Route 163

Updated: November 2008

Hyrum to Avon, June 26, 1933.

1953 Description:
From Hyrum on Route 101 southerly to Avon.

1963 Description:
This route was reversed and approved by the Legislature.
From Avon northerly to Route 101 in Hyrum.

Approved by the 1963 Legislature:
Approved by the 1965 Legislature:

1966 Description:
Withdrawn as a Route Number **(*A) Scanned) 9/22/66 (Transferred to Route 162)

1968 Description:
From the Levan West Interchange east to Levan on SR-28. *(B) 1/23/68. This formally was part of SR-1.

1975 Legislature: Description remains the same.

*(C) 1977 Commission Action (May 20, 1977)
The 1975 description of State Route 163 is deleted from the State System and reassigned as State Route 78. State Route 163 is reassigned to traverse the alignment of US-163.

1977 Description:
From the Utah-Arizona State line southwest of Mexican Hat northerly via Blanding, Monticello and Moab to State Route 70 (I-70) at Crescent Junction.

*(D)

1983 Legislature Description:
From the Utah-Arizona State line southwest of Mexican Hat northeasterly to Route 191 near Bluff. Effective May 10, 1983.

1985 Legislature: Description remains the same.
1986 Legislature: Description remains the same.

*(E) 1986 Commission Action April 18, 1986:
Revised Route 163, added from Route 191 at Bluff easterly to Route 262 at Montezuma Creek, a distance of 14.00 miles.

1988 Legislature Description:
From the Utah-Arizona State line southwest of Mexican Hat northeasterly to Route 191 near Bluff and beginning again on Route 191 at Bluff easterly to Route 262 at Montezuma Creek.
Route 163 Cont.

*(F) Commission Action July 22, 1998:
Description of abandonment of Right-of-Way along old alignment of SR-163 (Old SR-47).

1999 Legislature: Description remains the same.
2000 Legislature: Description remains the same.
2001 Legislature: Description remains the same.
2002 Legislature: Description remains the same.
2003 Legislature: Description remains the same.

*(G) Commission Action February 20, 2004:
Re-designate - Portion traversing easterly from the Junction of SR 191 to the Junction of SR 262 be assigned as a portion of new SR-162.

2004 Legislature:
From the Utah-Arizona state line southwest of Mexican Hat northeasterly to Route 191 near Bluff.

2005 Legislature: Description remains the same.
2006 Legislature: Description remains the same.
2007 Legislature: Description remains the same.
2008 Legislature: Description remains the same.

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


**Route 163**

**COUNTY/VOLUME & RESOLUTION NUMBER**

A. Cache Co. 1/138  
B. Juab Co. 2/30  
C. San Juan Co. 6/2  
D. San Juan Co. 6/37  
E. San Juan Co. 7/20  
F. San Juan Co. ??????

**DESCRIPTION OF RESOLUTION CHANGE**


(B). Re-designation - Former alignment of SR-1, from Levan West Interchange east to Levan at Jct. SR-28.

(C). Re-designation - SR-163 designated to coincide with US 163.


(G). Re-designation - From SR-191 in Bluff to the Junction of SR-262 assigned as a portion of new SR 162.
RESOLUTION

State Route 162 and 163

WHEREAS, it has been recommended by Mr. W. E. Mickelson, District Engineer, that State Route 163 be deleted from the State System of Highways and that State Route 162 be extended from its present termini at Avon, to traverse State Route 163 and,

WHEREAS, by this action continuity in the State Route System would be maintained and would be advantageous as a guide to anyone using this roadway.

NOW THEREFORE, be it resolved as follows:

1. That State Route 162 be extended from its present termini in Avon northerly via present State Route 163 to a junction with State Route 101 near Hyrum east city limits and by this action deleting the designation of State Route 163.

2. That by this action there will be no change in the State System of Highway mileage.

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

Dated this ______ day of ______, 1966.

STATE ROAD COMMISSION OF UTAH

[Signatures]

Chairman

Commissioner

Commissioner
RESOLUTION
State Route 162 and 163
Page 2

ATTEST:

[Signature]
Secretary

Commissioner

[Signature]
Memorandum

TO: B. Dale Burningham, Chief Research Engineer

FROM: W. E. Mickelson, District Engineer

District No. One

SUBJECT: State Route No. 162 and No. 163 - Cache and Weber Counties

DATE: August 15, 1966

At the time the Avon to Liberty road was turned over to us for maintenance it was given the State Route No. 162. This was an extension of the road that then covered from Pine View Dam to Liberty. The present termini then for S.R. 162 is from Pine View Dam to Avon. Our present route S.R. 163 goes from Hyrum - Jct. of 163, 101 and 242 to Avon.

Since most people would go the whole route as a short cut from Ogden Valley to Cache Valley, we propose that S.R. 163 be deleted from the system and that S.R. 162 termini read from Pine View Dam to the Cache County line, road section 29-162-1, maintained by Shed No. 92, Huntsville, and that road section 03-162-1, Weber County line to Jct. 101, 162 and 242, near Hyrum, maintained by Shed No. 82, Wellsville. This change would simplify the record-keeping and more clearly describe the road for our maps and would not change the maintenance responsibility of the sheds.

WEM: cw

cc: R. W. Griffin
Jim West
Porter M. Cooch
Wallace D. Mears
Ed Chadwick
Ogden Office File
Memorandum

TO: B. Dale Burningham, Chief Research Engineer
FROM: W. E. Mickelson, District Engineer
District No. One
SUBJECT: State Route No. 162 and No. 163 - Cache and Weber Counties

DATE: August 15, 1966

At the time the Avon to Liberty road was turned over to us for maintenance it was given the State Route No. 162. This was an extension of the road that then covered from Pine View Dam to Liberty. The present terminus then for S.R. 162 is from Pine View Dam to Avon. Our present route S.R. 163 goes from Hyrum - Jct. of 163, 101 and 242 to Avon.

