Route 1

Updated: September 2005

Idaho line via Logan, Salt Lake City and St. George to Arizona Line.
Original destination in 1910, added Spanish Fork-Payson,1911;and Shem-Arizona line March 24,1916.
Prior to 1953 Legislature, the route from Parkin Junction to North Farmington Junction via US-91 was designated State Route 106.

1953 Description:
From the Utah-Idaho State Line near Franklin,Idaho,southerly via Logan, Brigham, Ogden,Salt Lake City, Provo, Nephi, Fillmore, Beaver, Cedar City, and St.George to the Utah-Arizona State line near Littlefield, Arizona.
**(* (A) Scanned) A spur connection in American Fork from Route 1 westerly to Interchange on FAI Route 15 (May 18,1959).
**(* (B) Scanned) **(*(C) Scanned)
1962 Description:
From the Utah-Arizona State line near St.George through or near Provo, Salt Lake City, Ogden and Tremonton to the Utah-Idaho Stale line south of Malad, Idaho.
**(* (D) Scanned) **(* (E) Scanned)
Approved by 1963 Legislature

1965 Legislature
(Transferred to alignment of I-15 from North Beaver to Wild Cat Hill Interchange.
**(*(I) Scanned) 2-14-64 old alignment transferred to jurisdiction of Beaver County).
(Transferred to alignment of I-15 from near Washington Interchange easterly to approximately 3 miles east of Harrisburg Interchange a portion of old alignment transferred to SR-212 the balance transferred to jurisdiction of Washington County and Washington Town. **(* (H) Scanned) 7-10-64 (Transferred to the alignment of I-15 from the north Santaquin Interchange northerly to north Lehi **(* (G) Scanned) 8-14-64 Old alignment transferred to SR-26,SR-156 and SR-8.)
(Transferred to the alignment of I-15 from Draper Crossroads northerly to Becks Interchange - Old alignment transferred to SR-271. **(* (F) Scanned) 11-6-64
**(* (J) Scanned) **(* (K) Scanned) **(* (L) Scanned)
1967 Legislature:
From the Utah-Arizona State line near St. George through or near Provo, Salt Lake City, Ogden and Tremonton to the Utah-Idaho State line south of Malad Idaho (Traversing all the old alignment from a point near Leeds south incorporate limits to Anderson Junction transferred to jurisdiction of Leeds and Washington County. **(* (M) Scanned) 5/5/67.
* (N) * (O) * (P) * (Q) * (R)

Route 1 Cont.

1970 Commission Action:
* (S) 2.949 miles of the old alignment of SR-1 from the Coal Creek Bridge northerly, transferred to SR-130, and 7.670 miles transferred to the county by Commission Action in 1970.
* (T)

1975 Legislature:

The old alignment of SR-1 from SR-18 to Utah-Arizona State line relinquished to local jurisdiction.
*(U)
1975 Description:
From the Utah-Arizona State line south of St. George northerly through or near Provo, Salt Lake City, Ogden and Tremonton to the Utah-Idaho State line south of Malad, Idaho. (Traversing all completed projects on Interstate Route 15)

1977 Commission Action - May 20, 1977
* (V) State Route 1 traversing the alignment of Interstate Route 15 (-15) has been deleted from the state system and redesignated State Route 15. Interstate Route 15 description remains the same.

This Route continues to wait assignment.

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

Route 1

COUNTY/VOLUME & RESOLUTION NO.

A. Utah Co. 1/6	**B.** Salt Lake Co. 1/23	**C.** Box Elder Co. 1/28
D. Box Elder Co. 1/44	**E.** Salt Lake Co. 1/52	**F** Salt Lake Co. 1/72
G. Utah Co. 1/76	**H.** Washington Co. 1/78	**I.** Beaver Co.1/86
J. Beaver Co. 1/95	**K.** Iron Co. 1/99	**L.** Davis& Weber Co. 1/122
M. Washington Co. 2/4	**N.** Iron Co. 2/10	**O.** Iron Co. 2/28
P. Iron Co. 2/29	**Q.** Juab Co. 2/30	**R.** Beaver Co. 3/14
S. Iron Co. 3/16	**T.** Washington Co. 5/18	**U.** Juab Co. 5/32
V. Multiple Co. 6/2		

DESCRIPTION OF RESOLUTION CHANGE

(**A**). Spur Addition Near American Fork
(**B**). Redesignation - Beck Street to West Bountiful
(**C**). Realignment - in Perry.
(**D**). Realignment - I-84 to Utah-Idaho State line.
(**E**). Realignment - Beck Street Interchange to Bountiful North Incl.
(**F**). Realignment - Draper Crossroads to Beck Street Interchange.
(**G**). Realignment - North Santaquin Interchange to North Lehi Interchange.
(**H**). Relocation - Described in Project I-15-1(15)9.
(**I**). Relocation - Described in Project I-15-3(3)112 & F-001-3(1).
(**J**). Relocation - From near Cove Fort described in Project I-15-3(5)130.
(**K**). Relocation - Near Washington County Line to Hamilton Fort Interchange.
(**L**). Relocation - Layton South Incl. to Hot Springs near Box Elder Co. line.
(**M**). Transfer - Old Alignment in Leeds.
(**N**). Relocation - South Cedar City Interchange to North Cedar City Interchange.
(**O**). Relocation - Near Hamilton Fort to South Cedar City.
(**P**). Relocation - West of Summit to North of Paragonah.
(**Q**). Relocation - Levan West Interchange to Nephi North Interchange.
(**R**). Relocation - Described in Resolution.
(**S**). Relocation - Cedar City North Interchange to Summit Interchange.
(**T**). Relocation - Utah-Arizona State line to St. George.
(**U**). Relocation - North Nephi to two miles south of Juab-Utah County line.
(**V**). Deletion - SR-1 was deleted as a State Route.

RECOMMENDED LEGISLATIVE CHANGES IN STATE ROAD SYSTEM

Route #1 (Spur)

Description: From the Utah-Idaho State Line near Franklin, Idaho, southerly via Logan, Brigham, Ogden, Salt Lake City, Provo, Nephi, Fillmore, Beaver, Cedar City and St. George to the Utah-Arizona State Line near Littlefield, Arizona.

Recommended Description: From the Utah-Idaho State Line near Franklin, Idaho, southerly via Logan, Brigham, Ogden, Salt Lake City, Provo, Nephi, Fillmore, Beaver, Cedar City, and St. George to the Utah-Arizona State Line near Littlefield, Arizona and a spur connection in American Fork from route #1 westerly to interchange on FAI route #15.

Comments: Commission Approval: May 18, 1959.

SR-1
6

STATE ROAD COMMISSION OF UTAH

HIGHWAY RESEARCH DEPARTMENT

Proposed State Road Changes

LEGEND

Addition to State Road System

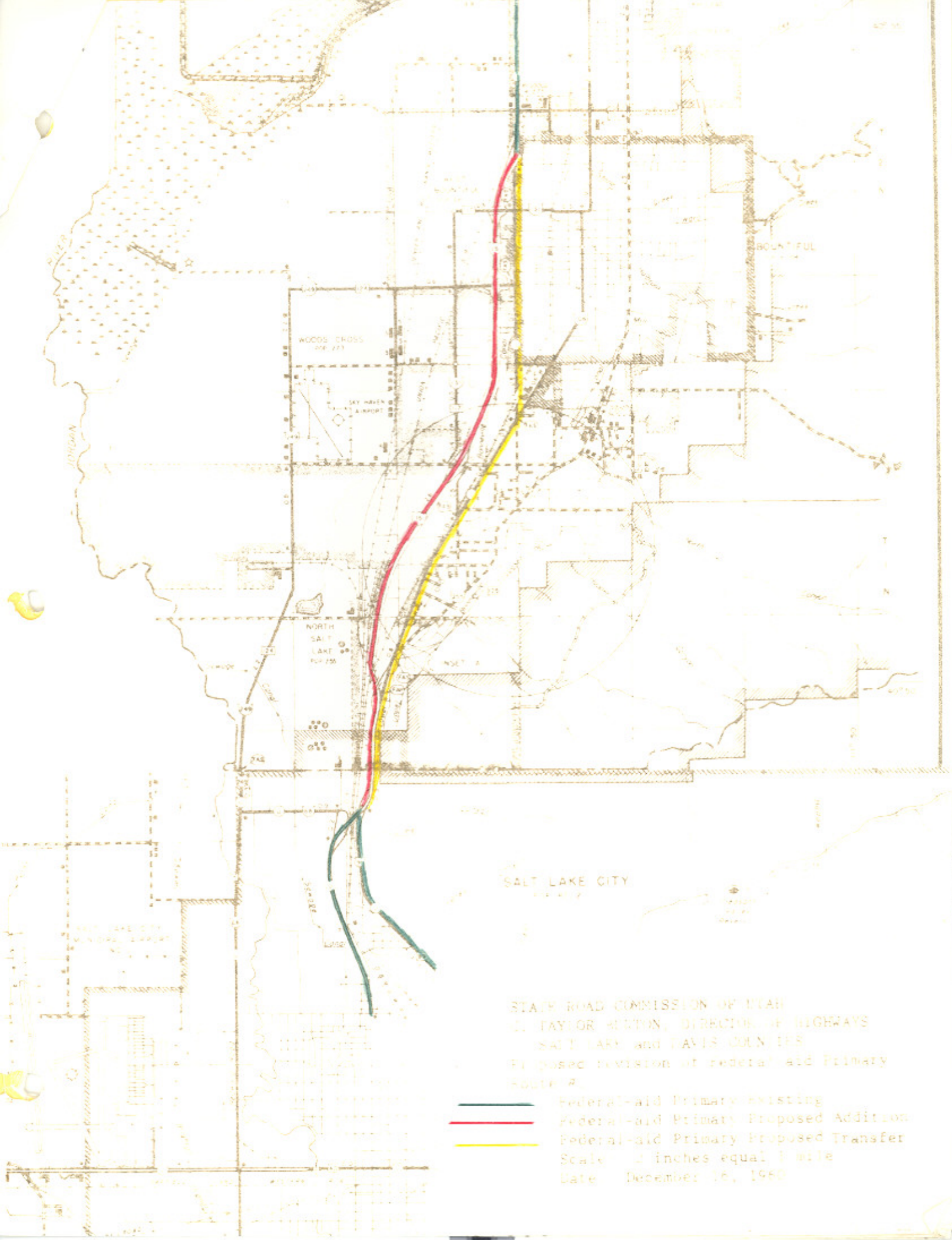
Deletion from State Road System

Date: _____

STATE OF UTAH
FEDERAL-AID PRIMARY HIGHWAY SYSTEM

FAP Route Number	Description
1	From the Utah-Arizona State Line near St.George via Cedar City, Beaver, Nephi, Provo, Salt Lake City, Roy and Brigham City to the Utah-Idaho State line near Portage, with a spur connection in Utah County from 13th South Street in Orem to FAI route #15. NOTE: This revision increases the length of this route 0.1 miles and constitutes a 6.0 mile deletion and 6.1 mile addition.

23
FAP 1
FAP 32


BOUNTIFUL
WOODS CROSS
SKY HAVEN AIRPORT
NORTH SALT LAKE
SALT LAKE CITY
STATE ROAD COMMISSION OF UTAH
C. TAYLOR MOTON, DIRECTOR OF HIGHWAYS
SALT LAKE and DAVIS COUNTIES
Proposed Revision of Federal-aid Primary
Route 8
Federal-aid Primary Existing
Federal-aid Primary Proposed Addition
Federal-aid Primary Proposed Transfer
Scale 2 inches equal 1 mile
Date December 16, 1960

N NINE
ADO
MEXICO
AH
YOMING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Building 40, Denver Federal Center
Denver, Colorado

December 12, 1961

IN REPLY REFER TO:
09-00.2

Your reference:
1.24.41

Mr. C. Taylor Burton
Director of Highways
Utah State Department of Highways
Salt Lake City, Utah

Through Mr. G. E. Meyer, Division Engineer

Dear Mr. Burton:

We approve, effective this date, the addition of a spur to Federal-aid Primary Route 1, and revisions in designation of two spurs by deletion from Federal-aid Primary Route 32 and addition to Federal-aid Primary Route 1, all spurs in Salt Lake City. Descriptions of Routes 1 and 32 as revised by this action are listed on the attached sheets.

This approval results in an increase of 0.6 mile in the primary system within established urban areas. Primary system revisions to date in 1961 have increased rural chargeable mileage 2.7 miles, urban area mileage 5.6 miles, and Federal reservation mileage 0.1 mile.

Sincerely yours,

K. S. CHAMBERLAIN
Regional Engineer

By
Regional Design Engineer

Attachments 2

Whereas:

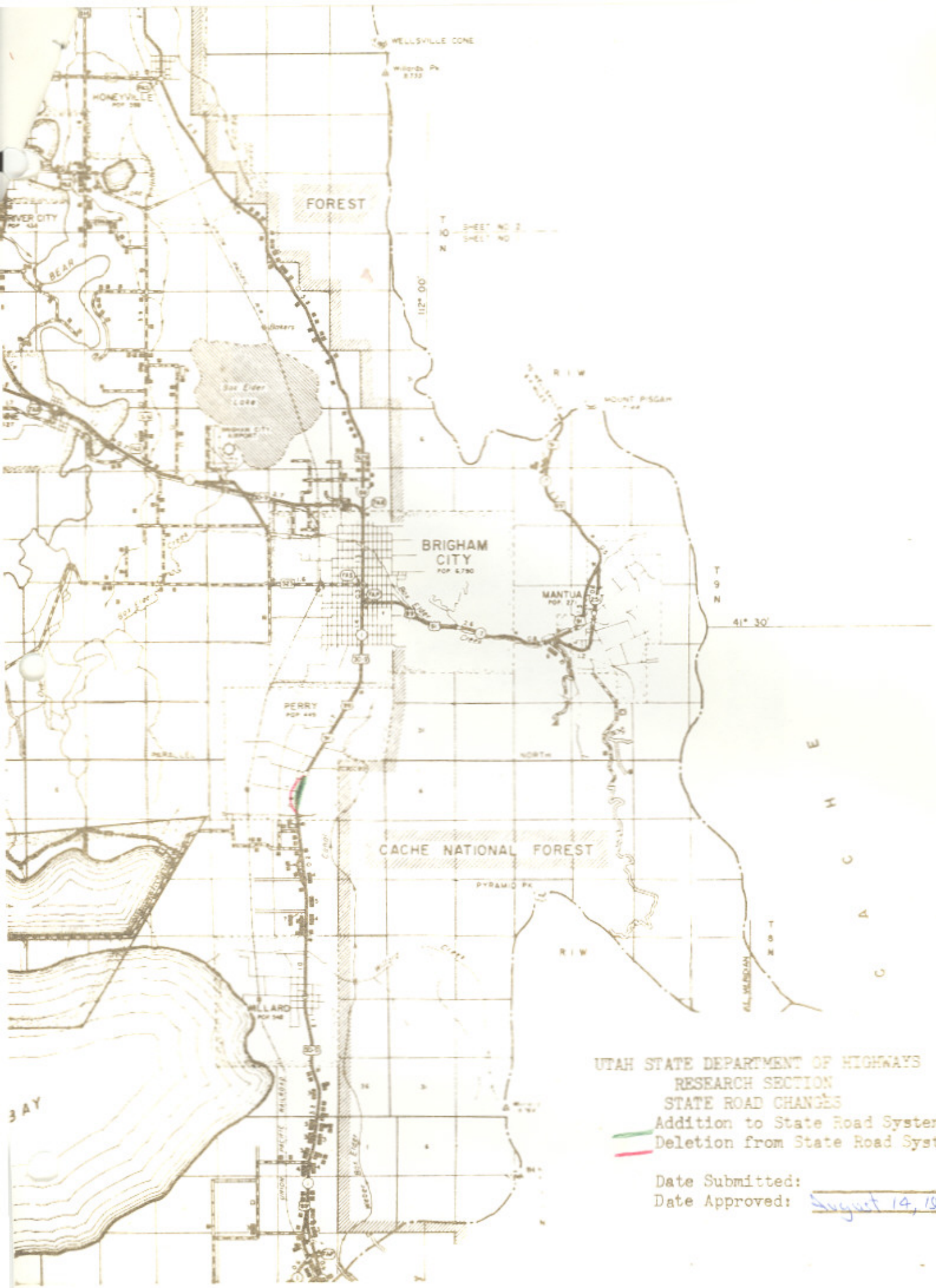
Due to new highway construction in the city of Perry, it is recommended the relocation of State Route 1 be made to conform with the alignment of the new construction.

Resolution

Be it resolved that the location of State Route 1 in the city of Perry be revised as an interim designation, subject to approval of the legislature, to conform to the alignment of the new construction and that the portion of old highway not being used be declared surplus and abandoned to the city of Perry as indicated in attached Quit Claim Deed.

The change in mileage due to the realignment was recorded at a previous date.

SR-1
28



UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION
STATE ROAD CHANGES

Addition to State Road System
Deletion from State Road System

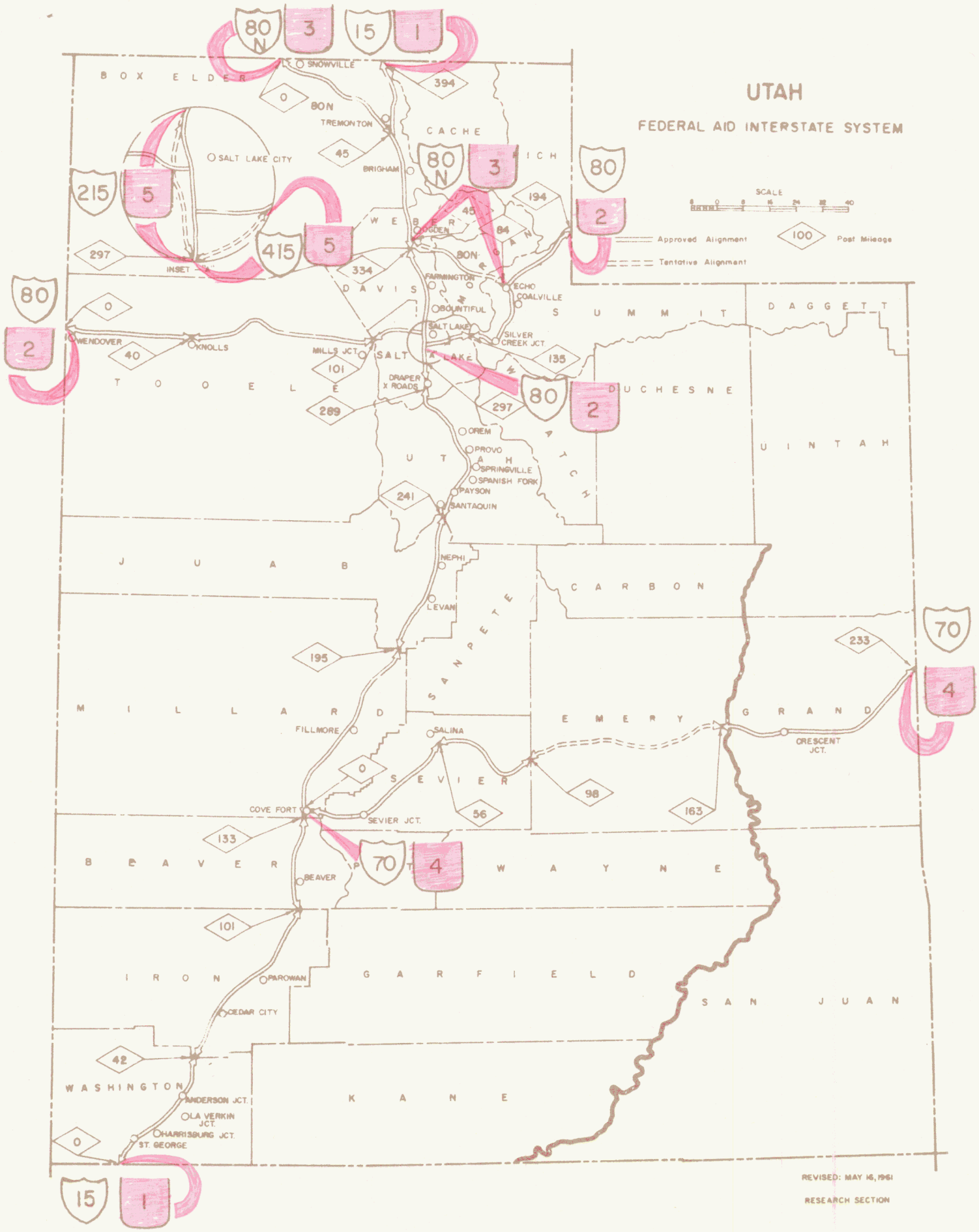
Date Submitted:
Date Approved: August 14, 1961

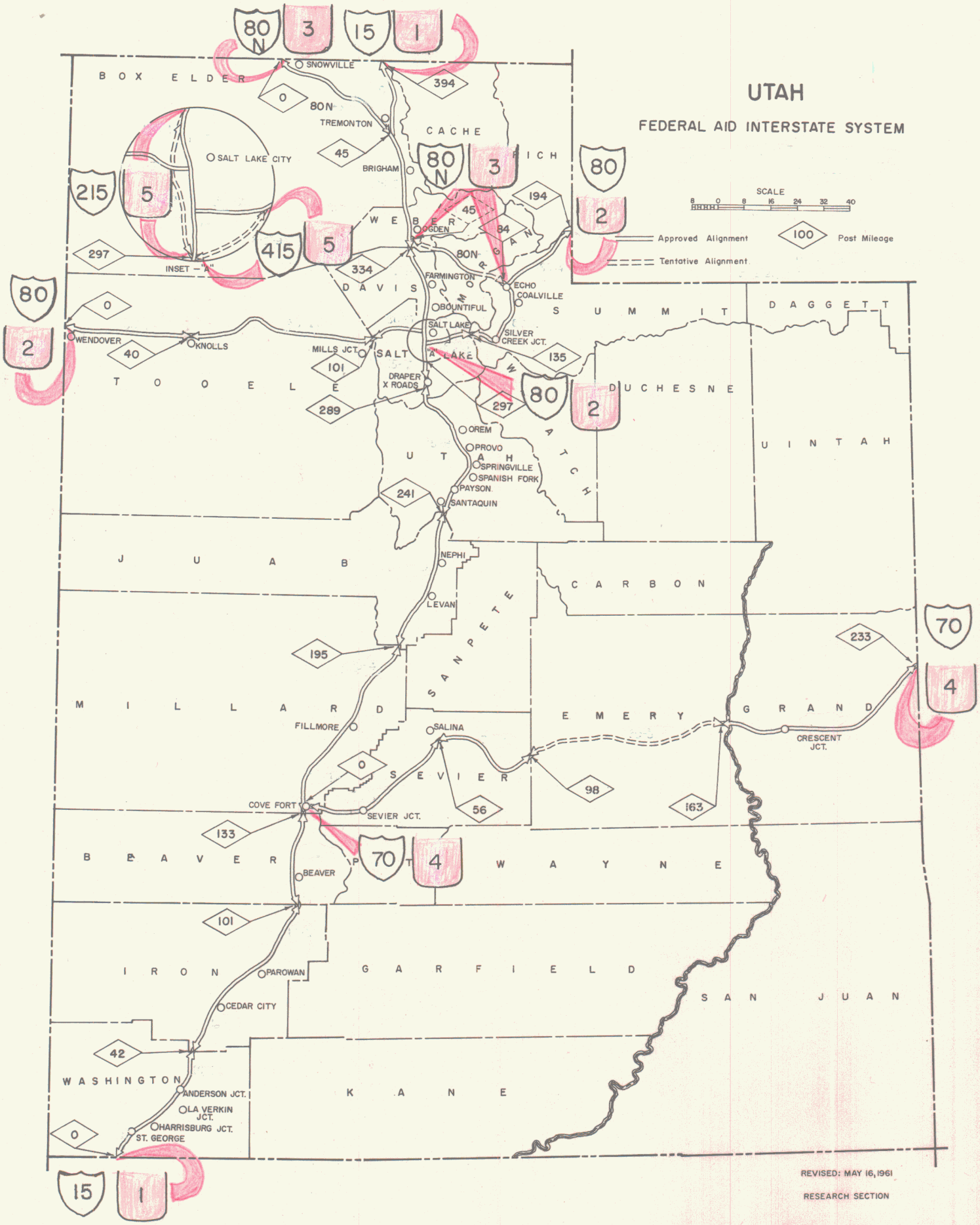
BE IT RESOLVED by the Utah State Road Commission that there be assigned as an interim designation the following State Route Statutory Numbers as sections of the Interstate System are taken over for maintenenace and that these State Routes be described as follows:

State Route (1)	From the Utah-Arizona State Line near St. George through or near Provo, Salt Lake City, Ogden and Tremonton to the Utah-Idaho State Line south of Malad, Idaho.
State Route (2)	From the Utah-Nevada State Line at or near Wendover through or near Salt Lake City, to the Utah-Wyoming State Line southwest of Evanston, Wyoming.
State Route (3)	From the Utah-Idaho State Line near Snowville to a point on Interstate Route No. 15 near Elwood. Thence from another point on Federal-aid Interstate Route No. 15 near Roy to Federal-aid Interstate Route No. 80 near Echo.
State Route (4)	From Federal-aid Interstate Route No. 15 at Cove Fort through or near Richfield, Salina and Green River to the Utah-Colorado State Line west of Grand Junction, Colorado.
State Route (5)	From a junction with Interstate Route No. 80 near the mouth of Parleys Canyon southeast of Salt Lake City, southwesterly near the south city limits of Murray, junctioning with Interstate Route No. 15 thence northwesterly, northerly and easterly to a junction with Interstate Route No. 15 north of Salt Lake City.

AND BE IT FURTHER RESOLVED that the routes requiring a re-designation of number will be made in accordance with the statewide numbering plan.

Approved: August 20, 1962


UTAH
FEDERAL AID INTERSTATE SYSTEM
SCALE
Approved Alignment
Tentative Alignment
Post Mileage
BOX ELDER
CACHE
RICH
WEBER
DAVIS
SALT LAKE
SUMMIT
DAGGETT
TOOELE
DUCHESNE
UINTAH
UTAH
WASATCH
JUAB
CARBON
SANPETE
MILLARD
EMERY
GRAND
SEVIER
BEAVER
WAYNE
IRON
GARFIELD
SAN JUAN
WASHINGTON
KANE
SNOWVILLE
TREMONTON
BRIGHAM
SALT LAKE CITY
OGDEN
FARMINGTON
BOUNTIFUL
ECHO
COALVILLE
SILVER CREEK JCT.
WENDOVER
KNOLLS
MILLS JCT.
DRAPER X ROADS
OREM
PROVO
SPRINGVILLE
SPANISH FORK
PAYSON
SANTAQUIN
NEPHI
LEVAN
FILLMORE
SALINA
CRESCENT JCT.
COVE FORT
SEVIER JCT.
BEAVER
PAROWAN
CEDAR CITY
ANDERSON JCT.
LA VERKIN JCT.
HARRISBURG JCT.
ST. GEORGE
INSET "A"
REVISED: MAY 16, 1961
RESEARCH SECTION


UTAH
FEDERAL AID INTERSTATE SYSTEM
SCALE
8 0 8 16 24 32 40
Approved Alignment
Tentative Alignment
100 Post Mileage
BOX ELDER
CACHE
RICH
WEBER
MORGAN
DAVIS
SUMMIT
DAGGETT
TOOELE
SALT LAKE
DUCHESNE
UINTAH
UTAH
WASATCH
JUAB
CARBON
SANPETE
MILLARD
EMERY
GRAND
SEVIER
BEAVER
PIUTE
WAYNE
IRON
GARFIELD
SAN JUAN
WASHINGTON
KANE
SNOWVILLE
TREMONTON
BRIGHAM
SALT LAKE CITY
OGDEN
INSET "A"
FARMINGTON
ECHO
COALVILLE
BOUNTIFUL
SILVER CREEK JCT.
WENDOVER
KNOLLS
MILLS JCT.
DRAPER X ROADS
OREM
PROVO
SPRINGVILLE
SPANISH FORK
PAYSON
SANTAQUIN
NEPHI
LEVAN
FILLMORE
SALINA
CRESCENT JCT.
COVE FORT
SEVIER JCT.
BEAVER
PAROWAN
CEDAR CITY
ANDERSON JCT.
LA VERKIN JCT.
HARRISBURG JCT.
ST. GEORGE
REVISED: MAY 16, 1961
RESEARCH SECTION

RECOMMENDED CHANGE IN STATE
ROAD SYSTEM

State Route 1 and 169

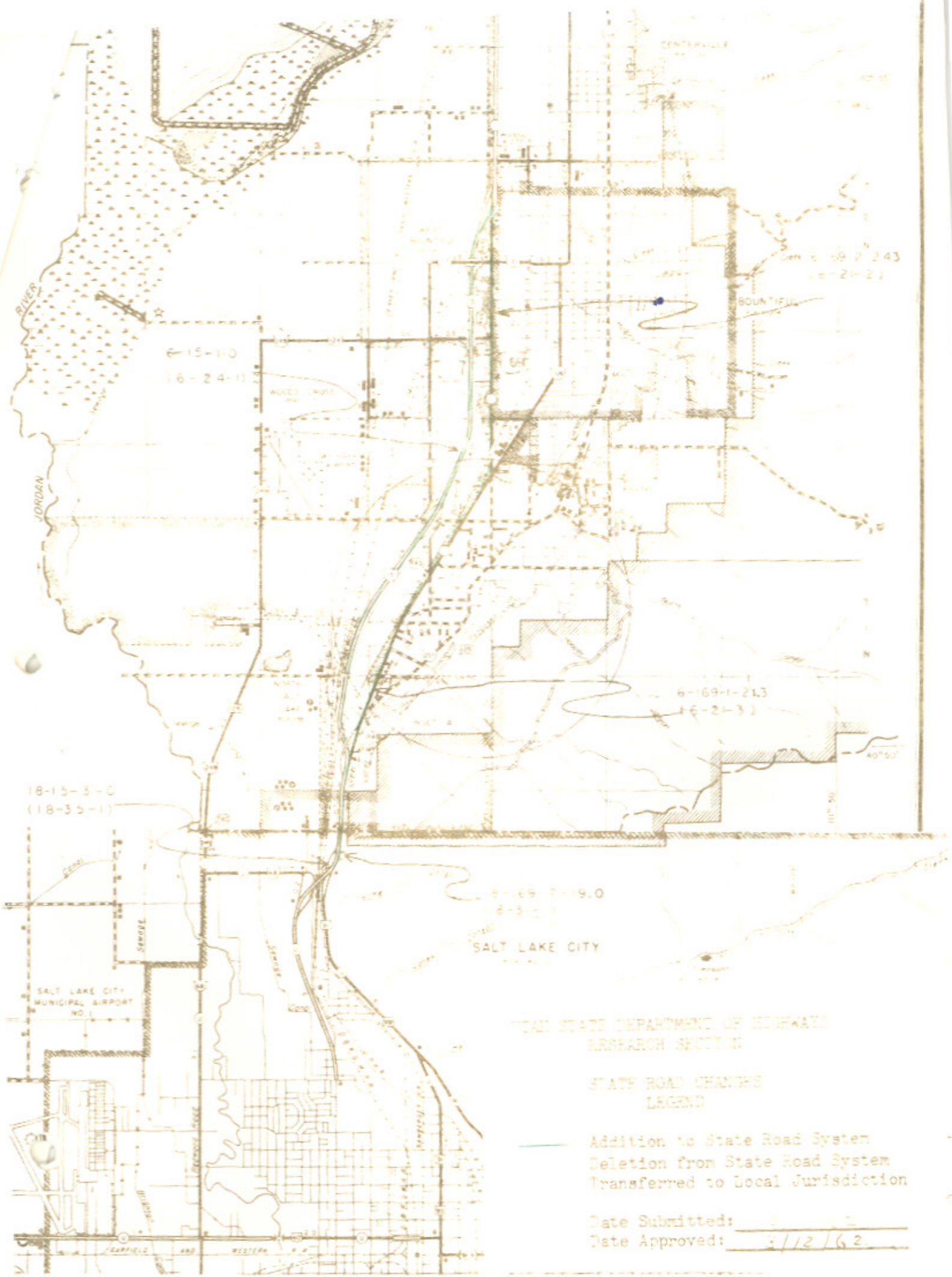
WHEREAS:

The completion of a portion of Interstate Route 15 from a point near Becks Interchange northerly to a point near the Bountiful north city limits has created a section of highway without a state route designation.

To maintain continuity in the State Road System it is deemed necessary that State Route 1 be revised as an interim designation to follow the new alignment on new location, that portion of Interstate Route 15 from Becks Interchange to Bountiful north city limits and the old location of State Route 1 between these same points be designated as State Route 169.

THEREFORE, BE IT RESOLVED, that the location of State Route 1 be revised as an interim designation, subject to the approval of the legislature to follow the new alignment on new location, that portion of Interstate Route 15 from a point near Becks Interchange northerly via Interstate Route 15 to a point near the Bountiful north city limits, and be it also resolved that State Route 169 be added to the State Road System as an interim designation, subject to the approval of the legislature to follow the old location of State Route 1 from a point near Becks Interchange northerly via Bountiful to a point near Bountiful north city limits.

SR-1 & 169
52



UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION

STATE ROAD CHANGES
LEGEND

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

Date Submitted: _____
Date Approved: 1/12/62

RECOMMENDED CHANGE IN STATE
ROAD SYSTEM

State Route 1 and 169

WHEREAS:

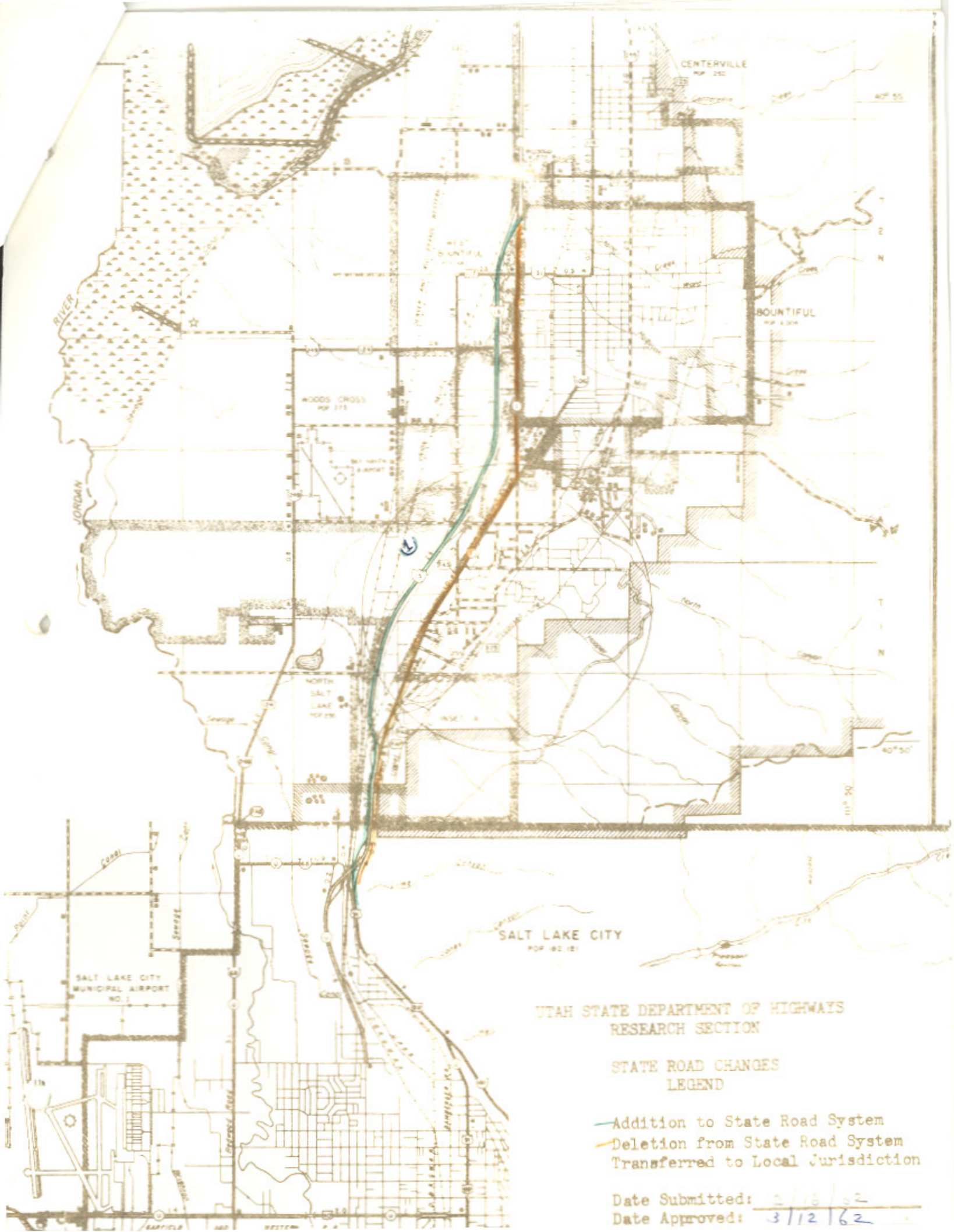
The completion of a portion of Interstate Route 15 from a point near Becks Interchange northerly to a point near the Bountiful north city limits has created a section of highway without a state route designation.

To maintain continuity in the State Road System it is deemed necessary that State Route 1 be revised as an interim designation to follow the new alignment on new location, that portion of Interstate Route 15 from Becks Interchange to Bountiful north city limits and the old location of State Route 1 between these same points be designated as State Route 169.

THEREFORE, BE IT RESOLVED, that the location of State Route 1 be revised as an interim designation, subject to the approval of the legislature to follow the new alignment on new location, that portion of Interstate Route 15 from a point near Becks Interchange northerly via Interstate Route 15 to a point near the Bountiful north city limits, and be it also resolved that State Route 169 be added to the State Road System as an interim designation, subject to the approval of the legislature to follow the old location of State Route 1 from a point near Becks Interchange northerly via Bountiful to a point near Bountiful north city limits.

