

Route 491

Updated: December 2011

*(A) Commission Action July 18, 2003:

2004 Description:

From Route 191 at Monticello east to the Utah-Colorado State Line.

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.

Route 491

COUNTY/VOLUME & RESOLUTION NUMBER

A. San Juan Co. 11/2

DESCRIPTION OF RESOLUTION CHANGE

(A). Re-designation - SR-666 re-designated SR-491.

SR-666 to
SR-491
San
Juan
County

11-2

11-2

RESOLUTION

Change of State Route Number

SR-666 to SR-491

San Juan County

WHEREAS, Section 72-4-102, of the Utah Code Annotated 1953, as amended, authorize the Transportation Commission to approve deletions from the state highway system between general sessions of the state Legislature; and

WHEREAS, the American Association of State Highway and Transportation Officials (AASHTO), having passed an application for renumbering US-666 as US-491, from officials of the Utah Department of Transportation, in conjunction with applications from the Transportation Departments of Colorado and New Mexico respectfully, and

WHEREAS, in keeping with intent of a Resolution passed May 20, 1977 stating, it would be advantageous for record keeping and developing of Highway Reference System that various state routes be re-designated by hierarchy with the route number being synonymous with the US route designation, and,

WHEREAS, it is the intent of The Utah Department of Transportation to continue numbering state routes synonymously with the US route designation, and

WHEREAS, the Program Development Division, having studied the advantages of numbering state routes to be synonymous with US route designations, concurs such action by the Transportation Commission would be to the best interest of The Utah Department of Transportation.

NOW THEREFORE, be it resolved as follows:

1. Roadway that currently resides as SR-666 traversing in an easterly direction from the Junction with SR-191 in Monticello to the Utah-Colorado state line a distance of 17.085± miles be changed to route number SR-491.
2. By this action the state route designation will coincide with the recently passed AASHTO resolution designating US-666 as US-491.
3. This action will become effective upon passage of this resolution by the Utah Transportation Commission.
4. The accompanying, Letter, AASHTO application, and Exhibit "A" will be included and become part of this resolution.

