Route 666

Updated: December 2007

1977 Description:
Designated a State Route by *(A) Commission Action 5/20/77
Traversing the alignment of US-666, replacing the remaining portion of the 1975 Description of State Route 9.

1977 Description:
From State Route 163 at Monticello east to the Utah-Colorado State line.

1983 Description:
From State Route 191 at Monticello east to the Utah-Colorado State line. **Approved by the 1983 Legislature** effective May 10, 1983.

1985 Legislature: Description remains the same.
*(B)
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 191 at Monticello east to the Utah-Colorado state line.

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.

(C). Commission Action July 18, 2003:
Re-designate SR-666 to SR-491.

* Refers to resolution index page following.

Route 666

COUNTY/VOLUME & RESOLUTION NUMBER

A. San Juan Co. 6/2 **B.** Multiple Co. 7/12 **C.** San Juan Co. 11/2

DESCRIPTION OF RESOLUTION CHANGE

(A). Re-designation -	US-666 re-designated as State Route 666.
(B). Extension -	U.S. 666 from its present termini in Monticello traversing coincident with U.S. 191, SR-95, SR-24, SR-119, and SR- 120 connecting with 1-70 near Richfield.
(C). Re-designation -	SR-666 changed to SR-491.

R E S O L U T I O N

Redesignation of Various State Routes

WHEREAS, it has been determined that it would be advantageous for record keeping and developing a Highway Reference System that various state routes be redesignated by hierarchy with the route number being synonymous with the US route designation, and

WHEREAS, this proposed revision of State Route Designations is concurred in by all District Directors.

NOW THEREFORE, be it resolved as follows:

That Interstate Route 15 be designated as State Route 15 and by this action delete the designation of State Route 1 and redesignate present State Route 15 as State Route 9,

That Interstate Route 80 be designated as State Route 80 and by this action delete the designation of State Route 2 and redesignate present State Route 80 as State Route 92,

That Interstate Route 80N be designated as State Route ~~82~~ 84 and by this action delete the designation of State Route 3 and redesignate present State Route ~~82~~ 84 as State Route 126 82,

That Interstate Route 70 be designated as State Route 70 and by this action delete the designation of State Route 4 and redesignate present State Route 70, part of State Route 102, part of State Route 69, part of State Route 16 and State Route 51 as State Route 30 and by this action delete the designation of State Route 51,

That Interstate Route 215 be designated as State Route 215 and by this action delete the designation of State Route 5,

That US-6 and 50 from the Utah-Nevada State line to Delta be designated as State Route 6 and that US-6 from Delta to the junction with I-70 west of

State changes 2

Green River also be designated as State Route 6 and by this action delete the designation of State Route 27,

That US-40 be designated as State Route 40 and by this action delete the designation of State Route 6 and redesignate present State Route 40 as State Route 134,

That US-50 from Delta to Salina be designated as State Route 50 with the exception of that section coincident with Interstate Route 15 and by this action delete the designation of State Route 26 and redesignate a part of present State Route 50 as State Route 26,

That US-89 be designated as State Route 89 with the exception of those sections coincident with Interstate Route 70, US-6, I-15 and US-91 and by this action delete the designation of State Route 259, part of State Route 11, part of State Route 28, State Route 32, State Route 8, State Route 271, part of State Route 106, State Route 169, State Route 49, part of State Route 50, part of State Route 84, State Route 13 and the remaining part of State Route 16, redesignate present State Route 89 as State Route 169 and redesignate that portion of State Route 84 from Brigham northerly to State Route 30 as State Route 13,

That US-91 be redesignated as State Route 91 and by this action delete the designation of State Route 85,

That US-189 be designated as State Route 189 with the exception of those sections coincident with US-40 and Interstate Route 80 and by this action delete the designation of State Route 7, 151 and part of State Route 35,

That US-163 be designated as State Route 163 and by this action delete the designation of State Route 47, part of State Route 9 and redesignate present State Route 163 as State Route 78,

That US-666 be designated as State Route 666 and by this action delete

the remaining portion of State Route 9,

That as a result of the aforementioned revisions the State Routes involved will be described as follows:

Route 6 From the Utah-Nevada State line easterly via Delta and Tintic Junction, thence easterly via Santaquin, Payson and Spanish Fork to Moark Junction, thence easterly via Spanish Fork Canyon and Price to Route 70 (Interstate Route 70) west of Green River.

Route 9 From Harrisburg Junction on Route 15 (Interstate Route 15) easterly to Zion National Park south boundary, thence from Zion National Park east boundary to Mt. Carmel Junction on Route 89.

Route 11 From the Utah-Arizona State line north to a junction with Route 89 in Kanab.

Route 13 From a junction with Route 91 in Brigham City northerly via Bear River and Haws Corner to a point south of Riverside, thence east to Route 30 north of Collinston.

Route 15 From the Utah-Arizona State line near St. George to the Utah-Idaho State line south of Malad, Idaho, (traversing the alignment of Interstate Route 15). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

Route 16 From the Utah-Wyoming State line northerly to Route 30 at Sage Creek Junction.

Route 26 From Route 84 in Roy easterly to Route 89 in Ogden (Former SR-50 Part).

Route 28 From a junction with Route 89 in Gunnison northerly via Levan to a junction with Route 15 (Interstate Route 15) north of Levan.

Route 30 From the Utah-Nevada State line northeasterly via Curlew Junction to Route ~~82~~ 84 (Interstate Route 80N) west of Snowville. Then commencing

again at a junction with Route ~~82~~ 84 (Interstate Route 80N) west of Tremonton easterly via Tremonton, Haws Corner and Collinston to Route 91 in Logan. Then commencing again at a junction with Route 89 in Garden City southeasterly via Sage Creek Junction to the Utah-Wyoming State line.

Route 35 From Route 189 at Francis southeasterly via Tabiona to Route 87 north of Duchesne.

Route 40 From Silver Creek Junction on Route 80 (Interstate Route 80) easterly via Heber City, Duchesne and Vernal to the Utah-Colorado State line.

Route 50 From Route 6 in Delta southeasterly to Holden, thence northerly to Route 15 (Interstate Route 15) and commencing again on Route 15 (Interstate Route 15) near Scipio southeasterly via Scipio to a junction with Route 89 in Salina.