+ 5.7

Approved 3/12/62

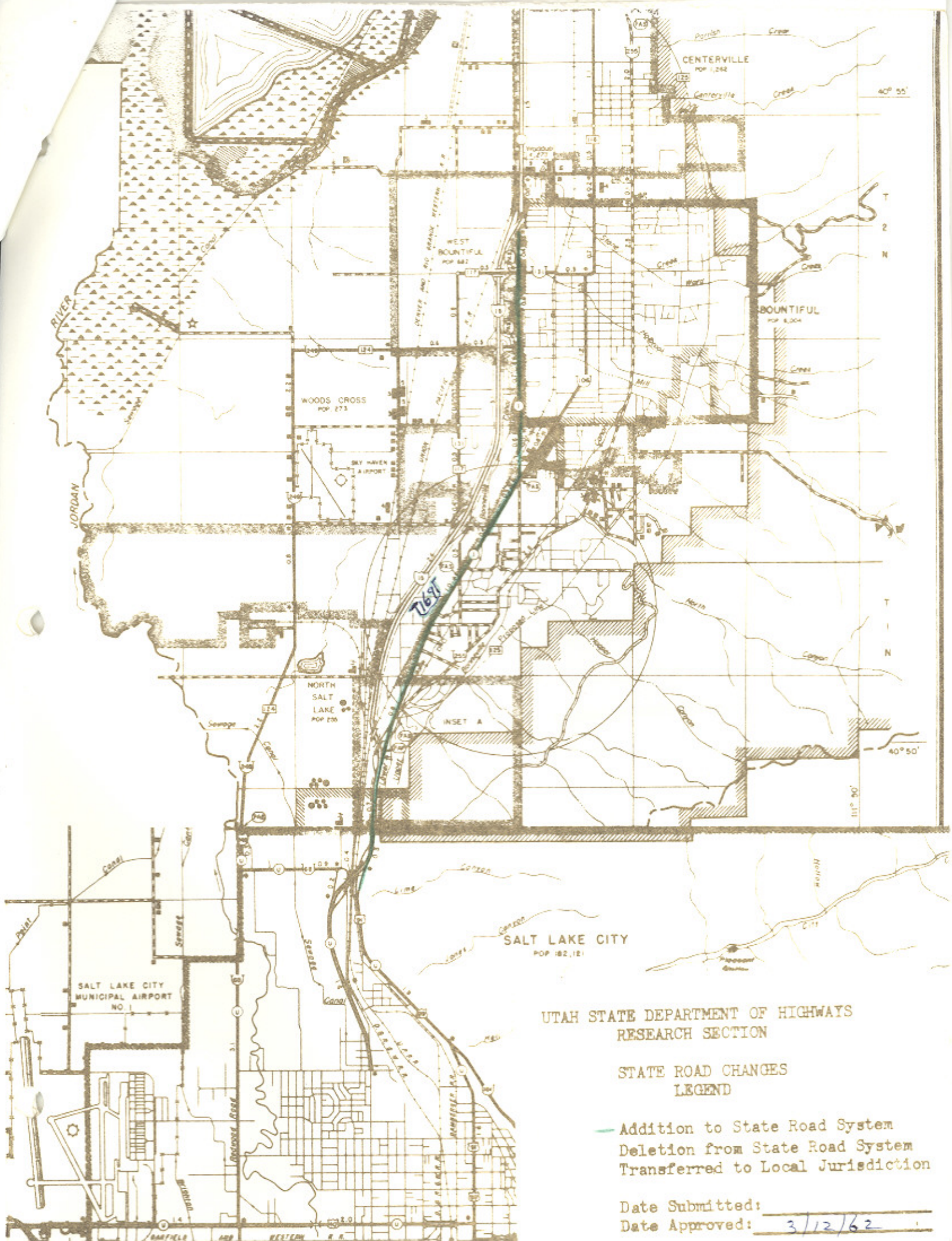


UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION

STATE ROAD CHANGES
LEGEND

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

Date Submitted: 2/16/62
Date Approved: 3/12/62



UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION

STATE ROAD CHANGES
LEGEND

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

Date Submitted: _____
Date Approved: 3/12/62

RECOMMENDED CHANGE IN STATE
ROAD SYSTEM

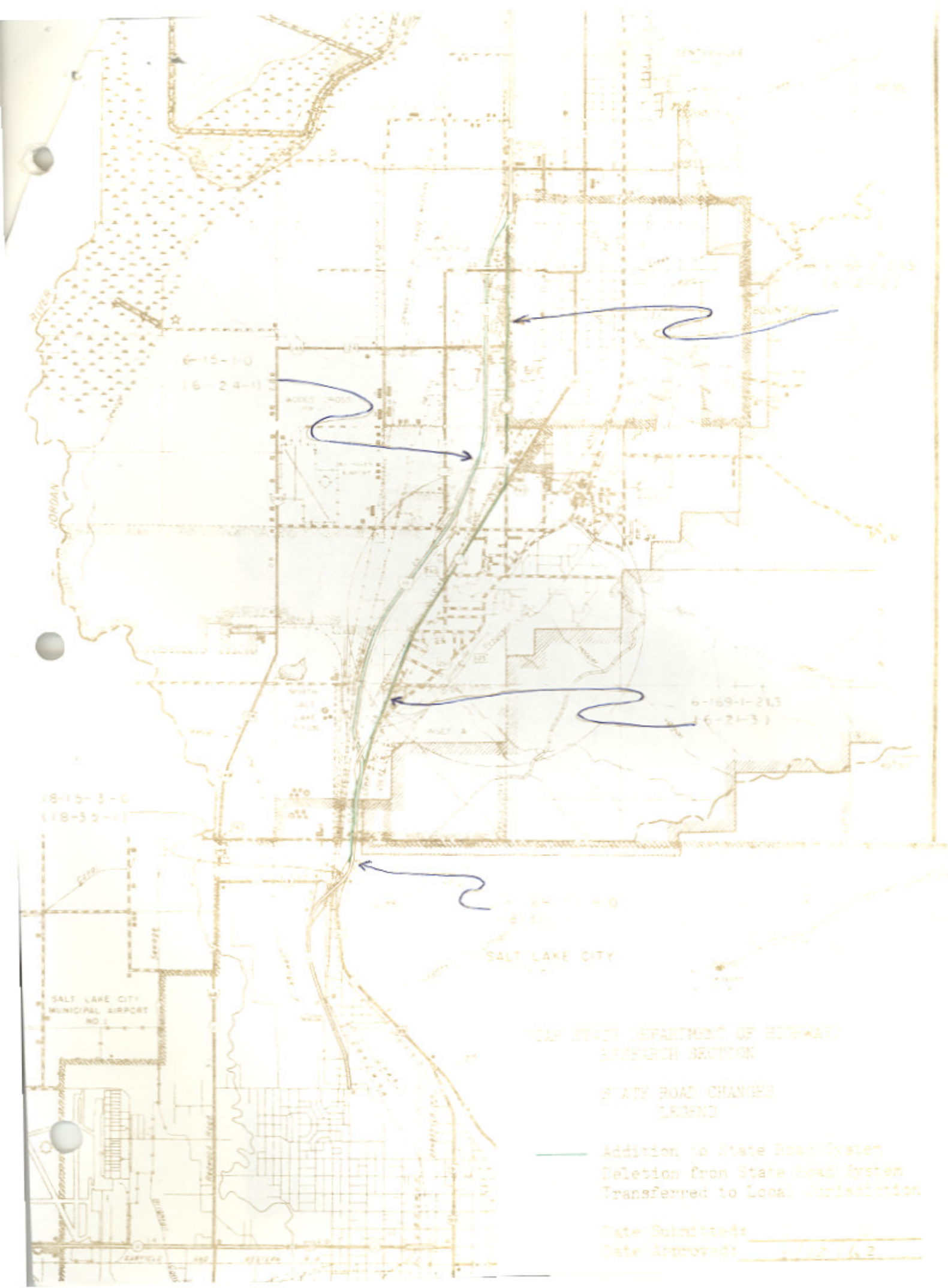
State Route 1 and 169

WHEREAS:

The completion of a portion of Interstate Route 15 from a point near Becks Interchange northerly to a point near the Bountiful north city limits has created a section of highway without a state route designation.

To maintain continuity in the State Road System it is deemed necessary that State Route 1 be revised as an interim designation to follow the new alignment on new location, that portion of Interstate Route 15 from Becks Interchange to Bountiful north city limits and the old location of State Route 1 between these same points be designated as State Route 169.

THEREFORE, BE IT RESOLVED, that the location of State Route 1 be revised as an interim designation, subject to the approval of the Legislature to follow the new alignment on new location, that portion of Interstate Route 15 from a point near Becks Interchange northerly via Interstate Route 15 to a point near the Bountiful north city limits, and be it also resolved that State Route 169 be added to the State Road System as an interim designation, subject to the approval of the legislature to follow the old location of State Route 1 from a point near Becks Interchange northerly via Bountiful to a point near Bountiful north city limits.


RIVER
JORDAN
SALT LAKE CITY
SALT LAKE CITY
MUNICIPAL AIRPORT
NO. 1
THE STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION
STATE ROAD CHANGES
LEGEND
Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction
Date Submitted:
Date Approved:

Change and Transfer in State Route Numbers
Authority: Sec. 27-12-29, UCA, 1953, as Ammended

RESOLUTION

State Routes 1 and 271

SR-1 & 271
72

WHEREAS, the programming of Interstate construction projects in Salt Lake County between Draper Crossroads and Becks Interchange has resulted in the completion of a portion of Federal-aid Interstate Route 15 through this area and,

WHEREAS, to maintain continuity in the State System of Highways it is necessary to redesignate a portion of State Route 1 in Salt Lake County and,

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission on August 20, 1963, designating Interstate Route 15 as State Route 1 as maintenance responsibility is assumed.

NOW THEREFORE, pursuant to the authority of Section 27-12-29, UCA, 1953, AS AMMENDED, it is hereby resolved as follows:

1. The new alignment created by the construction of Federal-aid Interstate Route 15 from the Draper Crossroads to Becks Interchange be designated as State Route 1.

2. The old location of State Route 1 between Draper Crossroads and Becks Interchange be redesignated as State Route 271.

3. That by this action State Highway System mileage will be increased 20.6 + - miles.

4. That Exhibit "A" attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Date this 6th day of November, 1964.

STATE ROAD COMMISSION OF UTAH

Chairman

Change and Transfer in State Route Numbers
Authority: Sec. 27-12-29, UCA, 1953, as Ammended

RESOLUTION

State Routes 1 and 271

WHEREAS, the programming of Interstate construction projects in Salt Lake County between Draper Crossroads and Becks Interchange has resulted in the completion of a portion of Federal-aid Interstate Route 15 through this area and,

WHEREAS, to maintain continuity in the State System of Highways it is necessary to redesignate a portion of State Route 1 in Salt Lake County and,

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission on August 20, 1963, designating Interstate Route 15 as State Route 1 as maintenance responsibility is assumed.

NOW THEREFORE, pursuant to the authority of Section 27-12-29, UCA, 1953, AS AMMENDED, it is hereby resolved as follows:

1. The new alignment created by the construction of Federal-aid Interstate Route 15 from the Draper Crossroads to Becks Interchange be designated as State Route 1.

2. The old location of State Route 1 between Draper Crossroads and Becks Interchange be redesignated as State Route 271.

3. That by this action State Highway System mileage will be increased 20.6 + - miles.

4. That Exhibit "A" attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Date this 6th day of November, 1964.

STATE ROAD COMMISSION OF UTAH

Chairman

SR-1 & 271
72

Frank Ford
Commission

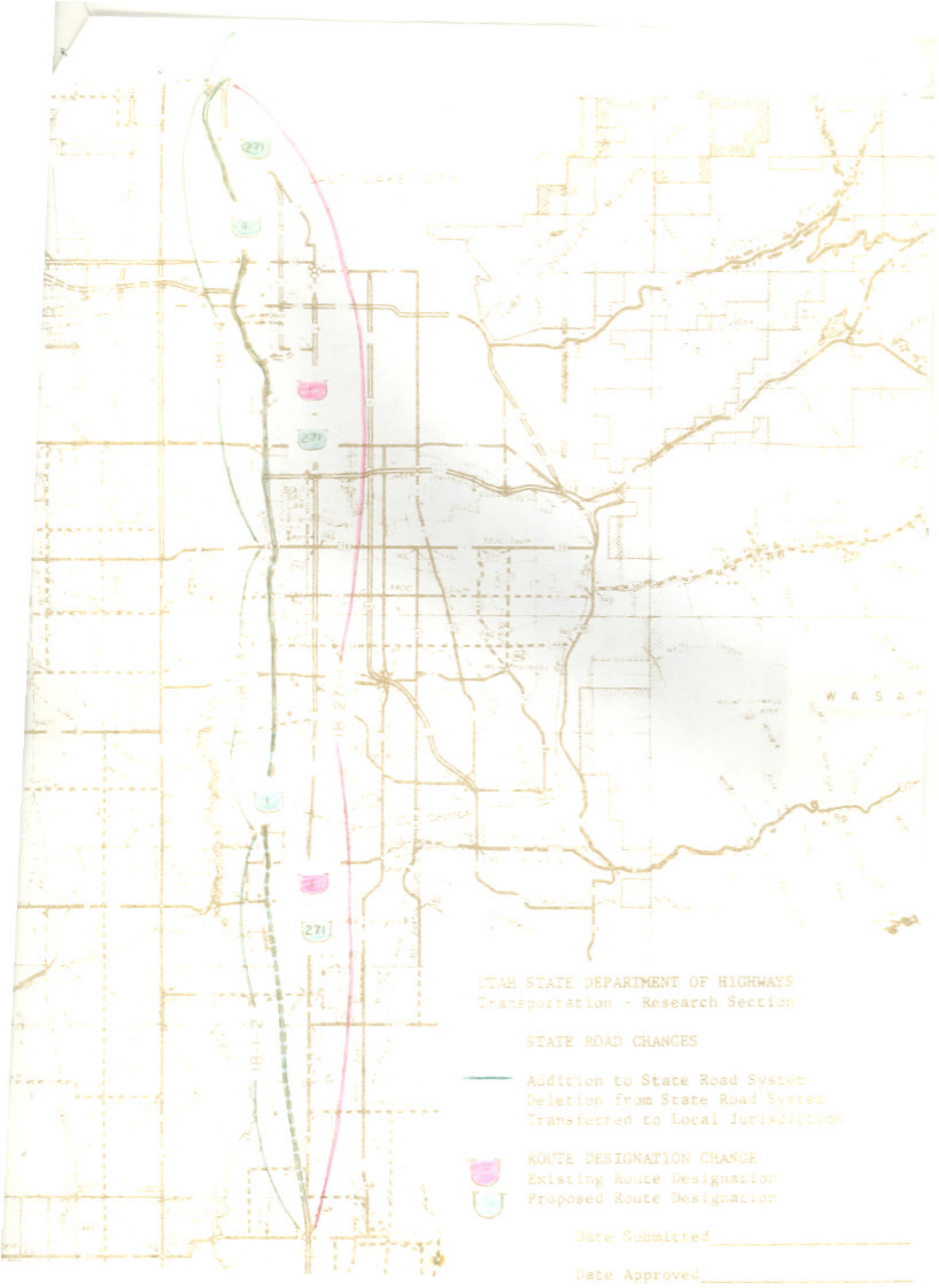
Ames K Bagley
Commission

W J Smith
Commission

Eliza Strong
Commission

ATTEST:

Clarence J Allred
Secretary


271
271
271
W A S A
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section
STATE ROAD CHANGES
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

Relinquishment of Realigned Highway
Change and Transfer in State and Federal-Aid Route Numbers
(Authority: Sec. 27-12-29, UCA, 1953, as Amended)

RESOLUTION

State Route 1 old
State Route 212 orig

WHEREAS, with the near completion of Project I-15-1(15)9 from Middleton to south of Leeds, Washington County and

WHEREAS, to maintain continuity in the State Road System and Federal-aid System and

WHEREAS, a portion of the old alignment of State Route 1 will no longer be justified as a part of the State Highway System but, nevertheless, will still serve as a public road.

NOW, THEREFORE, pursuant to the authority of Section 27-12-29, UCA, 1953, AS AMENDED, it is hereby resolved as follows;

1. That State Route 1 be transferred to the new roadway created by the completion of Project I-15-1(15)9.

2. That State Route 212 be extended from its present termini in Washington Town westerly, traversing a portion of the old alignment of State Route 1, to Washington Interchange.

3. That the old alignment of State Route 1 between Enginneers Station 585 - - to 173 - - Project I-15-1(15)9, with the exception of that portion re-designated State Route 212, be transferred to the jurisdiction of Washington County and Washington Town respectively.

4. That application be made to the U. S. Department of Commerce, Bureau of Public Roads to relocate Federal-aid Primary Route 1 and extend Federal-aid Secondary Route 415 as a result of the aforementioned State Route changes.

5. That by this action, State Highway System mileage will be increased

SR-1 & 212
78

Relinquishment of Realigned Highway
Change and Transfer in State and Federal-Aid Route Numbers
(Authority: Sec. 27-12-29, UCA, 1953, as Amended)

RESOLUTION

State Route 1 old
State Route 212 orig

WHEREAS, with the near completion of Project I-15-1(15)9 from Middleton to south of Leeds, Washington County and

WHEREAS, to maintain continuity in the State Road System and Federal-aid System and

WHEREAS, a portion of the old alignment of State Route 1 will no longer be justified as a part of the State Highway System but, nevertheless, will still serve as a public road,

NOW, THEREFORE, pursuant to the authority of Section 27-12-29, UCA, 1953, AS AMENDED, it is hereby resolved as follows;

1. That State Route 1 be transferred to the new roadway created by the completion of Project I-15-1(15)9.

2. That State Route 212 be extended from its present termini in Washington Town westerly, traversing a portion of the old alignment of State Route 1, to Washington Interchange.

3. That the old alignment of State Route 1 between Enginneers Station 585 - - to 173 - - Project I-15-1(15)9, with the exception of that portion re-designated State Route 212, be transferred to the jurisdiction of Washington County and Washington Town respectively.

4. That application be made to the U. S. Department of Commerce, Bureau of Public Roads to relocate Federal-aid Primary Route 1 and extend Federal-aid Secondary Route 415 as a result of the aforementioned State Route changes.

5. That by this action, State Highway System mileage will be increased

SR-1 & 212
78

Relinquishment of Realigned Highway
Change and Transfer in State and Federal-Aid Route Numbers
(Authority: Sec. 27-12-29, UCA, 1953, as Amended)

27-1-2
27-212-1

1-2

RESOLUTION

State Route 1 / Board * old
State Route 212 / Board * Orins

WHEREAS, with the near completion of Project I-15-1(15)9 from Middleton to south of Leeds, Washington County and

WHEREAS, to maintain continuity in the State Road System and Federal-aid System and

WHEREAS, a portion of the old alignment of State Route 1 will no longer be justified as a part of the State Highway System but, nevertheless, will still serve as a public road.

NOW, THEREFORE, pursuant to the authority of Section 27-12-29, UCA, 1953, AS AMENDED, it is hereby resolved as follows;

1. That State Route 1 be transferred to the new roadway created by the completion of Project I-15-1(15)9.

2. That State Route 212 be extended from its present termini in Washington Town westerly, traversing a portion of the old alignment of State Route 1, to Washington Interchange.

3. That the old alignment of State Route 1 between Enginneers Station 585 - - to 173 + - Project I-15-1(15)9, with the exception of that portion re-designated State Route 212, be transferred to the jurisdiction of Washington County and Washington Town respectively.

4. That application be made to the U. S. Department of Commerce, Bureau of Public Roads to relocate Federal-aid Primary Route 1 and extend Federal-aid Secondary Route 415 as a result of the aforementioned State Route changes.

5. That by this action, State Highway System mileage will be increased

SR-1 & 212
78

approximately 1.4 miles, Washington County "B" mileage will be increased approximately 6.0 miles and Washington Town "C" mileage will be increased 1.0 mile, at such time as the new alignment is placed in traffic service.

6. That Exhibit "A" attached herewith; illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 10th day of July, 1964.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

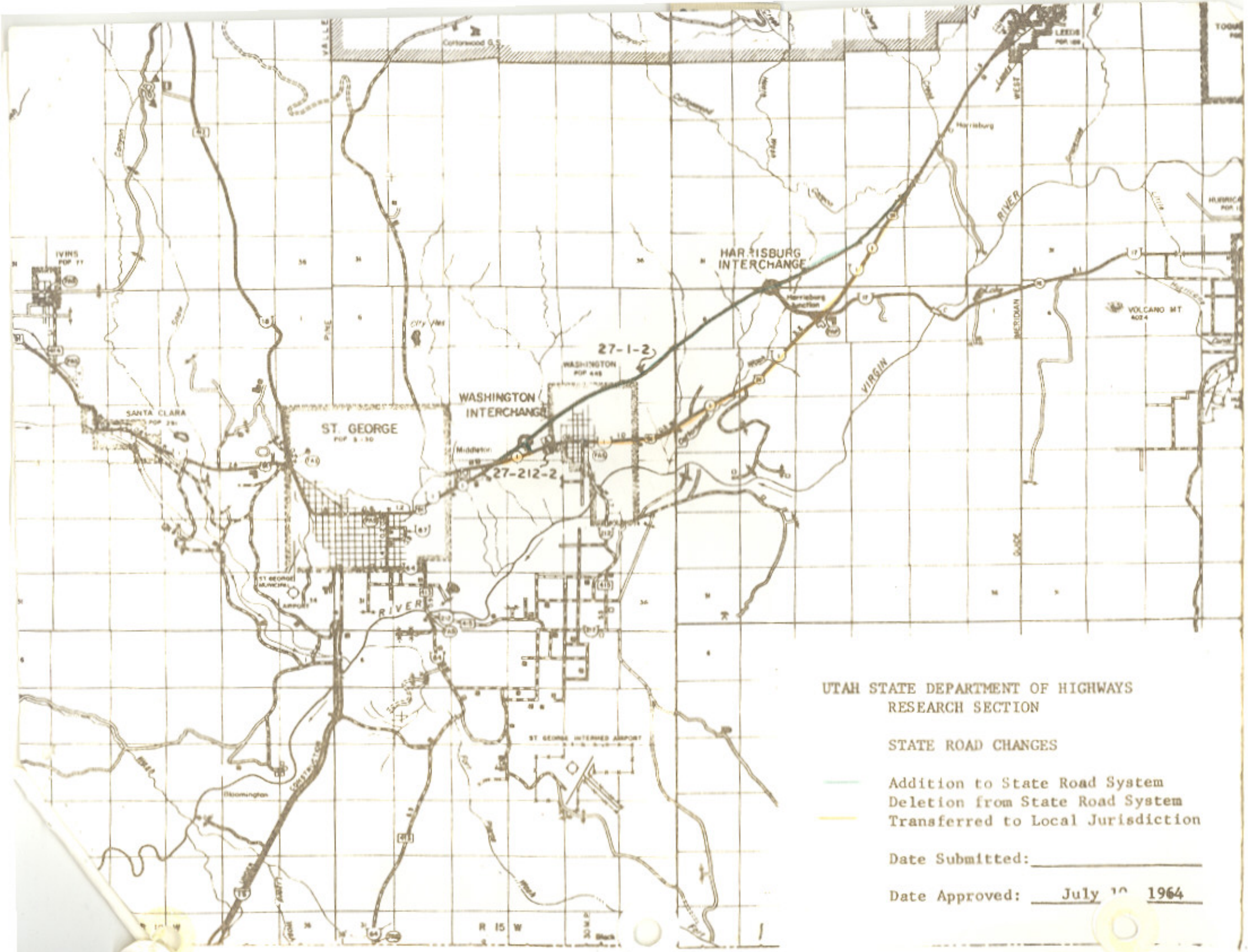
Commissioner

Commissioner

Commissioner

ATTEST:

Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION

STATE ROAD CHANGES

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

Date Submitted: _____

Date Approved: July 10 1964

Change and Transfer in State and Federal-aid Route Numbers
Authority: Sec. 27-12-29, UCA, 1953, as Amended

Corrected

RESOLUTION

State Routes 1, 26, 8, 105 and 156

WHEREAS, the programming of construction projects in Utah County between north Santaquin and north Lehi has resulted in the completion of a portion of Federal-aid Interstate Route 15 through this area and,

WHEREAS, to maintain continuity in the State System of Highways it is necessary to reassign certain state routes through Utah County area.

NOW, THEREFORE, pursuant to the authority of Section 27-12-29, UCA, 1953, as Amended, it is hereby resolved as follows:

1. That the new alignment created by the construction of Federal-aid Interstate Route 15 from the north Santaquin interchange northerly to the north Lehi interchange be designated as State Route 1.

2. That State Route 26 be extended from its present termini at State Route 1 (US-91) in north Santaquin traversing that portion of the old alignment of State Route 1 northerly via Payson and Salem to a point at the south limits of Spanish Fork, thence easterly to Moark Junction (SR 8). By this action the designation of State Route 105 will be deleted for that portion of roadway traversed by the extension of State Route 26.

3. That State Route 156 be redescribed as follows:

From a junction with State Route 26 northerly via Center Street in Spanish Fork, with a stub connection from Center Street to Interstate Route 15, thence northerly via the old alignment of State Route 1 to a junction with State Route 8 in south Springville.

4. That State Route 8 be extended from its present termini in south Springville, to traverse that portion of the old alignment of State Route 1 northerly via Provo, Orem, Lindon, Pleasant Grove and American Fork to the north Lehi Interchange.

SR-1, 26, 8, 105 & 156
76

5. That application be made to the U. S. Department of Commerce, Bureau of Public Roads, to relocate the Federal-aid Primary and Federal-aid Secondary Routes effected by the aforementioned route changes.

6. By this action, State Highway System mileage will be increased by approximately 37.5 miles.

7. That Exhibit "A" attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 14th day of August, 1964.

STATE ROAD COMMISSION OF UTAH

Chairman

Commission

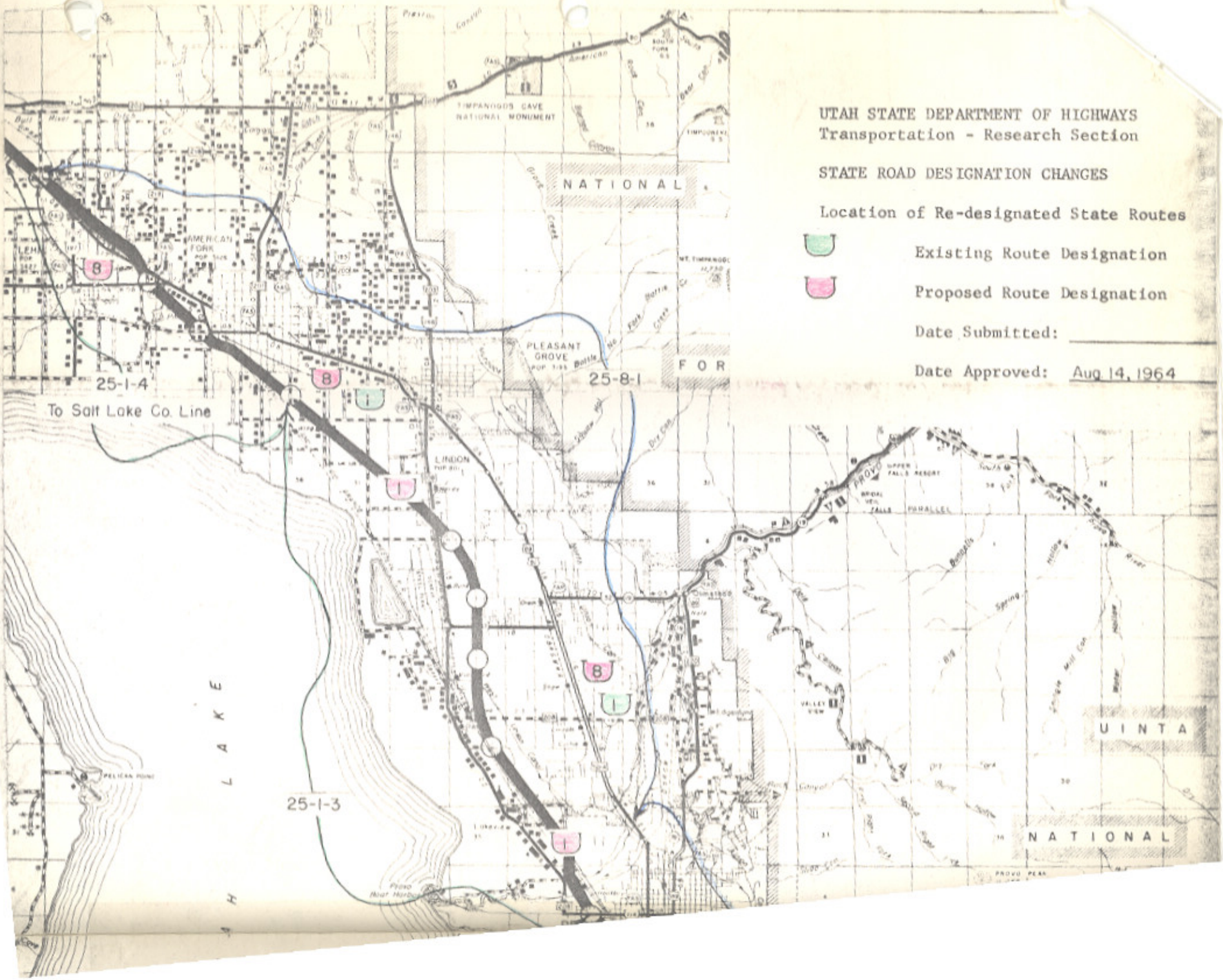
Commission

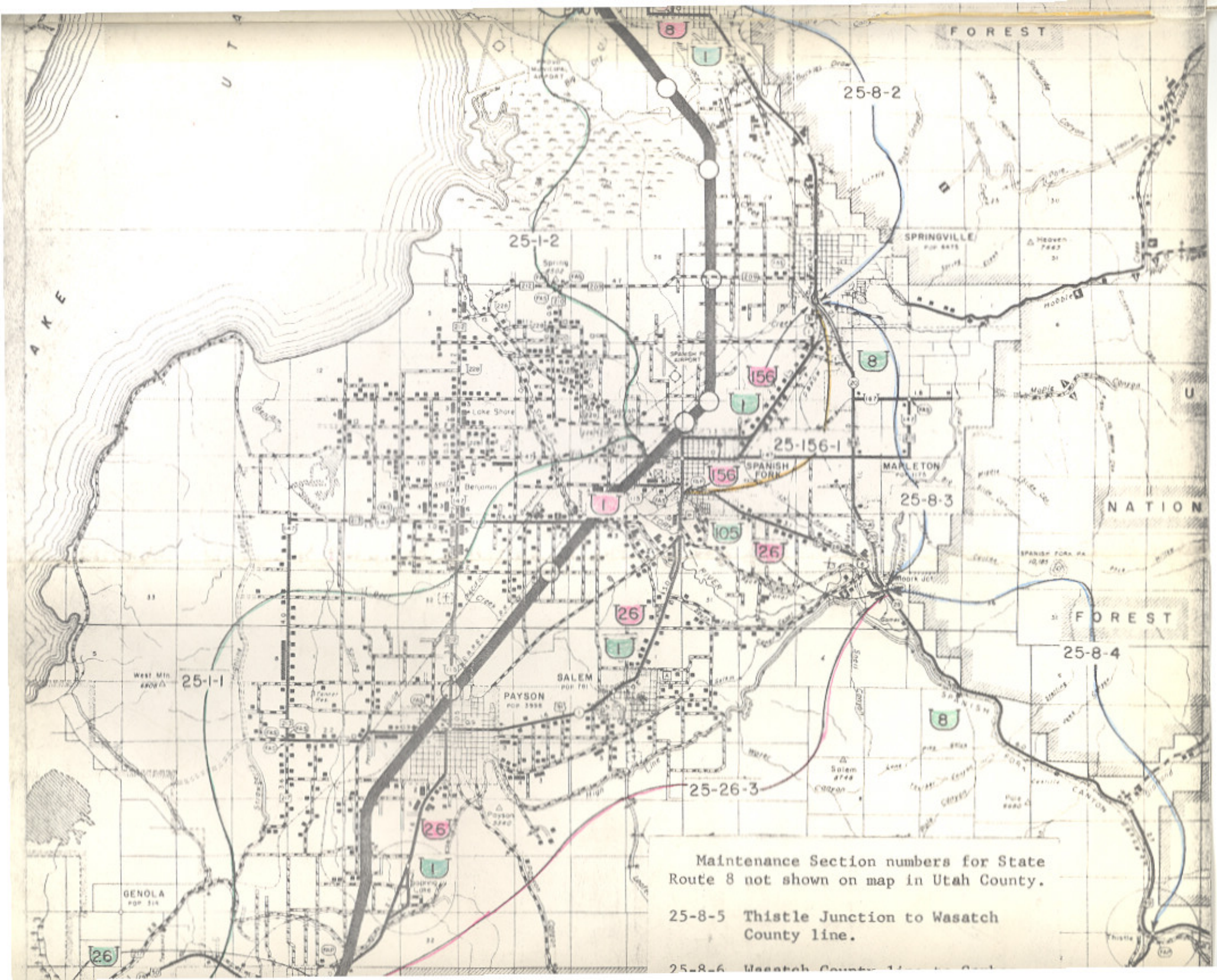
Commission

Commission

ATTEST:

Secretary


UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section
STATE ROAD DESIGNATION CHANGES
Location of Re-designated State Routes
Existing Route Designation
Proposed Route Designation
Date Submitted:
Date Approved: Aug 14, 1964
TIMPANOGOS CAVE NATIONAL MONUMENT
NATIONAL
FOR
UINTA
NATIONAL
AMERICAN FORK
PLEASANT GROVE
LINDON
25-1-4
To Salt Lake Co. Line
25-8-1
25-1-3
LAKE
PELICAN POINT
PROVO PEAK
UPPER FALLS RESORT
BRIDAL VEIL FALLS
PARALLEL
VALLEY VIEW
8
1


FOREST
25-8-2
25-1-2
SPRINGVILLE
25-156-1
SPANISH FORK
MAPLETON
25-8-3
NATION
FOREST
25-8-4
25-1-1
SALEM
PAYSON
25-26-3
GENOLA
Maintenance Section numbers for State Route 8 not shown on map in Utah County.
25-8-5 Thistle Junction to Wasatch County line.

Relinquishment of Realigned Highway
Change and Transfer in State and Federal-Aid Route Numbers
(Authority: Sec. 27-12-29, UCA, 1953, as Amended)

SR-1 & 161, 86

RESOLUTION

State Route 1
State Route 161

WHEREAS, with the completion of Projects I-15-3(3)112, and F-001-3(1), to maintain continuity in the State Road System and Federal-Aid System.

WHEREAS, the old alignment will no longer be justified as a part of the State Highway System but, nevertheless, will still serve as a public road.

NOW, THEREFORE, pursuant to the authority of Section 27-12-29, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

1. That State Route 1 on its old alignment from Engineer Station 42 + 30, Project F-001-3(1), to Wild Cat Interchange, Engineer Station 1022 + 45.3, Project I-15-3(3)112 be transferred to the jurisdiction of Beaver County.
2. That the new alignment created by the construction of Projects F-001-3(1) and I-15-3(3)112 be designated as State Route 1, a distance of 9.610 miles.
3. That State Route 161, from a point on State Route 1 north of Beaver City to a connection with Interstate Route 15 be deleted from the State System of Highways, thus eliminating an overlap of State Routes.
4. That application be made to the U. S. Department of Commerce, Bureau of Public Roads, to transfer Federal-Aid Primary Route 1 from its present location beginning at a point near Beaver City north city limits to Wild Cat Interchange, to that portion of

Interstate Route 15 between the same aforementioned points.

5. That by this action State and Federal-Aid Primary Systems will be increased 0.4 mile, and Beaver County "B" mileage will be increased 9.174 miles.

6. That Exhibit "A" attached herewith, illustrating the action taken, is hereby created as a part of this submission.

Dated this 14th day of February, 1964.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

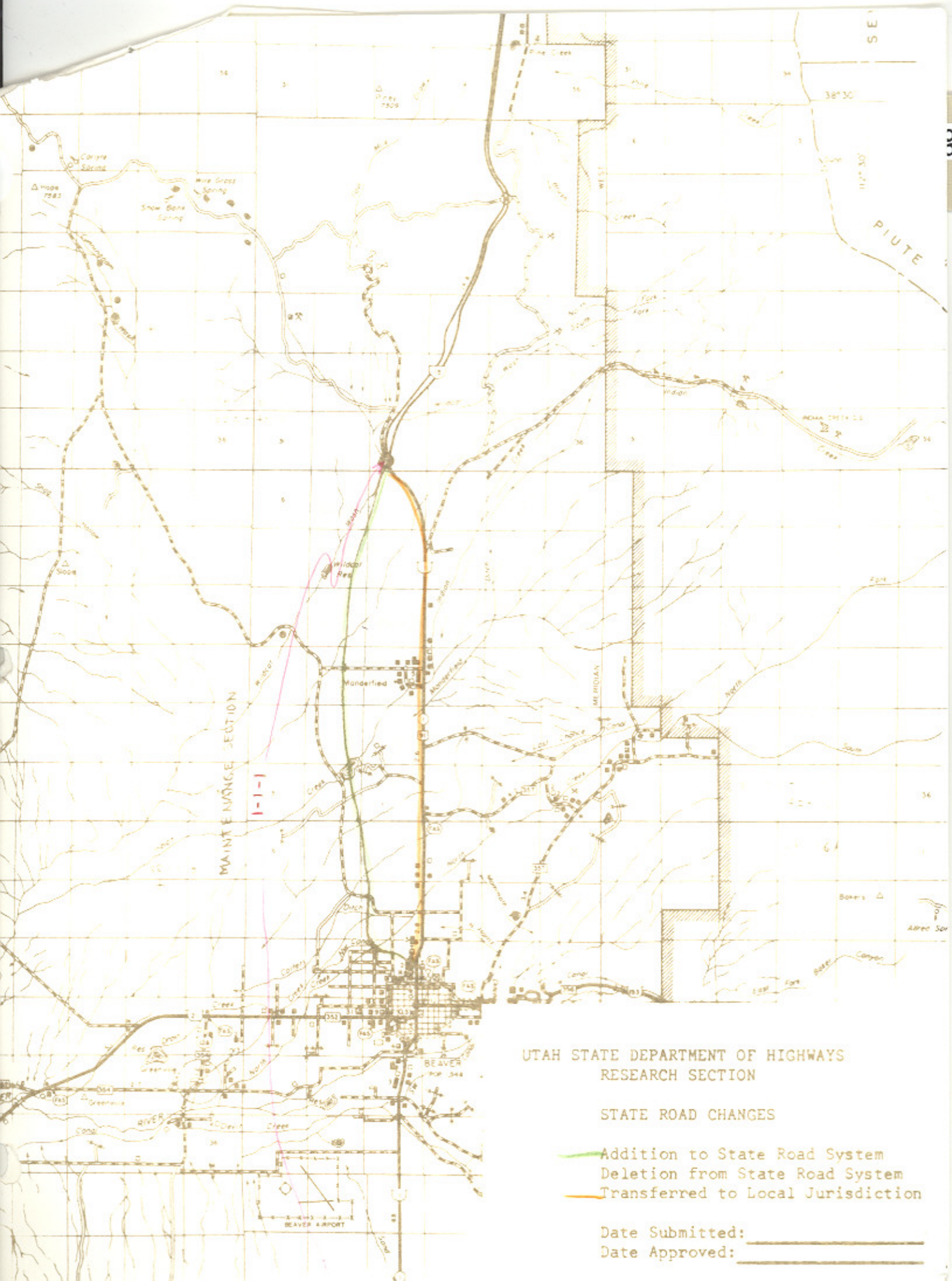
Commissioner

Commissioner

Commissioner

ATTEST:

Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION

STATE ROAD CHANGES

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

Date Submitted: _____
Date Approved: _____

SR-1 & 161, 98

Changes and Transfers in State Route Numbers
Authority: Sec. 27-12-29, UCA, 1953, As Amended

RESOLUTION

State Routes 1 and 58

WHEREAS, the construction of Interstate Project I-15-2(3)43 in Iron County from near the Washington County line toward Hamilton Fort, a distance of 9.541 mil has resulted in the need to reassign state route designations in this area and,

WHEREAS, the old alignment of State Route 1 will still serve as a public roadway to the town of Kanarraville and,

WHEREAS, to maintain continuity in the State System of Highways and,

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission on August 20, 1965, designating Interstate Route 15 as State Route 1, as maintenance responsibility is assumed.