Since most people would go the whole route as a short cut from Ogden Valley to Cache Valley, we propose that S.R. 163 be deleted from the system and that S.R. 162 terminus read from Pine View Dam to the Cache County line, road section 29-162-1, maintained by Shed No. 92, Huntsville, and that road section 03-162-1, Weber County line to Jct. 101, 162 and 242, near Hyrum, maintained by Shed No. 82, Wellsville. This change would simplify the record-keeping and more clearly describe the road for our maps and would not change the maintenance responsibility of the sheds.

WEM: cw
cc: R. W. Griffin
    Jim West
    Porter M. Couch
    Wallace D. Mears
    Ed Chadwick
    Ogden Office File
Dear Mr. Greenwood:

The construction of Price Canyon in Carbon County on Highway 50 & 6 has been under construction for the past two years and we have been using the detour road across what is known as the Park. The detour or Park Road traverses from Colton on the west side to Bamberger Monument on State Road 33 on the east end. This road traverses through part of Utah County and Carbon County.

Before we started using this road as a detour we built the highway to a 24 foot width, oiled the surface, and replaced all structures with CMP pipe. The road is in very good condition and moneys that were spent on this road were from primary moneys and there were no other moneys involved. This road is not on the primary system or a State secondary system or a County secondary system, but its present status is a County road. This road is used by allotment holders that are in the area, people that are out for a scenic drive, and by people from Carbon, Utah and Duchesne Counties.

The Department of Highways will have no further need for this road for a detour and therefore no maintenance moneys will be spent in the future. Therefore, you may wish to keep this road in a good condition by providing maintenance by the County forces. Carbon County is also being notified pertaining to the section of road that is in Carbon County, for the purpose of future maintenance. The attached map will help to orient the location of this
road. All the traffic that was traveling on Highway 50 & 6 is now directed through Price Canyon as of July 1, 1966.

Yours truly,

UTAH STATE DEPARTMENT OF HIGHWAYS

J. O. Adair
District Four Engineer

cc: Blaine J. Kay
    Ted Nielson
Utah State Department of Highways
Price, Utah
August 2, 1966

Walter H. Maynard, Chairman
Carbon County Commission
30 West 200 North
Price, Utah

Dear Sir:

The detour road that was used during the time of the construction of Price Canyon has no further need as a detour for the Department of Highways. Therefore we are requesting that the portion of the road in Carbon County be maintained by County forces.

This road is not on the primary system, State secondary system, or County secondary system, but yet it is still a County road. I am sure you are well aware of the condition of the road before we improved it and the standards to which it was built before it was used as a detour. This road is in good condition and should be maintained by County forces in the future. The traffic has not used this road as a detour since July 1, 1966, except for two or three hours during the dedication ceremony on July 28, 1966. We will change the signs on the east end, otherwise the road will be left as it was constructed.

We are attaching a map showing the section of road mentioned in this letter.

Yours truly,

UTAH STATE DEPARTMENT OF HIGHWAYS

J. Q. Adair
District Four Engineer

cc: Blaine J. Kay
    Ted Nielsen
Memorandum

TO: B. Dale Burningham, Chief Research Engineer

FROM: W. E. Mickelson, District Engineer
       District No. One

SUBJECT: State Route No. 162 and No. 163 - Cache and Weber Counties

DATE: August 15, 1966

At the time the Avon to Liberty road was turned over to us for maintenance it was given the State Route No. 162. This was an extension of the road that then covered from Pine View Dam to Liberty. The present termini then for S.R. 162 is from Pine View Dam to Avon. Our present route S.R. 163 goes from Hyrum - Jct. of 163, 101 and 242 to Avon.

Since most people would go the whole route as a short cut from Ogden Valley to Cache Valley, we propose that S.R. 163 be deleted from the system and that S.R. 162 termini read from Pine View Dam to the Cache County line, road section 29-162-1, maintained by Shed No. 92, Huntsville, and that road section 03-162-1, Weber County Line to Jct. 101, 162 and 242, near Hyrum, maintained by Shed No. 82, Wellsville. This change would simplify the record-keeping and more clearly describe the road for our maps and would not change the maintenance responsibility of the sheds.

cc: R. W. Griffin
    Jim West
    Porter M. Gooch
    Wallace D. Mears
    Ed Chadwick
    Ogden Office File
Memorandum

TO: B. Dale Burningham, Chief Research Engineer

FROM: W. E. Mickelson, District Engineer
       District No. One

SUBJECT: State Route No. 162 and No. 163 - Cache and Weber Counties

DATE: August 15, 1966

At the time the Avon to Liberty road was turned over to us for maintenance it was given the State Route No. 162. This was an extension of the road that then covered from Pine View Dam to Liberty. The present termini then for S.R. 162 is from Pine View Dam to Avon. Our present route S.R. 163 goes from Hyrum - Jct. of 163, 101 and 242 to Avon.

Since most people would go the whole route as a short cut from Ogden Valley to Cache Valley, we propose that S.R. 163 be deleted from the system and that S.R. 162 termini road from Pine View Dam to the Cache County line, road section 29-162-1, maintained by Shed No. 92, Huntsville, and that road section 03-162-1, Weber County line to Jct. 101, 162 and 242, near Hyrum, maintained by Shed No. 82, Wellsville. This change would simplify the record-keeping and more clearly describe the road for our maps and would not change the maintenance responsibility of the sheds.

cc: R. W. Griffin
   Jim West
   Porter M. Gooch
   Wallace D. Mears
   Ed Chadwick
   Ogden Office File
RESOLUTION

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.
RESOLUTION
State Routes 1, 28, 41 and 163
Page 2

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 terminus 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 __________ day of __________, 1968.

STATE ROAD COMMISSION OF UTAH

[Signature]
Chairman
RESOLUTION
State Routes 1, 28, 41 and 163
Page 3

Commissioner

Commissioner

Commissioner

Secretary
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 northward to the Nephi
North Interchange, a distance of 14.0 + - miles.

