDB:ICO:gl

Attach.

Comm. Meeting
Jan. 24, 1992

Public Safety Driving Range - Snow Removal

Ike Orr, Director of the Police Academy, said he appreciates the opportunity to appear before them today. He is to the Commission to ask that they designate their emergency vehicle operation at Camp Williams as a State road for the purpose of snow removal. The location is on the south end of Camp Williams, about one quarter mile east of Redwood Road.

They have been using the location since June or July this year. They have a one-quarter mile access road into it, one and one-third miles of 36'-wide roadway, and they have an area about the size of three football field.

Mr. Orr went on to explain that this is the first stage of a three-stage project. The second phase will be a fire training academy, and the third phase will be a new public safety training academy upon the hill just north of this site and on the very south end of Camp Williams. It is their intention to move away from this location whenever funding becomes available.

Howard Richardson asked about the large area, and he was told they use that area as their skill area. They set up patterns in cones and do a lot of skill driving. The other area may not need to be plowed in the winter.

Chairman Taylor asked if District 6 was approached for their recommendation on this. Mr. Orr said they have been in contact with the District, and Gene Findlay said their recommendation is yes. Howard Richardson said he would like to comment that they have quite a few roads which serve State institutions on the State Highway System, but they do not plow any parking lots. We need to clarify the areas and make sure what we are being asked to do.

Commissioner Winters asked if the stub road is a State highway, and he was told it is a new access road. The request is for that road also. They would also need to plow the basketball court.

Clint Topham said there is a provision under State law which allows us to have highways at State institutions. They would like to develop a resolution for the Commission's signature. Action can be taken today, and then they can do it formally by resolution at the next meeting. They define those areas in the resolution as well as they can, and they want the issue solved as to whether or not we are taking the road or parking area as a State highway.

Commissioner Winters made a motion to instruct the staff to develop a resolution for their signature for taking those roadways onto the State Highway System which are necessary in order to serve the Police Academy. Commissioner Larkin seconded the motion, and it passed unanimously that;

The staff be instructed to develop a resolution for taking roadways, which are necessary in order to serve the Policy Academy, around the new Police Driving Range onto the State Highway System.

Jordan River Parkway

Jack DeMann said they appreciate the opportunity of being to the meeting to represent Murray City. They are here to ask for consideration for participating on a project they think has positive environmental implications and one which we may all be forced to be involved with anyway.