NOW THEREFORE, pursuant to the Authority of Section 27-12-29, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

1. That the new alignment created by the construction of Federal-aid Interstate Project I-15-2(3)43 from a point approximately 0.3 mile north of the Washington County line northerly to Hamilton Fort Interchange will be designated as State Route 1.

2. That the old location of State Route 1 from New Harmony Interchange northerly via Kanarraville to Hamilton Fort Interchange be redesignated as State Route 58.

3. That application be made to the U. S. Department of Commerce, Bureau of Public Roads, to relocate Federal-aid Primary Route 1 to traverse the new roadway resulting from the construction of Project I-15-2(3)43, and add the old location of Federal-aid Primary Route 1 to the Federal-aid Secondary System.

SR-1-58
99

4. That by this action State Highway System Mileage will increase 9.0 + - miles.

5. That Exhibit "A" attached herewith illustrating the action taken herewith is hereby incorporated as part of this submission.

Dated this 29th day of September, 1965.

STATE ROAD COMMISSION OF UTAH

Preston E. Hamilton
Chairman

Cherry A. Church
Commissioner

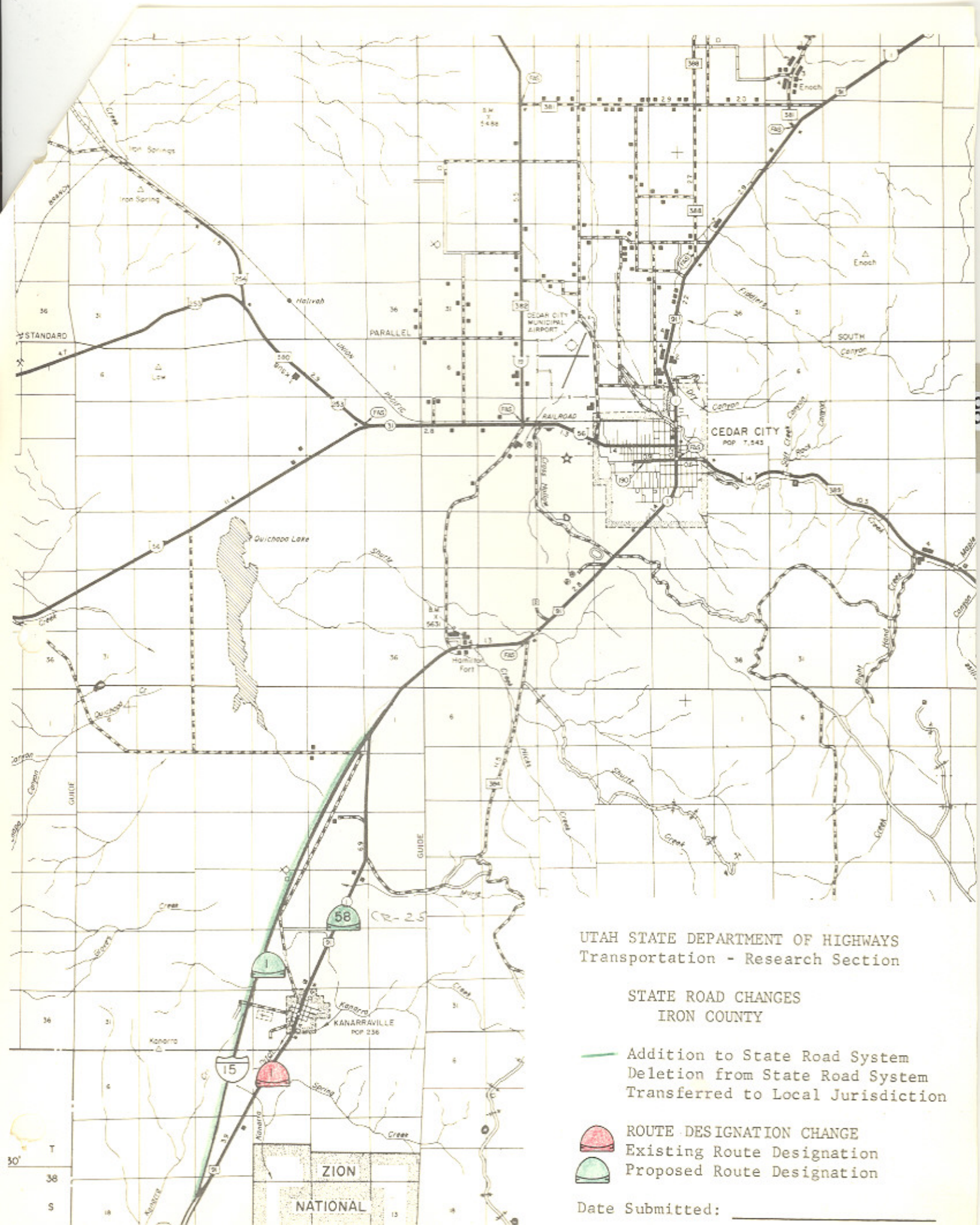
Ernest H. Falk
Commissioner

Francis Feltch
Commissioner

Elias Strong
Commissioner

ATTEST:

Donald A. Beasley
Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

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: _____

Changes and Transfers in State Route Numbers
Authority: Sec. 27-12-29 UCA, 1953, As Amended

RESOLUTION

State Routes 1, 4 and 161

WHEREAS, with the construction of Interstate Projects I-15-3(5)130, I-15-4(1)133 and I-70-1(1)0 in Beaver and Millard County near Cove Fort a distance of 10.635 miles has resulted in the need to reassign state route designations in this area and,

WHEREAS, portions of the old roadway will still serve as a public road though not justified as part of the State System of Highways and,

WHEREAS, to maintain continuity in the State System of Highways 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 27-12-29, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

1. That the new alignment created by the construction of Interstate Projects I-15-3(5)130 and I-15-4(1)133 south and north of Cove Fort will be designated as State Route 1.

2. That the old location of State Route 1 from the beginning of Project I-15-3(5)130 to the end of Project I-70-1(1)0 be transferred to the jurisdiction of Beaver and Millard County respectively.

3. That the old location of State Route 1 from Engineer Station 1825 + - (Project I-15-4(1)133) to the end of the project be abandoned as this roadway will no longer serve as a public road.

4. That Project I-70-1(1)0 and the old location of State Route 1 commencing at the end of Interstate Project I-70-1(1)0, thence traversing the

SR-I-4
& 161
95

old location of State Route 1 northeast to Cove Fort, a distance of 2.24 + - miles will be designated as part of State Route 4.

5. That the old location of State Route 1 from a junction with State Route 4 at Cove Fort northwesterly traversing the old location of State Route 1 to a junction with Interstate Route 15, a distance of 2.03 + - miles will be designated as State Route 161.

6. That by this action Beaver County "B" mileage will increase 2.82 + - miles, Millard County "B" mileage will increase 1.14 + - mile and the State System of Highways will increase 3.38 + - miles.

7. That application be made to the U. S. Department of Commerce, Bureau of Public Roads to relocate Federal-aid Primary Route 1 to traverse the new roadway resulting from the construction of Interstate Projects I-15-3(5)130 and I-15-4(1)133, and that Federal-aid Primary Route 10 be extended from its present termini at Cove Fort southerly via a portion of old State Route 1 to the new alignment created by the construction of Project I-70-1(1)0, thence traversing the new roadway resulting from the construction of Project I-70-1(1) to a junction with Interstate Route 15, and furthermore request that the new designated State Route 161 be added to the Federal-aid Secondary System of Highways. That by this action Federal-aid Primary System mileage will increase 1.35 + - mile and Federal-aid Secondary System mileage will increase 2.03 + - miles.

8. That Exhibit "A" attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

STATE ROAD COMMISSION OF UTAH

Austen E. Hamilton

Chairman

Francis Feltch
Commissioner

Elias J. Strong
Commissioner

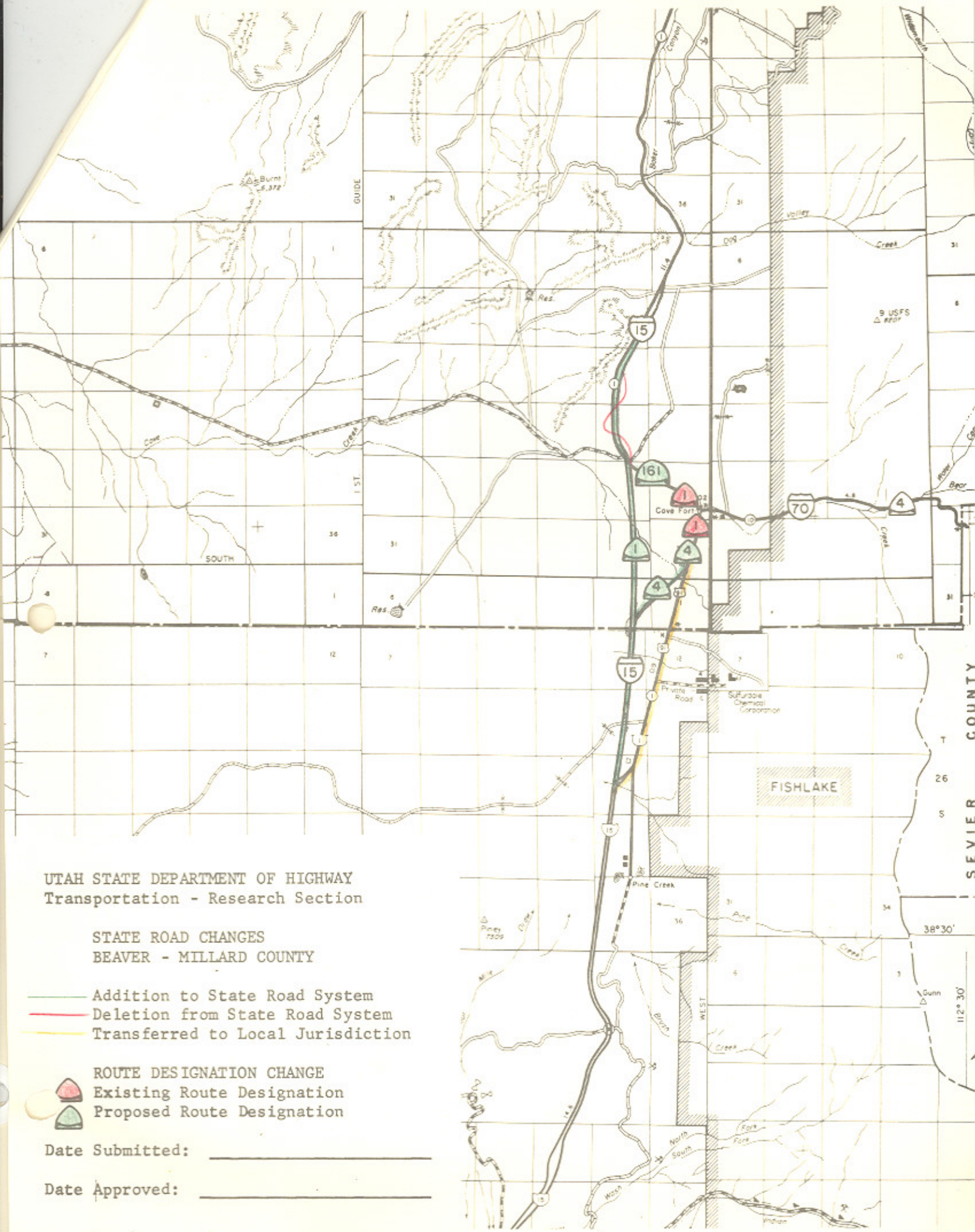
Clem H. Church
Commissioner

Ernest H. Bosch
Commissioner

ATTEST:

Ronald A. Fernley
Secretary

October 29, 1965



UTAH STATE DEPARTMENT OF HIGHWAY
Transportation - Research Section

STATE ROAD CHANGES
BEAVER - MILLARD 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: _____

Interim Designations and Deletions - Federal-Aid Highways
Authority: Sec. 27-12-27, UCA, 1953, As Amended

SR-18 106
122

R E S O L U T I O N

State Route 1 & 106

WHEREAS, the programing of Interstate construction projects in Davis, Weber and Box Elder Counties between Layton south city limits and Hot Springs, a distance of 22.1 + - miles, has resulted in the completion of Interstate Projects I-15-7(69)326 and I-15-8(21)334 from Layton south city limits to 31st Street in Ogden and,

WHEREAS, to maintain continuity in the State System of Highways it is necessary to redesignate a portion of State Route 1 in Davis, Weber and Box Elder Counties and,

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission on August 20, 1963, 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 created by the construction of Interstate Project I-15-7(69)326 and I-15-8(21)334 from Layton south city limits to 31st Street in Ogden and the Programed Interstate Projects from 31st Street in Ogden to Hot Springs be designated as State Route 1.

2. That State Route 106 be extended from its present termini near Layton south city limits northerly via the old location of State Route 1 to a junction with Interstate Route 15 and State Route 84 at Hot Springs.

3. That by this action State Highway System mileage will increase 22.1 + - miles.

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

Dated this 25th day of November, 1966.

STATE ROAD COMMISSION OF UTAH

Weston V. Hamilton
Chairman

Elias Strong
Commissioner

Francis Fetch
Commissioner

Ernest H. Baldwin
Commissioner

Clem H. Church
Commissioner

ATTEST:

Ronald A. Fernley
Secretary

UTAH STATE DEPARTMENT OF HIGHWAYS

Same Letter Sent To: Norm Hancock
Glen W. Flint, Chairman
James E. Biggs, Mayor
Rodney F. Sutton
Charles J. Eddy, Mayor
Bart Wolthuis, Mayor
B. Maurice Richards, Chairman
Grover R. Harper, Chairman

09-42.4
70-RE

December 5, 1966

C O P Y

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

Dear Mr. Watt:

Subject: Transfer of State Route 1 to a new alignment and extension of State Route 106 in Davis, Weber and Box Elder Counties

Effective November 25, 1966, the State Road Commission adopted a resolution transferring State Route 1 to the alignment of Interstate Route 15 from Layton south city limits northerly to 31st Street in Ogden and the proposed alignment of Interstate Route 15 from 31st Street in Ogden to Hot Springs.

By this action State Route 106 is extended from its present termini near Layton south city limits northerly via the old alignment of State Route 1 to a junction with Interstate Route 15 and State Route 84 at Hot Springs.

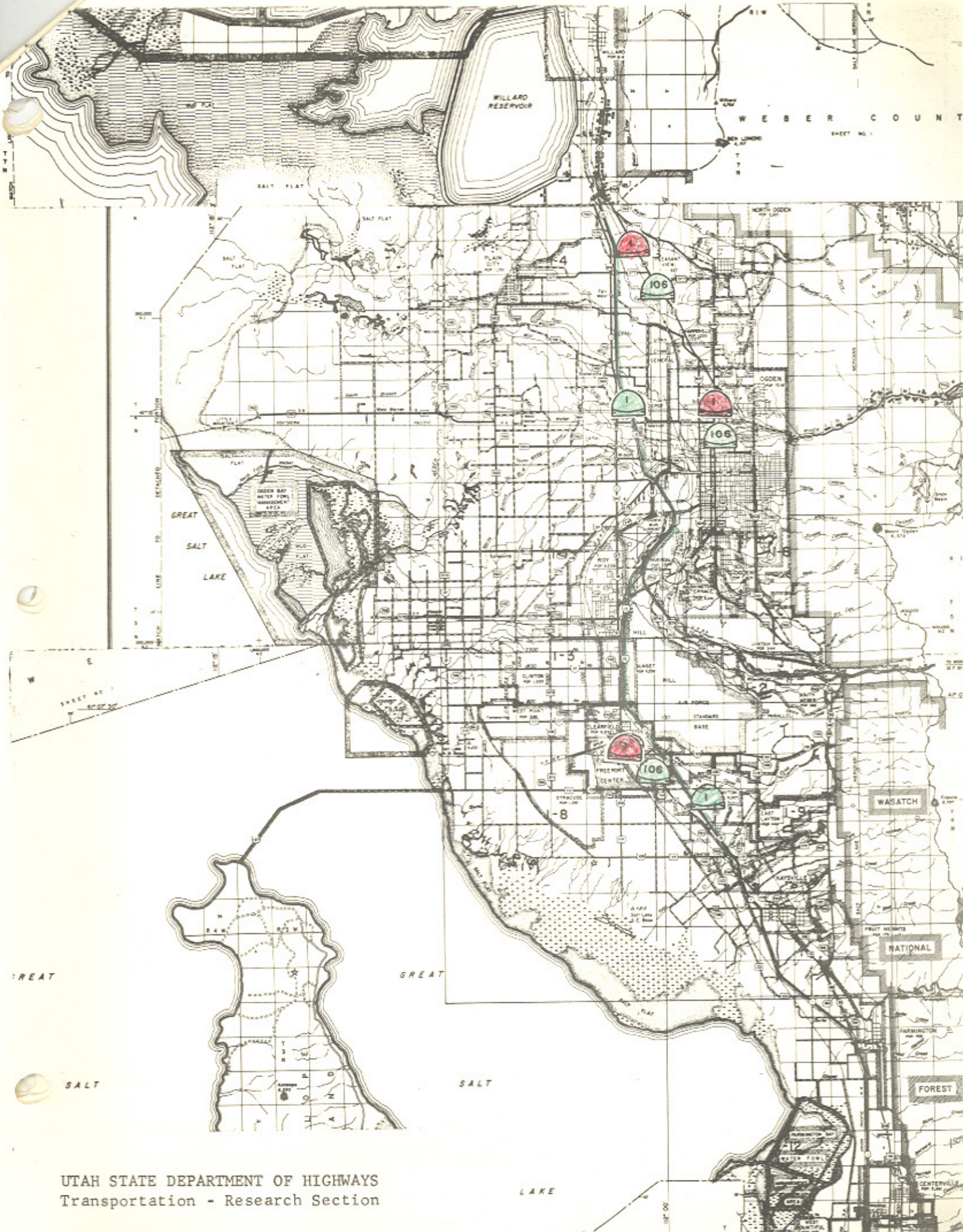
State Highway System mileage is increased 22.1 + - miles.

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

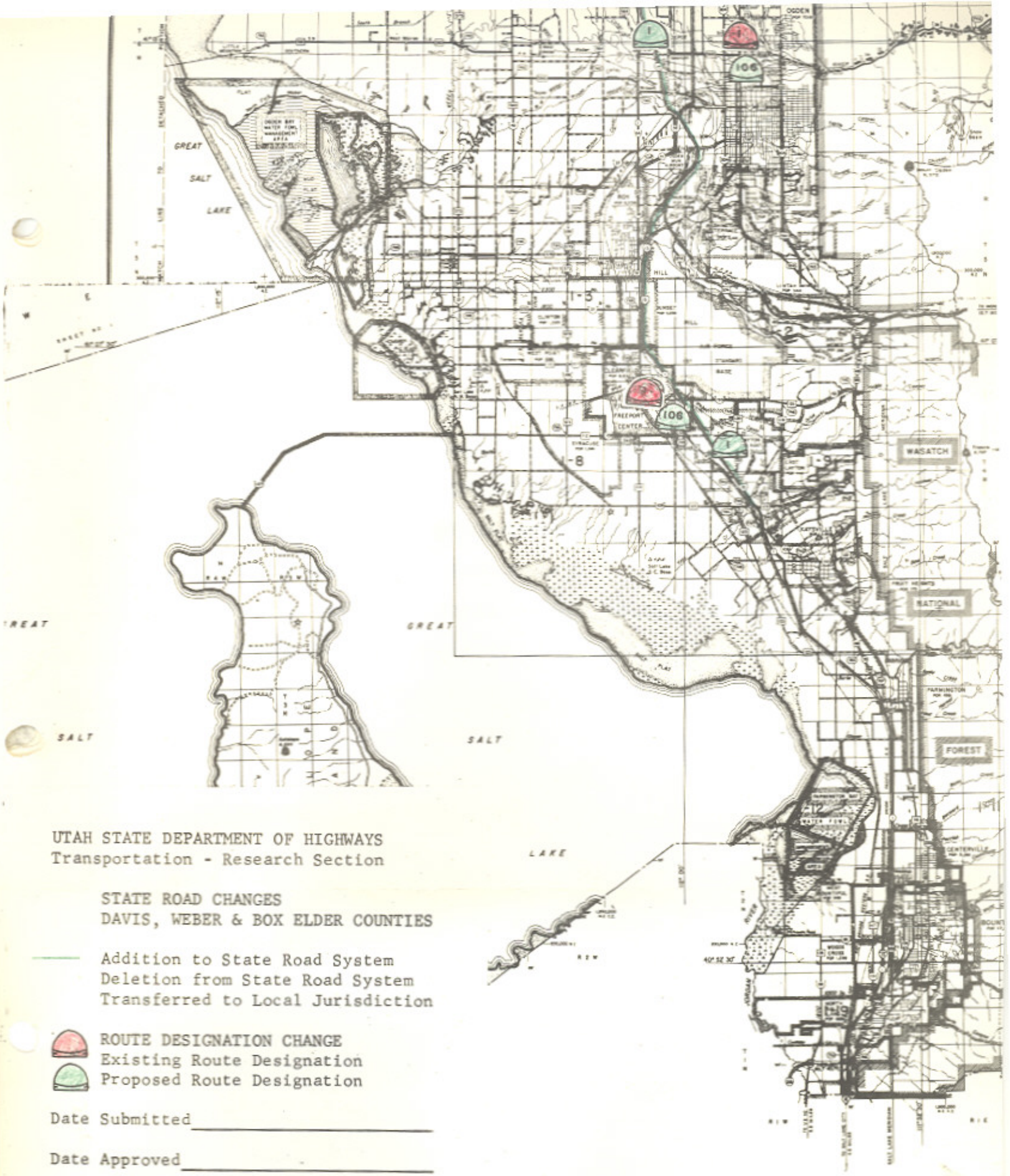
Very truly yours,

B. Dale Burningham
Chief Research Engineer

Transmittal



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES
DAVIS, WEBER & BOX ELDER COUNTIES

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 _____

Deletion of Highways from State Highway System
Authority: Section 27-12-28, UCA, 1953, As Amended

R E S O L U T I O N

State Route 1

WHEREAS, it has been recommended by Mr. C. V. Anderson, District Engineer, and concurred in by the Washington County Commission that the former location of State Route 1, from a point near Leeds south incorporate limits to Anderson Junction be transferred to the jurisdiction of Leeds and Washington County respectively and,

WHEREAS, this roadway still serves as a public roadway although not justified as a part of the State System of Highways.

NOW THEREFORE, pursuant to the Authority of Section 27-12-28, UCA, 1953, As Amended, is hereby resolved as follows:

1. That the old alignment of State Route 1, from a point near Leeds south incorporate limits to Anderson Junction, be transferred to the jurisdiction of Leeds and Washington County respectively.

2. That by this action Washington County "B" mileage will increase 3.2 + - miles. The portion of roadway in Leeds, a distance of 2.3 + - miles, has previously been credited to their "C" mileage.

3. That the letter from the Washington County Commission indicating their concurrence in the transfer of the old location of State Route 1, to their jurisdiction is hereby incorporated as a part of this submission.

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

Dated this 5th day of May, 1967.

STATE ROAD COMMISSION OF UTAH

RESOLUTION
State Route 1
Page 2

Chairman

Commissioner

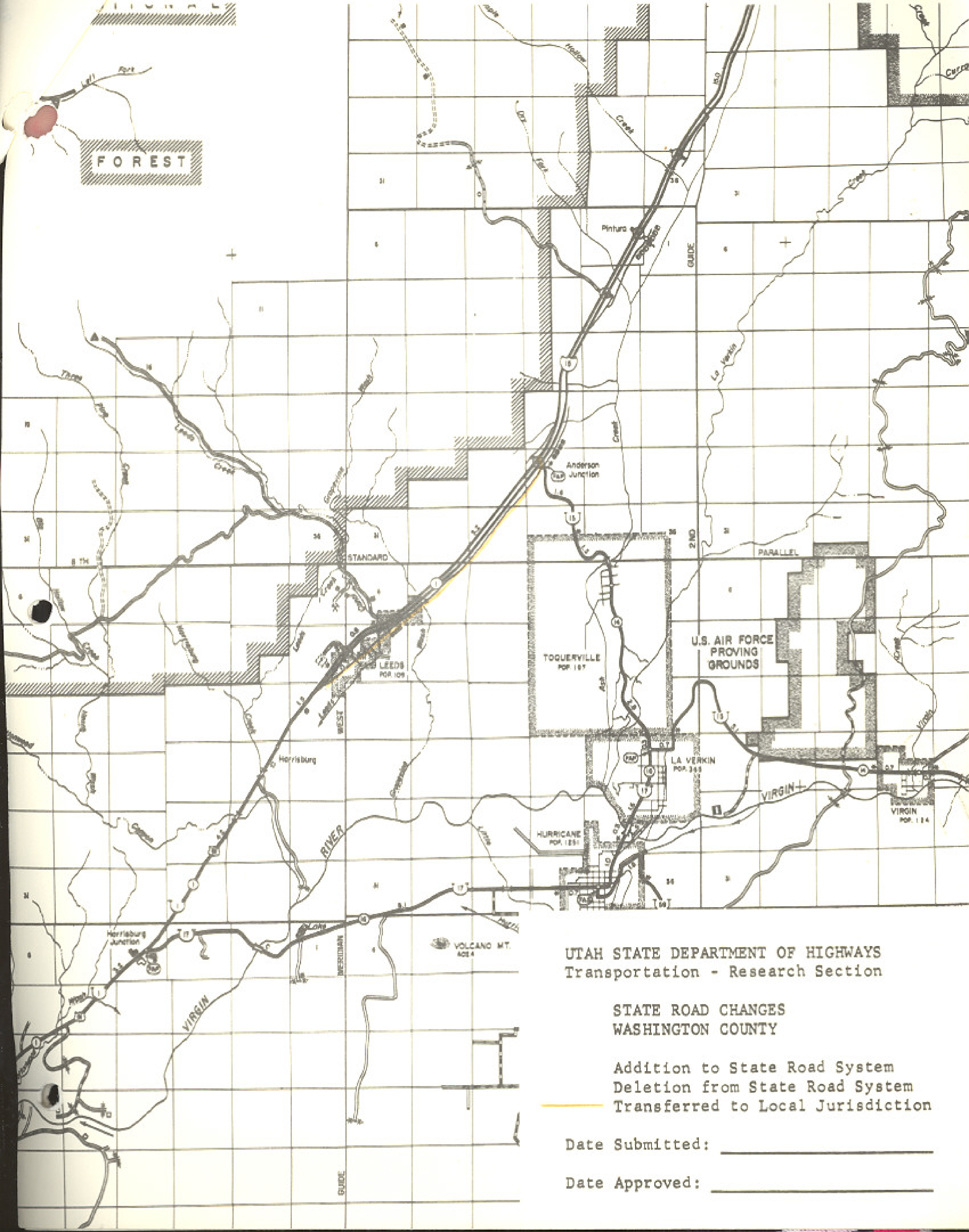
Commissioner

Commissioner

Commissioner

ATTEST:

Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES
WASHINGTON COUNTY

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

Date Submitted: ____________________

Date Approved: ____________________

MERRILL STUCKI
COUNTY CLERK & AUDITOR

COMMISSIONERS
TRUMAN BOWLER
CHAIRMAN
FLOYD G. ENCE
EMIL J. GRAFF

Washington County

COURTHOUSE
ST. GEORGE, UTAH 84770

February 28, 1967

C. V. Anderson, District Engineer
Utah State Department of Highways
P. O. Box 1250
Cedar City, Utah

Dear Mr. Anderson:

In answer to your letters of February 14, 1967 and February 23, 1967, we wish to state:

1. Washington County concurs with the State Road Commission, that the old State Route One (U. S. 91) Leeds to Anderson Junction, be placed on the Washington County "B" system.

2. That the Washington County Commissioners would appreciate meeting with members of the State Highway Department, and that 3:00 P. M. Thursday, March 9, 1967, at the Washington County Courthouse, meets with their approval.

Thank you for your help and Interest in Us.

Sincerely,

Washington County Commission

Merrill Stucki

Merrill Stucki - Clerk

RECEIVED
MAR 2 1967
STATE ROAD
OFFICE
DIST. 6

RECTOR
Y C. HELLAND

STATE HIGHWAY ENGINEER
BLAINE J. KAY

Utah State Department of Highways

State Office Building

Salt Lake City, Utah 84114

May 10, 1967

Mr. Glenn Beal
Town President of Leeds
Leeds, Utah 84746

Dear Mr. Beal:

Subject: Transferring a portion of former State Route 1 in Washington County

Effective May 5, 1967, the State Road Commission adopted a resolution transferring a portion of former State Route 1, from a point near Leeds south incorporate limits to Anderson Junction, to the jurisdiction of Leeds and Washington County.

By this action Washington County "B" mileage is increased 3.2 + - miles and a distance of 2.3 + - miles has previously been credited to Leeds "C" mileage.

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

Transmittal

DIRECTOR
HENRY C. HELLAND

STATE HIGHWAY ENGINEER
BLAINE J. KAY

Utah State Department of Highways

State Office Building

Salt Lake City, Utah 84114

May 10, 1967

Mr. Truman Bowler, Chairman
Washington County Commission
St. George, Utah 84770

Dear Mr. Bowler:

Subject: Transferring a portion of former State Route 1 in Washington County

Effective May 5, 1967, the State Road Commission adopted a resolution transferring a portion of former State Route 1, from a point near Leeds south incorporate limits to Anderson Junction, to the jurisdiction of Leeds and Washington County.

By this action Washington County "B" mileage is increased 3.2 + - miles and a distance of 2.3 + - miles has previously been credited to Leeds "C" mileage.

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

Transmittal

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

R E S O L U T I O N

State Routes 1 and 130

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

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

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

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

1. That the new highway constructed as a result of Interstate Projects I-15-2(7)52 and I-IG-15-2(8)57 from Cedar City South Interchange to the end of Project I-IG-15-2(8)57, a distance of 6.1 + - miles, will be designated as a part of State Route 1.

2. That the former location of State Route 1 from Cedar City South Interchange northerly via Main Street in Cedar City to a junction with the present State Route 130, a distance of 6.0 + - miles, will be redesignated as an extention to State Route 130.

3. That application be made to the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads, to relocate Federal-aid Primary Route 1 to traverse Interstate Route 15 from Cedar City South Interchange to the end of Project I-IG-15-2(8)57, that Federal-aid Primary Route 31 be extended to include that portion of highway redesignated as State Route 130 from Cedar City South Interchange to Cedar City North Interchange and that

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

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

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

Dated this 15th day of December, 1967.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

DIRECTOR
HENRY C. HELMAN

STATE HIGHWAY ENGINEER
ELAINE A. ESSY

09-42.4
50-RS

Utah State Department of Highways

State Office Building

Salt Lake City, Utah 84114

December 21, 1967

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

Dear Mr. Watt:

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

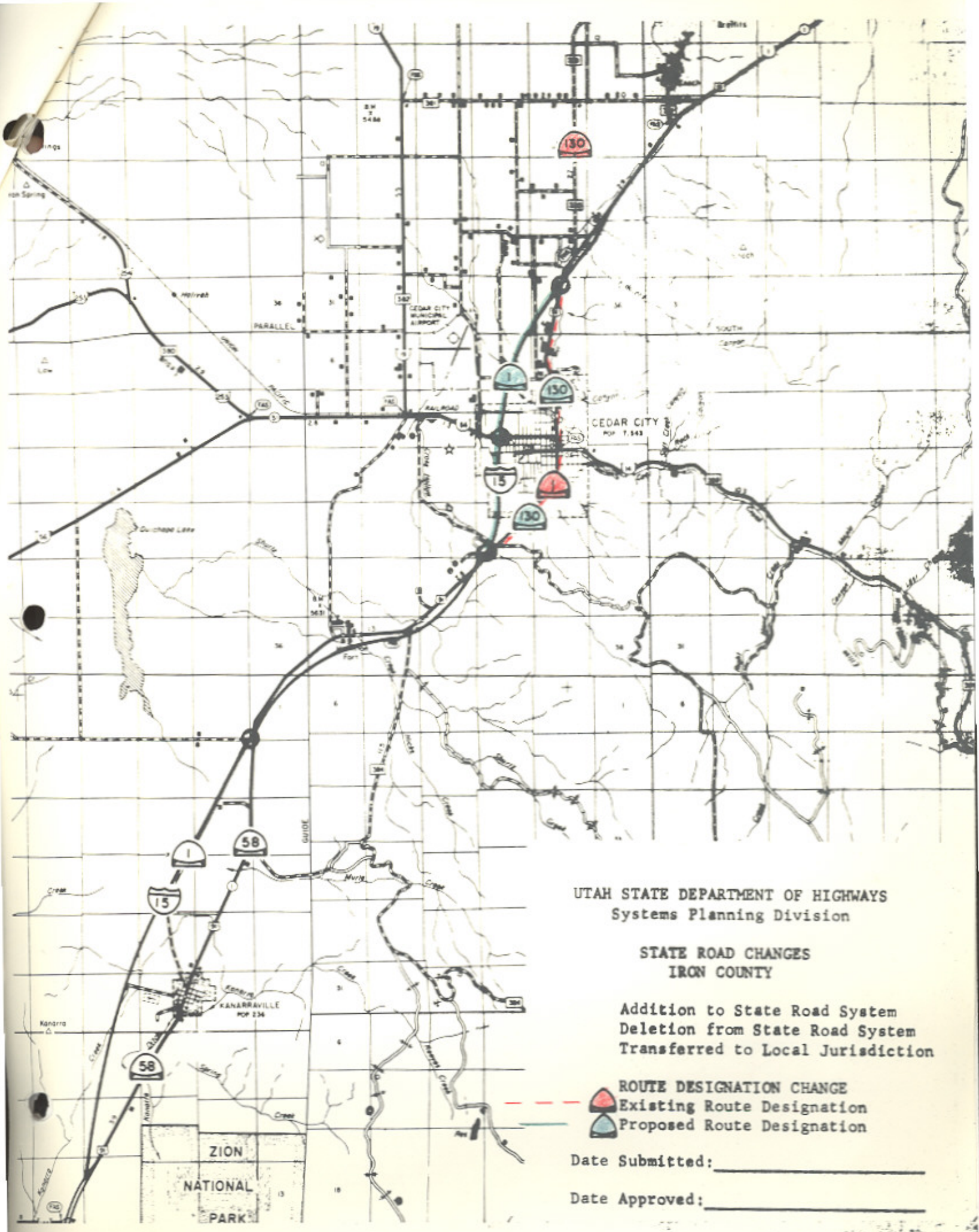
Effective December 15, 1967, the State Road Commission adopted a resolution transferring the designation of State Route 1 to the completed alignment of Federal-aid Interstate Route 15, from the South Cedar City Interchange north to the North Cedar City Interchange, a distance of 6.1 + - miles.

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

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
IRON COUNTY

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

ROUTE DESIGNATION CHANGE
Existing Route Designation
Proposed Route Designation

Date Submitted: _____

Date Approved: _____

DIRECTOR
HENRY C. HELLEWE

STATE HIGHWAY ENGINEER
BLAINE J. KAY

Utah State Department of Highways

State Office Building
Salt Lake City, Utah 84114

December 21, 1967

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

Dear Mayor Whetten:

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

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

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

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

DIRECTOR
HENRY C. HELLAND

STATE HIGHWAY ENGINEER
BLAINE J. KAY

Utah State Department of Highways

State Office Building
Salt Lake City, Utah 84114

December 21, 1967

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

Dear Mr. Matheson:

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

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

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

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

DIRECTOR
HENRY C. HELLMANN

STATE HIGHWAY ENGINEER
BLAINE J. KAY

Utah State Department of Highways

State Office Building
Salt Lake City, Utah 84114

December 21, 1967

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

Dear Mr. Hancock:

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

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

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

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

R-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: December 1, 1967

TO : Mr. Dale Cunningham
Planning and Statistics Supervisor

FROM : C. V. Anderson CVA
District Five Engineer

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

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

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

Iron County concurrence will not be required on this resolution.

CVA:vg

Interim Designations and Deletions - Federal-aid Highways
Authority: Sec. 27-12-27, UCA, 1953, As Amended

11-1-1
11-130-1

R E S O L U T I O N

State Route 1

WHEREAS, with the construction of Interstate Project I-15-2(7)52 in Iron County from Hamilton Fort to South Cedar City, a distance of 5.459 miles and,

WHEREAS, this construction project has resulted in the construction of frontage and access roads and,

WHEREAS, portions of the old roadway will still serve as a public road though not justified as part of the State System of Highways and,

WHEREAS, it has been recommended by Mr. C. V. Anderson, District Engineer, and requested by the Iron County Commission, that portions of the old alignment of State Route 1 and portions of the constructed access and frontage roads be transferred to the jurisdiction of Iron County and,

WHEREAS, to maintain continuity in the State System of Highways and,

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission on August 20, 1962, designating Interstate 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 created by the construction of Federal-aid Interstate Project I-15-2(7)52 from a point near Hamilton Fort to South Cedar City will be designated as State Route 1.

2. That the old location of State Route 1 from Engineer Station 115+50.50 ("S" Line Project I-152(3)43) to Station 42+00 ("B" Line), from Station 42+00 ("B" Line) to Station 10+00 ("D" Line) and from Engineer Station 80+87.25 to 80+60.95 ("G" Line) be transferred to the jurisdiction of Iron County.

3. That the entire length of the "D" Line be transferred to the jurisdiction of Iron County.

4. That application be made to the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads, to relocate Federal-aid Primary Route 1 to traverse the new roadway resulting from the construction of Project I-15-2(7)52.

5. That by this action State Highway mileage will decrease 0.2 + - mile, Iron County "B" mileage will increase 6.8 + - miles and Federal-aid Primary System mileage will decrease 0.2 + - mile.

6. That the letter from the Iron County Commission indicating their desire as to the disposition of the aforementioned roadways is hereby incorporated as a part of this submission.