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

That portion of former State Route 1 from the Nephi South Interchange
northward 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
January 30, 1968

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,

D. Dale Burningham  
Planning Statistics Supervisor

Transmittal
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 terminus 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
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.
Mr. Daniel Watt, Division Engineer
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
Page 2

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
Memorandum

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: James Little
W. L. Anderson
J. A. McDougal
Dean R. Steed
Porter M. Gooch
James Booth
Robert Walsh
Lillian Witkowski
Garn Henderson
Bruce Fjeldstad
John W. Tower

Same Letter Sent To: Chauncey Powis
Wallace J. Liddle
David Sargent
Eva McLean
Alex E. Mansour
Keith Rosevear
Charles V. Anderson
Edwin E. Lovelace
Evelyn Grill
E. Paul Wilgen
Jim West
Blaine J. Kay
Ellen Wandell
Don Jensen

Daniel Watt, Division Engineer
Alton S. Cadd, Chairman, Juab County Commission
Perrel Wankier, Town President, Levan
Harlow W. Paxton, Mayor of Nephi
Norm Hancock, Fish & Game Department
RESOLUTION

WHEREAS, Project US-0163(1) from 7th West Street to 2nd West Street on 4th South Street in Salt Lake City, a distance of 0.788 miles was on the State System of Highways prior to the 1969 session of the Utah State Legislature, and

WHEREAS, this project was in progress prior to the 1969 Legislature, and

WHEREAS, this project is funded under state and federal funds, and

WHEREAS, it is in the best interest of the highway user that this project be completed as soon as possible.

NOW THEREFORE, be it resolved as follows:

That the portion of roadway from 7th West Street east coincident with 4th South Street to 2nd West Street in Salt Lake City to be reconstructed as part of Project US-0163(1), continue as state responsibility for completion of project and maintenance.

That upon the completion of Project US-0163(1) this portion of roadway will revert to the jurisdiction of Salt Lake City Corporation under the provision of Senate Bill 67 enacted by the 1969 Legislature.

That the attached map illustrating the subject road be hereby incorporated as a part of this submission.

Dated this ______ day of ___________, 1970

STATE ROAD COMMISSION OF UTAH

Chairman

Vice-Chairman

Commissioner
RESOLUTION
Project US-0163(1)
Page 2

[Signature]
Commissioner

[Signature]
Commissioner

ATTEST:

[Signature]
Secretary
July 7, 1970

The Honorable J. Brother Lee
Mayor of Salt Lake City
City & County Building
Salt Lake City, Utah 84111

Dear Mayor Lee:

Subject: Construction and Maintenance of State and Federal Constructed Roadway in Salt Lake City

On June 26, 1970, the Utah State Road Commission adopted a resolution to maintain responsibility of that roadway in Salt Lake City from 7th West Street east on 6th South Street to 2nd West Street being constructed by Project US-0163(1) until its completion. Upon completion of this project the roadway will be transferred to the jurisdiction of Salt Lake City.

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

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Attachment
RESOLUTION

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 con-
curred 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 and by this action delete the designation of State Route 3 and redesignate present State Route 82 as State Route 126,

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
RESOLUTION
Redesignation of Various State Routes
Page 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
RESOLUTION
Redesignation of Various State Routes
Page 3

the remaining portion of State Route 9,

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

1. **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.

2. **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.

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

4. **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.

5. **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.

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

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

8. **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.

9. **Route 30** From the Utah-Nevada State line northeasterly via Curlew Junction to Route 82 (Interstate Route 80N) west of Snowville. Then commencing
RESOLUTION
Redesignation of Various State Routes
Page 4

again at a junction with Route 82 (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.
RESOLUTION
Redesignation of Various State Routes
Page 5

Route 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 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 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
RESOLUTION
Redesignation of Various State Routes
Page 6

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 80 (Interstate Route 80) west of Tremonton.

   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  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 Mailstone 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.
RESOLUTION
Redesignation of Various State Routes
Page 7

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 __________ day of _______ , 1977.

UTAH TRANSPORTATION COMMISSION

[Signatures of members]

Chairman
Vice-Chairman
Commissioner
Commissioner

ATTEST:

[Signature of secretary]
### STATE ROUTES REQUIRING CHANGES IN ROUTE DESIGNATION SIGNING

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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.
Memorandum: UTAH STATE DEPARTMENT OF HIGHWAYS

TO: District Directors

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

DATE: June 2, 1977

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.
June 2, 1977

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

Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin E. Elson, M.S., Dir. of Soil Conservation
Mr. Ralph Holker, Utah Farm Ads Agency
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

cc: Mr. William Cox
Federal Highway Administrator
June 2, 1977

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 redesignation of the various State Routes as described in the enclosed Resolution.

Yours very truly,

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

LRJ/BOB/WD/M/BEnt/cs
Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin W. Finn, P.E., Commissioner of Public Lands,
Mr. Ralph Rodgers, Utah Department of Public Welfare.
RESOLUTION

Addition and Redesignation of Various State Routes

WHEREAS, it has been the policy to redesignate by hierarchy state route numbers to be synonymous with US route designations, and

WHEREAS, the American Association of State Highway and Transportation Officials approved the extension of US Route 191 from a point north of West Yellowstone, Wyoming, southerly via the following state routes, or portions of state routes, in Utah: 260, 44, 40, 33, 6, 70 and 163 to Chambers, Arizona, and

WHEREAS, a portion of this route (US-191) from a point near Bluff, Utah, to US-160 near Mexican Water, Arizona, is coincident with an Indian Reservation Road for which the Bureau of Indian Affairs has administrative responsibility.

NOW THEREFORE, be it resolved as follows:

That contingent upon the Bureau of Indian Affairs granting a right-of-way easement to the State of Utah and the road being in an acceptable state of maintenance for that section of road from the Utah-Arizona state line northerly to a junction with SR-163 near Bluff, a request be submitted to the State Legislature at its next regular session for approval to have this section of road included in the State System of Highways and designated as a part of route 191, to become effective upon the approval by the Legislature, and

That present State Route 163 from a point near Bluff northerly to Crescent Junction be redesignated as part of State Route 191, and

That present State Route 33 in its entirety be designated as part of State Route 191, and

That present State Route 44 from a junction with State Route 40 in Vernal northerly to Greendale Junction be designated as part of State Route 191, and
That present State Route 260 in its entirety be designated as part of State Route 191, and

That as a result of the aforementioned revisions the state routes involved will be described as follows:

Route 44 - From a junction with Route 191 at Greendale Junction westerly and northerly to Manila on Route 43.