SR-666 to SR-491
11-2

Page 2
Change of State Route Number
SR-666 to SR-491
San Juan County

Dated on this 18th day of July 2003

UTAH TRANSPORTATION COMMISSION

[Signature]
Chairman

[Signature]
Vice-Chairman

[Signature]
Commissioner

[Signature]
Commissioner

[Signature]
Commissioner

[Signature]
Commissioner

[Signature]
Commissioner

Attest: [Signature]
Secretary

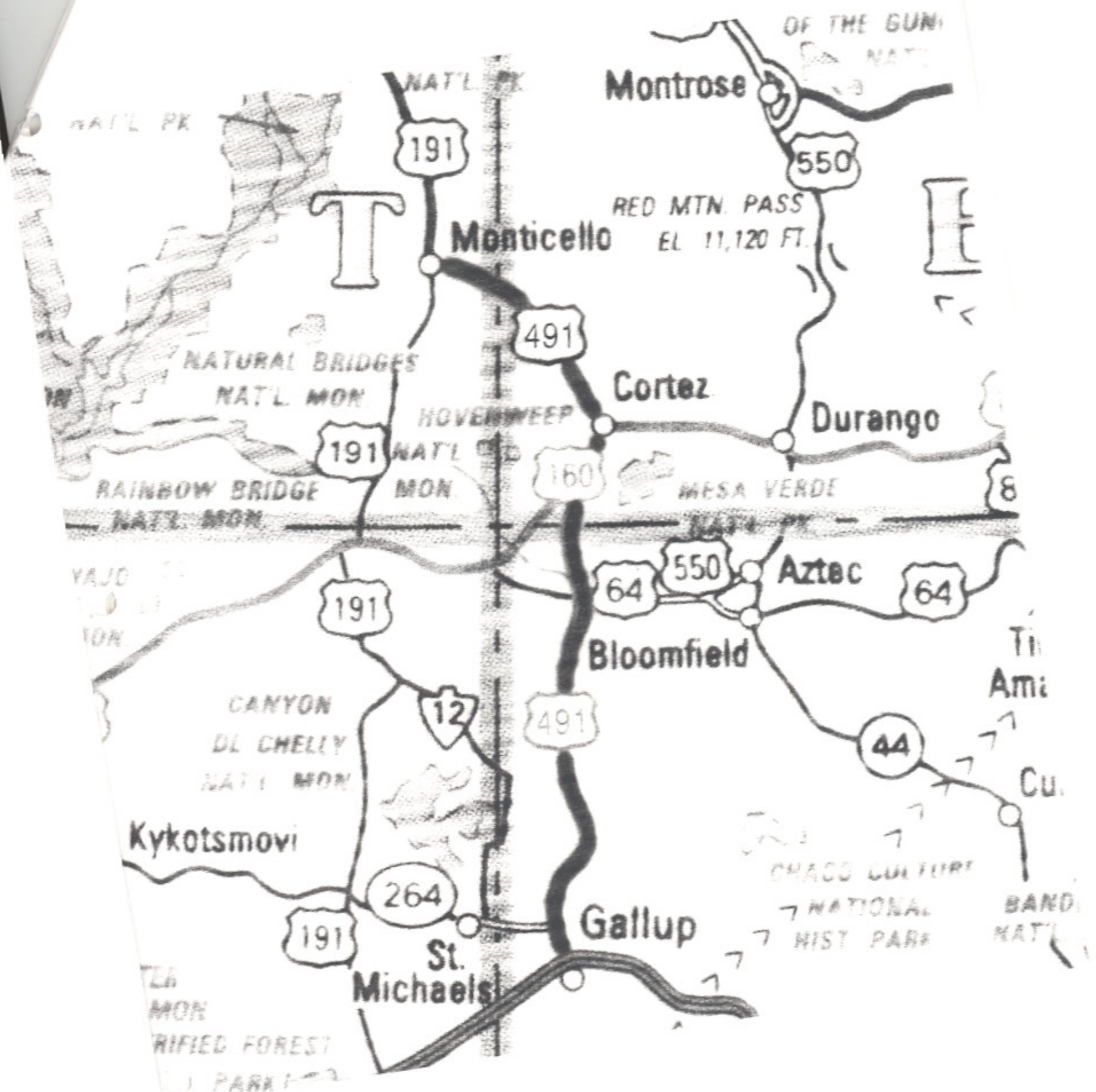


Exhibit 'A'



American Association of
State Highway and
Transportation Officials

James C. Codell III, President
Secretary
Kentucky Transportation Cabinet

John Horsley
Executive Director

June 1, 2003

John L. Quick, P.E.
Engineer for Transportation Planning
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, UT 84119-5998

Dear Mr. Quick:

This letter is to inform you that the AASHTO Special Committee on Route Numbering and the AASHTO Standing Committee on Highways, at their meetings on May 30 and May 31, respectively, have approved your route numbering application for the renumbering of U.S. Route 666 as U.S. Route 491.

A copy of the application is enclosed for your files.

Sincerely,



John Horsley
Executive Director

JH:DT:dt

American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of

UTAH

for

- the Elimination of a U.S. (I) Route 666
- the Establishment of a U.S. (I) Route 393
- * the Establishment of a U.S. Bike Route _____
- the Relocation of a U.S. (I) Route _____
- * the Establishment of a U.S. Bike Route _____
- the Extension of a U.S. (I) Route _____
- the Establishment of a U.S. Alternate Route _____
- the Establishment of a Temporary U.S. Route _____
- ** the Recognition of a Business Route on U.S. (I) Route _____
- ** the Recognition of a By-Pass Route on U.S. Route _____

Between Monticello, UT and Utah/Colorado State Line

The following states or states are involved:

Utah

Colorado

New Mexico

For AASHTO Use Only

Date received 3-19-03

Date application acknowledged 4-24-03

Date to Special Committee on U.S. Route Numbering 5-30-03

Date considered by the Standing Committee on Highways 5-31-03

Action of Standing Committee on Highways U.S. Route 491 Approved as

Member Department Notified 6-1-03

Date submitted:

March 14, 2003

* Attach map on page 3. Obtain Signatures, page 4. Other sections not applicable.
 ** A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice. If there are deficiencies, they should be indicated in accordance with page 5 instructions.

SUBMIT SIX COPIES

11-2
SR-491
Sen

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

Explanation and Reasons for the Request: (Keep concise and pertinent.)

This is a companion application with Colorado Department of Transportation and the New Mexico State Highway and Transportation Department to change the designation of US-666 to US-393