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

Dated this 23rd day of January, 1968.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

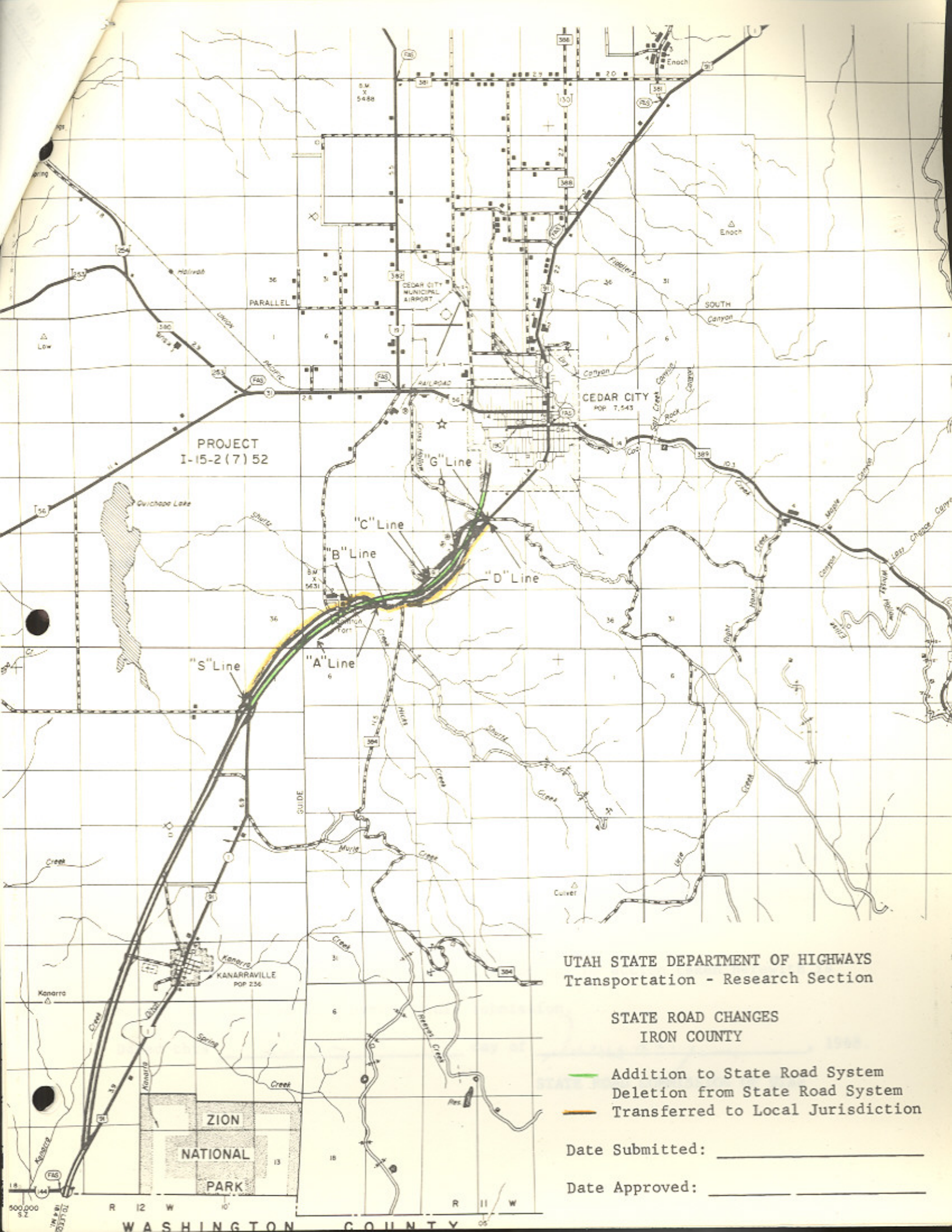
Commissioner

Commissioner

Commissioner

ATTEST:

Secretary


PROJECT
I-15-2(7)52
"G" Line
"C" Line
"B" Line
"D" Line
"A" Line
"S" Line
CEDAR CITY
POP 7,543
CEDAR CITY MUNICIPAL AIRPORT
PARALLEL
SOUTH
Enoch
Quichapa Lake
KANARRAVILLE
POP 236
ZION
NATIONAL
PARK
GUIDE
R 12 W
R 11 W
WASHINGTON COUNTY
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section
STATE ROAD CHANGES
IRON COUNTY
Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction
Date Submitted:
Date Approved:

R E S O L U T I O N

Deletion of State Constructed Roads

WHEREAS, with the construction of Interstate Project I-15-2(7)52 in Iron County from Hamilton Fort to South Cedar City, a distance of 5.459 miles and,

WHEREAS, this construction project has resulted in the construction of frontage and access roads and,

WHEREAS, remaining portions of the old roadway will no longer serve as a public roadway and,

WHEREAS, the Iron County Commission has declined to accept sections as County roads and,

WHEREAS, it has been recommended by Mr. C. V. Anderson, District Engineer, that portions of the old alignment of State Route 1 and portions of the constructed access and frontage roads be deleted as State responsibility.

NOW THEREFORE, be it resolved as follows:

1. That the entire length of the "A" Line be abandoned from the State System of Highways.

2. That the entire length of the "C" Line, that portion of the old alignment of State Route 1 connecting the "C" Line and the "G" Line, and the entire length of the "G" Line be abandoned from the State System of Highways.

3. That the letter from the Iron County Commission indicating their desire as to the aforementioned roadways is hereby incorporated as a part of this submission.

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

Dated this 23rd day of February, 1968.

STATE ROAD COMMISSION OF UTAH

RESOLUTION
Deletion of State Constructed Roads
Page 2

Chairman

Commissioner

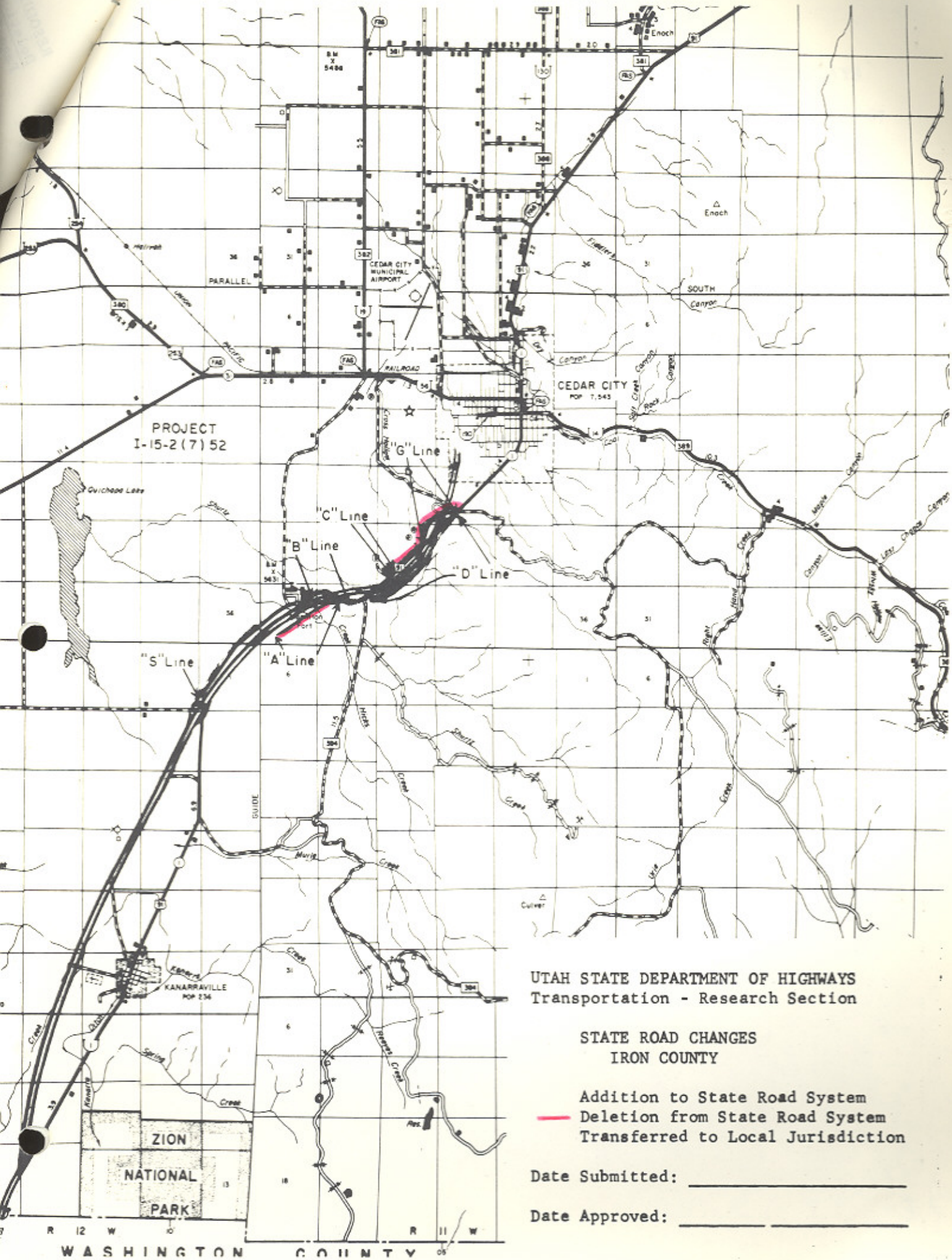
Commissioner

Commissioner

Commissioner

ATTEST;

Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES
IRON COUNTY

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

Date Submitted: _____

Date Approved: _____

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: December 5, 1967

TO : Howard B. Leatham
Engineer for Planning and Programming

FROM : C. V. Anderson
District Five Engineer

SUBJECT: I-15-2(7)52 - Hamilton Fort to South Cedar
Change of Route Designations

Enclosed is a letter from the Iron County Commission concurring in the transfer of a portion of old U.S. 91 to the Iron County "B" System. This portion of old U.S. 91 is from the north Kanarraville interchange northerly through Hamilton Fort to the South Cedar City interchange.

Iron County does not concur in the transfer of old U.S. 91 from the South Cedar City interchange to the Cedar City garbage dump. This portion is presently being maintained by Cedar City and it is my recommendation that this section be dropped to the status of a private road, since its main purpose is to serve the garbage disposal area.

The third section listed in the resolution is a section of frontage road from the Hamilton Fort grade separation southerly on the easterly side of Interstate 15. Iron County is reluctant to accept this section at the present time, so it too should revert to the status of a private access road.

If you concur in this action, would you please have the necessary resolution drawn up and forwarded to the Commission.

CVA:vg
Enclosure

cc: B. D. Burningham

COMMISSIONERS:

KEITH T. SMITH
CHAIRMAN

IVAN M. MATHESON

NORMAN H. DAY

CLAIR HULET
CLERK & AUDITOR

IRON COUNTY

PAROWAN, UTAH

EUGENE F. ROBB
TREASURER

H. DEE WHITE
ASSESSOR

JOAN W. WASDEN
RECORDER

OTTO R. FIFE
SHERIFF

ROBERT L. GARDNER
ATTORNEY

November 15, 1967

Mr. C. V. Anderson
District Five Engineer
North Main
Cedar City, Utah

Dear Mr. Anderson:

With respect to your letter requesting that the Board of Iron County Commissioners concur in the transfer of some 9.5 miles of public road to the Iron County "B" system, please be advised that we have considered the matter and find ourselves agreeable to the road identified as Number 1, but opposed to the acceptance of Numbers 2 and 3.

We would be happy to discuss the matter further with you in the event you should wish to.

Very truly yours,

BOARD OF IRON COUNTY COMMISSIONERS

By Clair Hulet
Clerk

CH/aa

RECEIVED
NOV 16 1967
STATE ROAD
OFFICE
DIST. 5

UTAH STATE DEPARTMENT OF HIGHWAYS

January 30, 1968

C O P Y

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

Dear Mr. Matheson:

Subject: Transfer to a new alignment, a portion of State Route 1, deletion of various frontage and access roads from State responsibility and transfer of various frontage roads to local jurisdiction in Iron County

Effective January 23, 1968, the State Road Commission adopted a resolution transferring a portion of State Route 1 from a point near Hamilton Fort northerly to South Cedar City, to the new alignment of Federal-aid Interstate Route 15. Various portions of the old alignment of State Route 1 and State constructed access roads will serve as public roads and are transferred to the jurisdiction of Iron County. This action increases Iron County "B" mileage 6.8 + - miles.

Also effective this date the State Road Commission adopted another resolution deleting from State responsibility a portion of the old alignment of State Route 1 and also frontage and access roads constructed to provide access to private property.

Transmitted are copies of the resolutions and location maps.

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

Transmittal

BDB:ER:bt

SR-1,38,76,143
29

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.

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 10th day of May, 1968.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

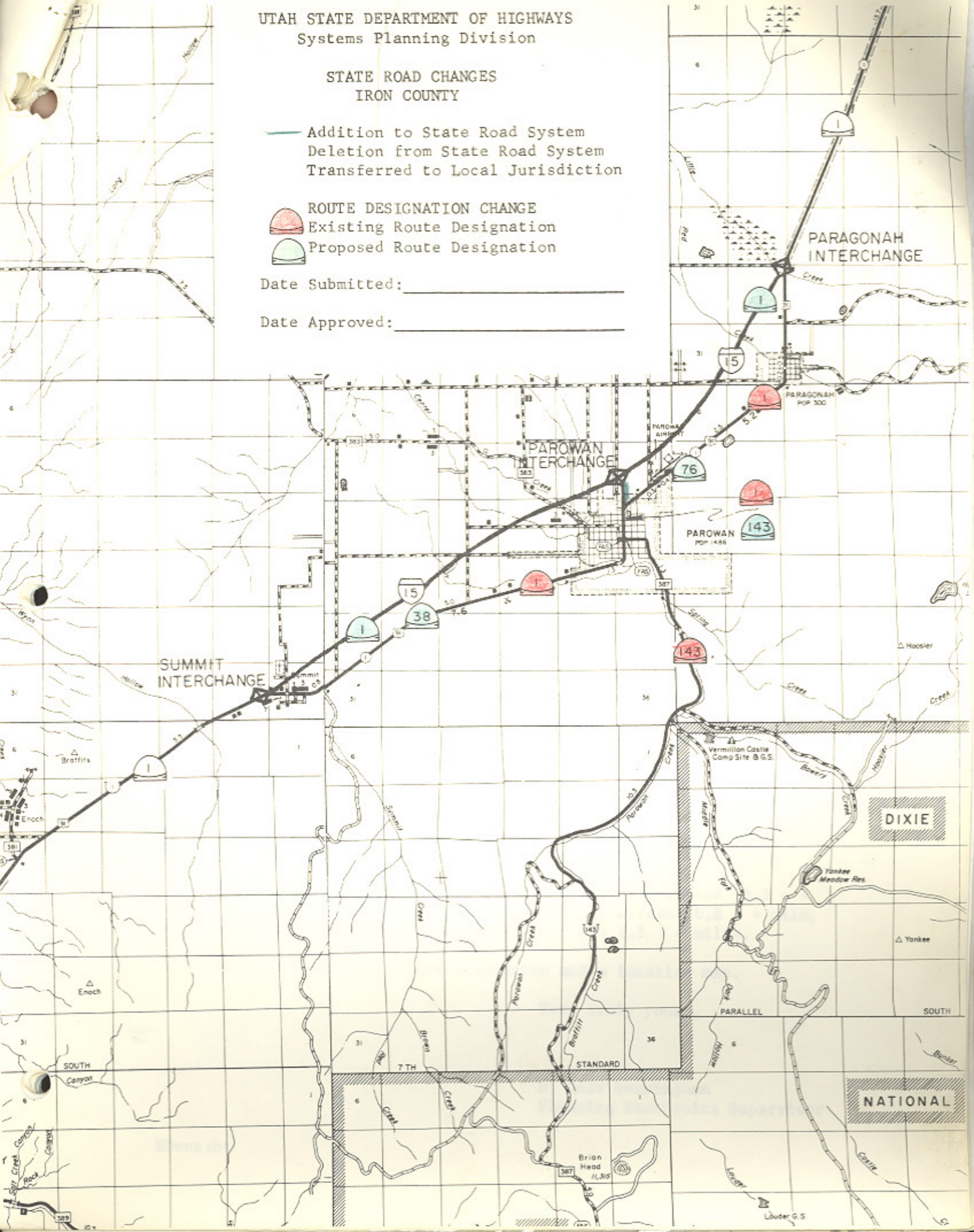
STATE ROAD CHANGES
IRON COUNTY

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

C O P Y

May 20, 1968

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

R-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: April 16, 1968

TO : B. Dale Burningham
Planning Statistics Supervisor

FROM : C. V. Anderson C.V.A.
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
REGION 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

Ralph S. Orton
Parowan City Mayor

RSO:jm

R-234

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

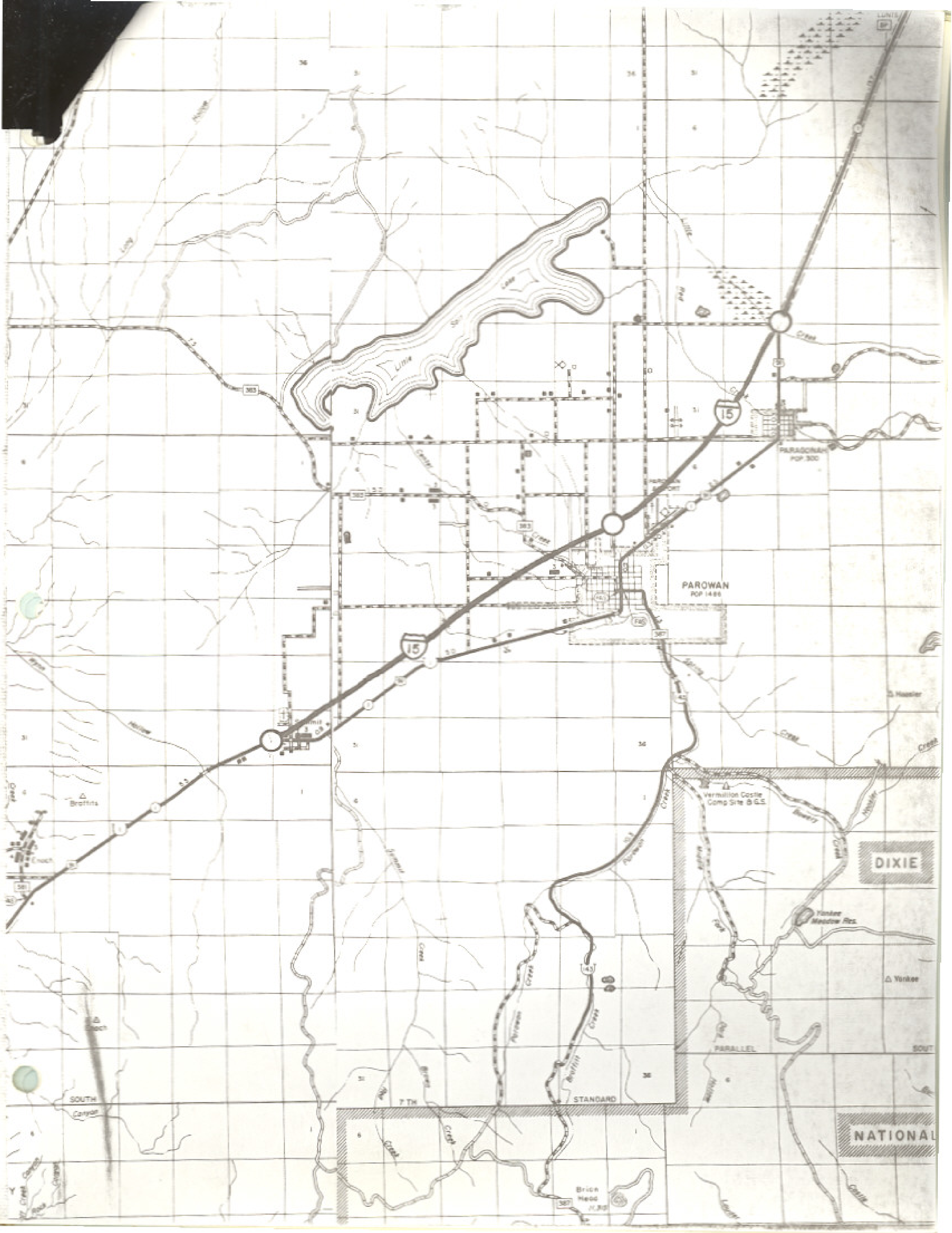
To enable the programming of a connection with I-15, north of Parowan, it is necessary to receive from you, your recommendations documented by letters of concurrence from the local governing agencies.

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



PAROWAN
POP 1486
PARAGONAH
POP 300
Little Salt Lake
Vermillion Castle
Camp Site B.G.S.
Yankee Meadow Res.
DIXIE
NATIONAL
PARALLEL
SOUTH
7 TH
STANDARD
Brian Head
Braffits
Enoch
Summit
Hoosier
Yankee

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

JAN 8
STATE ROAD COMMISSION OF UTAH

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 connecter road on 5300 South; 7200 South; and 90th South in Salt Lake County.
173 48 177

JEJ/em
Attachment

R.W. miles? St.

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.

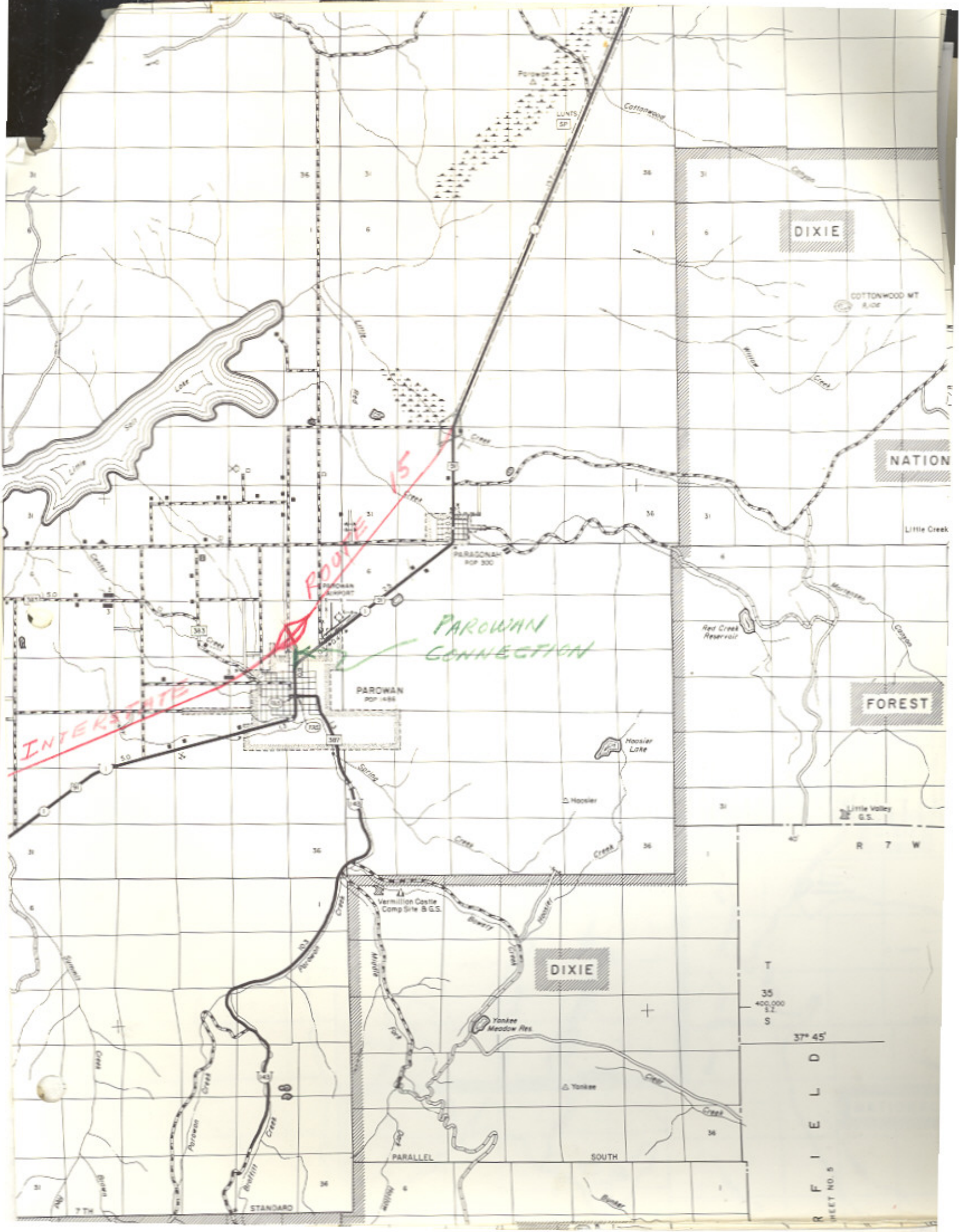
This will require the addition of this section to the State Road System and Federal Secondary System.

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



INTERSTATE ROUTE 15
PAROWAN CONNECTION
PAROWAN
PARAGONAH
PAROWAN AIRPORT
DIXIE
NATION
FOREST
DIXIE
COTTONWOOD MT
Little Creek
Red Creek Reservoir
Hoosier Lake
Hoosier
Little Valley G.S.
Vermillion Castle Camp Site & G.S.
Yankee Meadow Res.
Yankee
PARALLEL
SOUTH
STANDARD
7TH
R 7 W
T 35 S
37° 45'

UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

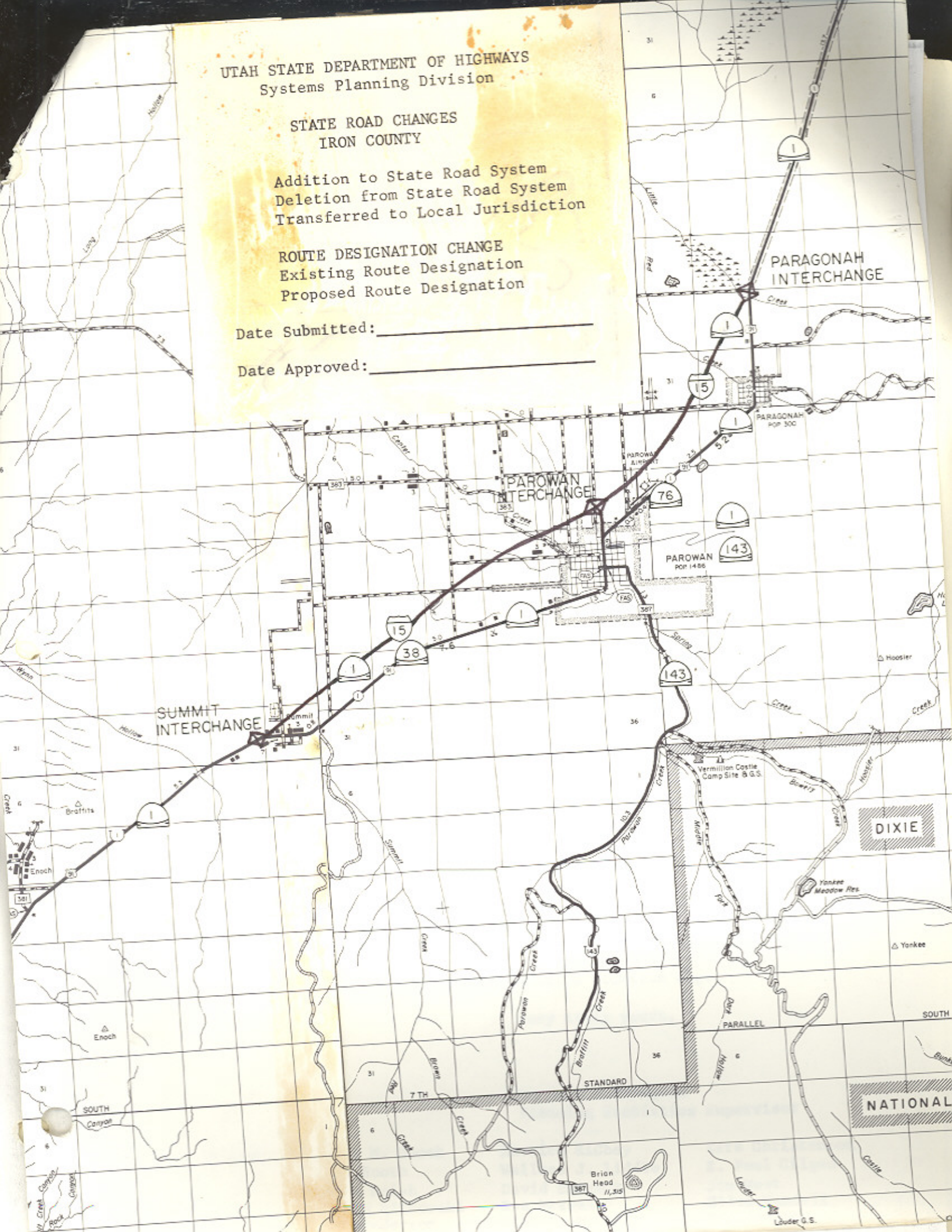
STATE ROAD CHANGES
IRON COUNTY

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	Porter M. Gooch	Maurice RiChey	Ezra Christensen
Robbin Hood	James Booth	Wallace J. Liddle	E. Paul Gilgen
Harold Brown	Robert Walsh	David Sargent	Jim West
David Greenwood	Lillian Witkowski	Eva McEwan	Ellen Wandell
Lucy Ann Bean	Garn Henderson	Alex E. Mansour	Don Jensen

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

12-1-1
12-1-2
12-1-3
12-1-4
12-28-1
12-41-1
12-163-1

R E S O L U T I O N

State Routes 1, 28, 41 and 163

WHEREAS, to enable the programming of interstate construction projects between Levan and Nephi with the proper State Route and Federal-aid Route designations 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 west of Levan to a point north of Nephi 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 Levan West Interchange northerly to Nephi North Interchange, a distance of 14.0 + - miles will be designated as a part of State Route 1.

2. That State Route 28 be extended from its present termini in Levan northerly traversing the former location of State Route 1 to the first interchange north of Levan, a distance of 6.0 + - miles.

3. That the former location of State Route 1 from the first interchange north of Levan to the former location of Route 1, south of Nephi, a distance of 1.7 + - mile, be transferred to local jurisdiction at such time as the new routes are completed and opened to traffic and concurrence from Juab County is obtained.

4. That portion of former State Route 1 from Nephi South Interchange to Nephi North Interchange be redesignated as State Route 41, a distance of 6.0 + - miles.

5. That the former location of State Route 1 from Levan West Interchange east to Levan on State Route 28 be redesignated State Route 163, a distance of 3.1 + - miles.

6. That application be made to the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads, to relocate Federal-aid Primary Route 1 to traverse Interstate Route 15 from Levan West Interchange northerly to Nephi North Interchange and that Federal-aid Primary Route 22 be extended from its present termini in Levan northerly via State Route 28 to the first interchange north of Levan. That the roadway designated as State Route 163 from Levan West Interchange east to State Route 28 in Levan be placed on the Federal-aid Secondary System of Highways.

7. That the old alignment of Federal-aid Primary Route 1 from Nephi South Interchange to Nephi North Interchange be redesignated as Federal-aid Primary Route 38 traversing the new State Route 41 through Nephi.

8. That by this action State Highway System mileage will increase 12.3 + - miles, Federal-aid Primary System mileage will increase 9.2 + - miles, and Federal-aid Secondary System mileage will increase 3.1 + - miles.

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

Dated this 23rd day of January, 1968.

STATE ROAD COMMISSION OF UTAH

Weston E. Hamilton
Chairman

Commissioner

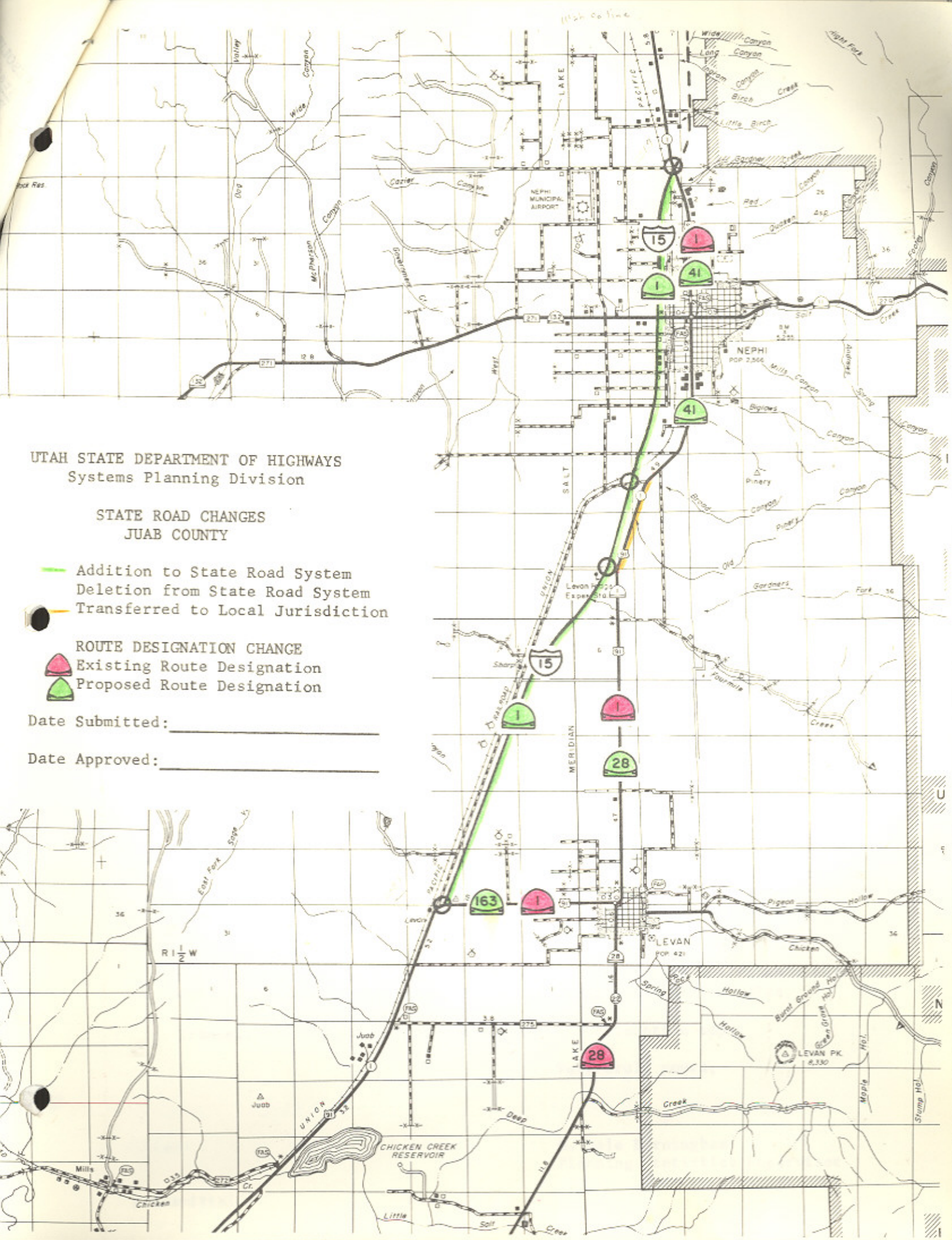
Commissioner

Commissioner

Commissioner

ATTEST:

Secretary


UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division
STATE ROAD CHANGES
JUAB 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:
NEPHI
POP 2,566
NEPHI MUNICIPAL AIRPORT
LEVAN
POP 421
LEVAN PK.
CHICKEN CREEK RESERVOIR
Juab
Mills
SALT LAKE MERIDIAN
UNION PACIFIC
R 1 1/2 W

UTAH STATE DEPARTMENT OF HIGHWAYS

C

O

P

Y

January 30, 1968

The Honorable Harlow W. Pexton
Mayor of Nephi
Nephi, Utah 84648

Dear Mayor Pexton:

Subject: Transfer to a new alignment a portion of State Route 1, extension of State Route 28, addition of State Route 41 and addition of State Route 163 in Juab County

Effective January 23, 1968, the State Road Commission adopted a resolution transferring a portion of State Route 1, to the proposed alignment of Federal-aid Interstate Route 15, from the Levan West Interchange northerly to the Nephi North Interchange, a distance of 14.0 + - miles.

By this action State Route 28 was extended from its present termini in Levan, northerly via the former alignment of State Route 1 to the first interchange north of Levan, a distance of 6.0 + - miles.

That portion of former State Route 1 from the Nephi South Interchange northerly to the Nephi North Interchange was redesignated as State Route 41, a distance of 6.0 + - miles. And a distance of 1.7 + - mile from the first interchange north of Levan to a junction with State Route 41 is transferred to local jurisdiction at such time as the new routes are completed and open to traffic.

The old alignment of State Route 1 from the Levan West Interchange east to Levan was redesignated as State Route 163, a distance of 3.1 miles.

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

Transmittal

UTAH STATE DEPARTMENT OF HIGHWAYS

January 30, 1968

C

O

P

Y

Mr. Ferrel Wankier
Town President
Levan, Utah 84639

Dear Mr. Wankier:

Subject: Transfer to a new alignment a portion of State Route 1, extension of State Route 28, addition of State Route 41 and addition of State Route 163 in Juab County

Effective January 23, 1968, the State Road Commission adopted a resolution transferring a portion of State Route 1, to the proposed alignment of Federal-aid Interstate Route 15, from the Levan West Interchange northerly to the Nephi North Interchange, a distance of 14.0 + - miles.

By this action State Route 28 was extended from its present termini in Levan, northerly via the former alignment of State Route 1 to the first interchange north of Levan, a distance of 6.0 + - miles.

That portion of former State Route 1 from the Nephi South Interchange northerly to the Nephi North Interchange was redesignated as State Route 41, a distance of 6.0 +- miles. And a distance of 1.7 + - mile from the first interchange north of Levan to a junction with State Route 41 is transferred to local jurisdiction at such time as the new routes are completed and open to traffic.

The old alignment of State Route 1 from the Levan West Interchange east to Levan was redesignated as State Route 163, a distance of 3.1 miles.

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

Transmittal

UTAH STATE DEPARTMENT OF HIGHWAYS

COPY

January 30, 1968

Mr. Alton S. Gadd, Chairman
Juab County Commission
Nephi, Utah 84648

Dear Mr. Gadd:

Subject: Transfer to a new alignment a portion of State Route 1, extension of State Route 28, addition of State Route 41 and addition of State Route 163 in Juab County

Effective January 23, 1968, the State Road Commission adopted a resolution transferring a portion of State Route 1, to the proposed alignment of Federal-aid Interstate Route 15, from the Levan West Interchange northerly to the Nephi North Interchange, a distance of 14.0 + - miles.

By this action State Route 28 was extended from its present termini in Levan, northerly via the former alignment of State Route 1 to the first interchange north of Levan, a distance of 6.0 + - miles.

That portion of former State Route 1 from the Nephi South Interchange northerly to the Nephi North Interchange was redesignated as State Route 41, a distance of 6.0 + - miles. And a distance of 1.7 + - mile from the first interchange north of Levan to a junction with State Route 41 is transferred to local jurisdiction at such time as the new routes are completed and open to traffic.

The old alignment of State Route 1 from the Levan West Interchange east to Levan was redesignated as State Route 163, a distance of 3.1 miles.

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

Transmittal

UTAH STATE DEPARTMENT OF HIGHWAYS

09-42.4
50-RS

C
O
P
Y

January 30, 1968

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

Dear Mr. Watt:

Subject: Transfer to a new alignment a portion of State Route 1, extension of State Route 28, addition of State Route 41 and addition of State Route 163 in Juab County

Effective January 23, 1968, the State Road Commission adopted a resolution transferring a portion of State Route 1, to the proposed alignment of Federal-aid Interstate Route 15, from the Levan West Interchange northerly to the Nephi North Interchange, a distance of 14.0 + - miles.

By this action State Route 28 was extended from its present termini in Levan, northerly via the former alignment of State Route 1 to the first interchange north of Levan, a distance of 6.0 + - miles.

That portion of Former State Route 1 from the Nephi South Interchange northerly to the Nephi North Interchange was redesignated as State Route 41, a distance of 6.0 + - miles. And a distance of 1.7 + - mile from the first interchange north of Levan to a junction with State Route 41 is transferred to local jurisdiction at such time as the new routes are completed and open to traffic.

The old alignment of State Route 1 from the Levan West Interchange east to Levan was redesignated as State Route 163, a distance of 3.1 miles.