Route 163 - From the Utah-Arizona State line at a point southwest of Mexican Hat northeasterly to Route 191 near Bluff.

Route 191 - From the Utah-Arizona State line at a point south of Bluff northerly via Blanding, Monticello and Moab to a junction with Route 70 at Crescent Junction; then commencing again at a junction with Route 6 north of Helper northerly via Indian Canyon to a junction with Route 40 at Duchesne; then commencing again at a junction with Route 40 in Vernal northerly via Greendale Junction and Dutch John to the Utah-Wyoming State line.

The map sheet relating the action taken herewith is hereby incorporated as a part of this Resolution.

Dated this 4th day of September, 1981.

UTAH TRANSPORTATION COMMISSION

[Signatures]

Chairman

Vice Chairman

Commissioner
ATTEST:

Elsa A. Anderson
Secretary
Subject: Addition and Redesignation of Various State Routes

Dear Sir:

On June 6, 1981, the American Association of State Highway and Transportation Officials approved the extension of U.S. Route 191 to traverse various state routes in the State of Utah, as described in the enclosed resolution.

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

Very truly yours,

W. Ronald Delis

W. Ronald Delis
Engineer for Transportation Planning

Enclosure
Memorandum

TO: L. R. Jester, P.E.
    District 6 Director
FROM: W. Ronald Delis, P.E.
    Engineer for Transportation Planning
SUBJECT: Addition and Redesignation of various State Routes

On June 6, 1981, the American Association of State Highway and Transportation Officials approved the extension of U.S. Route 191, to traverse various State Routes in the State of Utah, as described in the attached resolution.

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

The signing changes for State Routes 260, 44, 40, 33, 6, 163 and U.S. Route 163 should be completed as soon as time and money are available.

Attachment

cc: James L. Deaton P.E.
    District 4 Director
AN APPLICATION
FROM THE STATE HIGHWAY OR TRANSPORTATION
DEPARTMENT OF

UTAH
FOR

☐ the Elimination of a U.S. (1) Route

☐ the Establishment of a U.S. (1) Route

☐ the Relocation of U.S. (1) Route

☒ the Extension of U.S. (1) Route 191

☐ the Establishment of an Alternate U.S. Route

☐ the Establishment of a Temporary U.S. Route

☐ the Recognition of a Business Route on U.S. (1) Route

☐ the Recognition of a By-pass Route on U.S. Route

BETWEEN
West Yellowstone, Montana and Chambers, Arizona

The Following State or States are Involved:

Montana

Wyoming

Arizona

Date Submitted: September 10, 1980

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

SUBMIT SIX COPIES
The purpose of the U.S. Numbering and Marking is to facilitate movement along the general direction of desire lines of travel over the shortest and best available roads, and a route should form continuity of available facilities through two or more States that accommodate the most important and heaviest motor traffic flow in the area.

The system was established in 1926 and the U.S. Route System has reached the point of review, revision, consolidation, and perfecting, rather than continuous expansion. Therefore, any proposed alteration in the established system should be extremely meritorious and thoroughly, though concisely, explained in order that the Route Numbering Committee and the Executive Committee of the Association may give prompt and proper consideration to each and every request made by a Member Department.

Explanation and Reasons for the Request: (Keep Concise and Pertinent)

The extension of this route would provide a continuous north and south U.S. route through the eastern part of Utah. Thus, being in keeping with AASHTO Route Numbering policy providing a U.S. route connecting four States, Montana, Wyoming, Utah and Arizona. This extension of U.S. 191 would also result in the deletion of U.S. 187 that is entirely within the State of Wyoming. Thus, in keeping with AASHTO Route Numbering policy of eliminating U.S. routes entirely within one state.

The section of highway from Bluff to US-160 will be open to traffic by November 1980. All other sections are open to traffic now. Does the petition propose a new routing over a portion of an existing U.S. Route? Yes [ ] No [ ] If so, where: US-163, Bluff to Crescent Jct. - US-6 & 50, Crescent Jct. to west of Green River, US-6 west of Green River to Junction SR-33 - US-40, Duchesne to Vernal.

Does the petition propose a new routing over a portion of an existing Interstate Route? Yes [ ] No [ ] If so, where: I-70, Crescent Junction to a point west of Green River.
PROPOSED EXTENSION OF U.S. 191

US NO ROUTES

EXISTING STATE ROUTES

TO BE ADDED TO STATE SYSTEMS

PROPOSED EXTENSION U.S. 191

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2. Big Timber
3. West Yellowstone
4. Moran
5. Pinedale
6. Rock Springs
7. Vernal
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The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Executive Committee of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 2480 as compared to 6280 for the year 1979 for all other U.S. Numbered routes in the State.

The "Purpose and Policy in the Establishment and Development of United States Numbered Highways, as Revised September 15, 1970" or the "Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways" as revised August 10, 1973 has been read and is accepted.

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

(Signature)

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

This petition is authorized by official action of Utah Department of Transportation Commission under date of August 15, 1980 as follows: (Copy excerpt from Minutes)

US 191 PROPOSAL

Howard Leatham said he had the opportunity to meet personally with the Planning Directors of all the states involved and discuss it with them. Montana and Wyoming are very favorable to the proposal. The State of Arizona has agreed to go along with the modifications we show.

Arizona and Utah have the same problem. The only piece of road that is a problem is the piece from Mexican Water up to Bluff across the Navajo Reservation. It is not on the state highway system in either state.

Mr. Leatham talked with the Chief Engineer of the Bureau of Indian Affairs in Shiprock, and he said that piece of road will be completed south of the bridge to a 34 ft. width standard by this October. We are cooperating with San Juan County from the bridge north.

Mr. Leatham said that his recommendation would be to make our application to AASHTO and contingent on whether or not they approved the route we could come back and add it to the system afterwards. Commissioner Taylor agreed.