Route 69 From Brigham on Route 13 northerly via Honeyville to Route 30 at Deweyville.

Route 70 From Route 15 (Interstate Route 15) near Cove Fort to the Utah-Colorado State line west of Grand Junction, Colorado, (traversing the alignment of Interstate Route 70). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

Route 78 From Route 15 (Interstate Route 15) west of Levan east to Route 28 in Levan.

Route 80 From the Utah-Nevada State line near Wendover to the Utah-Wyoming State line west of Evanston, Wyoming, (traversing the alignment of Interstate Route 80). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

Route ~~82~~ 84 From the Utah-Idaho State line near Snowville to a point on Route 15 (Interstate Route 15) near Tremonton, thence from another point on Route 15 (Interstate Route 15) near Roy to Route 80 (Interstate Route 80) near Echo, (traversing the alignment of Interstate Route ~~80N~~ 24). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

Route ~~84~~ 126 From Route 15 (Interstate Route 15) south of Layton northerly to Route 89 at Hot Springs Junction.

Route 89 From the Utah-Arizona State line northwest of Page, Arizona, westerly to Kanab, thence northerly to a junction with Route 70 (Interstate Route 70) at Sevier Junction. Then commencing again at the junction with Route 70 (Interstate Route 70) south of Salina northerly via Salina, Gunnison and Mt. Pleasant to a junction with Route 6 at Thistle Junction. Then commencing again at a junction with Route 6 at Moark Junction northerly via Springville, Provo, Orem and American Fork to Route 15 (Interstate Route 15) north of Lehi. Then commencing again at a junction with Route 15 (Interstate Route 15) near Draper Crossroads northerly via Murray and Salt Lake City to a junction with Route 15 (Interstate Route 15) at Becks Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) near Orchard Drive northerly via Bountiful to a junction with Route 15 (Interstate Route 15) at North Bountiful Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) at Lagoon Junction northerly via Uintah Junction and Ogden to Route 91 near south city limits of Brigham City. Then commencing again at a junction with Route 91 in Logan northeasterly to Garden City, thence north to the Utah-Idaho State line.

Route 91 From Route 15 (Interstate Route 15) south of Brigham, thence

easterly via Brigham Canyon and Logan to the Utah-Idaho State line near Franklin, Idaho.

Route 92 From Route 15 (Interstate Route 15) near Point of the Mountain east via American Fork Canyon to Route 189 in Provo Canyon.

Route 102 From Route 83 east of Lampo Junction northeasterly via Penrose and Thatcher to Route ~~82~~ 84 (Interstate Route ~~80N~~ 84) west of Tramonton.

Route 106 From Route 89 northerly via Second West and Fourth North in Bountiful, thence northerly to Sheppard Lane in Farmington, thence east to Route 89.

Route ~~126~~ 82 From Route 30 in Tremonton north via 300 East to Garland, thence east approximately 0.8 mile, thence north to Route 13.

Route 134 From Kanesville on Route 37 northerly to Plain City, thence easterly to Pleasant View on Route 89.

Route 163 From the Utah-Arizona State line southwest of Mexican Hat northerly via Blanding, Monticello and Moab to Route 70 (Interstate Route 70) at Crescent Junction.

Route 169 From Route 162 east to Eden on Route 166.

Route 189 From Route 15 (Interstate Route 15) south of Provo northerly via University Avenue and Provo Canyon to Route 40 south of Heber. Then commencing again from Route 40 at Hailstone Junction easterly to Francis, thence northerly via Kamas to Route 80 (Interstate Route 80) south of Wanship.

Route 215 From a junction with Route 80 (Interstate Route 80) near the mouth of Parleys Canyon southeast of Salt Lake City, southwesterly near the south city limits of Murray, junctioning with Route 15 (Interstate Route 15), thence northwesterly, northerly and easterly to a junction with Route 15 (Interstate Route 15) north of Salt Lake City, (traversing the alignment of Interstate Route 215).

Route 666 From Route 163 at Monticello east to the Utah-Colorado State line.

State Changes

The maps presented relating the action taken herewith are hereby a part of this resolution and will be stored at the office of the Planning Statistics Section of the Transportation Planning Division.

Dated this 20th day of May, 1977.

UTAH TRANSPORTATION COMMISSION

R. LaDawn Cox
Chairman

Wayne H. Winters
Vice-Chairman

Chas. E. Ward
Commissioner

Clem H. Church
Commissioner

Samuel A. Taylor
Commissioner

ATTEST:

Donald A. Fenley
Secretary

STATE ROUTES REQUIRING CHANGES IN ROUTE DESIGNATION SIGNING

Existing Designation	New Designation	District	Miles
SR-15	SR-9	5	32.6
SR-15	SR-9	3	12.3
SR-80	SR-92	6	26.8
SR-82	SR-126	1	3.1
SR-40	SR-134	1	12.4
SR-50 Part	SR-26	1	3.8
SR-89	SR-169	1	0.6
SR-84	SR-13	1	27.8
		Total	119.4

SR-70, SR-102, SR-69, SR-16 and SR-51 in District 1, remove rectangular route signs from sign posts.

US-89 signs thru Sevier Valley will be replaced with "Temporary I-70" signs with rectangular signs under the Temporary I-70 sign indicating the State Route designation until completion of I-70 thru this area. Upon completion of I-70 between Sevier Junction and Salina all State Routes will be resigned by their designated State Route, District 3

Present State Routes 15 and 80 will be dual route signed for a period of approximately two years as a guide to Tourists, Districts 5, 3 and 6

All directional signing (junction signs, etc.) affected by these revisions will also require changing.

-234

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: June 2, 1977

TO : District Directors

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

SUBJECT: Redesignations of State Routes

On May 20, 1977, the Utah Transportation Commission approved the redesignations of various State Routes as described in the attached resolution. Please review the changes that have been approved in your District and notify all interested agencies within your area.

Attachment

Note: All Districts refer to last page of resolution for necessary signing changes.

Chronyes
2

UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

C O P Y

Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

Subject: Redesignation of State Routes

Dear Mr. Hancock:

On May 20, 1977, the Utah Transportation Commission approved the redesignations of the various State Routes as described in the enclosed Resolution.