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

Transmittal

COPY

234

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: January 30, 1968

TO : Howard B. Leatham
Engineer for Planning & Programming

FROM : B. Dale Burningham
Planning Statistics Supervisor

SUBJECT: Transfer to a new alignment a portion of State Route 1, extension of State Route 28, addition of State Route 41 and addition of State Route 163 in Juab County

Effective January 23, 1968, the State Road Commission adopted a resolution transferring a portion of State Route 1, to the proposed alignment of Federal-aid Interstate Route 15, from the Levan West Interchange northerly to the Nephi North Interchange, a distance of 14.0 + - miles.

By this action State Route 28 was extended from its present termini in Levan, northerly via the former alignment of State Route 1 to the first interchange north of Levan, a distance of 6.0 + - miles.

That portion of former State Route 1 from the Nephi South Interchange northerly to the Nephi North Interchange was redesignated as State Route 41, a distance of 6.0 + - miles. And a distance of 1.7 + - mile from the first interchange north of Levan to a junction with State Route 41 is transferred to local jurisdiction at such time as the new routes are completed and open to traffic.

The old alignment of State Route 1 from the Levan West Interchange east to Levan was redesignated as State Route 163, a distance of 3.1 miles.

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

Transmittal

Same Memo Sent To:

W. L. Anderson	Janiel Little	John W. Romer
Ralph Murdock	Chauncey Powis	Evelyn Crill
Dean R. Steed	Wallace J. Liddle	Ezra Christensen
Porter M. Gooch	David Sargent	E. Paul Gilgen
James Booth	Eva McEwan	Jim West
Robert Walsh	Alex E. Mansour	Blaine J. Kay
Lillian Witkowski	Keith Rosevear	Ellen Wandell
Garn Henderson	Charles V. Anderson	Don Jensen
Bruce Fjeldsted	Edwin E. Lovelace	

Same Letter Sent To:
Daniel Watt, Division Engineer
Alton S. Gadd, Chairman, Juab County Commission
Ferrel Wankier, Town President, Levan
Harlow W. Pexton, Mayor of Nephi
Norm Hancock, Fish & Game Department

BDB:ER:bt

RESOLUTION

State Route 1

Relinquishment of State Constructed Access Roads

WHEREAS, the construction of Interstate Project I-15-3(4)106 from south of Beaver to the north Beaver interchange in Beaver County has resulted in the construction on new alignment sections of new roadway and frontage roads, and

WHEREAS, the old alignment of State Route 1 will serve as a public road though not justified as part of the State System of Highways, and

WHEREAS, the frontage roads were constructed to provide access to existing roads and farms, and

WHEREAS, it has been recommended by Mr. C. V. Anderson, District Engineer, and concurred in by the Beaver County Commission that the old alignment of State Route 1 from the no access line on Interstate Route 15 (State Route 1) south of Beaver northerly to a junction with State Route 160 at the Beaver south interchange and the frontage roads constructed as a part of this project be transferred to the jurisdiction of Beaver County.

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

That the portion of highway constructed on new alignment from engineers station 283+06 N.B.L. to 569+00 S.B.L. on Project I-15-3(4)106 be designated as a part of State Route 1.

That the old alignment of State Route 2 from the no access line on Interstate Route 15 (State Route 1) south of Beaver northerly to a junction with State Route 160 at the Beaver south interchange be transferred to the jurisdiction of Beaver County.

That the Utah State Road Commission relinquishes and conveys the frontage roads constructed as a part of Project I-15-3(4)106 to Beaver County for use as public

highways, subject to the following conditions:

a. That the Beaver County may not abandon these roads as public roads without prior approval of the Utah State Road Commission and the Bureau of Public Roads.

b. That should it be found at any time that any part of the facilities relinquished are required for the safe and proper operation of the Federal-aid Highway, the facilities will revert to the State Road Commission without cost.

That by this action Beaver County "B" System mileage will increase 7.2 + - miles.

That the letter from the Beaver County Commission and the memorandum from Mr. C. V. Anderson, pertaining to the disposition of the subject roads be hereby incorporated as a part of this submission.

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

That the relinquishment and conveyance of these frontage roads become effective upon the approval of the Bureau of Public Roads indicating concurrence in the aforementioned relinquishment and conveyance of roads in accordance with Policy and Procedure Memorandum 80-5.

Dated this 27th day of August, 1970.

STATE ROAD COMMISSION OF UTAH

Glen A. Church
Chairman

R. LaVaun Cox
Vice-Chairman

Commissioner

Commissioner

Wayne S. Winters
Commissioner

ATTEST:

-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: June 29, 1970

TO : B. D. Burningham
Planning Statistics Supv.

FROM : C. V. Anderson
District Five Engineer

SUBJECT: Transfer and Redesignation of State Route 1 in Beaver County

Attached is a copy of a letter to the Beaver County Commission asking their concurrence in the transfer of a portion of old State Route 1 to the Beaver County "B" System.

I have not received this letter of concurrence from them, but I am certain that it is forthcoming.

It is my recommendation that the transfer as outlined in this letter be forwarded to the State Road Commission for their action.

It is also recommended, that the section of old State Route 1 from the South Beaver Interchange to the North Beaver Interchange be given primary status on the State Road System. It would be well if this section were made a part of State Route 21.

I will forward the letter of concurrence from Beaver County to you as soon as I receive it.

CVA/bla

Attachment: (1)

SR-

BEAVER COUNTY

State of Utah

HYRUM L. LEE
CHAIRMAN.

GEO. RICHARD JEFFERSON
COUNTY COMMISSIONER

VENDON MYERS
COUNTY COMMISSIONER

C. V. SMITH
CLERK AND AUDITOR

RONDO T. FARRER, TREASURER

LOUIS LESSING, RECORDER

BLAINE BLACKETT, ASSESSOR

MEL TAIT, SHERIFF

JOHN O. CHRISTIANSEN
ATTORNEY

Beaver, Utah
July 8, 1970

Mr. C. V. Anderson
District Engineer
Utah State Dept. of Highways
Box 1009
Cedar City, Utah

Dear Mr. Anderson:

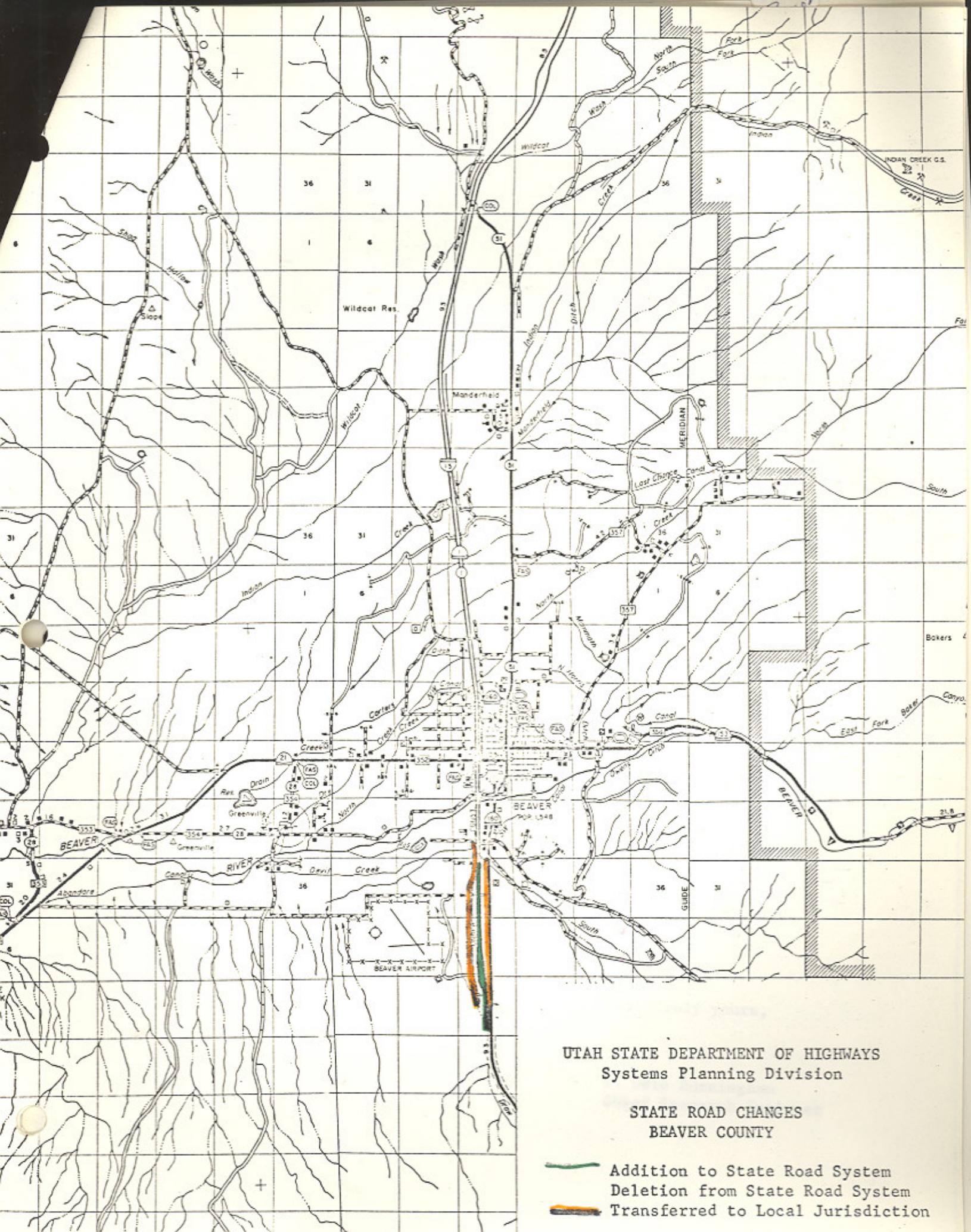
Pursuant to the request of your letter of June 10th, the Board of County Commissioners of Beaver County, Utah has instructed me to advise that Beaver County will accept, when added to our county road system, the two sections of roads designated in your letter.

Very truly yours,

BEAVER COUNTY

by C V Smith
Beaver County Clerk

RECEIVED
JUL 09 1970
DEPARTMENT
OF HIGHWAYS Dist. 5



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
BEAVER COUNTY

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

SR-1

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Same letter sent to: Mr. Norm Hancock, Fish & Game Department

Resolution and location map sent to:

C. V. Anderson
Jerry Fenn
Ralph Murdock
Dean Steed
Porter M. Gooch
Robert Walsh
Lillian Witkowski
Maurice RiChey
James N. Adams
Evelyn Crill
Wallace Liddle
David Sargent
Art Geurts
Keith Rosevear
Robin Hood
Harold Brown
Ray Behling
Bonnie Garcia
John W. Homer
Chauncey Powis
E. Paul Gilgen
Charles Bertolina
Jim West
Ellen Wandell
Don Jensen
Ken Riddle
Winston Neiman
Robert Weadon
Beatrice Miller
Ezra Christensen

COPY

October 8, 1970

Mr. Hyrum H. Lee, Chairman
Beaver County Commission
Beaver County Courthouse
Beaver, Utah 84713

Dear Mr. Lee:

Subject: Transfer of responsibility for State constructed access roads in Beaver County

On August 28, 1970, the State Road Commission adopted a resolution transferring the responsibility of the old alignment of State Route 1 and the frontage roads created by Project I-15-3(4)106 from south of Beaver northerly to a junction with State Route 160 at the South Beaver Interchange to the jurisdiction of Beaver County.

On September 29, 1970, the U.S. Department of Transportation, Federal Highway Administration, concurred with this action.

By this action Beaver County "B" mileage will increase 7.2 + - miles.

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

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Attachment

File

Interim Designations and Deletions - Federal-aid Highwa
Authority: Sec. 27-12-27, UCA, 1953, As Amended

R E S O L U T I O N

11-1-2

State Route 1

Relinquishment of State Constructed Access Roads

WHEREAS, the construction of Interstate Project I-15-2(5)61 from Cedar City north interchange to Summit interchange in Iron County has resulted in the construction on new alignment a section of new roadway and frontage roads, and

WHEREAS, the old alignment of State Route 1 will serve as a public road though not justified as part of the State System of Highways, and

WHEREAS, the frontage roads were constructed to provide access to existing roads and farms, and

WHEREAS, it has been recommended by Mr. C. V. Anderson, District Engineer, and concurred in by the Iron County Commission, that the old alignment of State Route 1 from a junction with State Route 130 near the Cedar City north interchange to the Summit interchange and the frontage road from a point north of the north Cedar City interchange along the south side of Interstate Route 15 (State Route 1) to the Summit interchange be transferred to the jurisdiction of Iron County.

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

That the portion of highway constructed as part of Interstate Route 15 from a point near the north Cedar City interchange to the Summit interchange be designated as a part of State Route 1.

That the old alignment of State Route 1 from a junction with State Route 130 northerly including that portion of the frontage road constructed on the north side of Interstate Route 15 (State Route 1) to the Summit interchange, and the entire length of the frontage road constructed on the south side of Interstate Route 15 (State Route 1) within this area be relinquished and conveyed to Iron County for use as public highways, subject to the following conditions:

a. That Iron County may not abandon these roads as public roads without prior approval of the Utah State Road Commission and the Bureau of Public Roads.

b. That should it be found at any time that any part of the facilities relinquished are required for the safe and proper operation of the Federal-aid highway, the facilities will revert to the State Road Commission without cost.

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

That the letter from Mr. C. V. Anderson to the Iron County Board of Commissioners relating to the roads to be transferred to the jurisdiction of Iron County be hereby incorporated as a part of this submission.

That the letter of concurrence from the Iron County Commission be hereby incorporated as a part of this submission.

That by this action Iron County "B" mileage will increase 14.7 + - miles.

That the relinquishment and conveyance of these frontage roads become effective upon the approval of the Bureau of Public Roads indicating concurrence in the aforementioned relinquishment and conveyance of roads in accordance with Policy and Procedure Memorandum 80-5.

Dated this 28th day of August, 1970.

STATE ROAD COMMISSION OF UTAH

Clem A. Chunks
Chairman

R. La Varen Cox
Vice-Chairman

Francis Fletcher
Commissioner

Ross H. Pitt
Commissioner

Wayne S. Winters
Commissioner

ATTEST:

Lowell A. Fernley
Secretary

OMMISSIONERS
VAN M. MATHESON
CHAIRMAN
KEITH T. SMITH
D ROBINSON
CLAIR HULET
CLERK & AUDITOR

Iron County

PAROWAN, UTAH 84761

EUGENE F. ROBB
TREASURER
H. DEE WHITE
ASSESSOR
JOAN W. WASDEN
RECORDER
IRA SCHOFFMAN
SHERIFF
ROBERT L. GARDNER
ATTORNEY

July 14th, 1970

Mr. C. V. Anderson, District Engineer
Utah State Highway Department
P. O. Box 1009
Cedar City, Utah 84720

Dear Mr. Anderson:

Your proposal that the frontage road running from the North Cedar City Interchange to the Summit Interchange, and old U. S. 91 from its' junction with U-130 northerly to the Summit Interchange, be transferred to the County "B" system, was presented and considered at one of our most recent Commissioners meetings.

While this action will most certainly create additional, and perhaps some new and unwelcome problems for the County Road Department, we, nevertheless under the circumstances, concur in the proposal.

Very truly yours,
BOARD OF IRON COUNTY COMMISSIONERS

BY Clair Hulet
Clerk

RECEIVED
JUL 13 1970
DEPARTMENT
OF HIGHWAYS Div. 2

June 12, 1970

Iron County Board of Commissioners
C/O Iron County Clerk
15 East 100 North
Parowan, Utah 84761

Gentlemen:

Pursuant to the authority of Section 27-12-27, U.C.A., 1953 as amended, it is hereby requested that the Iron County Commission concur in the transfer of 14.7 miles of public road to the Iron County "B" system. This mileage consists of portions of old U.S. 91 and frontage roads constructed in conjunction with Project I-15-2(5)61.

Sections to be transferred are as follows:

1. Frontage road from the North Cedar City Interchange to the Summit Interchange which is approximately 6.9 miles long.

2. Old U.S. 91 from its' junction with U-130 northerly to the Summit Interchange which is approximately 7.8 miles long.

The State draws maintenance funds on I-15, but cannot obtain money on the mileage in question.

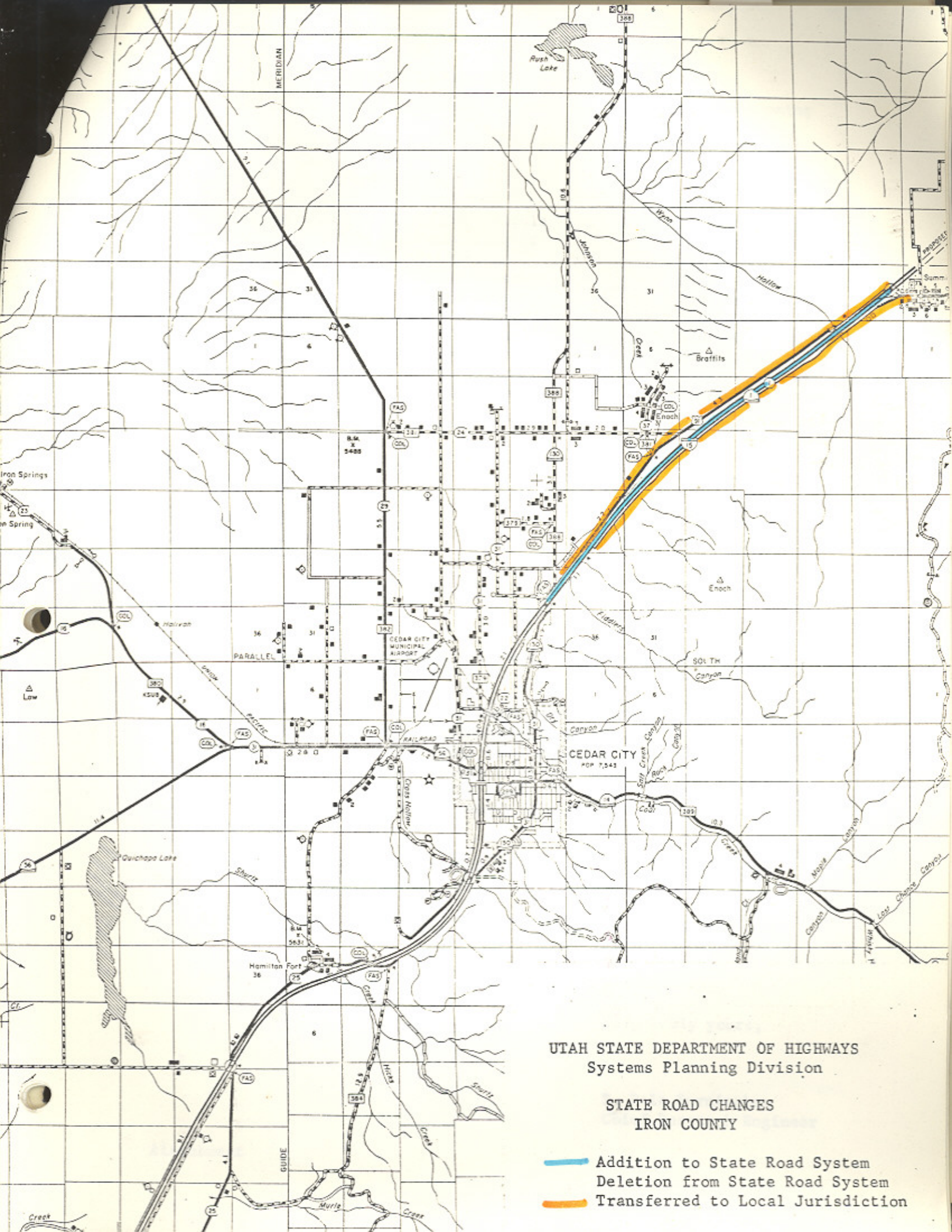
In the event that snow removal cannot be accomplished by the County, a cooperative agreement can be entered into whereby the State can remove the snow on a reimbursable basis.

Your early attention to this request will be appreciated as the State Road Commission should offically act on this redesignation by July 1, 1970.

Sincerely,

C. V. Anderson
District Five Engineer

CVA/bla



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

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Same letter sent to: Mr. Norm Hancock, Fish & Game Department

Resolution and location map sent to:

C. V. Anderson	Wallace Liddle	E. Paul Gilgen
Jerry Fenn	David Sargent	Charles Bertolina
Ralph Murdock	Art Geurts	Jim West
Dean Steed	Keith Rosevear	Ellen Wandell
Porter M. Gooch	Robin Hood	Don Jensen
Robert Walsh	Harold Brown	Ken Riddle
Lillian Witkowski	Ray Behling	Winston Neiman
Maurice RiChey	Bonnie Carcia	Robert Weadon
James N. Adams	John W. Homer	Beatrice Miller
Evelyn Crill	Chauncey Powis	Ezra Christensen

October 8, 1970

C O P Y

Mr. Keith Smith, Chairman
Iron County Commission
Iron County Courthouse
Parowan, Utah 84761

Dear Mr. Smith:

Subject: Transfer of responsibility for State constructed access roads in Iron County

On August 28, 1970, the Utah State Road Commission adopted a resolution transferring the responsibility of the old alignment of State Route 1 from the North Cedar City Interchange northerly to the Summit Interchange and the frontage road from a point north of the North Cedar City Interchange north along the south side of Interstate Route 15 (State Route 1) to the Summit Interchange, to the jurisdiction of Iron County.

On September 28, 1970, the U.S. Department of Transportation, Federal Highway Administration, concurred with this action.

By this action Iron County "B" mileage will increase 14.7 + - miles.

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

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Attachment

File

19

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

12-54-1

RESOLUTION

Addition State Route 54

Revision State Route 41

Revision Federal-aid Secondary Route 274

Relocation Federal-aid Primary Route 1

WHEREAS, the Federal Highway Administration recently approved a diamond interchange on Interstate Route 15 east of Mona, and

WHEREAS, to provide an adequate connection from Mona to Interstate Route 15 it has been recommended by the Juab County Commission, Mona City, and concurred in by Mr. E. Paul Gilgen, Local Government Projects Engineer, and Mr. E. E. Lovelace, District Engineer, that Federal-aid Secondary Route 274 be extended from its present termini in Mona easterly to the on and off ramps on the east side of the Mona interchange, and that the extension of this Federal-aid Secondary route be included in the State System of Highways, and

WHEREAS, the Juab County Commission and Mona City agree to accept the jurisdiction of present State Route 41 from the Nephi north interchange to the Mona north interchange near the Utah-Juab County line at such time as Interstate Route 15 is completed and open to traffic within this area.

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

That application be made to the Federal Highway Administration to extend Federal-aid Secondary Route 274 from its present termini in Mona easterly to the on and off ramps on the east side of the Mona interchange and relocate Federal-aid Primary Route 1 to coincide with Interstate Route 15 from the north Nephi interchange to the Mona north interchange,

That the extension of Federal-aid Secondary Route 274 be designated as part of the State System of Highways as Route 54,

RESOLUTION
Addition State Route 54
Revision State Route 41
Revision Federal-aid Secondary Route 274
Relocation Federal-aid Primary Route 1
Page 2

That upon the completion of the construction of Interstate Route 15 from Nephi north interchange to Mona north interchange near the Utah-Juab County line present State Route 41 between these points be transferred to the jurisdiction of Juab County,

That by this action State Federal-aid Secondary System mileage will increase 1.1 + - miles.

That by this action Juab County "B" mileage will increase 10.8 + - miles, Mona City "C" mileage will increase 0.8 + - mile and State Highway System mileage will decrease 11.6 + - miles,

That the letter and the application for revision from Juab County and the memorandum from Mr. E. Paul Gilgen, pertaining to the aforementioned revision be hereby incorporated as a part of this submission,

That the maps illustrating the action taken herewith be hereby incorporated as a part of this submission.

Dated this 14th day of May, 1971.

STATE ROAD COMMISSION OF UTAH

Glenn H. Church
Chairman

R. LaDawn Cox
Vice-Chairman

Wayne H. Winder
Commissioner

RESOLUTION
Addition State Route 54
Revision State Route 41
Revision Federal-aid Secondary Route 274
Relocation Federal-aid Primary Route 1
Page 3

Commissioner

Commissioner

ATTEST:

Secretary

R-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: May 21, 1971

TO : George W. Bohn, Division Engineer
09-42.41 Federal Highway Administration

FROM : L. R. Jester, Chief
07-S Systems Planning Division

SUBJECT: Revision of Federal-aid Secondary Route 274 and Relocation of Federal-aid Primary Route 1 in Juab County

On May 14, 1971, the Utah State Road Commission adopted a resolution related to the subject Federal-aid routes. The resolution relates the reasons and the recommended action to be taken.

We hereby request that the Federal Highway Administration approve these recommended changes.

Approval of the relocation of Federal-aid Primary Route 1 would not necessitate a change in the approved description of Federal-aid Primary Route 1 but will decrease the Federal-aid Primary System mileage 0.2 + - mile.

Transmitted herewith are the requested number of resolutions, map sheets and route description sheets.

Transmittal

BDB:WDMears:bt

54841
19

U-050 Hwy Routes Secondary Revision

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
UTAH DIVISION

TO : Mr. Henry C. Helland
07-SP Director of Highways
Salt Lake City, Utah

DATE: June 18, 1971

In reply refer to: 09-42.41

FROM : George W. Bohn
for Division Engineer
Salt Lake City, Utah Charles H. Culp

SUBJECT: Utah Systems-Relocation of FAS 274 and Relocation of FAP 1 all in Juab County

RECEIVED JUN 22 1971 UTAH STATE DEPT. OF HIGHWAYS CENTRAL FILES

Your request of May 21, 1971 to extend FAS 274 to the new location of the Mona Interchange as approved in our letter of August 3, 1970 on Projects I-15-5(1)207 and I-15-6(18)241 is approved.

The letter from Juab County and the "Request for FAS system revision" from Juab County and Mona City are accepted as evidence of the local cooperation required by Section 103c of Title 23 U.S. Code.

This fourth secondary system action of the year increases the secondary system by 1.1 miles for a total increase of 4.1 miles since January 1, 1971.

We also approve the relocation of FAP Route 1 to coincide with the location of Interstate Route 15 from the North Nephi Interchange to the Utah-Juab County line and the transfer of the old road to local jurisdiction upon completion of the Interstate route in the area. This action will decrease the Federal-aid primary mileage by 0.2± miles and increase the Juab County "B" mileage by 10.8± miles and the Mona City "C" mileage by 0.8± miles.

We are returning one copy of the approved description for FAS Route 274 and one copy of the map which we have revised to eliminate the North Mona Interchange in accordance with our letter of August 3, 1970.

Attachments

RECEIVED
Utah State Department of Hiways
Transportation Section
JUN 23 1971
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN THIS ORIGINAL TO CENTRAL FILES AFTER ACTION HAS BEEN COMPLETED.

ROUTED TO	INITIAL	ACTION
Gaston		

I—Information	R—Return to Sender
C—Comment	S—Signature
A—Approval	P—Prepare Reply for my Signature
N—Necessary Action	

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Hwy Routes Primary

GPO 901-614

STATE OF UTAH

FEDERAL-AID SECONDARY SYSTEM

Proposed Revision Federal-aid Secondary Route No. 274

Approved June 18, 1971

May 19, 1971

Route Designation		Brief Description of Route and Termini	County	Mileage On State Highway System	Mileage On Local System	Total Length
F.A.S. Route No.	State or Local Route No.					
274	SR-~~41~~ 54 Local	From Federal-aid Primary Route 1 (I-15) east of Mona west via Mona, thence northwesterly to Federal-aid Primary Route 29 in Goshen. Approved: 5-16-56	Juab Utah	1.1	7.0 4.6	12.7

Note: The revision of this route increases the length from 11.6 miles to 12.7 miles, an increase of 1.1 miles.

-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: April 16, 1971

TO : H. B. Leatham
Engineer for Planning & Programming

FROM : E. Paul Gilgen
Local Government Projects Engineer

EPG

SUBJECT: Mona Connection to I-15

This is to recommend the addition of the Mona Connection to I-15 be added to the Federal-aid Secondary System of Highways. The enclosed application for revision to the FAS System gives concurrence from the Juab County Commission for this request. Also enclosed is a copy of Commissioner Gadd's letter dated April 12, 1971, agreeing to Juab County accepting the responsibility for maintaining that section of Highway 91 from the Utah County Line to the North Nephi Interchange upon completion of the Interstate.

The Juab County Commissioner have also requested that section of Highway 91 from Mona south to the North Nephi Interchange be added to the Collector Road System upon completion of the Interstate. This office will hold this application in the file until the Interstate is near completion.

The District Engineer has concurred in the above action.

EPG:pr

cc: E. E. Lovelace
Commissioner Gadd
B. Dale Burningham

Form R-228 APPLICATION FOR REVISION TO FAS SYSTEM

TO: District Engineer, District No. 6 Date _____ 19 ___

FROM: The Board of County Commissioners of Juab County, Utah

SUBJ: Federal-aid Secondary System - application for revision.

The Board of County Commissioners respectfully submits this application for the ~~County~~ - State Road (Cross out one) from I-15 interchange to Mona to be:

X Added to the FAS ~~County~~ State (Cross out one) System.

_____ Deleted from the County-State (Cross out one) System.

_____ Exchanged for County-State (Cross out one) Road.

Following is the description and justification data for support of request:

Route No. ..... _____ Length 1.0± miles

Alignment: Existing Road.. _____ New Road .. X Both ..... _____

Use: Mail Route..... _____ School bus _____ Farm to Mkt _____

Recreation .... _____ Mining .... _____ Oil - gas .. _____

Livestock ..... _____ Forest Prod ____ Other X
Mona access to I-15

ADT: (Number of vehicles per day)

Light (Pass. Pickup., etc.) _____ Heavy (Trucks - 6 tires or more) ..... _____

Present surface _____ No. of bridges (Over 20' span) ..... _____
(dirt, gravel, paved)

Present R/W width _____ Ownership of R/W _____
(Fence to fence or none.) (Private or public)

Additional justification: (If additional space is needed use other side of form)

This is to give County and City concurrence in adding the Mona Connection to I-15 to the State FAS system.

_____ Priority No. _____

Signed this _____ day of _____, 196___. BOARD OF COUNTY COMMISSIONERS

Chairman _____

Attest:

Commissioner _____

Commissioner _____

_____ _____
County Clerk

Mayor of Mona _____

_____
City Recorder

JUAB COUNTY

THE KEY COUNTY OF
CENTRAL UTAH

NEPHI, UTAH 84648

D OF COMMISSIONERS
ON S. GADD, CHAIRMAN
ARD G. FOOTE
O WESTRING

OFFICE OF
ALTON S. GADD
JUAB COUNTY COMMISSIONER

April 12, 1971

Mr. Edwin Loveless
District Engineer
Utah Dept. of Highways
825 North 900 West
Orem, Utah 84057

Dear Mr. Loveless:

This letter is to verify our verbal agreement that Juab County will assume the responsibility of maintaining that section of Highway 91 from the Utah County line to the North Nephi Interchange upon completion of the Interstate, which will include an interchange east of Nona.

Sincerely,

Alton S. Gadd, Chairman
Juab County Commission

RECEIVED
13 APR 1971
DIST. # 6
OREM

UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
JUAB COUNTY

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

UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

JUAB COUNTY

Proposed Extension of Federal-aid Secondary Route ~~247~~ 274

Proposed Extension FAS

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Same Letter sent to: Mr. Don Newton, Town President, Mona City

Information sent to: E. E. Lovelace, District Engineer

Jerry Fenn	Maurice RiChey	Ellen Wandell	Charles Bertolina
Ralph Murdock	Clarence Stephens	Harold Brown	Jim West
Dean Steed	Evelyn Crill	Ray Behling	Don Jensen
Porter M. Gooch	Wallace Liddle	Bonnie Garcia	Clarence Bywater
Keith Rosevear	David Sargent	John W. Homer	Ken Riddle
Robert Walsh	Art Geurts	Chauncey Powis	Winston Neiman
Lillian Witkowski	Robin Hood	E. Paul Gilgen	Robert Weadon
Mary Decker	Ezra Christensen	Bert Kros	

C O P Y

June 28, 1971

Mr. Alton S. Gadd, Chairman
Juab County Commission
Juab County Courthouse
Nephi, Utah 84648

Dear Mr. Gadd:

Subject: Addition of State Route 54, Revision of State Route 41, Revision of Federal-aid Secondary Route 274 and Relocation of Federal-aid Primary Route 1 in Mona City and Juab County

Effective May 14, 1971, the Utah State Road Commission adopted a resolution to add to the State System of Highways State Route 54, and the revision of State Route 41. State Route 54 will begin from a point on the old alignment of State Route 1 (US-91) in Mona easterly to the on and off ramps on the east side of the Mona interchange. Upon completion of the Interstate route within this area, State Route 41 from the Nephi north interchange north to the Utah-Juab County line will be transferred to the jurisdiction of Mona City and Juab County.

On June 18, 1971, the Federal Highway Administration approved the relocation of Federal-aid Primary Route 1 from the old alignment on US-91 to the new proposed alignment of Interstate Route 15, and the revision of Federal-aid Secondary Route 274 from its present termini easterly to the on and off ramps on the east side of the Mona interchange.

Attached is a copy of the resolution, description sheet and location map.

Very truly yours,

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

Attachment

13 Const. SR-41 Juab & Utah

Relinquishment of Realigned Highway
Authority: Sec. 27-12-29, UCA, 1953, As Amended

R E S O L U T I O N

State Route 41

Federal-aid Primary Route 1

Relinquishment of State Constructed Frontage and Access Roads

WHEREAS, the completion of Projects I-15-5(3)228 and I-15-6(18)241 has resulted in the construction on new alignment a section of Interstate Route 15 from a point at the North Mona Interchange in Utah County southerly 3.5 + - miles, and

WHEREAS, the completion of these projects have resulted in the construction of access and frontage roads within this area, and

WHEREAS, the portion of State Route 41 within this area will no longer be used as Traveled Way for Interstate Route 15.

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

That the Utah State Road Commission relinquishes and conveys the frontage and access roads to Utah County for use as public highways as follows:

Road Designation	Engineer Station or Location	Length
East Frontage Road	0+00 to 26+39	0.50
West Frontage Road	113+71 to 167+00	1.00

That the Utah State Road Commission relinquishes and conveys that portion of State Route 41, used as Interstate Traveled Way, from the Utah-Juab County line southerly to the temporary connection in Juab County, a distance of 2.30 + - miles to Juab County,

That the portion of highway constructed as a part of Interstate Projects I-15-5(3)228 and I-15-6(18)241 be designated as part of Federal-aid Primary Route 1,

State

RESOLUTION
State Route 41
Federal-aid Primary Route 1
Relinquishment of State Constructed Frontage and Access Roads

That by this action State Highway System mileage will decrease .02 + - mile, Utah County "B" System mileage will increase 1.50 + - miles, and Juab County "B" System mileage will increase 2.30 + - miles,

That the letters from the Utah County and Juab County Commissions and the memorandum from Edwin E. Lovelace, District #6 Engineer, pertaining to the subject roadways be hereby incorporated as a part of this submission,

That this action pertaining to the frontage and access roads becomes effective upon the approval of the Federal Highway Administration indicating concurrence in the aforementioned relinquishment and conveyance of roads in accordance with the Federal Highway Administration's Policy and Procedure Memorandum 80-5,

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

Dated this 28th day of December, 1973.

STATE ROAD COMMISSION OF UTAH

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

Acting Secretary

FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
UTAH DIVISION
Salt Lake City, Utah

DATE: January 29, 1974

In reply refer to: 08-49.41

SUBJECT: Relinquishment of Frontage and Access Roads In Juab and Utah Counties

FROM: George W. Bohn
Division Engineer

TO: Mr. Blaine J. Kay
07-SP Director of Highways
Salt Lake City, Utah

RECEIVED
1974 JAN 31 AM 10:33
DEPT. OF HIGHWAYS
CENTRAL FILES

Reference is made to Mr. Jester's January 3, 1974, memorandum on the above subject.

This office concurs in the relinquishment of the subject frontage and access roads. We also concur with the relinquishment and conveyance to Juab County of that portion of State Route 41, used as Interstate Traveled Way, from the Utah-Juab County line southerly to the temporary connection in Juab County and the designation as Federal-aid Primary Route 1 those portions of highway constructed as part of Interstate Projects I-15-5(3)228 and I-15-6(18)241.

The resolution of the State Road Commission of Utah setting forth the conditions of the relinquishment is accepted as evidence for meeting the requirements of PPM 80-6.1. As stated in our March 7, 1973, memorandum, PPM 80-5, referenced in the resolution, has been superseded by PPM 80-6.1.

It would be appreciated if your office would include the date of the relinquishment on future maps as required by paragraph 3c(1) of PPM 80-6.1.

J. F. Biddlesmoke
for George W. Bohn

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN THIS ORIGINAL TO CENTRAL FILES AFTER ACTION HAS BEEN COMPLETED.

ROUTED TO	INITIAL	ACTION
Jester		

RECEIVED
Utah State Department of Hiways
Transportation Section
FEB 1 1974
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: January 3, 1974

TO : George W. Bohn, Division Engineer
08-42.4 Federal Highway Administration

FROM : L. R. Jester, P.E.
07-S Chief, Systems Planning Division

SUBJECT: Transfer of Frontage and Access Roads in Juab and Utah Counties

On December 28, 1973, the Utah State Road Commission adopted a resolution proposing that the frontage and access roads constructed as a part of Projects I-15-5(3)228 and I-15-6(18)241 be relinquished and conveyed to the jurisdiction of Juab and Utah Counties.

In accordance with Federal Highway Administration's Policy and Procedure Memorandum 80-5, we hereby request your concurrence in the transfer of these frontage and access roads to the jurisdiction of Juab and Utah Counties.

With the completion of these Interstate Projects, we hereby request that the designation of Federal-aid Primary Route 1 be relocated to the location of Interstate Route 15 within this area.

Transmitted herewith are the requested number of resolutions.

Transmittal

LRJ:BDB:WDMears:bt

RUSSY INOUYE Commissioner
VERL D. STONE Commissioner
PAUL A. THORN Commissioner
HARRISON CONOVER Assessor
ARNOLD C. ROHLANCE Attorney
ELWOOD L. SJACBERG Auditor
WILLIAM F. HUSH Clerk
NINA B. REID Recorder
RALPH CHAPPLE Sheriff
LA VERN D. GREEN Surveyor
MAURICE C. BIRD Treasurer

Utah County State of Utah
COUNTY BUILDING • PROVO, UTAH 84601 • TELEPHONE 801 373-5510

November 26, 1973

Edwin Lovelace, Engineer
District 6
P. O. Box 215
Orem, Utah 84057

Dear Ed:

In answer to your letter of November 2, regarding the transfer of 1.2 miles of frontage road near the south Santaquin Interchange, it has been approved to be placed on the county system.

Please forward your agreement for this purpose to me for handling.

Very truly yours,

L. D. Green
UTAH COUNTY SURVEYOR

LDG/vh

JUAB COUNTY

THE KEY COUNTY OF
CENTRAL UTAH

D OF COMMISSIONERS
N S. GADD, CHAIRMAN
ARD G. FOOTE
WESTRING

NEPHI, UTAH 84648

OFFICE OF
ALTON S GADD
JUAB COUNTY COMMISSIONER

April 12, 1971

Mr. Edwin Loveless
District Engineer
Utah Dept. of Highways
825 North 900 West
Orem, Utah 84057

Dear Mr. Loveless:

This letter is to verify our verbal agreement that Juab County will assume the responsibility of maintaining that section of Highway 91 from the Utah County line to the North Nephi Interchange upon completion of the Interstate, which will include an interchange east of Mona.