A motion was made by Commissioner Taylor, seconded by Commissioner Church, and unanimously passed:

That approval be granted to proceed with the US 191 proposal and submit it to the AASHTO Numbering Committee.
RESOLUTION

Addition State Route 163
San Juan County

WHEREAS, on September 14, 1984 the Utah Transportation Commission voted unanimously that upon completion of Federal-aid Secondary project RS-0408(2), the roadway from Bluff to Montezuma Creek be added to the State Highway System, and

WHEREAS, Federal-aid Secondary project RS-0408(2) has been completed and the roadway is open to traffic, and,

WHEREAS, portions of this roadway were built on new alignment and San Juan County desires that portions of the old alignment remain on the county "B" Road System.

NOW, THEREFORE, be it resolved as follows:

That the roadway from State Route 191 near Bluff easterly, coincident with FAS Route 408, to State Route 262 at Montezuma Creek be added to the State System of Highways and be designated as State Route 163.

That this action is in accordance with Section 27-12-27 of the Utah Code Annotated, 1953.

That by this action State Highway System mileage will increase 14.0± miles and San Juan County "B" System mileage will decrease 7.7± miles.

That the accompanying map and a portion of the Utah Transportation Commission minutes of September 14, 1984 be hereby incorporated as part of this resolution.

Dated this 18th day of April, 1986

UTAH TRANSPORTATION COMMISSION

[Signatures]

Attest:

[Signature]
San Juan County Request

Commissioner Taylor explained that the request from San Juan County is big. He said he discussed it with their Commission at length and has taken a very critical look at the request. They have requested turning the Class B System over to the State. He also said that Carbon County presented their list to the Governor yesterday.

Commissioner Taylor said some of the points have merit, but overall the requests for transfers in San Juan County are not justified. He recommends that the road from Bluff to Montezuma Creek be transferred to the State Highway System. UDOT's staff recommends deleting SR-262 from the State Highway System, but Commissioner Taylor doesn't agree because SR-262 needs a lot of work.

The motion was made by Commissioner Taylor that out of the package we recommend to the legislature that the road from Bluff to Montezuma Creek be placed on the State Highway System and that we reject the rest of the San Juan County request. He noted there are other roads that have merit. They include the road from Aneth to Irvay and Irvay to Cortez, Colorado. He suggested keeping an eye on that section and working closely with Colorado in a cooperative effort when they are ready. Another one to keep in mind is the road from US-163 to Oljato. Commissioner Church seconded the motion.

Howard Leatham said that he understands that Bluff to Montezuma Creek will be worked on under a Federal Aid Secondary Project to be let in the near future, and he recommended that it not be put on the State Highway System until that is done. At the time it is complete, we can put it on the State Highway System. Voting was unanimous that;

At the completion of the Federal Aid Secondary Project, the road from Bluff to Montezuma Creek will be added to the State Highway System.

Interstate Signing

Representative Baze Hunter said that as one representative in the State and from the House of Representatives as a whole, he appreciates the job being done by the Transportation Commission and the Department of Transportation.

Representative Hunter remarked that the State of Utah depends on the tourist. They are trying to get them off the Interstate onto outlying roads where they can spend more time in the area. He feels that Iron County at Cedar City is inadequately signed. There is one sign on the south and nothing from the north for Cedar Breaks. They are requesting better signing be
RESOLUTION

Abandonment of Right-of-Way
Old SR-47 and Old SR-163
Project No. F-050-1(2)
in San Juan County

WHEREAS, Section 27-12-28 of the Utah Code 1996, Provided for the deletion of highway from state highway system — Return to county, city, or town or abandonment. (2) abandon the state highway or portion of the state highway if it no longer serves the purpose of a highway, and

WHEREAS, roadway which operated as a portion of old SR-47 was never officially abandoned when new alignment in conjunction with Project No. F-050-1(2) was completed, and

WHEREAS, the Attorney General’s Office has indicated that the Transportation Commission acting in the best interest of the Utah Department of Transportation should officially abandon the old roadway described herein, and

WHEREAS, the Region Four Director has reviewed the situation pertaining to stated old right-of-way, concurs with the Attorney General’s Office that the portion of old SR-47 described herein, should be officially abandoned, and

WHEREAS, the appropriate staff of the Transportation Planning Division having reviewed all the material pertaining to stated abandonment concur with the Attorney General’s Office recommendation.

NOW THEREFORE, be it resolved as follows:

1. Right-of-Way of old SR-47 beginning location in the SE¼, SE¼, Section 27 Township 40S R21E, referenced from Engineer Station 2311+00 in conjunction with the realignment of roadway depicted on Project Number F-050-1(2), traversing in a northeasterly direction a distance of 0.69± miles be abandoned.

2. This abandonment will become effective upon approval of the Transportation Commission.

3. The accompanying letter, memorandums, warranty deeds, exhibits, affidavits, and map will be made part of this resolution.
Abandonment of Right-of-Way
Old SR-47 and Old SR-163
Project No. F-50-1(2)
in San Juan County

Dated on this 22nd day of July 1998

UTAH TRANSPORTATION COMMISSION

Chairman

Vice Chairman

Commissioner

Commissioner

Commissioner

Commissioner

Attest:

Secretary
TO: Glen Nielsen, Program Development

FROM: James R. Baird, P.E., L.S.
Right-of-Way Engineer

SUBJECT: Project F-050-1(2), SR-47 Near Bluff, Abandonment Resolution

Attached is a copy of the Abandonment Resolution for Project F-050-1(2), SR-47 Near Bluff, which was sent to LeAnn Abegglen to be included on the agenda for the commission meeting to be held in July.

cc Nancy Jerome, Region 4 Right of Way Engineer
TO: Jim Baird, P.E., L.S.
Region Four Director

FROM: Nancy Jerome
Region Four R/W Engineer

SUBJECT: Abandonment Request
SR-47 West of Bluff

Dale Peterson has discussed this project with Clint Topham, and he has given his authorization to put this roadway abandonment request before the Commission. Please proceed with the process of abandonment. Clint indicated it could be put before the Commission later this month if he or LeAnn gets the required information.