Yours very truly,

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

LRJ/BDB/WDM/BDent/cs

Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin E. Olson, U.S. Dept. of Soil Conservation
Mr. Ralph Hodges, Utah Power & Light Company

State changes
2

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

ROBERT N. HUNTER, President
Chief Engineer
Missouri State Highway Department

HENRY E. STAMPER, Executive Director
444 N. Capitol Street, N.W., Suite 225
Washington, D.C. 20001
Telephone (202) 624-5800

July 12, 1977

Mr. Blaine J. Kay, Director
Utah Department of Transportation

Mr. Darrell V. Manning, Director
Idaho Transportation Department

Mr. Robert A. Burco, Director
Oregon Department of Transportation

Gentlemen:

The Route Numbering Committee reviewed the application coming from the Idaho Department of Transportation, and concurred in by the Utah Department of Transportation, for the redesignation of I-80N.

After reviewing the application, together with objections raised by States of Washington and Oregon, the Committee voted to redesignate I-80N as I-84, subject to concurrence by the Federal Highway Administrator, and with the State of Oregon in consultation with the States of Utah and Idaho to make the determination when the sign change would take place; but no later then July 1st, 1980.

This action was reviewed by the Executive Committee at its meeting on July 7th, 1977, and concurred therein.

Sincerely,

H. J. Rhodes
Deputy Director

HJR:pw

cc: Mr. William Cox
Federal Highway Administrator
Federal Highway Administration

RECEIVED
7-14-77

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN THIS [illegible] TO CENTRAL FILES AFTER ACTION HAS BEEN [illegible]
Kay
ACTION

UTAH STATE DEPA TMENT OF HIGHWAYS

June 2, 1977

C O P Y

Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

Subject: Redesignation of State Routes

Dear Mr. Hancock:

On May 20, 1977, the Utah Transportation Commission approved the redesignations of the various State Routes as described in the enclosed Resolution.

Yours very truly,

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

LRJ/BDB/WDM/BDent/cs

Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin [illegible]
Mr. Ralph [illegible]

N 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 .....
- ☐ the Establishment of a U.S. (I) Route .....
- ☐ the Relocation of U.S. (I) Route .....
- ☒ the Extension of U.S. (I) Route 666
- ☐ the Establishment of an Alternate U.S. 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

Richfield, Utah and Monticello, Utah

The Following
State or States are
Involved:

Date Received	5-6-85
Date application acknowledged	5-8-85
Date to Route Number Committee	6-26-85
Date considered by Executive Committee	6-27-85
Action of Executive Committee	DISAPPROVED
Member Department Notified	7-1-85

(This block to be completed by AASHTO General Office.)

Date Submitted:

....., 19.....

* A local vicinity map needed on Page 3. On Page 5 a short statement to the effect that there are no deficiencies on proposed will suffice. If there are deficiencies, they should be so indicated in accordance with Page 4 instructions.

SUBMIT SIX COPIES

...es 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 Executive Committee of the American Association of State Highway and Transportation Officials, not withstanding 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 518 as compared to 6098 for the year 83 for all other U.S. Numbered routes in the State.

The "Purpose and Policy in the Establishment and Development of United States Numbered Highways, as Revised September 15, 1970" 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 revised August 10, 1973 has been read and is accepted.

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

William J Hinley
(Signature)

Chief Administrative Official, Utah Department of Transportation
(Member Department)

This petition is authorized by official action of Utah Transportation Commission under date of ..... as follows: (Copy excerpt from Minutes)

R E S O L U T I O N
Extension of U.S. Route 666

WHEREAS, it has been recommended that U.S. 666 be extended from its present termini at Monticello, Utah southerly coincident with U.S. 191 to a junction with SR-95 south of Blanding then northwesterly coincident with SR-95 to a junction with SR-24 near Hanksville then northwesterly coincident with SR-24 via Torrey, Bicknell and Loa to a junction with SR-119 east of Richfield then east coincident with SR-119 to a junction with SR-120 in Richfield then southwesterly coincident with SR-120 and the proposed connection to I-70 southwest of Richfield, and

WHEREAS, the extension of this route will provide continuity of U.S. 666, a U.S. route within this area, a U.S. route connection to I-70, and a U.S. designated route for the tourist traveling within this area.

NOW, THEREFORE, be it resolved as follows:

That application for the extension of U.S. 666, as described above, be submitted to the A.A.S.H.T.O. U.S. Highway Numbering Committee.

R E S O L U T I O N
Extension of U.S. Route 666

WHEREAS, it has been recommended that U.S. 666 be extended from its present termini at Monticello, Utah southerly coincident with U.S. 191 to a junction with SR-95 south of Blanding then northwesterly coincident with SR-95 to a junction with SR-24 near Hanksville then northwesterly coincident with SR-24 via Torrey, Bicknell and Loa to a junction with SR-119 east of Richfield then east coincident with SR-119 to a junction with SR-120 in Richfield then southwesterly coincident with SR-120 and the proposed connection to I-70 southwest of Richfield, and

WHEREAS, the extension of this route will provide continuity of U.S. 666, a U.S. route within this area, a U.S. route connection to I-70, and a U.S. designated route for the tourest traveling within this area.

NOW, THEREFORE, be it resolved as follows:

That application for the extension of U.S. 666, as described above, be submitted to the A.A.S.H.T.O. U.S. Highway Numbering Committee.

That upon approval of this route by A.A.S.H.T.O. this route be designated as part of State Route 666 with a disconnected section where U.S. 666 will be coincident with U.S. 191.

That the accompanying map be hereby incorporated as part of this submission.