Sincerely,

Alton S. Gadd, Chairman
Juab County Commission

RECEIVED
13 APR 1971
DIST. # 6
OREM

Const.

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: November 5, 1973

TO : B. DALE BURNINGHAM
Chief Research Engineer

FROM : EDWIN E. LOVELACE
District Six Engineer

SUBJECT: Transfer of Roadways Bypassed by New Construction

Will you provide for the transfer of new frontage roads and bypassed existing roads in South Utah and North Juab counties. These resulted from construction on interstate project I-15-5(3)228, I-15-6(18)241 from 2 miles south of Juab-Utah County line to South Santaquin.

Two roads are in Utah County:

A frontage road on the westerly side of I-15 beginning at the Juab County line on existing U.S. 91 and extending northerly on the existing alignment to P.T. Station 113+70.97 then extending northerly on a new constructed roadway to Station 167+00 on existing Utah County Collector Road No. 131. This road is approximately 1.20 miles long.

A frontage road on the easterly side of the I-15 South Santaquin interchange beginning at Station 0+00 at a point 902 ft. south of the interchange crossroad and extending northerly to station 26+39. This road connects to existing roads which are probably on the Utah County system.

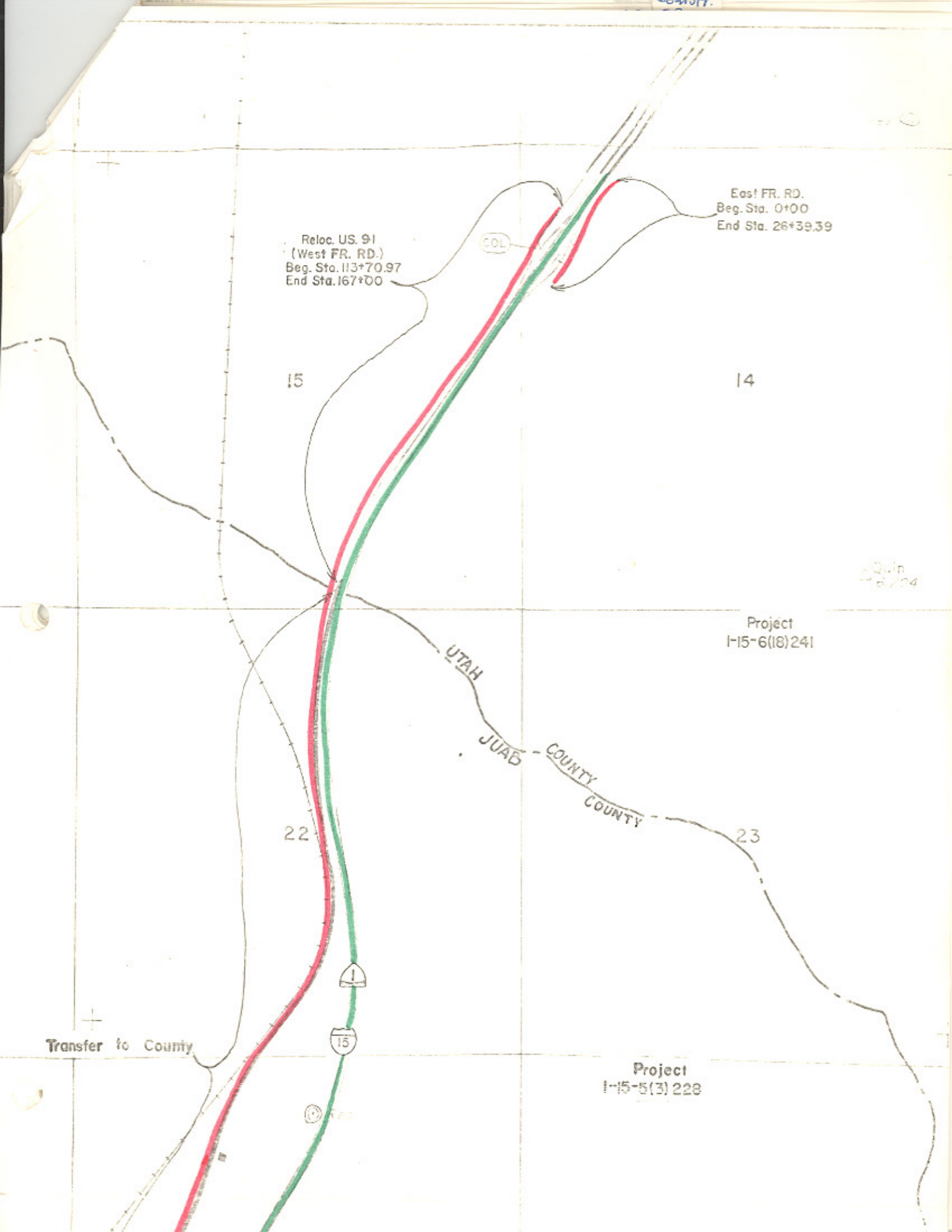
In Juab County the existing road (U.S. 91) from the Utah County line extending southerly 2.37 miles has been bypassed and is to be transferred to Juab County.

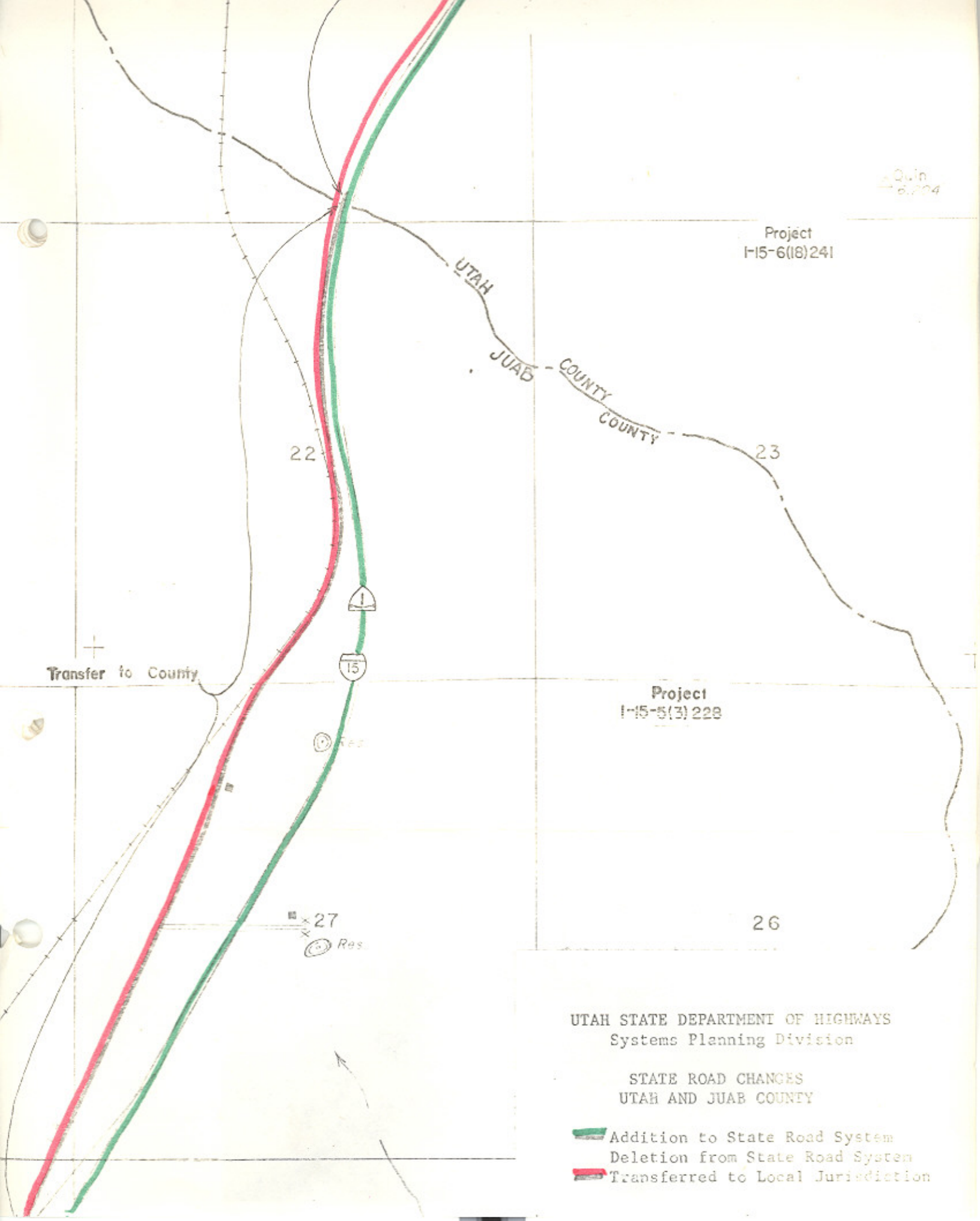
Copies of letters from Utah and Juab County officials are attached.

/AW/jb

Attachments

RECEIVED
DEC 3 1973
UTAH STATE
DEPT. OF HIGHWAYS
CENTRAL FILES


East FR. RD.
Beg. Sta. 0+00
End Sta. 26+39.39
Reloc. US. 91
(West FR. RD.)
Beg. Sta. 113+70.97
End Sta. 167+00
COL
15
14
Project
I-15-6(18)241
UTAH
JUAB - COUNTY
COUNTY
22
23
I
15
Transfer to County
Project
I-15-5(3)228



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
UTAH AND JUAB COUNTY

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

State

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Same letter sent to: Marvin E. Olsen, Dept of Soil Conservation, S.L.C.
Verl D. Stone, Chairman, Utah County Commission

Information sent to: Edwin E. Lovelace, District #6 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
Porter M. Gooch	David Sargent	Bonnie Garcia	Clarence Bywater
Keith Rosevear	David E. Kennison	John W. Homer	Ken Riddle
Robert Walsh	Robin Hood	Chauncey Powis	Winston Neiman
Lillian Witkowski	Ezra Christensen	E. Paul Gilgen	Robert Weadon
Mary Decker			Bert Kros

February 7, 1974

C O P Y

Mr. Richard D. Foote, Chairman
Juab County Commission
Juab County Courthouse
Nephi, Utah 84648

Dear Commissioner Foote:

Subject: Transfer of Frontage and Access Roads in Juab and Utah Counties

Effective January 29, 1974, the Federal Highway Administration approved the transfer of a portion of SR-41 and the frontage and access roads created by the construction of Projects I-15-5(3)228 and I-15-6(18)241 in Juab and Utah Counties as described in the attached resolution.

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

Very truly yours,

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

Attachment

1-18-34
18
Washington

Interim Designation and Deletion 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, 18 & 34
Federal-aid Primary Routes 1 & 43
Federal-aid Secondary Route 417
Federal-aid Secondary Route 416
Federal-aid Urban Route 4002

WHEREAS, with the completion of Projects I-15-1(21)0 and I-15-1(24)6 from the Utah-Arizona State line northerly to St. George, a distance of 9.0 + - miles 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 Washington County Commission, Santa Clara City and St. George City, that the old alignment of State Route 1 from the Utah-Arizona State line northeasterly to a junction with State Route 18 in St. George be transferred to local jurisdiction; and

WHEREAS, that portion of the old alignment of State Route 1 from Shivwits southeasterly to State Route 18 in St. George was designated as Collector Road 7 by the 1969 Legislature, and

WHEREAS, to maintain continuity, it is further recommended that adjustments be made in the designation of Federal-aid System Routes within this area.

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

That all portions of highway constructed as a result of Projects I-15-1(21)0 and I-15-1(24)6 be designated as a part of State Route 1.

That the old alignment of State Route 1 from the Utah-Arizona State

line northeasterly to a junction with State Route 18 in St. George, be transferred to the respective local jurisdiction of Washington County, Santa Clara and St. George,

That the designation of State Route 1 be relocated to be coincident with the highway constructed as a part of Projects I-15-1(21)0 and I-15-1(24)6,

That State Route 18 be extended from its present termini at Tabernacle Street in St. George southerly to the South St. George Interchange and that by this action delete the designation of State Route 34 being replaced by State Route 18,

That application be made to the Federal Highway Administration to relocate Federal-aid Primary Route 1 to be coincident with the relocation of State Route 1 and the Federal-aid Primary Route 43 be extended to be coincident with the extension of State Route 18 and that State Route 34 from State Route 18 east to the St. George Northeast Interchange be designated as a stub to Federal-aid Primary Route 43, and by this action the designation of Federal-aid Secondary Route 417 will be deleted in its entirety, and that Federal-aid Secondary Route 416 be extended from its present termini at Shivwits southeasterly coincident with Collector Road 7 to the west urban limits of St. George which is coincident with the Santa Clara East Incorporate limits and that this same route from the St. George west urban limits east coincident with Collector Route 7 to Federal-aid Primary Route 43 (SR-18) be designated as Federal-aid Urban Route 4002,

That by this action State Highway System mileage will decrease 18.9 + - miles, Washington County "B" System mileage will increase 23.8 + - miles, Santa Clara "C" System mileage will increase 1.6 + - miles and St. George "C" System mileage will increase 2.5 + - miles,

RESOLUTION
State Routes 1, 18 & 34
Federal-aid Primary Routes 1 & 43
Federal-aid Secondary Route 417
Federal-aid Secondary Route 416
Federal-aid Urban Route 4002
Page 3

That the memorandum from Mr. Alex E. Mansour and the letters from the Washington County Commission, Santa Clara City and St. George City pertaining to their concurrence in the aforementioned revisions be hereby incorporated as a part of this submission,

That the maps attached illustrating the action taken herewith be hereby incorporated as a part of this submission.

Dated this 19th day of July, 1974.

STATE ROAD COMMISSION OF UTAH

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

Washington

Burrington 140 Hwy Routes Primary Revisions

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Utah Division
Salt Lake City, Utah

DATE: August 12, 1974

In reply refer to: 08-49.231

RECEIVED
Utah State Department of Hiways
Transportation Section
AUG 14 1974
AM PM
7 8 9 10 11 12 1 2 3 4 5 6

SUBJECT: Revisions to Federal-Aid Routes in Washington County

FROM: George W. Bohn, P.E.
Division Engineer

TO: Mr. Blaine J. Kay, P.E.
07-SP Director of Highways
Salt Lake City, Utah

Reference is made to Mr. L. R. Jester's July 30, 1974, memorandum on system revisions in Washington and Weber Counties. This memorandum covers the revisions in Washington County.

The relinquishment to local jurisdictions of old FAP 1, from the Arizona State line to St. George (resulting from the relocation of FAP 1 to the newly constructed I-15) is approved subject to the conditions of Volume 7, Chapter 4, Section 5 of the Federal-Aid Highway Program Manual (PPM 80-6.1). The letter from the Washington County Commission is accepted as evidence for meeting the requirement of concurrence by local governmental agencies. As requested on several occasions in the past, maps accompanying requests for relinquishment shall include Federal-aid project numbers (if applicable) and the date of relinquishment (paragraph 3c(1) of PPM 80-6.1). Please include this information on future requests for relinquishment.

The designation of Federal-Aid Urban Route 4002 in the St. George urban area is not approved. The requirements set forth in Section 109 of the Federal-Aid Highway Act of 1973 have not been met.

The extension of FAS 416, from its present terminus at Shivwits southeasterly coincident with Collector Road 7 to the west urban limits of St. George, is approved contingent upon final approval by this office of the above urban system action.

The extension of FAP 43 southerly, coincident with the newly designated SR 18, is approved. This office reluctantly approves the stub portion of FAP 43 in St. George. It is our opinion that the use of stubs should be strongly discouraged, particularly as part of the Federal-aid primary system. It is recommended that this particular facility be considered for inclusion in the Federal-aid urban system.

-more-

The deletion of FAS 417 resulting from the previously mentioned system actions is approved.

It is understood that the realignments made by the previously mentioned actions are consistent with the requirements of Section 148 of the Federal-Aid Highway Act of 1973 concerning realignment. This had been discussed with Mr. Dale Burningham of your office.

This action is the fifth primary system action of the year and decreases the primary mileage by 12.2 miles. There has been a decrease of 130.8 miles in the FAP system since January 1, 1974. Also, this is the fifth secondary system action of the year resulting in a net increase in the secondary mileage of 8.9 miles. There has been a decrease of 242.9 miles in the FAS system since January 1, 1974.

Copies of the approved descriptions are attached for your records.

J. F. Biddiscombe
for George W. Bohn

Attachments

OF LETTER RETAINED IN CENTRAL FILES
ORIGINAL TO CENTRAL FILES AFTER ACTION
COMPLETED.
ROUTE TO | INITIAL | ACTION
Hester
Return to

18
Washington

Burningham

R-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: May 13, 1974

TO : Lester R. Jester, P.E.
Chief, Systems Planning Division

ATTENTION : Dale Burningham

FROM : Alex E. Mansour, P.E.
District Five Engineer

Alex E Mansour

SUBJECT: Transfer of U.S. 91, St. George to Arizona State Line

The attached letter from Washington County concurs in the transfer of U.S. 91 to its jurisdiction. It would now be appropriate to seek a State Road Commission resolution for such transfer.

Attachment

RECEIVED
Utah State Department of Hiways
Transportation Section
MAY - 1974
AM
7,8,9,10,11,12,1,2,3,4,5,6
PM

1-18-74
18
Washington

BEULAH McALLISTER
COUNTY CLERK & AUDITOR
GAYLE J. GRAFF
COUNTY RECORDER
J. RALPH ATKIN
COUNTY ATTORNEY
HORACE McARTHUR
COUNTY TREASURER
DEAN C. GARDNER
COUNTY ASSESSOR
EVAN G. WHITEHEAD
COUNTY SHERIFF

Washington County

COURTHOUSE
ST. GEORGE, UTAH 84770

May 6, 1974

Utah Department of Highways
880 North Main Street
Cedar City, Utah 84720

Attention: Alex E. Mansour, P.E.,
District Engineer

Gentlemen:

We concur in the transfer of that portion of old US-91 as shown in blue on the attached map, to our jurisdiction. This transfer is subject to the State Highway Department performing the maintenance as discussed by Mr. Mansour and the County Commission, from SR-18 to Shivwits. We understand that the mileage will be added to our mileage of roads used to determine our total allocation for Class B Road Funds.

We also recommend that FAS 416 be extended from Shivwits to the Junction with State Road 18 as shown by the dashed orange line on the map. The County would be responsible for that section between Shivwits and the west boundary of Santa Clara Town.

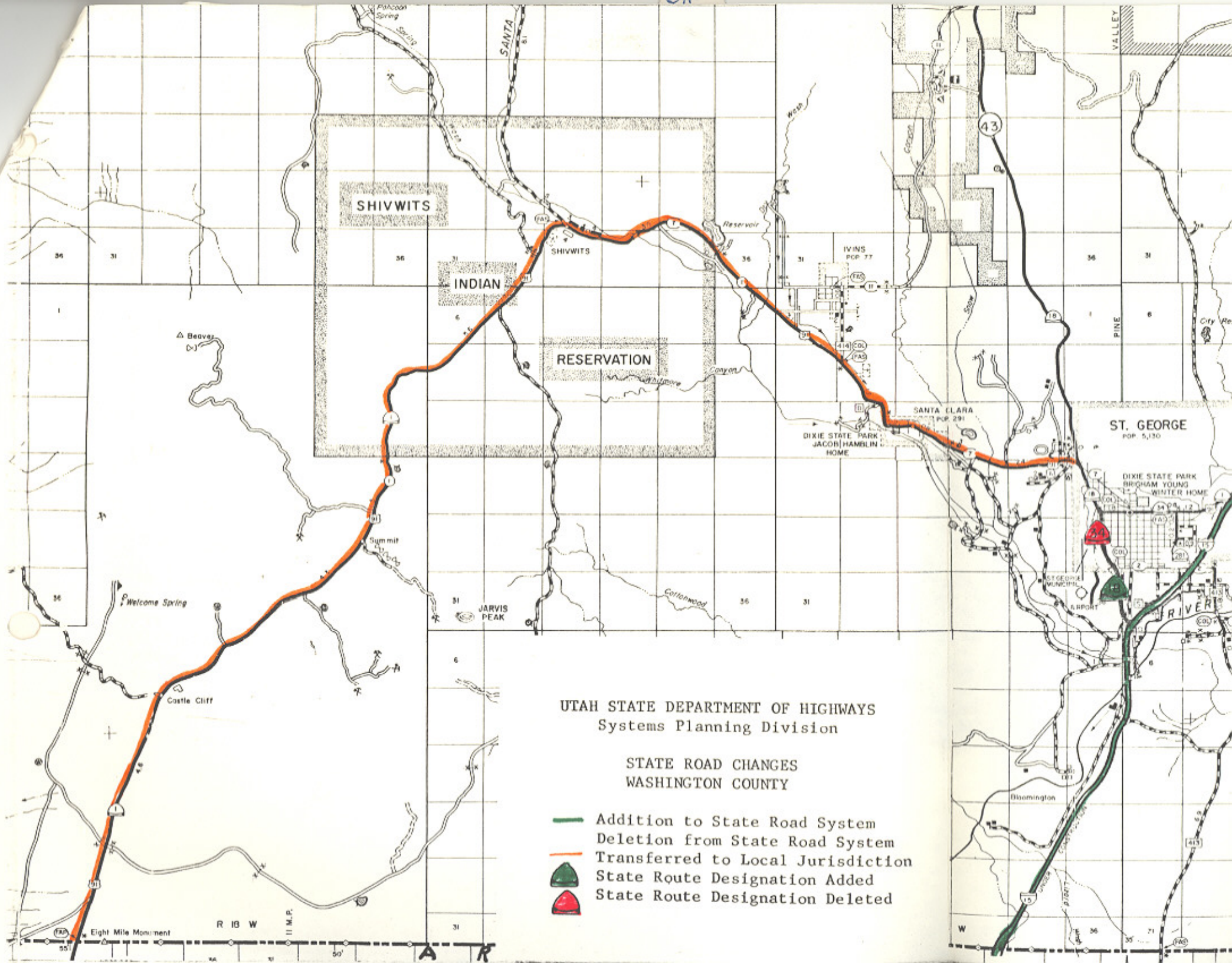
Yours truly,

Melvin T. Bowler, Chairman
Washington County Commission

MTB:ks

Enclosure

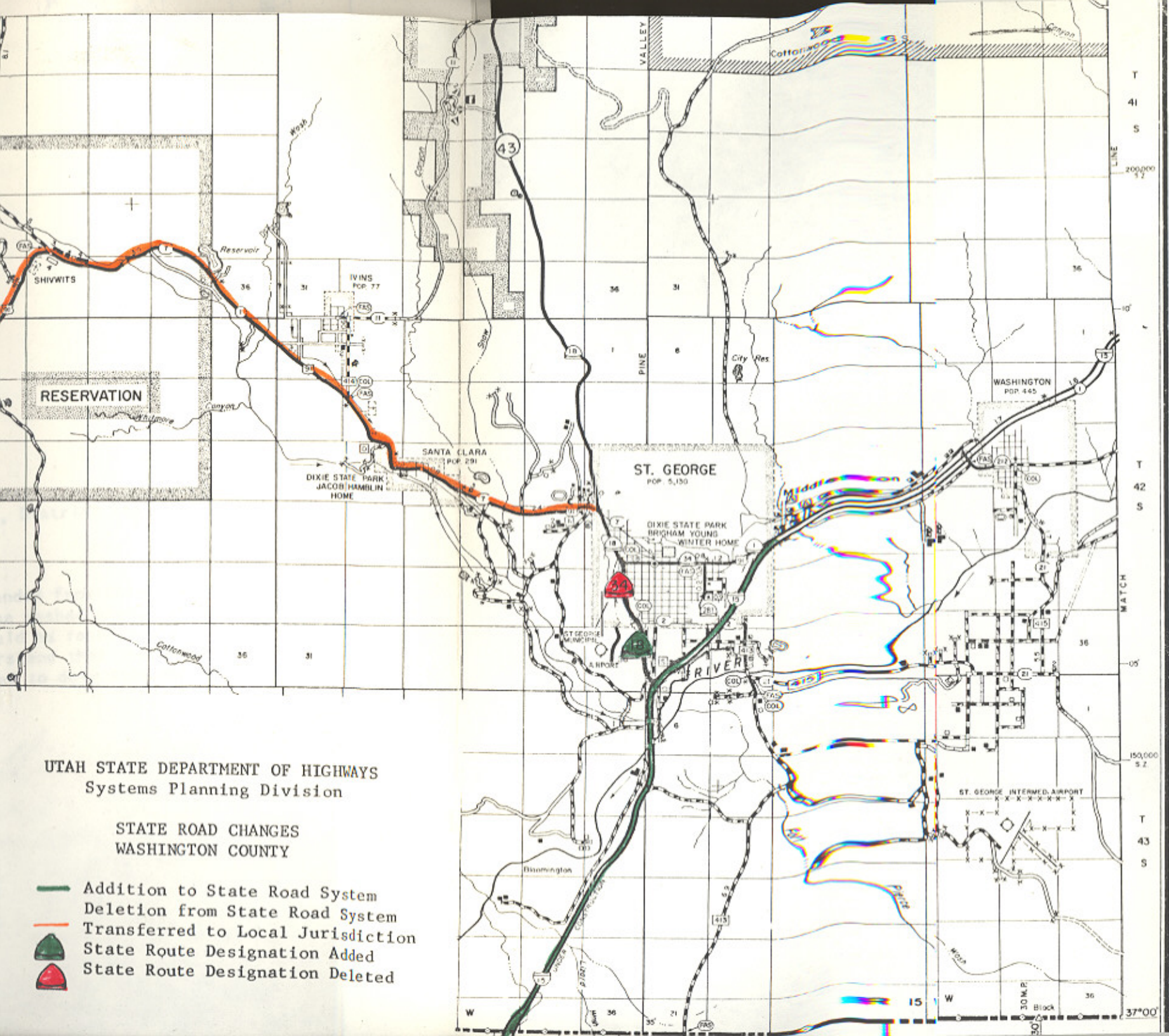
RECEIVED
MAY 9
DEPARTMENT
OF HIGHWAYS Dist. 5



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
WASHINGTON COUNTY

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction
- State Route Designation Added
- State Route Designation Deleted



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
WASHINGTON COUNTY

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction
- State Route Designation Added
- State Route Designation Deleted

February 6, 1974

Utah Department of Highways
880 North Main Street
Cedar City, Utah 84720

Attention: Alex E. Mansour, P.E., District Engineer

Gentlemen:

We recommend that FAS 416 be extended from Shivwits to the Junction with State Road 18 as shown by the dashed orange line on the attached map. The Town of Santa Clara would be responsible for that section within the town limits. We understand that the mileage will be added to out mileage of roads used to determine our total allocation for Class C Road Funds.

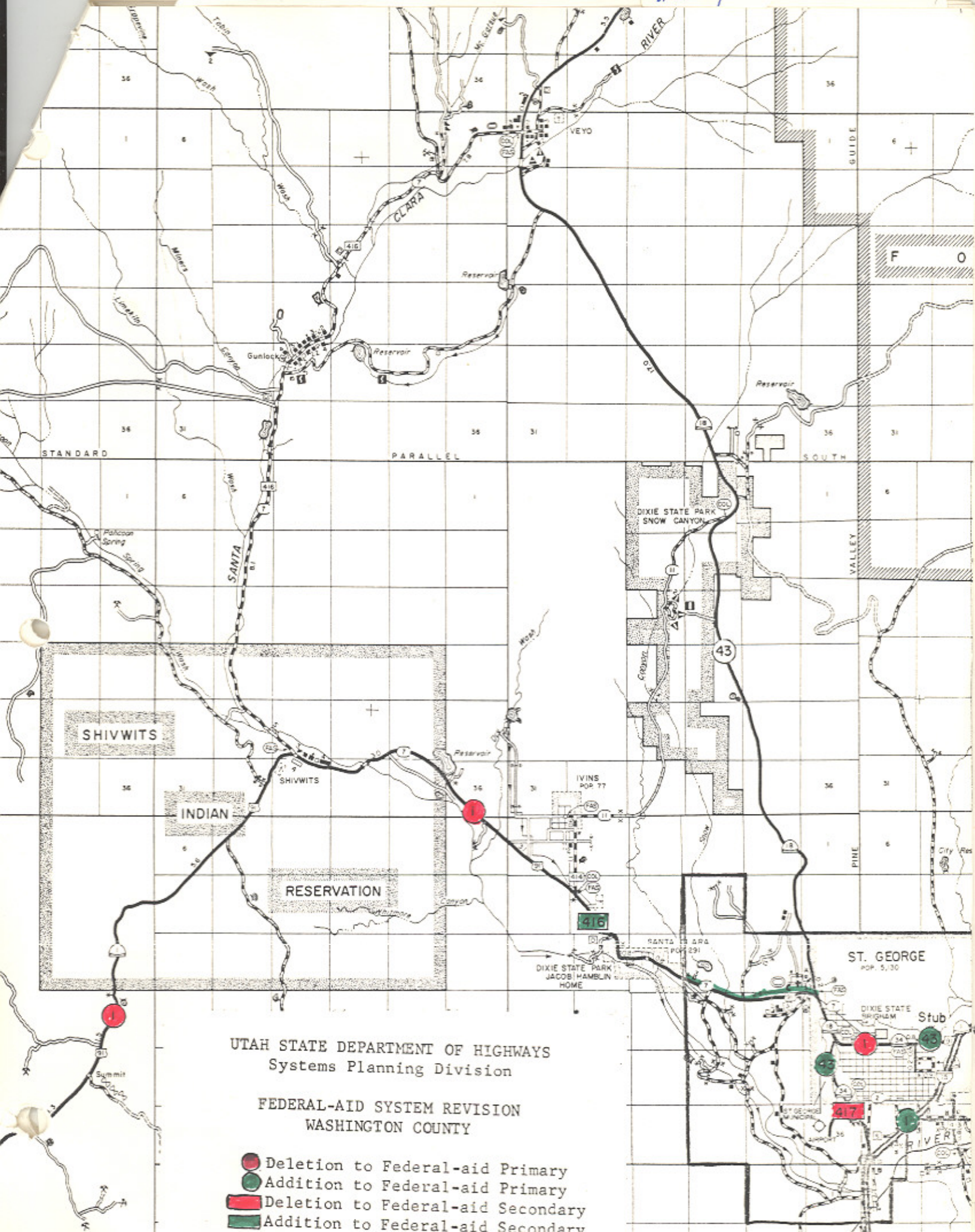
This will be satisfactory with us.

Respt. Yours,

Sylvan Graf Mayor

RECEIVED
JUL 1 6 1974
DEPARTMENT
OF HIGHWAYS Dist. 5

10
Washington



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

FEDERAL-AID SYSTEM REVISION
WASHINGTON COUNTY

- Deletion to Federal-aid Primary
- Addition to Federal-aid Primary
- Deletion to Federal-aid Secondary
- Addition to Federal-aid Secondary

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Same letter sent to: Marvin E. Olsen, Dept. of Soil Conservation, S.L.C.
Mayor Neal M. Lundberg, St. George, Utah
Sylvan Graf, Town President, Santa Clara, Utah

Information sent to: Alex 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 E. Kennison	John W. Homer	Ken Riddle
Robert Walsh	Robin Hood	Chauncey Powis	Mary Decker
Lillian Witkowski			Ezra Christensen
			E. Paul Gilgen

August 26, 1974

C O P Y

Mr. M. Truman Bowler, Chairman
Washington County Commission
Washington County Courthouse
St. George, Utah 84770

Dear Commissioner Bowler:

Subject: Revisions of State Routes, Federal-aid Primary Routes and Federal-aid Secondary Routes in Washington County

Effective August 12, 1974, the Federal Highway Administration approved the deletion, revision and addition of Federal-aid Primary Routes 1 and 43, and Federal-aid Secondary Routes 416 and 417 resulting from the construction of Projects I-15-1(21)0 and I-15-1(24)6 in Washington County as described in the attached resolution.

The redesignation of State Routes within this area are as described in the attached resolution.

Federal-aid Urban Route 4002 in the St. George Urban Area was not approved by the Federal Highway Administration.

Attached is a copy of the resolution, description sheets and location maps.

Very truly yours,

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

Attachment

FAP-1
SR-41
#54
Juab-Utah

File

Relinquishment of Realigned Highway
Authority: Sec. 27-12-29, UCA, 1953, As Amended

R E S O L U T I O N

State Route 41 and 54

Federal-aid Primary Route 1

WHEREAS, the completion of Projects I-15-5(3)228 1st Contract and S-0274(2) has resulted in the construction on new alignment a section of Interstate Route 15 between north Nephi and two miles south of the Juab-Utah County line in Juab County, and

WHEREAS, the portion of State Route 41 within this area was deleted from the State Highway System by the 1975 Legislature and will no longer be used as Traveled Way for Interstate Route 15, and

WHEREAS, State Route 54 was designated by Commission action May 14, 1971, and approved by the 1973 Legislature, and

WHEREAS, it has been recommended by Mr. E. E. Lovelace, District #6 Engineer, and concurred in by the Juab County Commission and the Mona Town Officials, that these subject roads be relinquished and conveyed to their respective jurisdiction, and

WHEREAS, the Agreements pertaining to the disposition of the subject roads have been duly executed.

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

That the Utah Department of Transportation relinquishes and conveys to Juab County and Mona Town, the roads indicated on the map sheets attached to the Agreements in accordance with the conditions outlined in the Agreements,

That the Agreements be hereby incorporated as a part of this submission,

That the memorandums from E. E. Lovelace and J. W. Homer, Plans and Estimates Engineer, pertaining to this action be hereby incorporated as a part of this submission,

That by this action Juab County "B" mileage will increase 8.9 + - miles and Mona Town "C" mileage will increase 1.3 + - miles,

That application be made to the Federal Highway Administration to relocate Federal-aid Primary Route 1 to be coincident with Interstate Route 15, State Route 1, resulting from the construction of Project I-15-5(3)228 1st Contract,

Dated this 12th day of September, 1975.

UTAH DEPARTMENT OF TRANSPORTATION

R. LaDawn Cox
Chairman

Wayne S. Winters
Vice-Chairman

Glen H. Church
Commissioner

Samuel J. Daughton
Commissioner

ATTEST:

Ronald A. Fernley
Secretary

Commissioner

R-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: May 22, 1975

TO : Dale B. Burningham
Chief Research Engineer

FROM : J. W. Homer JWH
Plans & Estimates Engineer

SUBJECT: Redesignation, transfer, and Abandoment of Highways
US-89, North Nephi to Juab-Utah County Line.
(Transfer to local jurisdiction)

Research of the right-of-way files in compliance with revised Policy & Procedure 07-4 indicate that the portion of the above captioned highway was acquired thru Right of Way Deeds and Prescriptive rights.

In answer to an inquiry of April 14, 1975, we concur with Edwin E. Lovelace, District 6 Engineer, to transfer said portion of US-89 to local jurisdiction.

Attached is the correspondence concerning the above proposal.

If you have any further questions, please advise.

Att.

cc: Sheldon W. McConkie

R-234

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: July 15, 1975

TO : B. Dale Burningham, Chief Research Engineer

FROM : Edwin E. Lovelace, District Director EEL. by O.N

SUBJECT: Transfer of Bypassed Roadway

The newly constructed section of Interstate 15 between North Nephi and Two Miles south of the Juab, Utah County Line , Project I-15-5(3)228 1st Contract, and S-0274(2) was opened to traffic on July 15, 1975.

It is proposed that the old roadway, S.R. 41 (Temporary I-15) be transferred to Juab County and Mona Town. Agreements signed by the appropriate officials are enclosed. These were effective on June 30, 1975 and were appropriate for execution on that day by the officials of the State Road Commission. There has been some delay in getting the documents to you, but it is believed that they are still appropriate.

The construction also provided a new connection from I-15 to Mona Town. This roadway replaces an extisting road which was under the jurisdiction of Mona Town and Juab County. This new road will now be a part of the State Road System.

Will you provide for the transfer of these roadways?

The information available here shows that the section of S.R. 41 (Temp. I-15) within Mona Town is 1.27 miles long. The remaining portion of S.R. 41 which is bypassed and is to be transferred to Juab County is 8.86 Miles long.

The Mona Connection which is to be S.R. 54 occupies existing roads. A section 0.30 miles long was in Mona Town. The remaining 0.8 miles was previously a Juab County road.

enc.
aw

R-151
2-1-75

Project No. I-15-5(3)228
S-0274(2)

A G R E E M E N T

In accordance with Sections 27-12-27, 27-12-28, 27-12-29 and 27-12-102 of the Utah Code Annotated 1953 as amended.

THIS AGREEMENT, made and entered into this 30th day of June 1975, by and between the State Road Commission of Utah, hereinafter called the "Road Commission" and the Authorized Officials of Mona Town (City, County, etc.) hereinafter called "Mona Town (City, County, etc.)."

WITNESSETH:

WHEREAS, the Road Commission proposes the construction of a highway between North Nephi and Utah County Line known as Project No. I-15-5(3)228 & and has prepared a plan showing that portion of the highway within the limits of S-0274(2) and/or affecting the roads of Mona Town (City, County, etc.).

The plan which is attached to and becomes a part of this agreement shows the location of the proposed highway, the location of proposed access and frontage roads, and the roads which cross or connect with existing roads in Mona Town (City, County, etc.).

The plan is marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility, and

NOW THEREFORE, it is agreed:

1. The Road Commission, in the construction of the highway project, will at the expense of the Road Commission, make the changes in the roads of Mona Town (City, County, etc.) in accordance with the plan, or as may hereafter be agreed between the parties hereto.

2. Mona Town (City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with Mona Town (City, County, etc.) roads as shown on the plan; also, to the closing, relocation, abandonment, or transfer of the roads as shown by the special markings on the plan.

3. The State Road Commission will retain control and maintenance of the roads

and has prepared a plan showing that portion of the highway within the limits of S-02/4(2) and/or affecting the roads of Mona Town (City, County, etc.).

The plan which is attached to and becomes a part of this agreement shows the location of the proposed highway, the location of proposed access and frontage roads, and the roads which cross or connect with existing roads in Mona Town (City, County, etc.).

The plan is marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility, and

NOW THEREFORE, it is agreed:

1. The Road Commission, in the construction of the highway project, will at the expense of the Road Commission, make the changes in the roads of Mona Town (City, County, etc.) in accordance with the plan, or as may hereafter be agreed between the parties hereto.

2. Mona Town (City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with Mona Town (City, County, etc.) roads as shown on the plan; also, to the closing, relocation, abandonment, or transfer of the roads as shown by the special markings on the plan.

3. The State Road Commission will retain control and maintenance of the roads which are adopted or recommended for adoption by the Road Commission or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan. Mona Town (City, County, etc.) will assume control and maintenance of all other roads which are within its jurisdiction, and as marked on the plan upon notice from the Road Commission. Notification will be given by the Road Commission at the time maintenance responsibility is to be assumed by Mona Town (City, County, etc.).

4. This agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary in the public interest.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized officers on the day and year listed above.