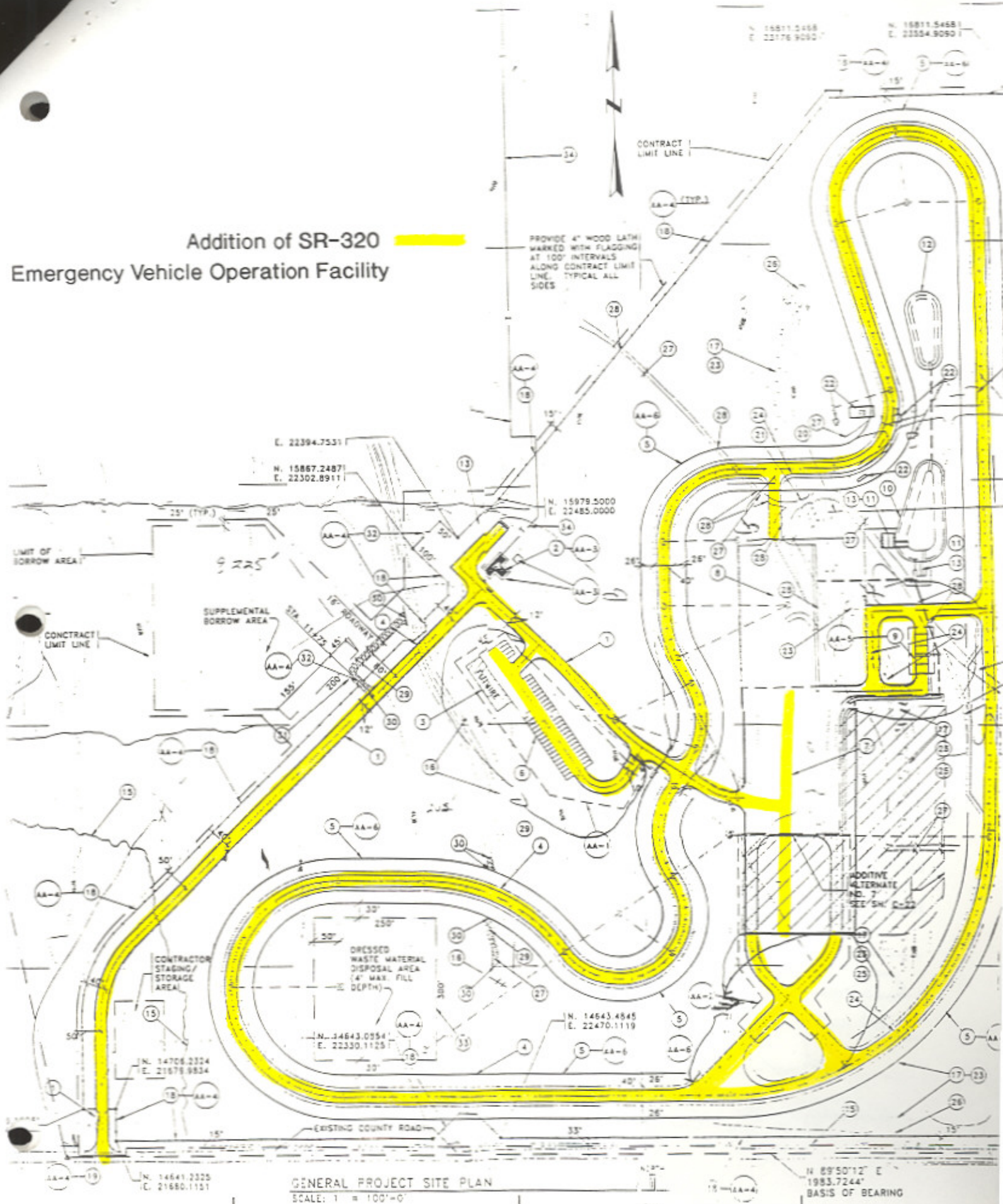
Mr. DeMann said they also have Mayor Lynn Pett, Craig Hall who is their City Attorney, and Phil Markham who is their Parks & Recreation Superintendent here. They came to the Commission about twelve years ago and asked for State participation on a project which was a dollars and cents issue. At the time they were in the process of building the east leg of I-215, Murray City was in the process of developing a golf course. They made a proposal to UDOT to work jointly to get rid of the overburden the State was moving off the belt route and handle the water. It was a win-win situation for all of them, and it saved the State a lot of money. It saved them a lot of money, and it gave them a golf course second to none thanks to UDOT's cooperation.

Mr. DeMann reported that over the last few years, with the emphasis on the environment, it has paid some environmental dividends as well. They have copies of news releases which came out recently where they received favorable publicity on the creation of the wetlands on the golf course and using the water to irrigate their golf course. They have gone out of their way in keeping with their appreciation for what UDOT did to begin with. Each time they are asked for comment, they make certain that UDOT is mentioned as a co-participant with them in a project which has gained a lot of attention nationwide on an environmental scale.

Last October, Mayor Pett was invited back to Toronto by the EPA to receive the first-ever point pollution award given by EPA. It is rather interesting to note that with all the battles they fight with the environment, a project which was a dollars and cents issue to begin with should wind up receiving such favorable comment relative to the environment. It has been singularly significant. The Federal Government is recognizing the kind of thing done here as being very helpful and essential in handling environmental problems across the country. We are all under pressure to do things environmentally. Murray City is also involved in a major study with UDOT and the County on the second largest wetland on the Jordan River.

At 50th South, they have a \$50,000 study underway to determine

Addition of SR-320
Emergency Vehicle Operation Facility



GENERAL PROJECT SITE PLAN
 SCALE: 1" = 100'-0"

N 89°50'12" E
 1983.7244'
 BASIS OF BEARING