Dated this 19th day of April, 1985

UTAH TRANSPORTATION COMMISSION

Samuel A. Taylor
Chairman

Wayne L. Winters
Vice-Chairman

Commissioner

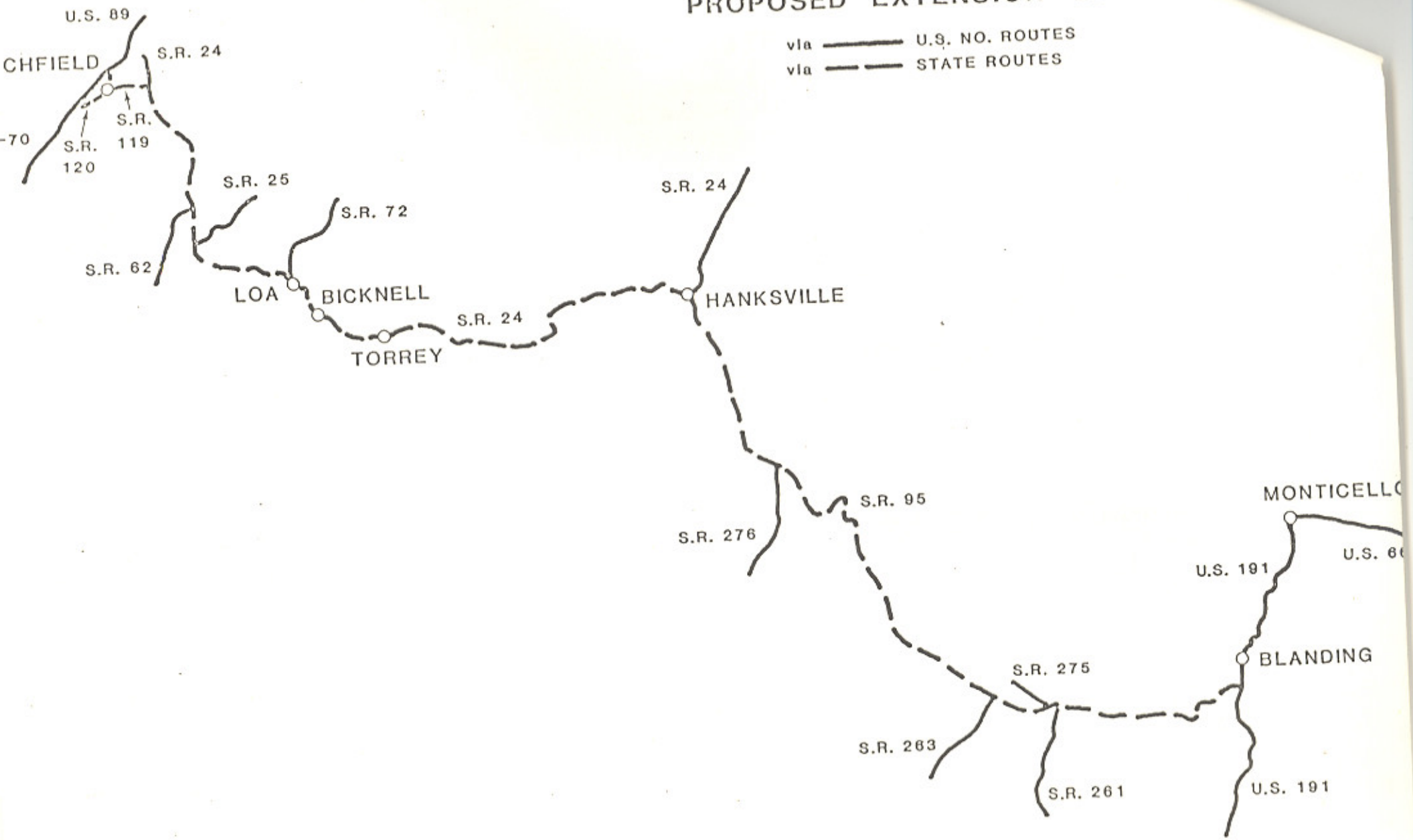
Clem H. Church
Commissioner

Commissioner

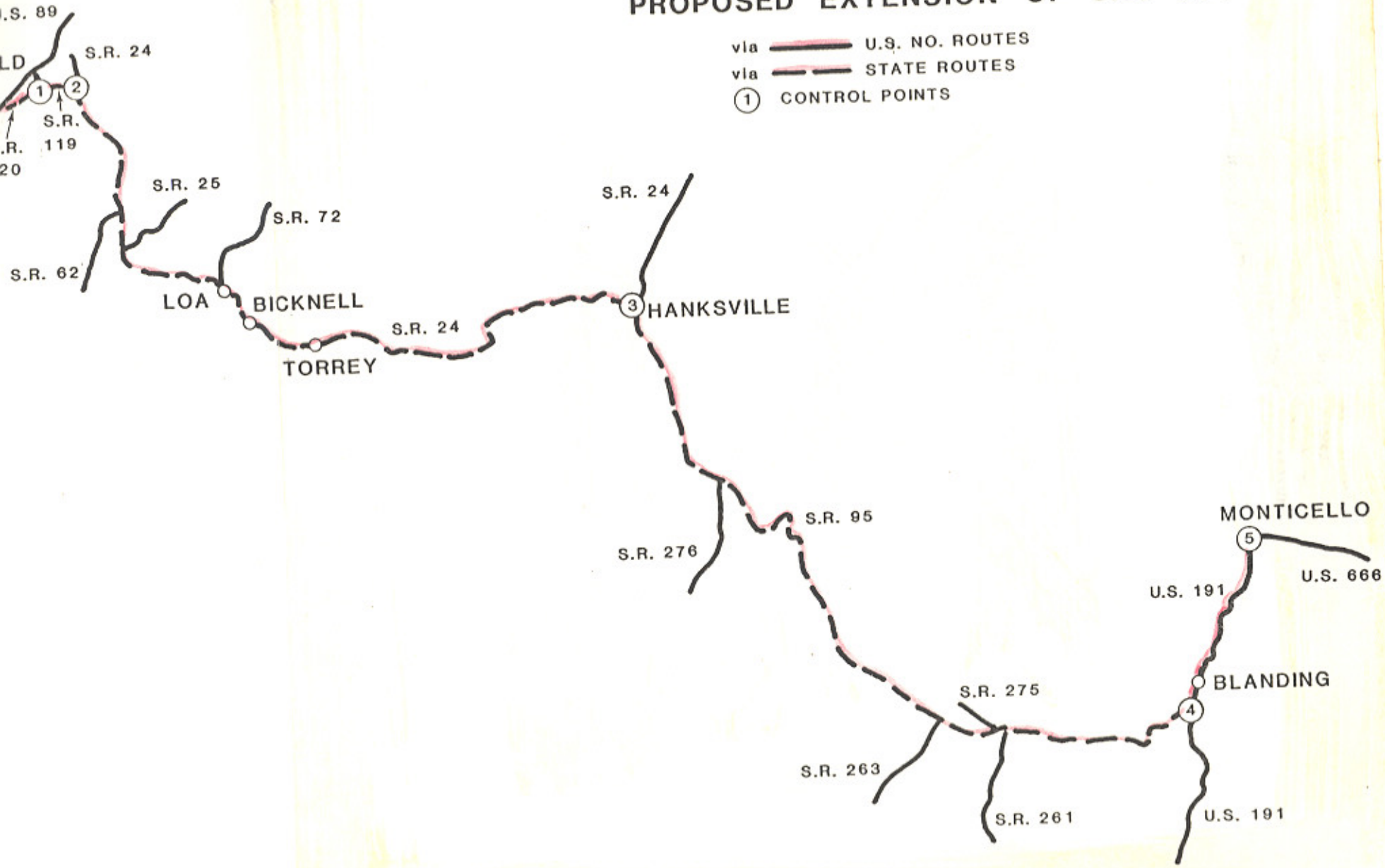
Attest:

Elva A. Anderson
Secretary

PROPOSED EXTENSION OF U.S.

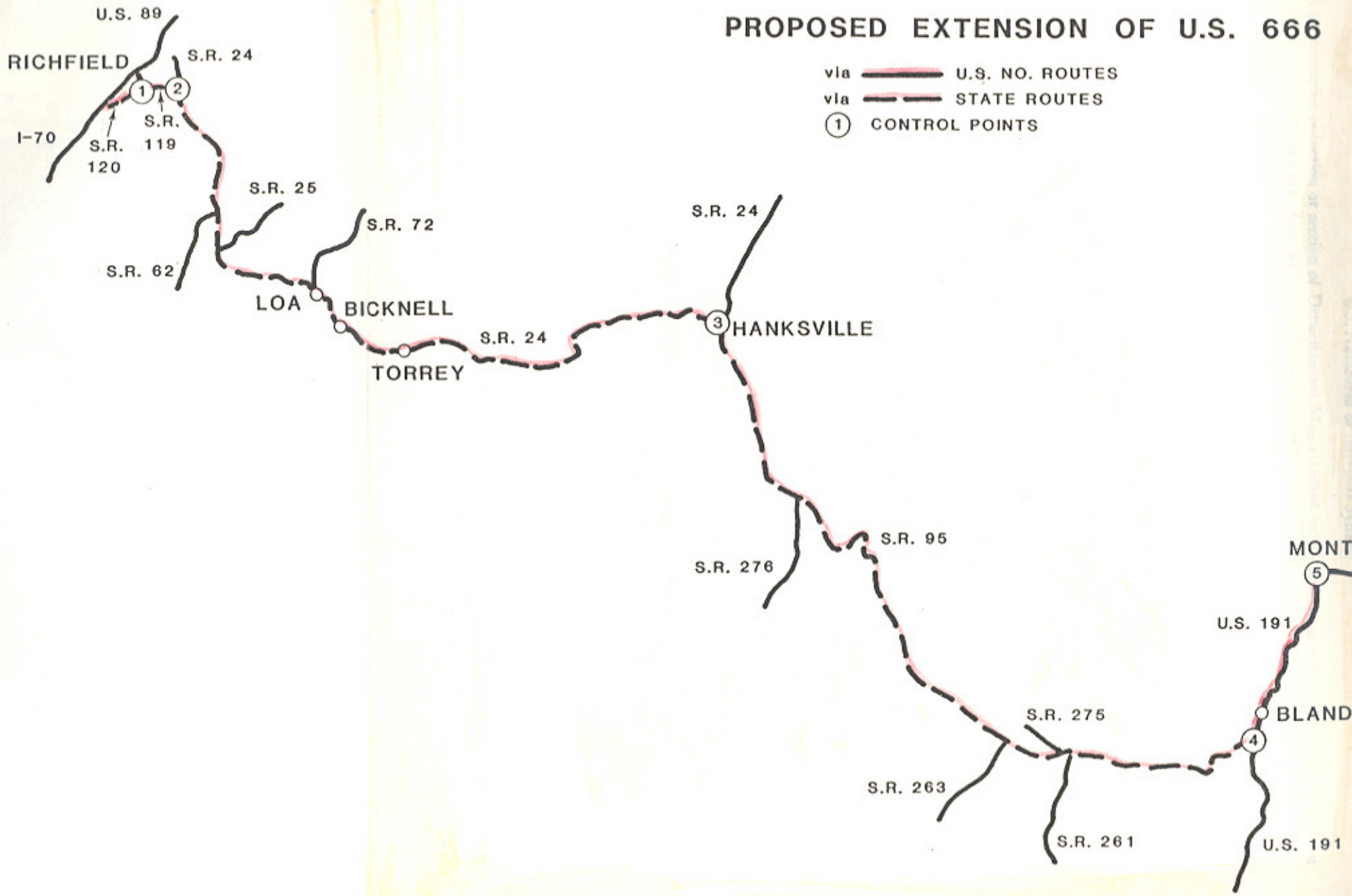


PROPOSED EXTENSION OF U.S. 666



WILLIAM D. HURLEY, P.E.
Director

PROPOSED EXTENSION OF U.S. 666

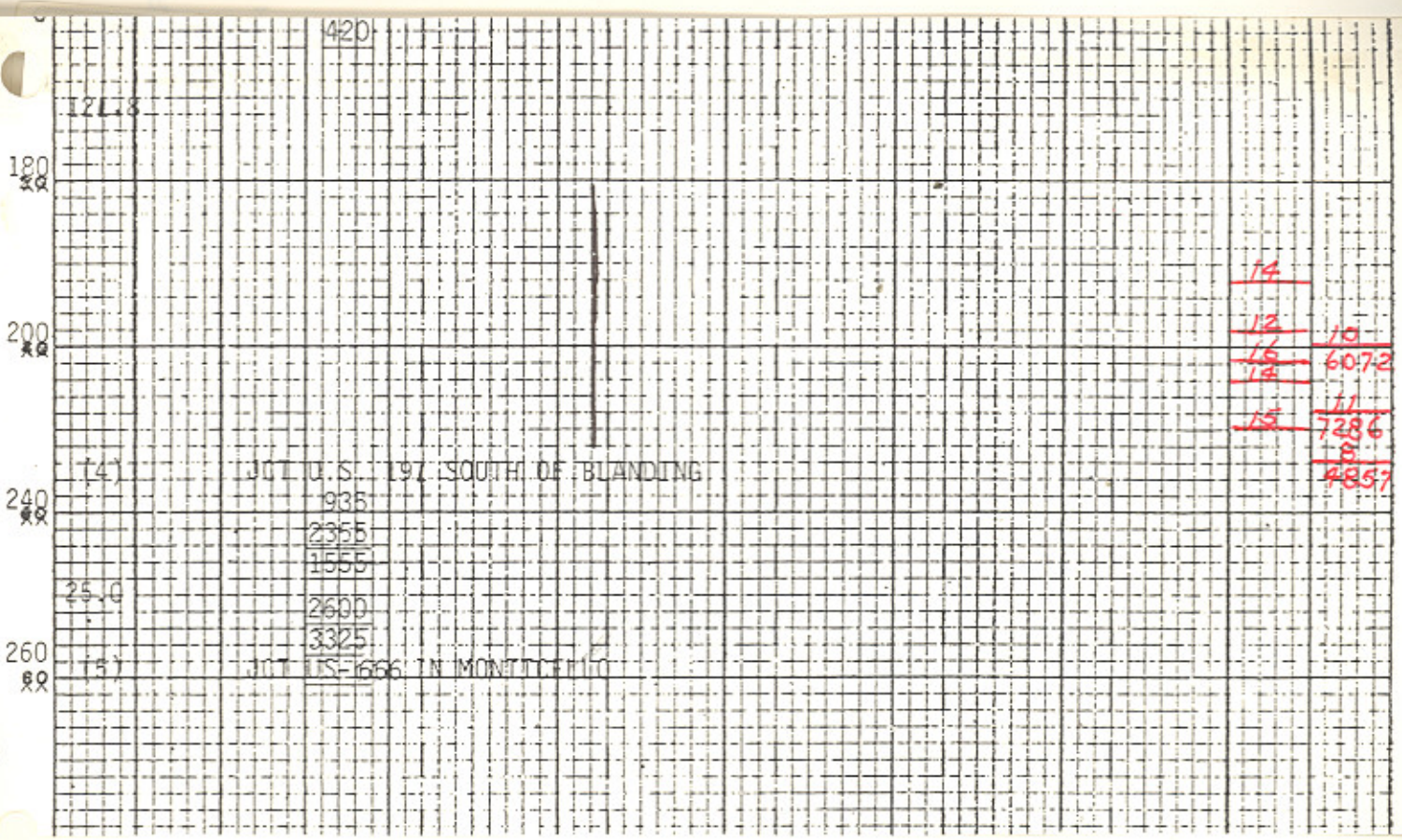


MISSION

LOR

	2	3	4	5	6	7	8	9	10	11
				COMPARISON TO APPLICABLE AASHTO DESIGN STANDARDS						
	PAVEMENT TYPE	PAVEMENT CONDITION	TRAFFIC ADT	PAVEMENT WIDTH DEFICIENCY	SHOULDER WIDTH DEFICIENCY	MAJOR STRUCTURES: ROADWAY WIDTH DEFICIENCY	MAJOR STRUCTURES: H-LOADING DEFICIENCY	VERTICAL SIGHT DISTANCE DEFICIENCY	SHOW WHEN IN EXCESS OF STANDARD: HORIZONTAL CURVATURE	SHOW WHEN IN EXCESS OF STANDARD: PERCENT GRADE
				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	DEGREE	LENGTH
0	N	Proposed connection to I-70 southwest of Richfield								
2-2		JCT	SR-120 IN RICHFIELD							
3.1 (1)	H	G Jct	12400 SR-119 IN RICHFIELD	NONE	NONE	NONE	NONE			
4			RXR						15	8
96 (2)		JCT	3750 SR-24							4910
			795							
40										
			1190							
			925							
60										
1012										
			510							
80			440							
									17	
									16	
100										
(3)		JCT	SR-95 IN HANKSVILLE 410							
120			170							
140										8 4012 8 12460

ATTACH ADDITIONAL SHEET HERE IF NECESSARY



Date facility available to traffic I-70 to U.S. 89 in Richfield, 1990, remainder of route an existing facility.

Does the petition propose a new routing over a portion of an existing U.S. Route yes? If so, where: U.S. 191, Blanding to Monticello