If you have any questions, or need any more information, please feel free to call me at 435-896-2501, Ext. 708. Thank you for all your help.

CC: Dale Peterson, Region 4 Director
File
TO: Dale Peterson,  
Region Four Director

FROM: Nancy Jerome  
Region Four R/W Engineer

SUBJECT: Abandonment Request  
SR-47 West of Bluff

The original request to abandon the old alignment of SR-47 was made in 1994 with verbal inquiry. The first letter I have in my files is from Mr. R. Park Guymon to you dated October 10, 1996. There is approximately 3600 feet of roadway involved. The new alignment became SR-163 and is now SR-191. The paperwork was prepared to have the roadway abandoned in February of 1997 by Glen Nielsen, in Program Development. However, this was not accomplished and I was instructed to prepare Quit Claim Deeds to transfer our prescriptive rights to the roadway back to the individual land owners. This process was completed and sent to Salt Lake City. However, Craig Fox found a subdivision had been established after our information was gathered, and requested me to review the project again.

The number of parties involved in this abandonment creates many problems if we quit claim our interest to each of the parties. There has been significant time spent on this project already, and the process of gathering the updated records from the county recorder's office, and readjusting the quit claim deeds will also require significant time. The bottom line is that we would not solve this issue by doing this, but would create access problems to land owners who have been using this roadway for access to their property for years. There is a feud going on between several of the parties involved that I believe will have to go to court to be resolved no matter what UDOT does. However, I do not believe it is in the best interest of the Department to become involved in this dispute. By formally abandoning the roadway for UDOT purposes, we can remove ourselves from the dispute without assigning ownership to the adjacent parties. It will then be between the parties to resolve issues of underlying fee ownership and access issues. I believe this is the appropriate thing for UDOT to do, and will cause the least amount of involvement in this dispute.

cc: Jim Baird, R/W Review Engineer  
File
TO: Glen Nielsen, Program Development

FROM: James R. Baird, P.E., L.S.
      Right-of-Way Engineer

SUBJECT: Project SR-47, abandonment of Right of Way, San Juan County, Utah

Following phone calls from a property owner adjacent to the old SR-47 in San Juan County, Utah and following a discussion with Mr. Donald Coleman, Assistant Attorney General, it is suggested that UDOT abandon a portion of the Old Highway SR-47 near Bluff.

There is some dispute between the adjacent property owners and UDOT does not want to take sides on this dispute. Therefore, this property should be abandoned without assigning ownership.

Attached is a mylar drawing, and miscellaneous documents for your use in the abandonment of this roadway near Bluff, Utah.

cc P. K. Mohanty
    Lyle Page, Acting Region 4 Right of Way Engineer
Memorandum

DATE: 12/17/96

TO: L. Robert Fox, Chief, Right of Way
    Attn: Jim Baird, P.E.

FROM: F. Lyle Page
       Region Four Right of Way


The attached map shows a portion of old SR-47 which was abandoned in the mid 1970's when existing SR-50 was completed. The owners of property in Section 26 both have deeds which are to the centerline of SR-47. Guymon, the south owner is concerned because the north owners, Perkins & Shumway have claimed that the original deed which was written to acquire the SR-47 right of way had a clause which said that in case of abandonment, the right of way would revert to the original owner and have taken some steps on the property to suggest that they feel the entire abandoned right of way is theirs.

The attorney general's office has suggested that a formal request for UDOT to abandon this right of way should be made to the Utah Transportation Commission. Any claims to ownership of the right of way would then revert to the private parties holding fee title.

The attached legal descriptions show current ownership of both sides of abandoned SR-47 in Section 26, T.40 S., R.21 E. Also included is a platsheet for existing SR-50 which shows the location of SR-47 through Sections 26 and 27.

cc: file
    Park Guymon

RECEIVED
JAN 05 1997
R/W REVIEW
E. Park Guymon  
4085 Eccles  
Ogden UT 84403  
Phone: 626-6953 (Work)  
394-7928 (Home)

October 10, 1996

Dale Peterson  
Regional Director  
Utah Department of Transportation  
1345 S 350 W  
Richfield UT 84701

Dear Mr. Peterson:

On the old state road just west of Bluff, Utah (old State Road 47) in Sec 26, T40S, R21E, SLB&M is a section of the old highway that runs through private property that has never been formally abandoned. The landowner (Cory Perkins) north of the road with permission of UDOT removed the gates that allowed us, the landowner south of the road, to travel the road to access our property and then fenced across the roadway.

Two years ago, Jim Plumhop of the State UDOT office could find no record of abandonment of this road. In May I contacted Pete Monson to get something done in that we needed access. He called back the end of June and said UDOT did not want to get involved. At the direction of my attorney, I removed the fence on the south half of the road. This week I visited the site, needing to enter to access our property and found a heavy welded steel structure in place.

In talking today with Don Coleman, he said that UDOT still owns the road and that by law you, upon request of formal abandonment of landowner, which I am now making, "have" to get the property transferred back to the Guymon Ranch Inc., south property owner and Cory Perkins and Genie Shumway, north property owner.

Signed:

[Signature]

E. Park Guymon  
Treasurer, Guymon Ranch Inc.

Enclosure: Copy of our Deed

H 394-7928  
W 626-6953
WARRANTY DEED

BLUFF RIVER RANCH, a Utah general partnership, whose general partners are Melvin K. Dalton and James L. Menlove, GRANTOR, of Monticello, Utah 84535, hereby CONVEY and WARRANT to GUYMON RANCHES, INC., GRANTEE, of 24 South Third West, Box 55-2, Blanding, Utah 84511, for the sum of Ten & Other Dollars, the following described real property in San Juan County, State of Utah, to wit:

The real property, water and water rights described in Exhibit A, attached hereto and made a part hereof by such reference thereto.


BLUFF RIVER RANCH, a general partnership

By James L. Menlove, a general partner

By Melvin K. Dalton, a general partner

STATE OF UTAH

County of San Juan

On the 31 day of October, 1986, personally appeared before me James L. Menlove and Melvin K. Dalton, general partners of Bluff River Ranch, a Utah partnership, signers of the foregoing instrument, who being duly sworn, did say that they that they signed said instrument for and on behalf of Bluff River Ranch, a partnership, and said Melvin K. Dalton and James L. Menlove acknowledged to me that said partnership executed the same.