Date facility available to traffic Facility is open to traffic

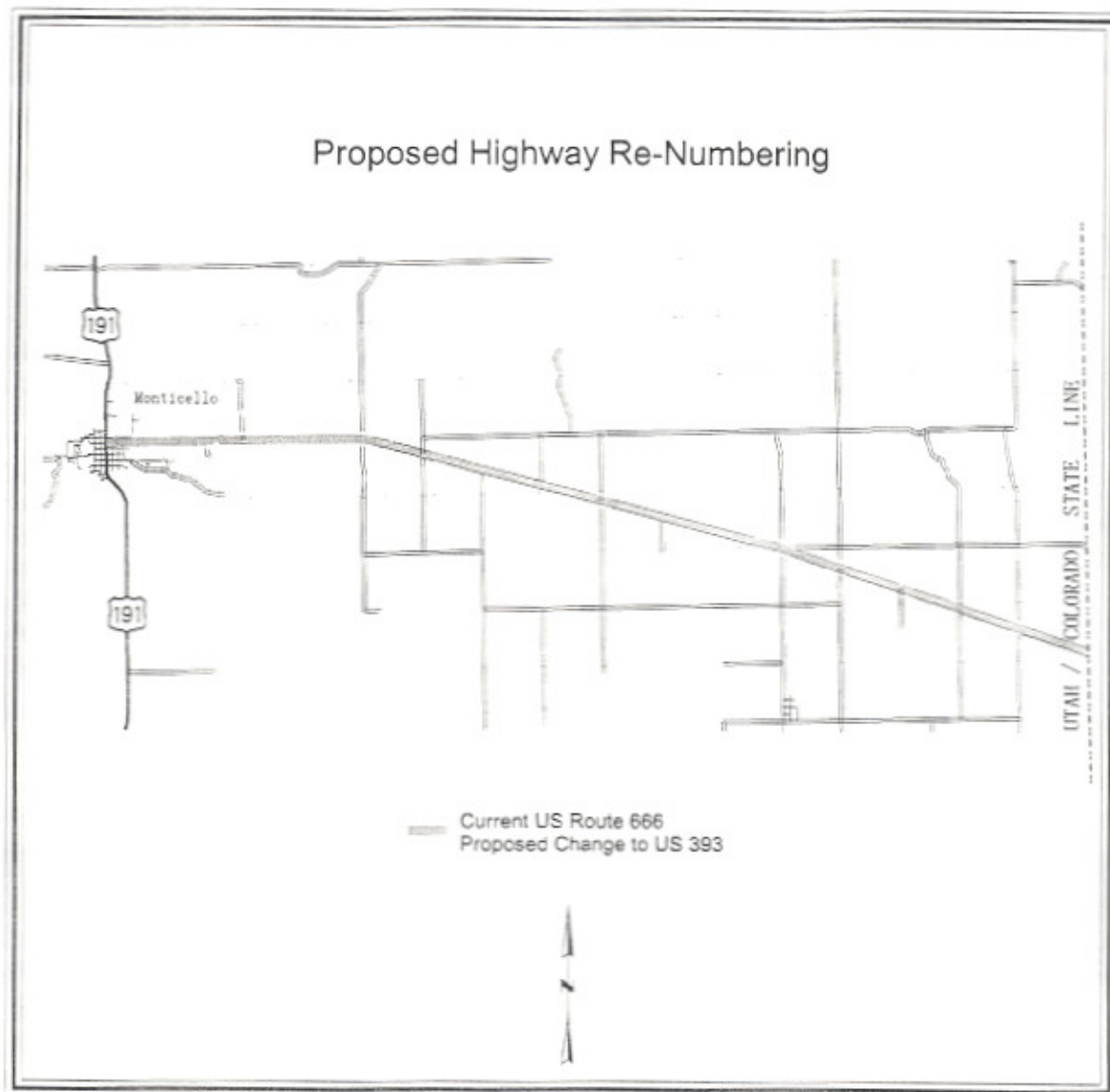
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where?

Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where?

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

(photographic reduction or section of departmental map attached to this sheet. May be folded to sheet size, but do not use a map larger than four 8.5 x 11 inch sheets in size.)

Paste Here and Fold to Size



(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)

SR-446 to
SR-491
541
11-2

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 2,326 as compared to 5,926 for the year 2000 for all other U.S. Numbered Routes in the State.

The *Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991* or the *Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973* has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.


(Signature)

Chief Executive Officer Utah Department of Transportation
(Member Department)

This petition is authorized by official action of _____
under date of _____ as follows: (Copy excerpt from minutes.)

Change
SR-491 to
SR-491
San

11-2

Instructions for Preparation of Page 6

Column 1: Control Points and Mileage. Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2:	Pavement Type.	Code
	High type, heavy duty	H
	Intermediate type	I
	Low type, dustless	L (show in red)
	Not paved	N (show in red)

Column 3:	Pavement Condition	Code
	Excellent	E
	Good	G
	Fair	F (show in red)
	Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: Traffic. Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by R X R – black if signalized – red if not protected by signals.

Columns 5 & 6 Pavement Width and Shoulder Width. These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

Columns 7 & 8 Major Structures. Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

Column 9: Vertical Sight Distance. Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

Column 10: Horizontal Curvature. Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11: Percent Grades. Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

Change
SR-41.2

Mileage	1	2	3	4	5	6	7	8	9	10	11		
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards							Show when in Excess of Standard	
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures		Vertical Sight Distance Deficiency	Horizontal Curvature	Percent Grade		
							Roadway Width Deficiency	H - Loading Deficiency					
Percent: 10 20 30 40	Percent: 20 40 60 80	Percent: 10 20 30 40	Percent: 20 40 60 80	Percent: 20 40 60 80	Percent: 20 40 60 80	Percent: 20 40 60 80	Degree	Length					
0													
20													
40													
60													
80													
100													
120													
140													
160													

This application is to change the designation of an existing US Numbered Route

Attach additional sheet here if necessary