County of Juab, State of Utah

By _____
Chairman of Board of Co. Commissioners

ATTEST _____
County Clerk

By _____
Mayor or Town President

ATTEST _____
City or Town Clerk

STATE ROAD COMMISSION OF UTAH

By _____
Director of Highways

ATTEST _____
Secretary to the Road Commission

R-151
2-1-75

Project No. I-15-5(3)228
S-0274(2)

A G R E E M E N T

In accordance with Sections 27-12-27, 27-12-28, 27-12-29 and 27-12-102 of the Utah Code Annotated 1953 as amended.

THIS AGREEMENT, made and entered into this 30th day of June 1975, by and between the State Road Commission of Utah, hereinafter called the "Road Commission" and the Authorized Officials of Juab County (City, County, etc.) hereinafter called "Juab County (City, County, etc.)."

WITNESSETH:

WHEREAS, the Road Commission proposes the construction of a highway between North Nephi and Utah County Line known as Project No. I-15-5(3)228 & and has prepared a plan showing that portion of the highway within the limits of S-0274(2) and/or affecting the roads of Juab County (City, County, etc.).

The plan which is attached to and becomes a part of this agreement shows the location of the proposed highway, the location of proposed access and frontage roads, and the roads which cross or connect with existing roads in Juab County (City, County, etc.).

The plan is marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility, and

NOW THEREFORE, it is agreed:

1. The Road Commission, in the construction of the highway project, will at the expense of the Road Commission, make the changes in the roads of Juab County (City, County, etc.) in accordance with the plan, or as may hereafter be agreed between the parties hereto.

2. Juab County (City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with Juab County (City, County, etc.) roads as shown on the plan; also, to the closing, relocation, abandonment, or transfer of the roads as shown by the special markings on the plan.

3. The State Road Commission will retain control and maintenance of the roads which are adopted or recommended for adoption by the Road Commission or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan. Juab County (City, County, etc.) will assume control and maintenance of all other roads which are within its jurisdiction, and as marked on the plan upon notice from the Road Commission. Notification will be given by the Road Commission at the time maintenance responsibility is to be assumed by Juab County (City, County, etc.).

4. This agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary in the public interest.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized officers on the day and year listed above.

County of Juab, State of Utah

STATE ROAD COMMISSION OF UTAH

and/or affecting the roads of Juab County (City, County, etc.).

The plan which is attached to and becomes a part of this agreement shows the location of the proposed highway, the location of proposed access and frontage roads, and the roads which cross or connect with existing roads in Juab County (City, County, etc.).

The plan is marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility, and

NOW THEREFORE, it is agreed:

1. The Road Commission, in the construction of the highway project, will at the expense of the Road Commission, make the changes in the roads of Juab County (City, County, etc.) in accordance with the plan, or as may hereafter be agreed between the parties hereto.

2. Juab County (City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with Juab County (City, County, etc.) roads as shown on the plan; also, to the closing, relocation, abandonment, or transfer of the roads as shown by the special markings on the plan.

3. The State Road Commission will retain control and maintenance of the roads which are adopted or recommended for adoption by the Road Commission or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan. Juab County (City, County, etc.) will assume control and maintenance of all other roads which are within its jurisdiction, and as marked on the plan upon notice from the Road Commission. Notification will be given by the Road Commission at the time maintenance responsibility is to be assumed by Juab County (City, County, etc.).

4. This agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary in the public interest.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized officers on the day and year listed above.

County of Juab, State of Utah

By E. Steele McIntyre
Chairman of Board of Co. Commissioners

ATTEST Earl L. Warner
County Clerk

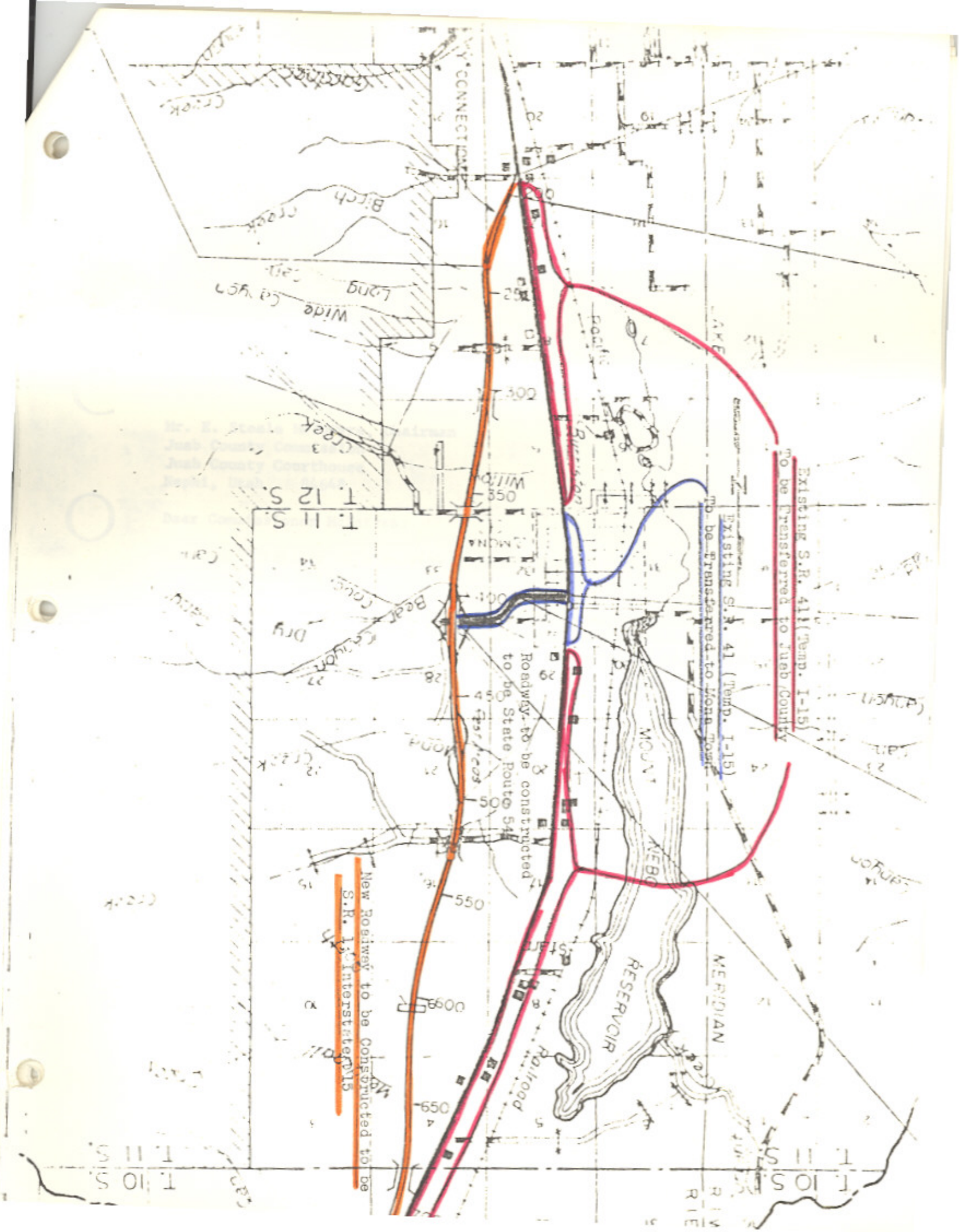
By _____
Mayor or Town President

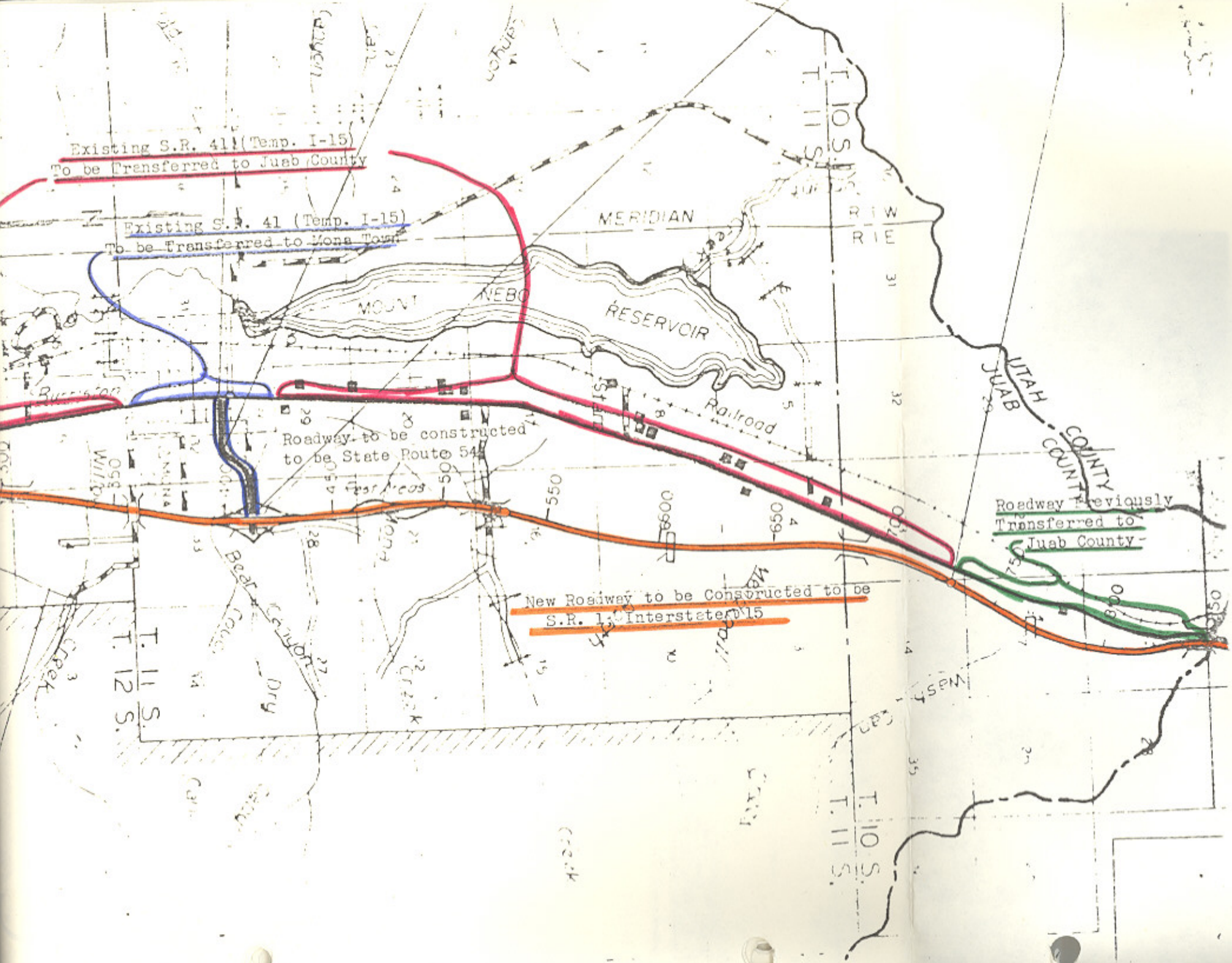
ATTEST _____
City or Town Clerk

STATE ROAD COMMISSION OF UTAH

By Blaine Hoey
Director of Highways

ATTEST Ronald A. Finley
Secretary to the Road Commission


Existing S.R. 41 (Temp. I-15)
To be Transferred to Juab County
Existing S.R. 41 (Temp. I-15)
To be Transferred to Mona Town
Roadway to be constructed
to be State Route 54
New Roadway to be Constructed to be
S.R. 1 Interstate 15
MERIDIAN
RESERVOIR
Railroad
T. 12 S.
T. 11 S.
T. 10 S.
Birch Creek
Long Canyon
Wide Canyon
Beer Canyon
Dry Canyon
Wilton
Mona
Pacific
Burrington
Mount Nebo
Star
Creek
CONNECTION
350
400
450
500
550
600
650


Existing S.R. 41 (Temp. I-15)
To be Transferred to Juab County
Existing S.R. 41 (Temp. I-15)
To be Transferred to Mona Town
MERIDIAN
MOUNT NEBO
RESERVOIR
Railroad
Roadway to be constructed
to be State Route 54
Roadway Previously
Transferred to
Juab County
New Roadway to be Constructed to be
S.R. 1, Interstate 15
UTAH
JUAB
COUNTY
T. 10 S.
T. 11 S.
T. 12 S.
R. 1 W.
R. 1 E.
Bear Canyon
Dry
Creek

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Policy & Systems Planning

Same letter sent to: Mr. Don F. Newton, Town President, Mona City

Information sent to: Edwin E. Lovelace, District #6 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 Wheadon	J. Q. Adair	Bonnie Garcia	Clarence Bywater
Keith Rosevear	David L. Kennison	John W. Homer	Ken Riddle
Robert Walsh	Robin Hood	Jo Ann Slough	Ezra Christensen
Lillian Witkowski			

October 8, 1975

COPY

Mr. E. Steele McIntyre, Chairman
Juab County Commission
Juab County Courthouse
Nephi, Utah 84648

Dear Commissioner McIntyre:

Subject: Transfer of a Portion of State Route 41 to Juab County and Mona City

Effective September 12, 1975, the Utah Transportation Commission approved the transfer of the deleted portion of State Route 41 to the jurisdiction of Mona City and Juab County as described in the enclosed resolution.

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

Very truly yours,

L. R. Jester
Engineer for Transportation Planning

Enclosure

File

42

R E S O L U T I O N

Relinquishment of State Constructed Frontage and Access Roads

N/R

WHEREAS, the construction of Project I-15-2(2)98 will result in the construction of frontage and access roads between fremont Wash and the Beaver County line, in Iron County, and

WHEREAS, the constructed frontage and access roads will serve as public roads though not justified as part of the State System of Highways, and

WHEREAS, it has been recommended by Mr. A. E. Mansour, District #5 Director, and concurred in by the Iron County Commission that these frontage and access roads will be relinquished and conveyed to their jurisdiction, and

WHEREAS, the Agreement pertaining to the disposition of the subject frontage and access roads has been duly executed.

NOW THEREFORE, be it resolved as follows:

That the Utah Department of Transportation will relinquish and convey the frontage and access roads indicated on the map sheet attached to the Agreement in accordance with the conditions outlined in the Agreement,

That the Agreement be hereby incorporated as a part of this submission,

That by this action Iron County "B" mileage will increase 3.1 + - miles,

That this resolution becomes effective upon concurrence by the Federal Highway Administration in the aforementioned relinquishment and conveyance of roads in accordance with the requirements of Volume 6, Chapter 1, Section 1, Sub-Section 8 of the Federal-aid Highway Program Manual.

Dated this 23rd day of January, 1976.

UTAH TRANSPORTATION COMMISSION

R. LaVaun Cox

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Utah Division

RECEIVED
1976 FEB 25 AM 10: 10
DEPT. OF TRANSPORTATION
CENTRAL FILES

DATE: February 24, 1976

In reply refer to: 08-49.23

SUBJECT: Relinquishment of Frontage and Access Roads - Millard, Iron and Beaver Counties

FROM: Planning and Research Engineer
Salt Lake City, Utah 84147

TO: Mr. Blaine J. Kay, P.E.
07-SP Director of Transportation
Salt Lake City, Utah

Reference is made to Mr. L. R. Jester's January 28, 1976, memorandum on the above subject. The roads involved are being constructed as part of Projects I-15-4(9)180, I-15-4(11)168, I-15-2(2)98 and I-15-3(2)101.

This office has reviewed your request and concurs in the relinquishment of the roads to the counties involved. The resolutions of the Utah Transportation Commission and the agreements with the counties involved are accepted as evidence for meeting the requirements of FHPM 6-1-1-8.

J. F. Biddiscombe
James F. Biddiscombe, P.E.

RECEIVED
Utah State Department of Transportation
Transportation Planning Division
FEB 26 1976
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN THIS ORIGINAL TO CENTRAL FILES AFTER ACTION HAS BEEN COMPLETED

REFERS TO	INITIAL	ACTION
Jester		

R-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: January 28, 1976

TO : George W. Bohn, Division Engineer
08-49.23 Federal Highway Administration

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

SUBJECT: Transfer of Frontage and Access Roads in Millard, Iron and Beaver Counties

On January 23, 1976, the Utah Transportation Commission adopted resolutions proposing that the frontage and access roads constructed as part of Projects I-15-4(9)180, I-15-4(11)168, I-15-2(2)98 and I-15-3(2)101 in Millard, Beaver and Iron Counties be relinquished and conveyed to the jurisdiction of the respective counties.

In accordance with Volume 6, Chapter 1, Section 1, Subsection 8 of the Federal-Aid Highway Program Manual, we hereby request your concurrence in the transfer of these frontage and access roads to the jurisdiction of the respective counties.

Transmitted herewith are the requested number of resolutions and maps.

Transmittal

LRJ:BDB:WDMears:bt

R-151
Rev. 7-15-75

Project No. I-15-2(2)98

A G R E E M E N T

In accordance with Sections 27-12-27, 27-12-28, 27-12-29 and 27-12-102 of the Utah Code Annotated 1953 as amended.

THIS AGREEMENT, made and entered into this _____ day of _____ 19____, by and between the Utah Department of Transportation, hereinafter called the "Department" and the Authorized Officials of Iron County (City, County, etc.) hereinafter called "County (City, County, etc.)."

WITNESSETH:

WHEREAS, the Department proposes the construction of a highway between Fremont Wash and the Beaver County Line known as Project No. I-15-2(2)98, and has prepared a plan showing that portion of the highway within the limits of and/or affecting the roads of the County (City, County, etc.).

The plan which is attached to and becomes a part of this agreement shows the location of the proposed highway, the location of proposed access and frontage roads and the roads which cross or connect with existing roads in the County (City, County, etc.).

The plan is marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility, and

NOW THEREFORE, it is agreed:

1. The Department, in the construction of the highway project, will at the expense of the Department, make the changes in the roads of the County (City, County, etc.) in accordance with the plan, or as may hereafter be agreed between the parties hereto.

2. The County (City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with County roads as shown on the plan; also, to the closing, relocation,

_____, and has prepared a plan showing that portion of the highway within the limits of and/or affecting the roads of the County (City, County, etc.).

The plan which is attached to and becomes a part of this agreement shows the location of the proposed highway, the location of proposed access and frontage roads and the roads which cross or connect with existing roads in the County (City, County, etc.).

The plan is marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility, and

NOW THEREFORE, it is agreed:

1. The Department, in the construction of the highway project, will at the expense of the Department, make the changes in the roads of the County (City, County, etc.) in accordance with the plan, or as may hereafter be agreed between the parties hereto.

2. The County (City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with County (City, County, etc.) roads as shown on the plan; also, to the closing, relocation, abandonment, or transfer of the roads as shown by the special markings on the plan.

3. The Department will retain control and maintenance of the roads which are adopted or recommended for adoption by the Department or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan. The County (City, County, etc.) will assume control and maintenance of all other roads which are within its jurisdiction, and as marked on the plan upon notice from the Department. Notification will be given by the Department at the time maintenance responsibility is to be assumed by the County (City, County, etc.).

4. This agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary in the public interest.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized officers on the day and year listed above.

County of Iron, State of Utah

By _____
Chairman of Board of Co. Commissioners

ATTEST _____
County Clerk
Treasurer

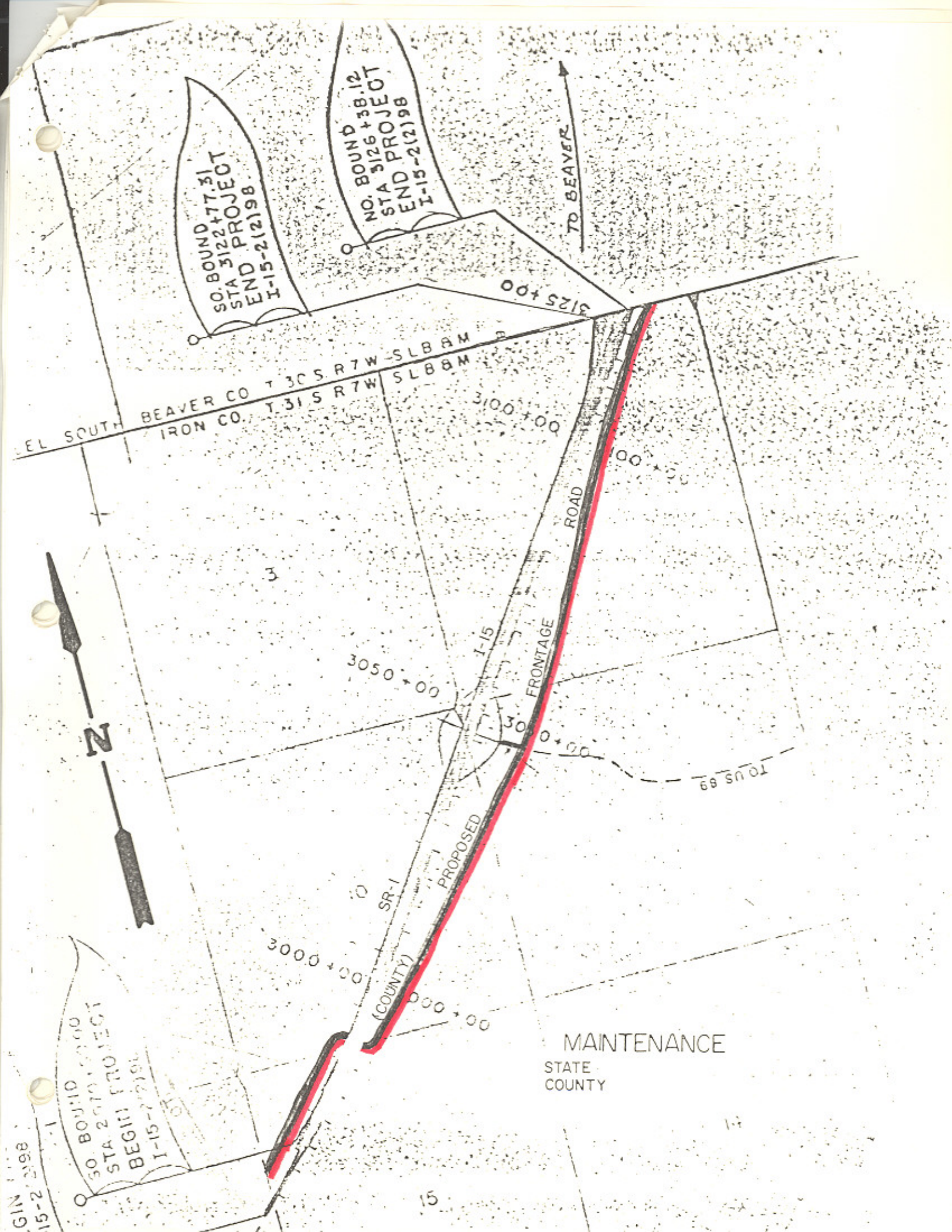
By _____
Mayor or Town President

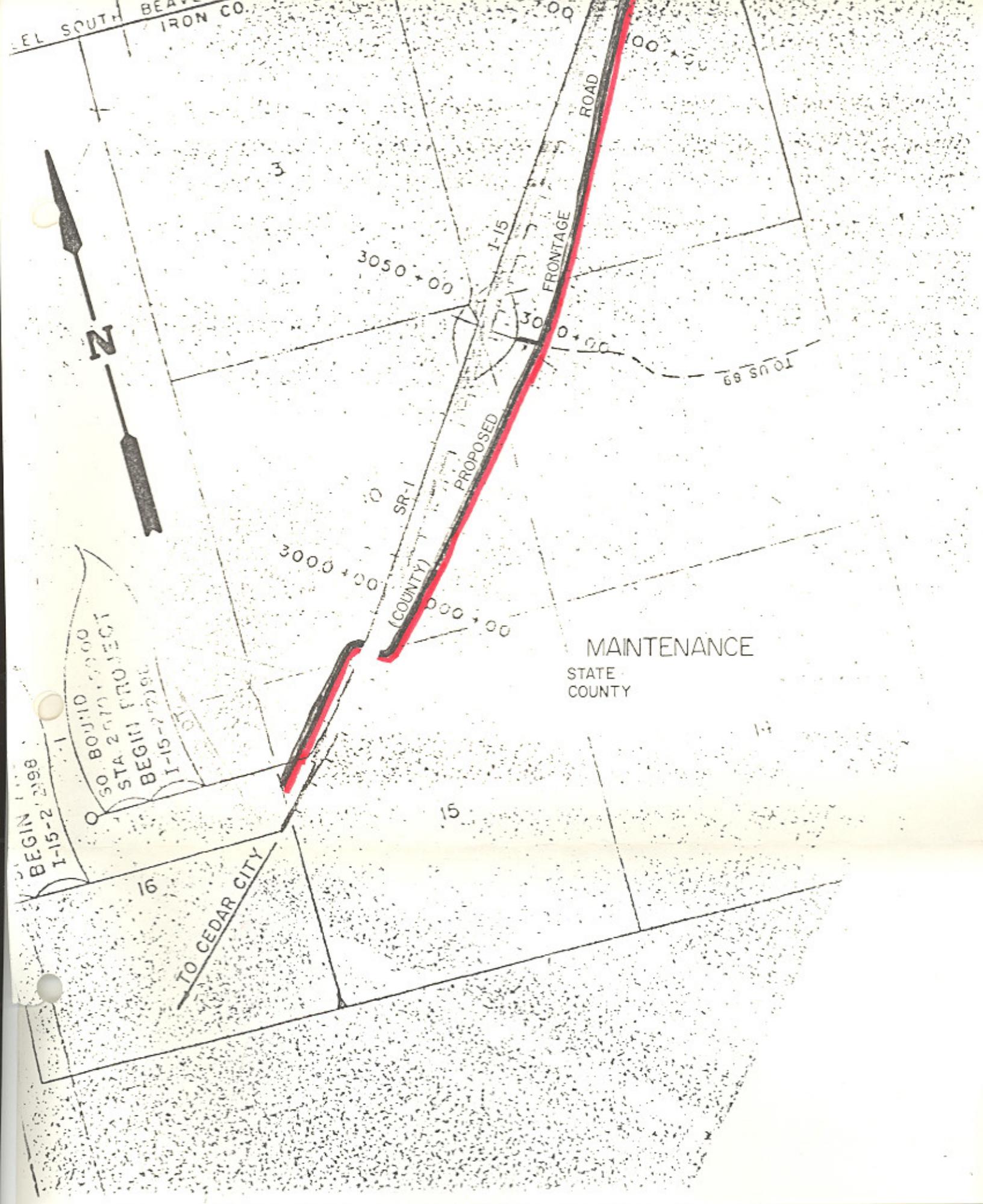
ATTEST _____
City or Town Clerk

UTAH DEPARTMENT OF TRANSPORTATION

By _____
Director of Department of Transportation

ATTEST _____
Secretary


SO. BOUND
STA 3122+77.31
END PROJECT
I-15-2(2)98
NO. BOUND
STA 3126+38.12
END PROJECT
I-15-2(2)98
TO BEAVER
3125+00
SOUTH BEAVER CO T 30 S R 7 W SLB&M
IRON CO. T 31 S R 7 W SLB&M
3100+00
ROAD
3
I-15
FRONTAGE
3050+00
3000+00
N
TO US 89
PROPOSED
SR-1
(COUNTY)
3000+00
MAINTENANCE
STATE
COUNTY
15


IRON CO.
N
3
3050+00
I-15
FRONTAGE
ROAD
TO US 89
PROPOSED
SR-1
(COUNTY)
3000+00
MAINTENANCE
STATE
COUNTY
15
16
TO CEDAR CITY

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Policy & Systems Planning

Information sent to: Alex Mansour, District #5 Director

Jerry Fenn	Clarence Stephens	Ellen Wandell	Charles Bertolina
Ralph Murdock	Marian Hunt	Harold Brown	Jim West
Dennis Spackman	W. J. Stephenson	Ray Behling	Don Jensen
Robert Wheadon	J. Q. Adair	Bonnie Garcia	Clarence Bywater
Keith Rosevear	David L. Kennison	John W. Homer	Ken Riddle
Robert Walsh	Robin Hood	Jo Ann Slaugh	Ezra Christensen
Lillian Witkowski	Steve Lawson		

C O P Y

March 10, 1976

Mr. G. D. MacDonald, Chairman
Iron County Commission
Iron County Courthouse
Parowan, Utah 84761

Dear Commissioner MacDonald:

Subject: Transfer of State Constructed Frontage Roads in Iron County

On February 24, 1976, the Federal Highway Administration concurred in the transfer to local jurisdiction those frontage roads in Iron County created by the construction of Project I-15-2(2)98 as described in the enclosed resolution.

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

Very truly yours,

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

Enclosure

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]

1042 Claim SR-1 SR-91

R-234

MEMORANDUM

UTAH DEPARTMENT OF TRANSPORTATION

DATE: March 3, 1994

TO: Pete Monson, P.E.
Right of Way Engineer

FROM: Glen M. Nielsen
Transportation Records Manager

SUBJECT: Resolution transferring old US 91 (SR-1)

This is the only resolution I could find regarding the area that we discussed yesterday. I doubt this will resolve any of the questions regarding ownership of Right of Way. The only suggestion I would have with regards to ownership, is to contact our Right of Way Division on the fourth floor.

Enclosures

Relinquishment of Realigned Highway
Change and Transfer in State and Federal-Aid Route Numbers
(Authority: Sec. 27-12-29, UCA, 1953, as Amended)

RESOLUTION

State Route 1
State Route 212

WHEREAS, with the near completion of Project I-15-1(15)9 from Middleton to south of Leeds, Washington County and

WHEREAS, to maintain continuity in the State Road System and Federal-aid System and

WHEREAS, a portion of the old alignment of State Route 1 will no longer be justified as a part of the State Highway System but, nevertheless, will still serve as a public road.

NOW, THEREFORE, pursuant to the authority of Section 27-12-29, UCA, 1953, AS AMENDED, it is hereby resolved as follows;

1. That State Route 1 be transferred to the new roadway created by the completion of Project I-15-1(15)9.

2. That State Route 212 be extended from its present termini in Washington Town westerly, traversing a portion of the old alignment of State Route 1, to Washington Interchange.

3. That the old alignment of State Route 1 between Enginneers Station 585 + - to 173 + - Project I-15-1(15)9, with the exception of that portion re-designated State Route 212, be transferred to the jurisdiction of Washington County and Washington Town respectively.

4. That application be made to the U. S. Department of Commerce, Bureau of Public Roads to relocate Federal-aid Primary Route 1 and extend Federal-aid Secondary Route 415 as a result of the aforementioned State Route changes.

5. That by this action, State Highway System mileage will be increased

approximately 1.4 miles, Washington County "B" mileage will be increased approximately 6.0 miles and Washington Town "C" mileage will be increased 1.0 mile, at such time as the new alignment is placed in traffic service.

6. That Exhibit "A" attached herewith; illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 10th day of July, 1964.

STATE ROAD COMMISSION OF UTAH

Ernest H Baker
Chairman

Francis Feltch
Commissioner

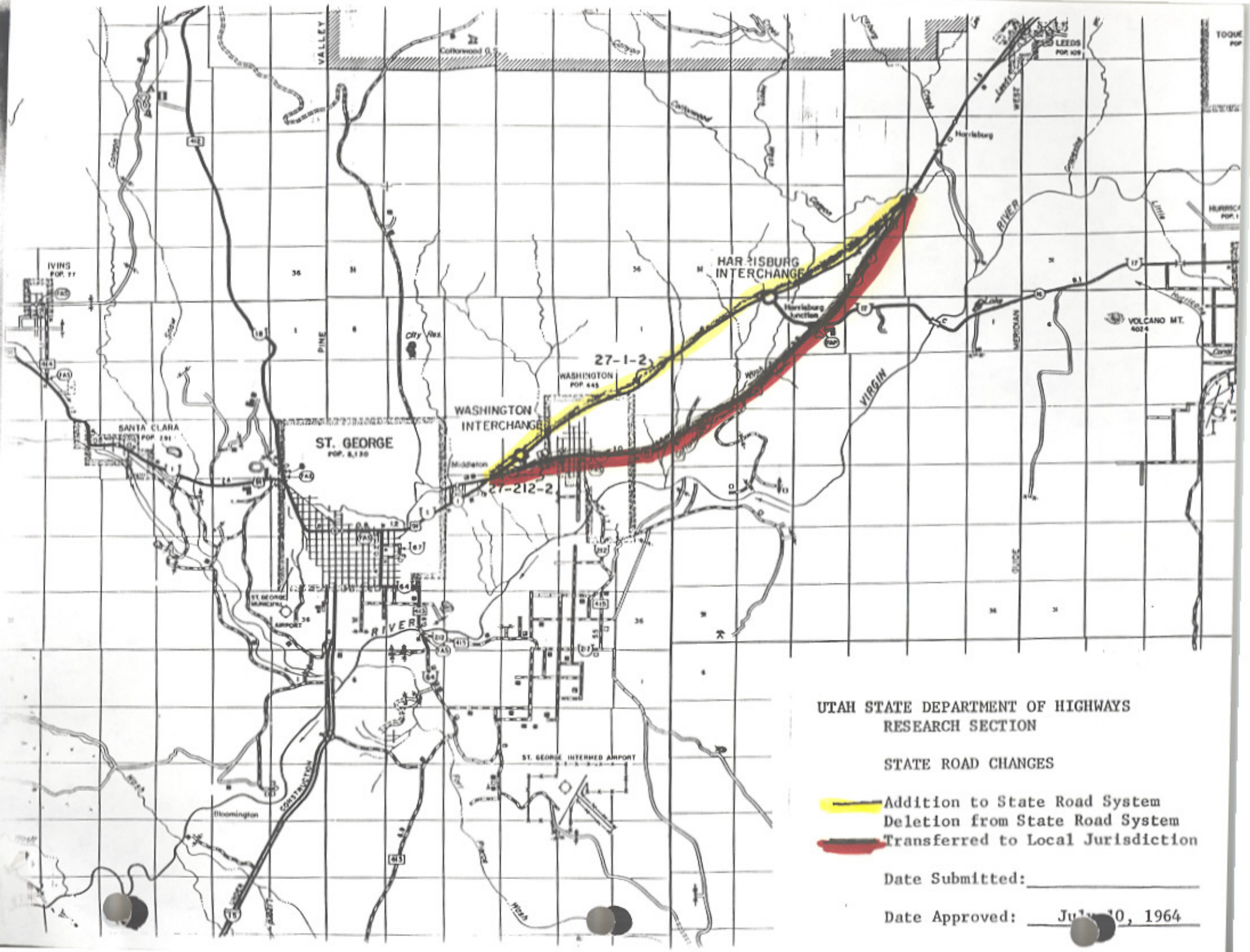
Elias Strong
Commissioner

Ames K Bagley
Commissioner

W J Smith
Commissioner

ATTEST:

Clarence J Allred
Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION

STATE ROAD CHANGES

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

Date Submitted: _____

Date Approved: July 10, 1964

Southern Utah Title Company

February 15, 1995

ALPHA ENGINEERING
Attn: Brent Gardner
148 East Tabernacle
St. George, UT 84770

FAX 628-6553

Brent:

In confirmation of our telephone conversation this afternoon, please ask ~~Scott Hirschi~~ U.D.O.T. to give us a letter, as follows:

"The State of Utah hereby disclaims any right, title, and interest in and to the old roadway roadbed of Highway 91 as the same lies within All of GATEWAY NORTH INDUSTRIAL PARK PHASE I AMENDED situated in Washington County, State of Utah."

_____."

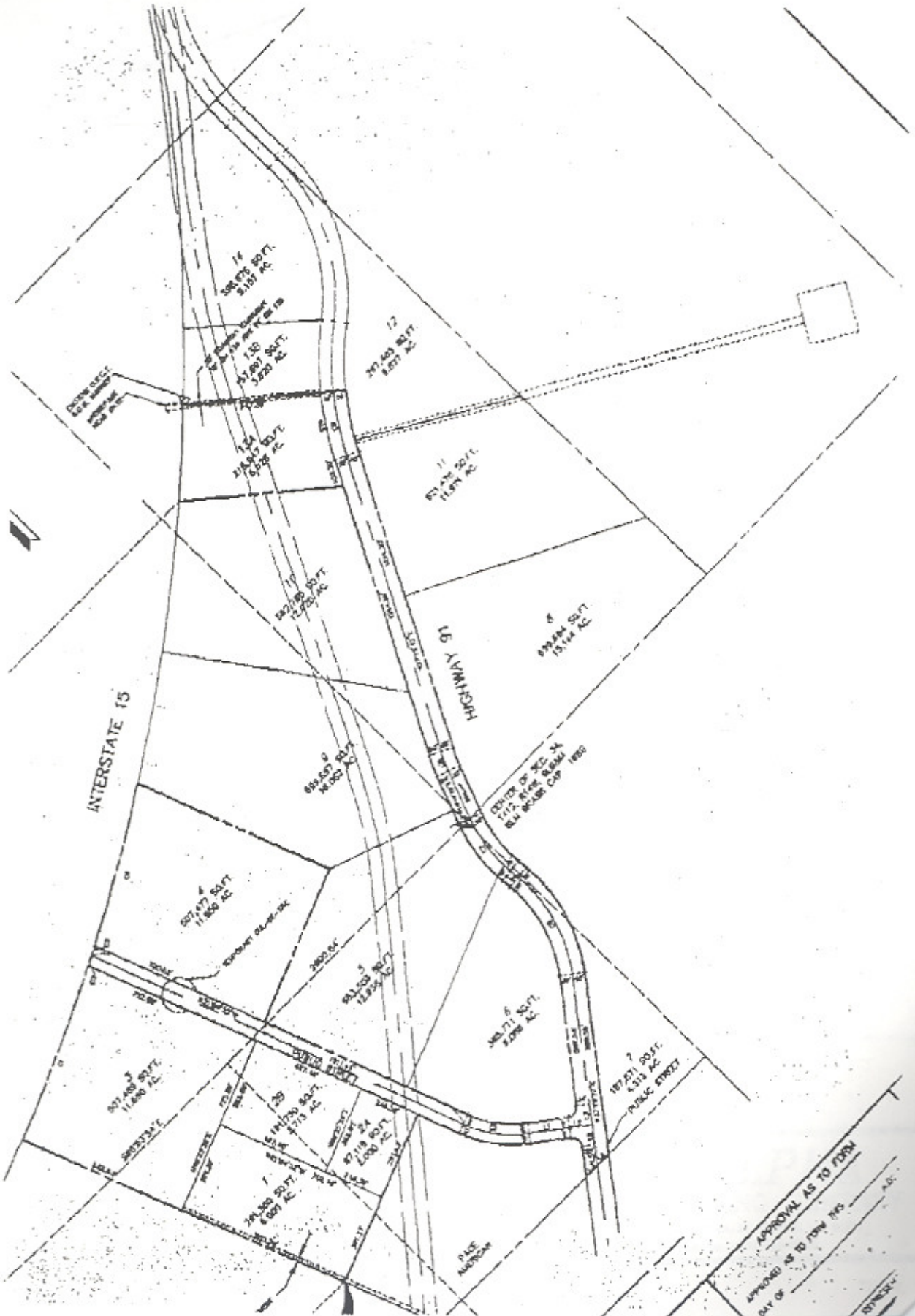
By so doing our underwriter has authorized us to remove as an exception to title reports in said Subdivision (and those lots so affected by the old roadbed), any reference to the prescriptive Easement for old Highway 91.