Notary Public residing at Monticello, Utah

My Commission Expires: 6-17-87
EXHIBIT A

Parcel No. One

Beginning at the SE cor of Section 26, T 40 S, R 21 E, SLB&M; and rg th w 4235.0 ft to a pt 445.0 ft E of the SW cor of said Section 26; th N 0°01' W 1201 ft, more or less to the center line of the pavement of Utah Highway 47; th N 56°21' E 158.6 ft; th on the arc of a 1432.7 foot radius curve to the right, the long cord of which bears N 62°29' E 153.2 ft; th N 70°30' E 515.7 ft; th on the arc of a 355.4 foot radius curve to the left, the long cord of which bears N 57°35' E 416.7 ft; th N 59°20' E 591.9 ft; th on the arc of a 2644.6 foot radius curve to the right, the long cord of which bears N 32°18' E 642.1 ft; th N 39°17' E 77.0 ft; th on the arc of a 1146.3 foot radius curve to the right, the long cord of which bears N 72°29' E 521.0 ft; th N 85°32' E 97.7 ft; th S 49°21' E 620.0 ft; th N 85°32' E 880.0 ft; th S 89°30' E 560.0 ft; th N 83°12' E 80.0 ft; th S 49°28' E 277.13 ft; th N 85°32' E 475.8 ft to the Eastern boundary of Section 16; th S 6°01' E 1640 ft to pt of beginning;

LESS: A parcel of land in fee for a highway known as Project No. 055-1, being part of a entire tract of property in the NE1SW1, NW1SE1, and the SW1NE1 of Section 26, T 40 S, R 21 E, SLB&M, the boundaries of said parcel of land are described as follows:

Beg at a pt 100.0 ft perpendicularly distant S 63°43' E from the center line of said project at Engineer Station 2348-47.63, said pt also being approx. 239 ft S, 66 ft W from the NE cor of said NE1SW1; th N 63°43' W 1102.86 ft, more or less, along the arc of a 990.66 foot radius curve to the right (Note: Tangent to said curve at its pt of beg bears N 63°43' W 1102.86 ft, more or less, along said E boundary of said entire tract, th N 0°35' S 145.12 ft, more or less, along said W boundary of said entire tract, th W 54°35' S 1350 ft, more or less, along said N boundary of said entire tract, th 990.66 foot radius curve to the left, the long cord of which bears N 3°43' W 100.0 ft perpendicularly distant S 63°43' E from said center line, th N 63°43' W 148 ft, more or less to the pt of beg.

Parcel No. 1 contains 222.5 acres, more or less.

Parcel No. Two:

NW1SE1, less the N 30 ft thereof; Lots 1, 2, 3, 4 and 5, less a 10' x 30' square at the NW cor of said Lot 5, all in Section 35, T 40 S, R 21 E, SLB&M. Containing 122.76 acres, more or less.
Beg. at the W/4 Cor. Sec. 26, S/2 E 1790.0 ft, th on a 3848 ft radius curve to the left, the long chord of which bears N 63 deg. 21' E 333.2 ft., th N 56 deg. 21' E 168.3 ft, th on a 1432.7 ft radius curve to the right, the long chord of which bears N 37 deg. 50' E 915.7 ft., th on a 953.4 ft radius curve to the left, the long chord of which bears N 37 deg. 57' E 418.7 ft., th N 35 deg. 20' E 692.9 ft, th on a 2644.6 ft radius curve to the left of the long chord of which bears N 52 deg. 18' E 270 ft m/l to the line Rg, N 75.deg. the centerline of said Sec. 26, th W along said centerline 1440 ft m/l to the SE Cor. of the NE/4 W/4 Pt. of the SW/4, th S 0 deg. 01' E 1220.0 ft to the pt. of beg. 

LESS: Highway Right of Way

City Lots

| Improved Irrigated Farm Land |  |  |  |
| Improved Dry Land            |  |  |  |
| Unimproved Farm Land         |  |  |  |
| Grazing Land                 |  |  |  |
| Waste Land                   |  |  |  |

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**12-30-96**

*Requested deed for this parcel from County Recorder today. If needed will send separate*

[Signature]
Park Guymon Description
Total tract

GUYMON
Township 40S
Section 26
Range 21E

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Sqr. Ft. = 9649585.39
Acres = 221.5240

SCALE: 1" = 1000.00

Disclosure: 3' 5
Beg. at the NE Cor. Sec. 26, sng. th S 0 Deg. 01° E 1790.0 ft, th on a 3846 ft radius curve to the left, the long cord of wh bears N 61 deg. 35° E 703.7 ft, th N 16 deg. 21' E 128.7 ft, th on a 1432.7 ft radius curve to the right, the long cord of wh bears N 63 deg. 29' E 353.2 ft, th N 70 deg. 30' E 313.7 ft, th on a 955.4 ft radius curve to the left, the long cord of wh bears N 57 deg. 55' E 416.7 ft, th N 45 deg. 20' E 892.9 ft, th on a 2644.5 ft radius curve to the right, the long cord of wh bears N 52 deg. 18' E 270 ft m/l to the line m/l 278 ft thru the center of said Sec. 26, th N along said centerline 1440 ft m/l to the SE Cor. of the NW ¼ Sec. 15, th W along the ½ Sec. line to the NW Cor. of the SW ¼ Sec. 26, th S 0 Deg. 01° E 1320.0 ft to the pt. of beg.:

| City Lots |  |  |  |
| City Lots |  |  |  |
| Improved Irrigated Farm Land |  |  |  |
| Improved Dry Land | THIS DESCRIPTION FOR TAX PURPOSES ONLY. NOT TO BE USED FOR LEGAL DESCRIPTIONS |  |  |
| Unimproved Farm Land |  |  |  |
| Grazing Land |  |  |  |
| Waste Land |  |  |  |

Book 734  Page 564  1994  BALANCE  TOTAL
STATE OF UTAH  

County of San Juan 

I, MYRTLE N. PERKINS, being first duly sworn, deposes and says:

1. That I am the wife of Clarence B. Perkins.
2. That Clarence B. Perkins died on the 27th day of October, 1983.
3. That at the time of his death Clarence B. Perkins and I held real property and oil, gas and mineral interests in joint tenancy, which property and mineral interests are more particularly described on the attached exhibits.
4. That I have attached to this Affidavit a certified copy of the Death Certificate of Clarence B. Perkins.