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

MISSION
LOR
NTERS
MAN
HURCH
JN COX
WESTON
ANDERSON
CRETARY

R. Delis

WILLIAM D. HURLEY, P.E.
Director
GENE STURZENEGGER, P.E.
Assistant Director
DYKE LeFEVRE, P.E.
District Four Director

UTAH DEPARTMENT OF TRANSPORTATION
ROUTE #3
BOX 75C5
PRICE, UTAH 84501

May 5, 1986

Gerald and Susan LaFont
Monument Valley Trading Post and Lodge
P.O. Box 1
Monument Valley, UT 84536

Dear Gerald LaFont and Susan LaFont:

I appreciate your letter concerning the extension of US Highway 666 on SR-95 and SR-24 to Richfield. Last year we were turned down by the AASHTO Committee in our request for these changes and before we can resubmit our application, we will have to make some improvements on SR-24 to bring it to a standard meeting the US Highway criteria.

We are still very supportive of making these highway changes and we are proceeding, as budget will permit, to make these improvements. As soon as the improvements are completed, we will resubmit our application.

Your suggestions for changes for US-163 also appear worthy of consideration and I will submit these to the Department since we are now placing the Bluff to Montezuma Creek road onto the State system.

We appreciate your suggestions and appreciate you taking the time to inform us of these concerns. If you have any other concerns you would like to discuss with us, feel free to contact me at any time.