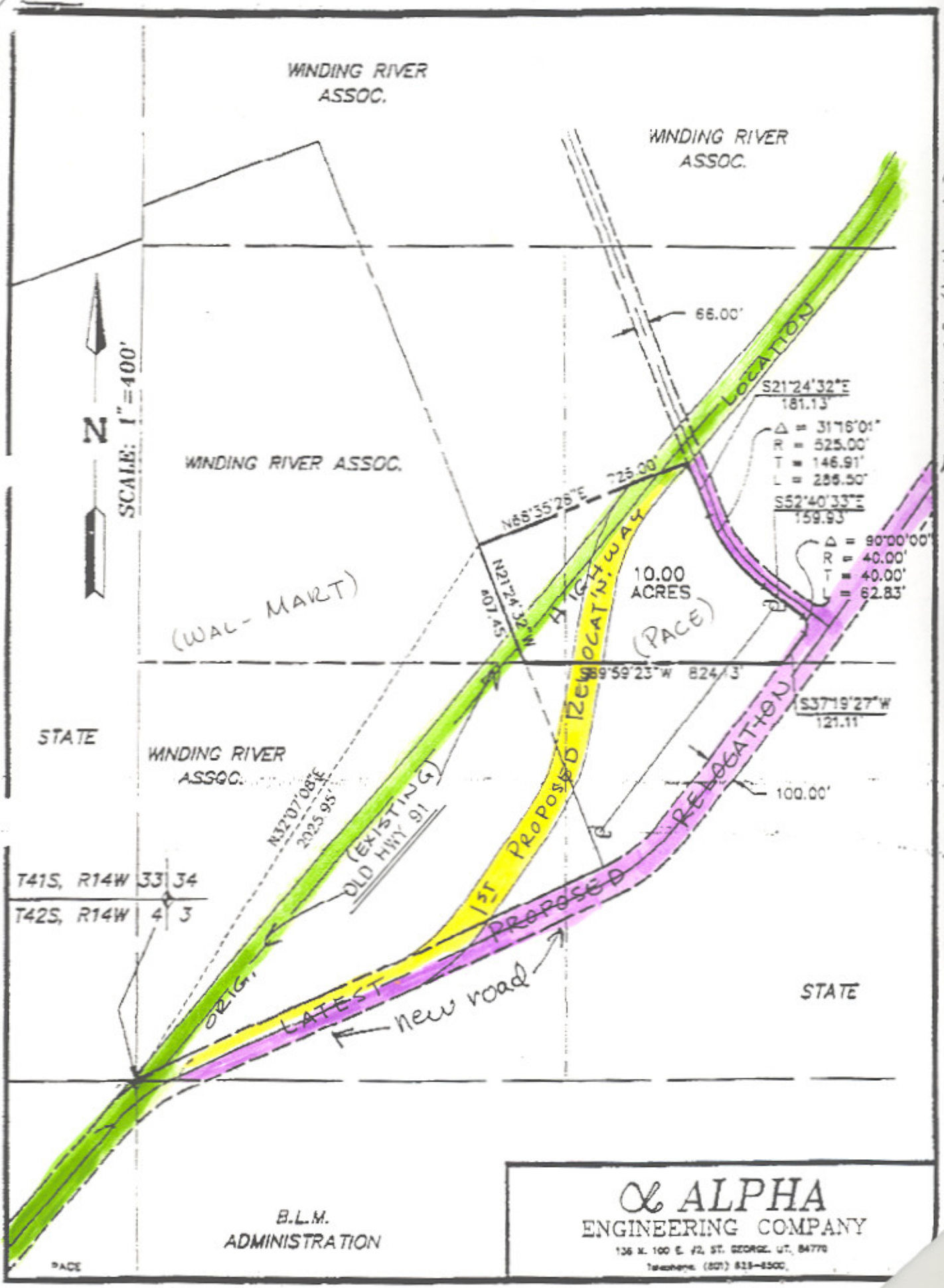
I was under the impression we received such a letter when we closed the original Pace American purchase, but after reviewing the file I found that such disclaimer applied only as to that site alone.

Very Truly Yours,

SOUTHERN UTAH TITLE COMPANY
H. Allan Carter, Director

40 SOUTH 100 EAST, P.O. BOX 190, ST. GEORGE, UTAH 84770 TELEPHONE (801) 628-0404 FAX (801) 628-6581


INTERSTATE 15
HIGHWAY 91
APPROVAL AS TO FORM



WHERE (& HOW) DOES THIS TIE BACK IN WITH EXIST

TOTA

3-6-95
8.

Michael O. Leavitt
Governor

W. Craig Zwick
Executive Director

Clint Topham
Deputy Director

Dana A. Meier
District Engineer

State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

Cedar City District
P.O. Box 1009
1470 North Airport Road
Cedar City, Utah 84721-1009
(801) 586-4491
Fax: (801) 586-8268

Transportation Commission
Glen E. Brown
Chairman
Todd G. Weston
Vice Chairman
James G. Larkin
Ted D. Lewis
Hal M. Clyde
Shirley J. Iverson
Secretary

March 3, 1995

Mr. H. Allan Carter, Director
Southern Utah Title Company
40 South 100 East
St. George, Utah 84770

RE: U.D.O.T. Relinquishment of Title on Old US-91 north of Wal-Mart Warehouse Facility, Washington County

Dear Mr. Carter:

As a follow-up to your letter of February 15, 1995 to Brent Gardner of Alpha Engineering, the Utah Department of Transportation (UDOT) hereby disclaims any right, title or interest to the old existing Highway 91 roadway and right of way lying within the boundaries of **Gateway North Industrial Park Phase I Amended,** situated north of State Road 9 in Washington County, Utah.

This corridor has been prescriptive right of way and the jurisdiction to maintain the roadway was transferred to Washington County by the State Road Commission on July 10, 1964. We understand the subject corridor has all been included by annexation into Hurricane City now.

We support the improvements made on the new, re-located alignment and, as long as the proposal conforms to Hurricane City's Master Street Plan and re-connects with old US-91 to perpetuate public access to the Harrisburg area, we have no objection.

UTAH CENTENNIAL 1896-1996

an equal opportunity employer

This request has been reviewed and approved by the UDOT Regional Director and right of way staff. We trust this provides the information and approval you need to process the re-alignment as proposed. If there is anything else we can help with, let us know.

Yours truly,

Dana A. Meier, P.E.
Cedar District Engineer

DAM\jls

cc: Hurricane City Corporation

David Nuffer, Attorney
Snow, Nuffer, Engstrom & Drake
P.O. 400
St. George, UT 84771-0400

Dale E. Peterson, P.E.
Region Four Director

Pete K. Monson, P.E.
Right of Way Engineer

(DRAFT)

March 3, 1995

H. Allan Carter, Director
Southern Utah Title Co.
40 South 100 East
St. George, Utah 84770

Dear Mr. Carter,

Subject: U.D.O.T. Relinquishment of Title on Old US-91 north of Wal-Mart Warehouse Facility, Washington County.

As a followup to your letter of February 15, 1995 to Brent Gardner of Alpha Engineering, the Utah Department of Transportation (UDOT) hereby disclaims any right, title or interest to the old existing Highway 91 roadway and right of way lying within the boundaries of GATEWAY NORTH INDUSTRIAL PARK PHASE I AMENDED, situated north of State Road 9 in Washington County, Utah.

This corridor has been prescriptive right of way and the jurisdiction to maintain the roadway was transferred to Washington County by the State Road Commission on July 10, 1964. We understand the subject corridor has all been included by annexation into Hurricane City now.

We support the improvements made on the new, re-located alignment and, as long as the proposal conforms to Hurricane City's Master Street Plan and re-connects with old US-91 to perpetuate public access to the Harrisburg area, we have no objection.

This request has been reviewed and approved by the UDOT Regional Director and right of way staff. We trust this provides the information and approval you need to process the realignment as proposed. If there is anything else we can help with, let us know.

Very truly yours,

Cedar District Engineer

cc: Hurricane City Corp.
(2 spaces) David Nuffer, Attorney
Snow, Nuffer, Engstrom & Drake
P.O. Box 400
St. George, Ut. 84771-0400

DM/

(PKM DRAFT FOR DANA TO SEND TO TITLE CO. - DROPPED OFF TO HIM @ D-5 3-3-95)

Utah Department of Transportation
1470 North Airport Road
Cedar City, Utah 84720
(801) 586-4491 ext 500
Fax: (801) 586-8268

fax transmittal

PLEASE DISREGARD PREVIOUS FAX, I SENT THE WRONG ONE.

to: Pete Monson

989-4200

fax: 896-6405

from: Dana A. Meier, P.E.

date: February 28, 1995

re: Old Highway 91 Right-of-Way

pages: 4, including cover sheet.

NOTES: The title company would like to know if we still have any rights to this property. If not, they would like a letter stating so. I believe the property in question is no longer needed since we realigned the road as a part of the SR-9 project. Please review the documents and let me know what you think as soon as possible, the title company would like to have a closing on this property.

Thanks for your help.

Alpha Engineering

148 East Tabernacle
St. George, Utah 84770
(801) 628-6500
Fax: (801) 628-6553

FAX TRANSMISSION COVER SHEET

Date: *February 27, 1995*

To: *Dana ~~Myers~~ Meier, U.D.O.T. Cedar City*

Fax: *(801) 586-8268*

Subject: *Old Highway 91 Abandonment*

Sender: *Brent Gardner*

YOU SHOULD RECEIVE THREE PAGE(S), INCLUDING THIS COVER SHEET.
IF YOU DO NOT RECEIVE ALL THE PAGES, PLEASE CALL (801) 628-6500.

COMMENTS:

Attached is map showing the new location of Highway 91 in relation to the old alignment and a letter of request from Southern Utah Title. Could you please send the necessary documentation?

Thanks

Southern Utah Title Company

February 15, 1995

ALPHA ENGINEERING
Attn: Brent Gardner
148 East Tabernacle
St. George, UT 84770

FAX 628-6553

Brent:

In confirmation of our telephone conversation this afternoon, please ask ~~Scott Hirschi~~ U.D.O.T. to give us a letter, as follows:

"The State of Utah hereby disclaims any right, title, and interest in and to the old roadway roadbed of Highway 91 as the same lies within All of GATEWAY NORTH INDUSTRIAL PARK PHASE 1 AMENDED situated in Washington County, State of Utah."

_____."

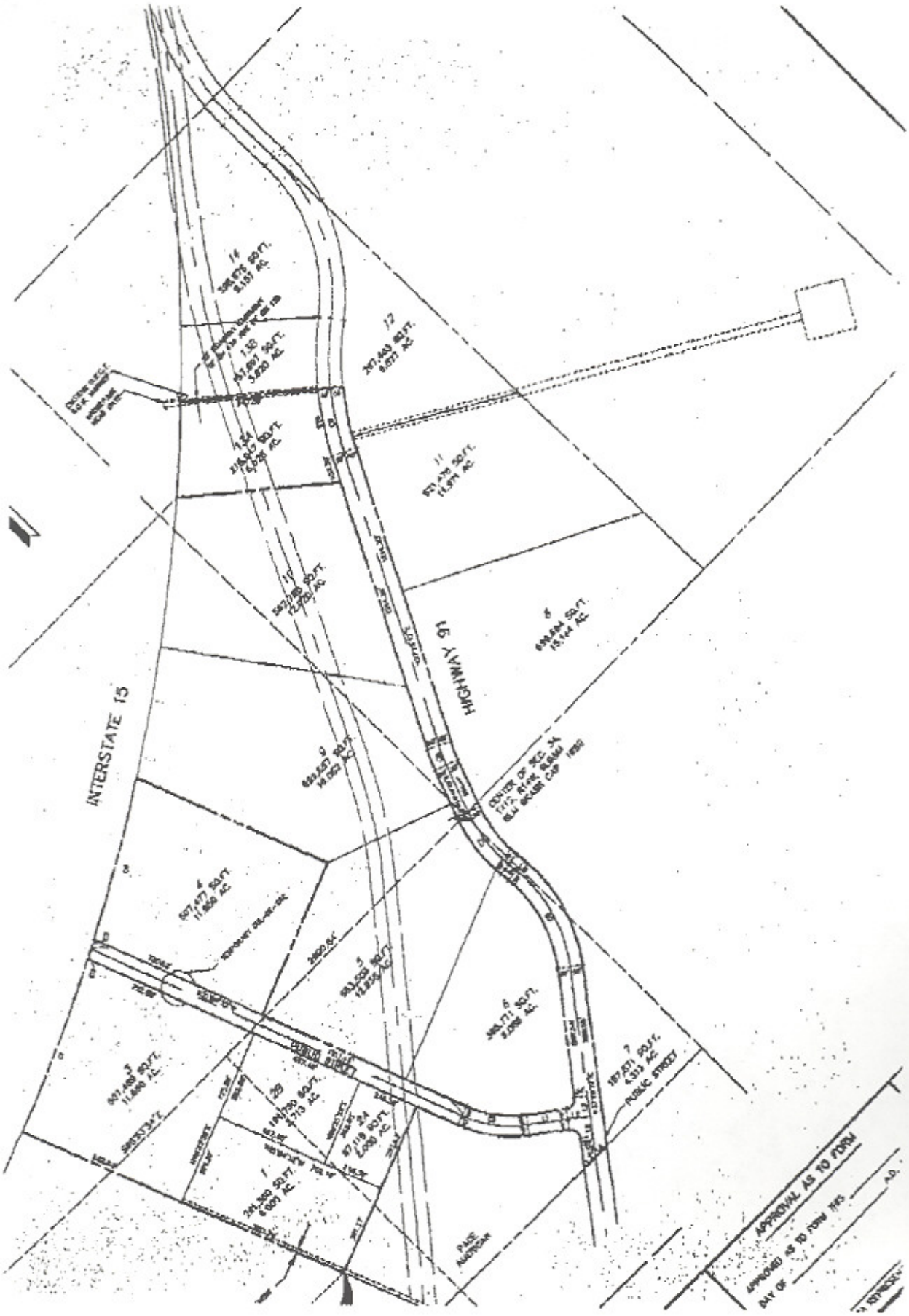
By so doing our underwriter has authorized us to remove as an exception to title reports in said Subdivision (and those lots so affected by the old roadbed), any reference to the prescriptive Easement for old Highway 91.

I was under the impression we received such a letter when we closed the original Pace American purchase, but after reviewing the file I found that such disclaimer applied only as to that site alone.

Very Truly Yours,

SOUTHERN UTAH TITLE COMPANY
H. Allan Carter, Director

40 SOUTH 100 EAST, P.O. BOX 190, ST. GEORGE, UTAH 84770 TELEPHONE (801) 628-0404 FAX (801) 628-6681


INTERSTATE 15
HIGHWAY 91
PUBLIC STREET
APPROVAL AS TO FORM

State of Utah
UTAH DEPARTMENT OF TRANSPORTATION

Michael O. Leavitt
Governor
W. Craig Zwick
Executive Director

4501 South 2700 West
Salt Lake City, Utah 84119-5998
(801) 965-4000
FAX: (801) 965-4338

Transportation Commission
Samuel J. Taylor
Chairman
Wayne S. Winters
Vice Chairman
Todd G. Weston
James G. Larkin
Ted D. Lewis
Shirley J. Iverson
Secretary

December 21, 1993

Ms. Jill Jones, Paralegal
Jones, Waldo, Holbrook & McDonough
The Tabernacle Tower Bldg.
249 East Tabernacle
St. George, Utah 84770-2978

Dear Ms. Jones:

Enclosed is the signed Escrow Agreement (revised) and Quit Claim Deed regarding the Pace American, Inc., land purchase in Hurricane, Utah.

If you need anything further, please contact me.

Sincerely,

H.H. Richardson, P.E.
Assistant Director

HHR/jbl

Enclosure

cc: Dan F. Nelson, Southern Region Director
J.R. Chamberlain, District Five Director
L. Robert Fox, Chief, Right of Way Division

Post-It™ brand fax transmittal memo 7671	# of pages ▸ 11
To GREG SANT	From PETE MONSON
Co. SANT - PACIFIC	Co. UTAH - DOT
Dept.	Phone # 596-8501 (EXT. 108)
Fax # (801) 674-2580	Fax # 896-6456

an equal opportunity employer

ESCROW AGREEMENT

TO: Southern Utah Title Company, Inc.
40 South 100 East
St. George, UT 84770

FROM: (1) UTAH DEPARTMENT OF TRANSPORTATION
4501 South 2700 West
Salt Lake City, UT 84119-5998 ("STATE")

(2) WASHINGTON COUNTY
197 East Tabernacle Street
St. George, UT 84770 ("COUNTY")

(3) HURRICANE CITY and HURRICANE REDEVELOPMENT AGENCY
202 East State Street
Hurricane, UT 84737 ("CITY/AGENCY")

(4) WINDING RIVER ASSOCIATES
c/o Jeff Starkey
Snow, Nuffer, Engstrom & Drake
90 East 200 North
St. George, UT 84770 ("SELLER")

(5) PACE AMERICAN OF UTAH, INC.
11550 Harter Drive
Middlebury, IN 46540 ("BUYER")

It has been brought to our attention that a sale of real property is in Escrow at your company between Winding River Associates and Pace American of Utah, Inc. covering the property described on the Attached Preliminary Title Report. On Schedule B, Section 2 of the Preliminary Title Report, the following exceptions are included:

> 16. The herein described premises do not appear to abut a public road or highway. The Policy, when issued, will not insure either access or access rights or title to adjoining property which would provide access to a public road or highway.
>
> 20. Subject to the rights of the State of Utah, Washington County and Hurricane City, and the public and in those portions of the land lying within old U.S. Highway 91, (affects a portion).

Buyer represents that it is a utility trailer manufacturer and due to its own business reasons, it must commence construction of its trailer manufacturing facility on the property at the earliest

opportunity. Accordingly, you are hereby provided certain special escrow instructions intended to facilitate the clearing of exceptions 16 and 20 listed above as follows:

(I) Delivered herewith into your possession are three original executed Quit Claim Deeds to the 10.00 acre parcel, described in the Preliminary Title Report referred to above.

(a) Quit-Claim Deed: Hurricane City, a Municipal Corporation of the State of Utah to Winding River Associates.

(b) Quit-Claim Deed: Hurricane Redevelopment Agency, a political subdivision of the State of Utah to Winding River Associates.

(c) Quit-Claim Deed: Washington County, a Political Subdivision of the State of Utah to Winding River Associates.

(d) Quit Claim Deed: The State of Utah, through the Utah Department of Transportation to Winding River Associates.

(II) You are instructed to hold these Quit-Claim Deeds and record them:

(a) upon the written certification by Brent Gardner of Alpha Engineering, project manager for the road realignment project of old U.S. 91, that the old U.S. 91 right of way has been rerouted around the 10.00 acre parcel Schedule A, and that the improvement of the realigned right of way is of a quality equal to or better than that which existed prior to the realignment. Certification shall also show that realignment required above follows the roadway realignment set forth in red on the attached Map, Schedule B, and that it is in conformity with all design and construction maps and drawings provided by the project engineer;

(III) Following the recordation of the Quit-Claim Deeds, the State of Utah shall commence the process for an Abandonment Resolution (either specific to old U.S. 91 on the 10.00 acre parcel, Schedule A, or as a part of the larger realignment of old U.S. 91 on other parcels in the area, at the discretion of the State) as to the portion of old U.S. 91 that was within the boundaries of the 10.00 acre parcel, Schedule A, and upon the completion and recording thereof, you shall issue an amended ALTA Policy of Title Insurance to the Buyer showing the removal of the exceptions referenced above as disposed of and removed all together as an exception from Schedule B to the Policy of Title Insurance.

Escrow fees associated with this Escrow Agreement shall be considered costs of closing of the sale from Winding River Associates to Pace American of Utah, Inc. and shall be borne by Winding River Associates up to two hundred fifty dollars ($250.00). Any costs in excess shall be split by the parties as set forth in their separate sales and closing agreements.

The State's participation in this Escrow Agreement is done as an accommodation to the respective parties to the real estate sales transaction in the interests of resolving their proposal to clear the above referenced exceptions from the title to the property. By executing this agreement, the State does not provide any warranty, representation or guarantee that the title issues will be resolved to the satisfaction of the parties to the sale. Furthermore, the parties to the sale, and each of them agree to hold the State harmless for its respective participation in this agreement.

If for any reason the conditions for recording set forth in Section II above are not met within six (6) months of the date hereof, you shall return all Quit Claim Deeds to the respective Grantors thereof and this Escrow Agreement shall be deemed canceled.

Each of the persons executing this agreement hereby represents that he is fully authorized to so act on behalf of the entity on whose behalf the signature is made and that if the signature is given on behalf of a public body, agency or entity, that authorization was given by the appropriate Board governing the same.

It is agreed further by the parties executing this agreement that the same may be executed in counterpart.

DATED this _____ day of December, 1993,

UTAH DEPARTMENT OF TRANSPORTATION

BY _____
W. Craig Zwick

PACE AMERICAN OF UTAH, INC.

BY _____
Its _____

WINDING RIVER ASSOCIATES
by Winding River Properties,
a Utah corporation,
General Partner

_____
H. C. Cannon

WASHINGTON COUNTY

BY _____
E. Royden Christian

HURRICANE CITY

By _____
Del Stout

Acknowledged and accepted:
SOUTHERN UTAH TITLE COMPANY

_____
H. Allan Carter

C:\Pace\es.agt

Mail Tax Notice to
11550 Harter Drive
Middlebury, IN 46540

QUIT-CLAIM DEED

The Utah Department of Transportation, GRANTOR, hereby Quit Claims to **Winding River Associates, GRANTEE,** for the sum of Ten Dollars ($10.00) and other good and valuable consideration the following described tract of land in Washington County State of Utah:

(See Attachment A)

Those who sign this deed hereby certify that this deed and the transfer represented thereby was duly authorized under under the laws of the State by Utah an agent of the State of Utah.

In witness whereof, the grantor has caused its hand this 21st day of December, 19 93.

UTAH DEPARTMENT OF TRANSPORTATION

By _____
W. Craig Zwick, Director

Attest:

_____

STATE OF UTAH)
: ss.
COUNTY OF SALT LAKE)

On the 21st day of December, 1993, personally appeared before me, W. Craig Zwick, who, being by me duly sworn, did say that he is the Director of the Utah Department of Transportation, that said instrument was signed in behalf of the State of Utah Department of Transportation and that said W. Craig Zwick acknowledged to me that said State of Utah executed the same.

_____
NOTARY PUBLIC
Residing at: Salt Lake County

My Commission Expires:

5-5-96

C:\pace\QCDUDOT

NOTARY PUBLIC
Shirley J. Iverson
4501 South 2700 West
Salt Lake City, Utah 84119
My Commission Expires
May 5, 1996
STATE OF UTAH

T-307

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: January 26, 1994

TO : Ken Adair, P. E.
Southern Region Preconstruction Engineer

FROM : J. R. Chamberlain, P. E.
District Five Director

SUBJECT: Request for Documents to Abandon Old U.S. 91 Right-of-way

Would you please prepare the necessary documents to have the section highlighted on the attached map abandoned. This is a section of old U.S. 91 beginning at SR-9 and going northwesterly towards Harrisburg.

A review of the right-of-way books in this office indicates this is an old prescriptive right-of-way 100 feet wide 50 feet each side of the center line. There were no parcel numbers to reference the right-of-way to an old project.

When you have the necessary documents prepared would you either forward to Dyke Lefevre, with a request for commission action to abandon or return to me and I will request the abandonment.

Jerry Lunceford is likely to be very familiar with this area and the right-of-way.

Thank you for your assistance.

JRC:djas

cc: Howard Richardson
Pete Monson
Jerry Lunceford

STATE OF UTAH

OFFICE OF THE ATTORNEY GENERAL

JAN GRAHAM
ATTORNEY GENERAL

JOHN F. CLARK
Counsel to the Attorney General

CAROL CLAWSON
Solicitor General

REED RICHARDS
Chief Deputy Attorney General

PALMER DEPAULIS
Director of Public Policy & Communications

OFFICE OF THE ATTORNEY GENERAL

MEMORANDUM

TO: DAN NELSON, P.E.
REGIONAL DIRECTOR
DISTRICT SIX

FROM: DONALD S. COLEMAN
ASSISTANT ATTORNEY GENERAL

DATE: November 22, 1993

RE: Vacation of Segment of U.S. 91 in Hurricane

Please find enclosed a request from Attorney David Nuffer regarding the vacation of a segment of Old U.S. 91 in Hurricane, Utah. Please review this request and advise me of UDOT's position regarding the request.

DSC/dp
Enclosure

cc: Howard Richardson
J.R. Chamberlain

11-29 11:45

Post-It™ brand fax transmittal memo 7671	# of pages ▸ 3
To BOB FOX	From PETE MONSON
Co. R/W ADM.	Co. UDOT R-7
Dept.	Phone # 896-9501
Fax # 965-4796	Fax # EXT. 708

4120 State Office Building • SALT LAKE CITY, UTAH 84114-0811 • TEL: 801-538-9500 • FAX: 538-3442

SNOW, NUFFER, ENGSTROM & DRAKE

A PROFESSIONAL CORPORATION

STEVEN E. SNOW
DAVID NUFFER*
CHRIS L. ENGSTROM
LYLE R. DRAKE
TERRY L. WADE +
RANDALL R. SMART
JEFFREY N. STARKEY +
PATRICIA G. BRACKEN
E. SCOTT AWERKAMP
MICHAEL A. DAY

* Also Admitted in Arizona
+ Also Admitted in Nevada

ATTORNEYS AT LAW

90 East 200 North
P.O. Box 400
St. George, Utah 84771 0400

(801) 674-0400

FAX (801) 628-1610

SALT LAKE CITY OFFICE:

341 South Main St. Suite 201
Salt Lake City, Utah 84101
(801) 538-0400
FAX: (801) 538-0423

November 19, 1993

Donald S. Coleman, Esq.
236 State Capitol
Salt Lake City, UT 84114

Re: Road Vacation on Old Highway 91

Dear Don:

You helped me out with a road problem in Kanab a few years ago. Now we have a similar problem in Hurricane.

Old Highway 91 near I-15 on the west boundary of Hurricane near the new Walmart Distribution Facility was never formally dedicated or deeded. The road was informally abandoned as a state highway but never vacated of record. The physical location of the asphalt has been changed in connection with the development of the Walmart site. It is necessary to vacate the old road location in order to convey clear title to purchasers.

I enclose a map showing the old road and the realignment. The realignment has been established by new documents.

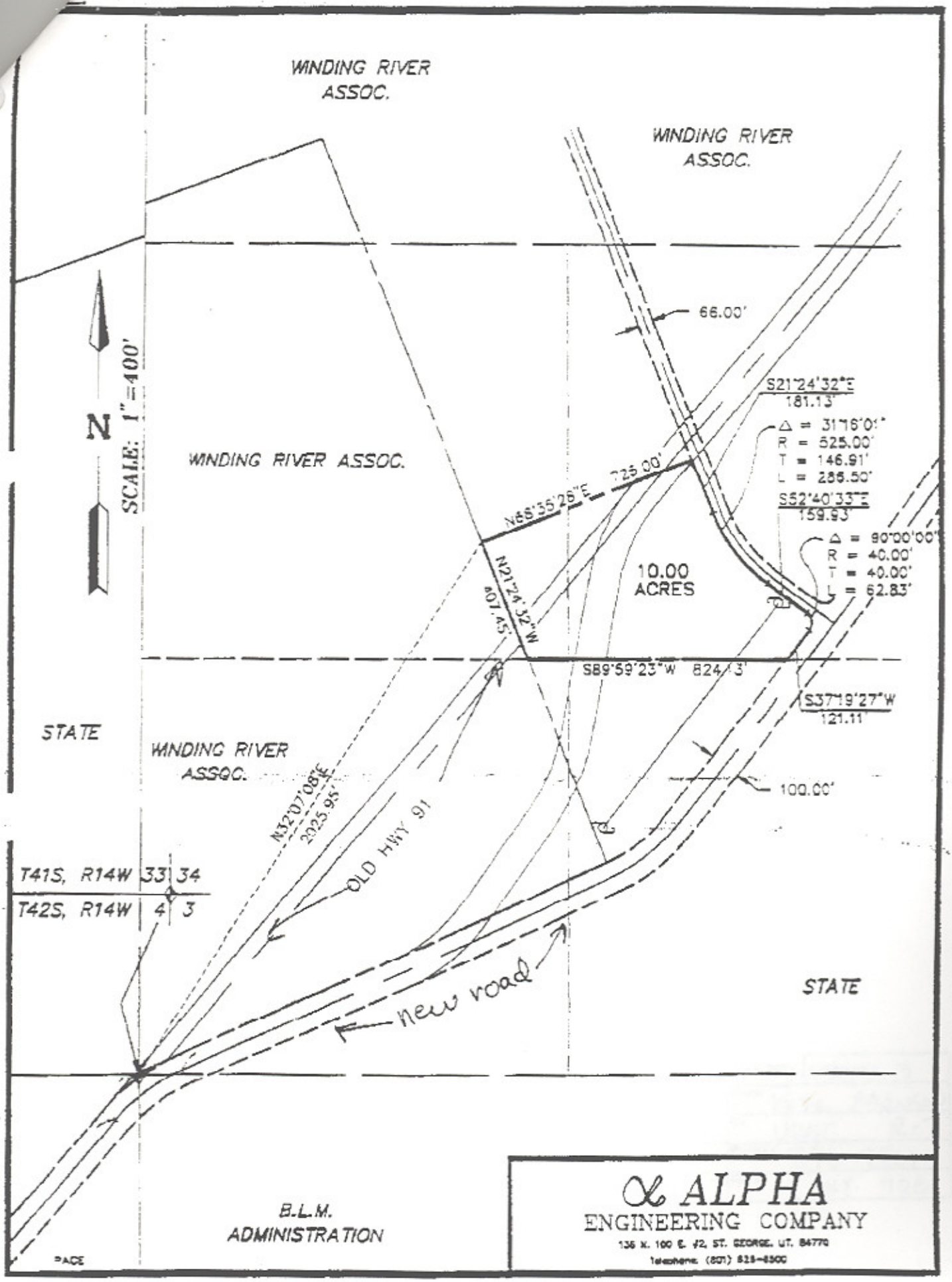
Can we arrange to move this through the process of approval by the Commission?

Sincerely,

SNOW, NUFFER, ENGSTROM & DRAKE

David Nuffer

MC/DC/DN:W:WRA 288606 Harrisburg:letdac 111993 288606 dn


WINDING RIVER ASSOC.
WINDING RIVER ASSOC.
WINDING RIVER ASSOC.
WINDING RIVER ASSOC.
WINDING RIVER ASSOC.
N
SCALE: 1"=400'
66.00'
S21°24'32"E
181.13'
Δ = 31°16'01"
R = 525.00'
T = 146.91'
L = 286.50'
S52°40'33"E
159.93'
Δ = 90°00'00"
R = 40.00'
T = 40.00'
L = 62.83'
N66°35'28"E 725.00'
N21°24'32"W
607.45'
10.00 ACRES
S89°59'23"W 824.13'
S37°19'27"W
121.11'
100.00'
N32°07'08"E
2025.95'
OLD HWY 91
new road
STATE
STATE
T41S, R14W 33 34
T42S, R14W 4 3
B.L.M. ADMINISTRATION
ALPHA ENGINEERING COMPANY
136 N. 100 E. #2, ST. GEORGE, UT. 84770
Telephone: (801) 628-6300

State of Utah
UTAH DEPARTMENT OF TRANSPORTATION

Michael O. Leavitt
Governor
W. Craig Zwick
Executive Director

4501 South 2700 West
Salt Lake City, Utah 84119-5998
(801) 965-4000
FAX: (801) 965-4338

Transportation Commission
Samuel J. Taylor
Chairman
Wayne S. Winters
Vice Chairman
Todd G. Weston
James G. Larkin
Ted D. Lewis
Shirley J. Iverson
Secretary

December 16, 1993

Mr. Alan Carter
Southern Utah Title Company
40 South 100 East
St. George, Utah 84770

Dear Mr. Carter:

SUBJECT: Escrow Agreement and Quit Claim Deed for Pace American, Inc.

Transmitted herewith is an escrow agreement and quit claim deed executed by Mr. W. Craig Zwick, our Executive Director.

These instruments are being forwarded as requested by Mr. Timothy B. Anderson of Jones, Waldo, Holbrook & McDonough, for your use in connection with the Pace American initiative to acquire property for a manufacturing site and relocate certain existing public highways.

Sincerely,

H.H. Richardson, P.E.
Assistant Director

HHR/jbl

Attachment

cc: L. Robert Fox, Chief, Right of Way Division
J.R. Chamberlain, District Five Director
Dan F. Nelson, Southern Region Director

an equal opportunity employer

T-307

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: January 26, 1994

TO : Ken Adair, P. E.
Southern Region Preconstruction Engineer

FROM : J. R. Chamberlain, P. E.
District Five Director

SUBJECT: Request for Documents to Abandon Old U.S. 91 Right-of-way

Would you please prepare the necessary documents to have the section highlighted on the attached map abandoned. This is a section of old U.S. 91 beginning at SR-9 and going northwesterly towards Harrisburg.

A review of the right-of-way books in this office indicates this is an old prescriptive right-of-way 100 feet wide 50 feet each side of the center line. There were no parcel numbers to reference the right-of-way to an old project.

When you have the necessary documents prepared would you either forward to Dyke Lefevre, with a request for commission action to abandon or return to me and I will request the abandonment.

Jerry Lunceford is likely to be very familiar with this area and the right-of-way.

Thank you for your assistance.

Pete

GET ABANDONM'T DOCUMENTS SO TITLE CAN CLOSE OFF CO. RECORDS.

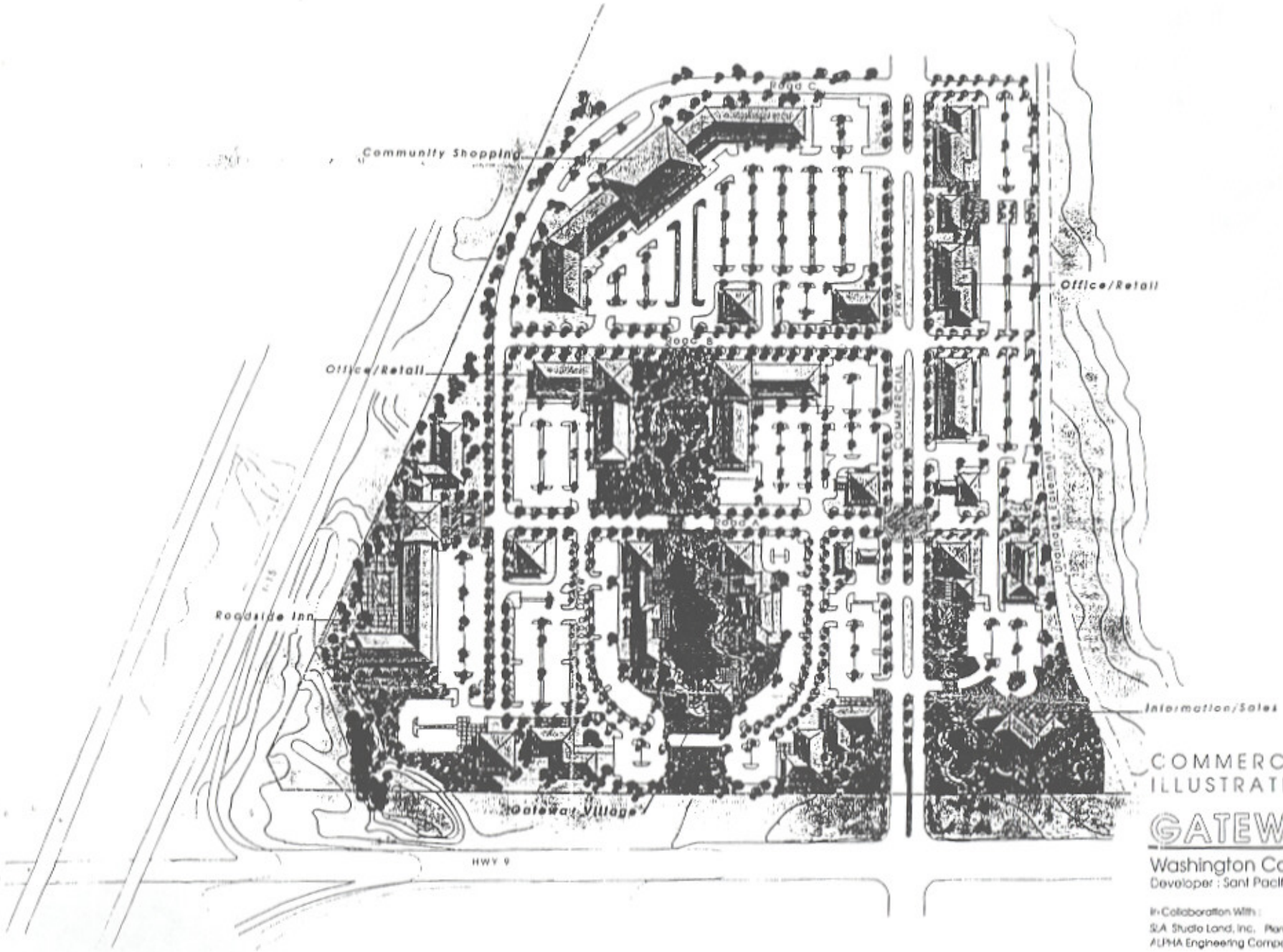
Will you review this and arrange to have it completed.

Ken

JRC:djas

cc: Howard Richardson
Pete Monson
Jerry Lunceford

w/ Dan & Ken



COMMERCIAL HIGH
ILLUSTRATIVE PLAN

GATEWAY CE

Washington County, Utah
Developer : Sant Pacific Group

In Collaboration With :
SLA Studio Land, Inc. Planners / Landscape Archite
ALPHA Engineering Company Civil Engineers

0 50 100 200

State of Utah
UTAH DEPARTMENT OF TRANSPORTATION

Norman H. Bangerter
Governor

Eugene H. Findlay, C.P.A.
Director

Howard H. Richardson, P.E.
Assistant Director

Dan F. Nelson
Southern Region Director

1345 South 350 West
P.O. Box 700
Richfield, Utah 84701
(801) 896-9501
Fax (801) 896-6958

Transportation Commission
Samuel J. Taylor
Chairman
Wayne S. Winters
Vice Chairman
Todd G. Weston
James G. Larkin
Ted D. Lewis
Shirley Iverson
Secretary

FEB. 1, '93

~~January 26~~ 27, 1993

Sant Pacific Group
c/o Rick Sant
One Lakeshore Centre
3281 East Guasti Road
Ontario, California 91761

Dear Mr. Sant,

Could you or one of your co-workers please give me a call regarding some highway items at the junction of Old Highway 91 with State Road 9 (the Wal-Mart intersection) in Washington Co. Utah.

We have tried repeatedly the last couple of days to reach you by telephone, but the line is always busy.

Our questions also include some access problems Utah Power and Light is having in locating their power sub-station to serve the new development in the area.

Thank you,

P.K. Monson

P.K. (Pete) Monson, P.E.
UDOT Regional R/W Engineer
Richfield, Utah 84701
Telephone: (801) 896-9501 Ext. 708

PKM/nn

an equal opportunity employer

NEVER COULD GET FAX THRU -