Sincerely,

UTAH DEPARTMENT OF TRANSPORTATION

Dyke M. LeFevre

Dyke M. LeFevre, P.E.
District Four Director

DML/pwd

cc: Sam Taylor
Gene Sturzenegger
Howard Leatham
Ferris J. Hunt
[illegible] Hamilton

HARRY GOULDING'S
MONUMENT VALLEY
TRADING POST and LODGE
UTAH-ARIZONA

NAVAJO RUGS··INDIAN JEWELRY

PHONE: MONUMENT VALLEY, UTAH
801-727-3231

POST OFFICE ADDRESS:
BOX 1,
MONUMENT VALLEY
UTAH, 84536

April 21, 1986

Mr. Dyke Lefevre
District Engineer
UDOT
Price, UT 84501

Dear Sir:

We are very much in favor of the proposed extensions of U.S. Highway 666 and U.S. Highway 163. This involves extending U.S. 666 through Blanding via U.S. 191, west to Hanksville on S.R. 95, then west towards Richfield on S.R. 24. U.S. 163 could extend east on the newly completed highway at Bluff to Montezuma Creek and on to connect with U.S. 160 in Colorado. It could also extend west from Kayenta, Arizona on U.S. 160 to S.R. 98 north to Page, north on U.S. 89, then to S.R. 14 and end at Cedar City.

There definitely should be a highway sign marking the new road at Bluff going east to Montezuma Creek.

We believe that by extending the U.S. routes through our county and beyond, more tourists will be encouraged to travel through our county. Our experience here is that most people like to stay on the U.S. numbered highways. Since U.S. 163 ends north of us 40 miles at Bluff, many travellers prefer returning by U.S. 163 to U.S. 160 in Kayenta when leaving Monument Valley. Extending U.S. 163 east of Bluff would benefit San Juan County as more travellers heading towards Colorado, will leave Monument Valley by going through Bluff and Montezuma Creek, then connecting with U.S. 160 in Colorado.

We will appreciate your support on the renumbering of U.S. Highways 666 and 163. Thank you.

Sincerely,

Gerald LaFont
Susan LaFont

Gerald LaFont, Owner, Goulding's Lodge
Susan LaFont, Member, San Juan County Development Board

APR 25 1986
DIST. #4
PRICE, UT

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			
					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.)
247	Utah	Center Street in Orem	12/7/84	27-12-28	Deletion of Route 247 in its entirety, a distance of 2.04 miles.
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.

SR-666
12

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

RICHARD F. BRAUN, President
Commissioner
Minnesota Department
of Transportation

FRANCIS B. FRANCOIS
Executive Director

July 1, 1985

William Hurley, Director
Department of Transportation
4501 South 2700 West
Salt Lake City, UT 84119

Dear ~~Mr. Hurley~~ Bill:

This is to inform you that your application for an extension of U.S. Route 666 from Monticello to Richfield has been disapproved. In considering the application, the Special Committee on U.S. Route Numbering noted that the proposed routing has geometric deficiencies, carries little traffic, and is circuitous.

The application also fails to comply with the route numbering policy requirement of demonstrating a "definite showing of an adequately improved highway carrying an established and necessary line of interstate traffic not otherwise provided for by existing U.S. routes and for which traffic adequate service cannot be provided by state route numbers."

A copy of the application is enclosed for your files.

Very truly yours,

Francis B. Francois
Executive Director

FBF:WDL:djt
Enclosure

COPY OF LETTER RETAINED IN CENTRAL FILES
ORIGINAL TO CENTRAL FILES

State Moratorium Revision

7

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. Winters
Vice-Chairman

Glen H. Church
Commissioner

B. LaVaun Cox
Commissioner

Joe G. Weston
Commissioner

Attest:

Alva H. Anderson
Secretary

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 S.

11-2

Dated on this 18th day of July 2003

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

Commissioner

Commissioner

Commissioner

Commissioner

Attest:
Secretary

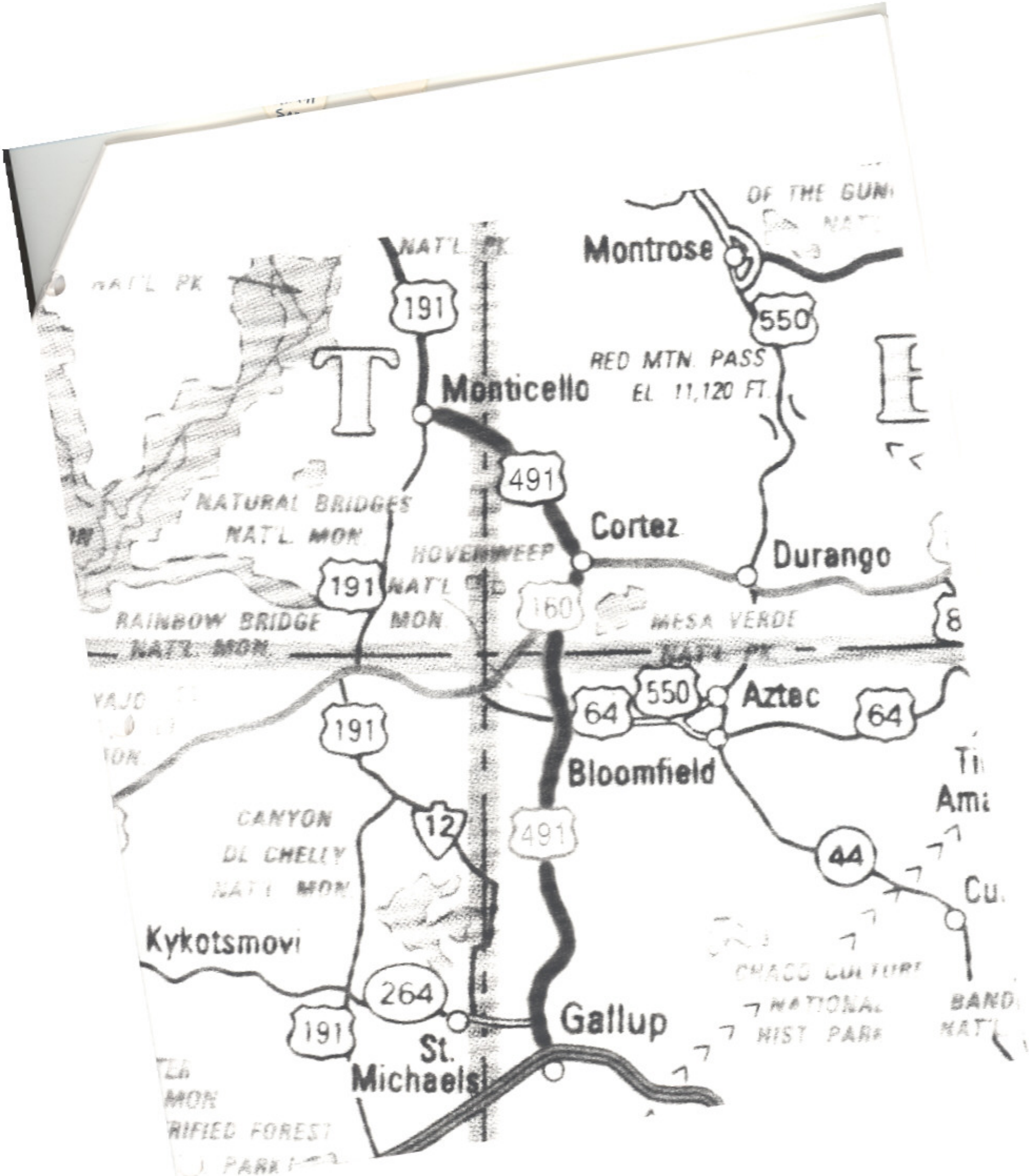

Montrose
550
RED MTN. PASS
EL 11,120 FT.
191
Monticello
491
Cortez
Durango
NATURAL BRIDGES
NAT'L MON
191
160
MESA VERDE
RAINBOW BRIDGE
NAT'L MON
550
Aztec
64
64
191
Bloomfield
12
491
CANYON
DE CHELLY
44
Kykotsmovi
264
191
Gallup
St.
Michaels

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

Executive Office: 444 N. Capitol St. N.W., Suite 249, Washington, D.C. 20001
Telephone (202) 624-5800 Telefax (202) 624-5806 www.transportation.org

Working To Connect America

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 Approved as U.S. Route 491

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

e purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, ver 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

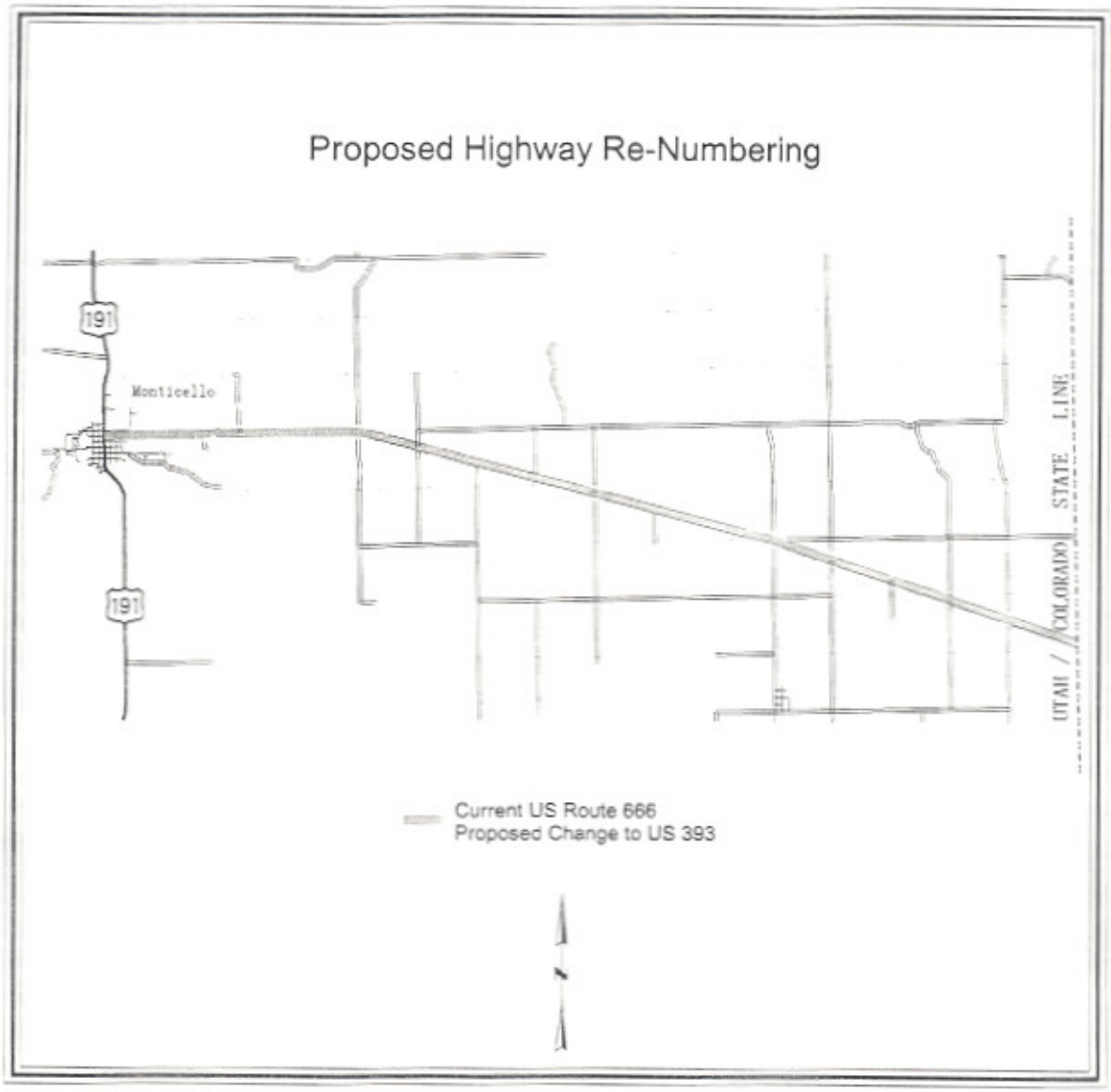
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where?

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:

(A 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-[illegible] to SR-491 [illegible]

11-2

e State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on ny road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, not withstanding the fact that the changes proposed are entirely thin 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-666 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 RXR – 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-Wt

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