DATED this 16th day of August, 1985.

Subscribed and sworn to before me this 16th day of August, 1985.

Notary Public
Residing at Blanding, Utah

My Commission expires: 8/12/85

[Notary Seal]
EXHIBIT A

Parcel 1:
Section 27, Township 40 South, Range 31 East,
SPM, Kansas. Commencing 5 E 600' W 110.0
feet from the E edge of Section 1 in Section 27 and
110.0 feet, 66° 04' 11" N 111.1 feet, 85° 32' 20"
110.0 feet, 86° 04' 10" E 110.4 feet, 111.1 feet to the point of beginning.

Parcel 2:
Section 27, Township 40 South, Range 31 East, Kansas,
Beginning 100 feet from the W edge of Section 27,
thence East 98 feet, thence North 100 feet, thence East 98 feet,
thence South 100 feet, thence West 100 feet,
thence North 98 feet to the points of beginning.

Parcel 3:
Cottonwood Addition of Bluff, Block 1: Lots 1, 2, 3, 4, 5 and 6.

Parcel 4:
Cottonwood Addition of Bluff, Block 10: Lots 5 and 6.

Parcel 5:
Cottonwood Addition of Bluff, All of Block 11.

Parcel 6:
Cottonwood Addition of Bluff, Block 15: Lots 1, 2, 3, 4, 5 and 6.

Parcel 7:
Cottonwood Addition of Bluff, All of Block 18.

Parcel 8:
Cottonwood Addition of Bluff, All of Block 21.

Parcel 9:
Cottonwood Addition of Bluff, Block 25: Lots 1, 2, 3, 4, 5, 6, 9, 10, 11 and 12.

Parcel 10:
Cottonwood Addition of Bluff, Block 32: Lots 6, 7, 8, 11 and 12.

Parcel 11:
Cottonwood Addition of Bluff, All of Block 5.

Parcel 12:
Cottonwood Addition of Bluff, All of Block 6.

Parcel 13:
Cottonwood Addition of Bluff, Block 9: Lot 7.

Bluff County, Plat 7, Lot 6: Beginning 5 1° 45'
E 224.63 feet from the NW Corner of Lot 6, South
60 feet, East 180.18 feet, South 180.18 feet to the point of beginning.
Parcel 13:

Section 14, Township 10 South, Range 25 West, SEC 1, beginning at the SW corner of Section 11, running thence East 310 feet, thence North 300 feet, thence West 310 feet, thence South 310 feet to the point of beginning.

Parcel 16:

Beginning at the SW corner of Section 20, thence S 00° 41' 17.30" east, thence on a 3848 foot radius curve to the left the long chord of which bears N 61° 35' 7.97" east, thence N 56° 21' 1" 198.5 feet, thence on a 1312.7 foot radius curve to the right the long chord of which bears N 33° 35' 4.92" east 384.2 feet thence N 70° 31' 4.516 feet, thence on a 956.4 foot radius curve to the left the long chord of which bears N 57° 56' 1.415.7 feet, thence N 45° 20' 6.672.9 east, thence on a 1341.6 foot radius curve to the right the long chord of which bears N 52° 10' 8.547.1 feet, thence W 98° 17' 4.77.9 feet, thence on a 1156.3 foot radius curve to the right the long chord of which bears N 72° 24' 5.331.0 feet, thence N 65° 19' 1.116.5 feet, thence N 48° 00' 4.009.30 feet, thence W 86° 02' 2.132.63 feet, thence N 00° 01' 4.110.70 feet, thence West 520.6 feet, thence S 00° 41' 17.30" east 1320.0 feet to the point of beginning. T.98S, R.23W, SEC 1, Pk 10

Parcel 17:

Beginning at the NW corner of Lot 2, thence East 115 feet, thence South 125 feet, thence East 165 feet, thence South 98 feet, thence West 315 feet, thence North 75 feet, thence West 105 feet, thence North 115 feet to the point of beginning. T.49S, R.23W, SEC 1, Pk 10

San Juan County, State of Utah.
**EXHIBIT "E"**

**MINERAL RIGHTS**

- **Parcel 1:** T13S, R24E, Sec. 1: S 1/2 w 1/2, S 1/2.

- **Parcel 2:** Beg. at a point 154 feet East, and S 14° 11' E 126 feet, thence S 70° 30' W 209 feet from the NW Cor. Sec. 21, T13S, R23E, to true POB, thence S 70° 30' W 209 feet, thence North 961 feet, thence N 40° 55' E 19 feet, thence S 0° 10' W 964 feet to POB.

- **Parcel 3:** T13S, R23E, Sec. 21: Beg. at S 1 Cor. Sec. 21, thence West 160 rods, W 0 rods, East 30 rods, thence South 100.2 feet, thence S 60° 17' E 111.5 feet, thence S 61° 51' East 177.5 feet, thence South 179.5 feet to POB.

- **Section 20:** N 1/2, S 1/2

- **Parcel 4:** T13S, R23E, Sec. 27: Beg. at a point 120 feet East of the W Cor. of Sec. 27; thence East 962 feet, South 242 feet, East 130 feet, South 211 feet, West 1100 feet, North 543 feet to P.O.B.

- **Parcel 5:** T13S, R23E, Sec. 27: Beg. at the W Cor. of Sec. 27, thence South 543 feet, East 220 feet, North 543 feet, West 220 feet, to P.O.B.

- **Parcel 6:** S W 1/4, NE 1/4, T40S, R12E, Sec. 26:
  - Block 1: Portion of Lots 6 and 7 in Sec. 26
  - Block 2: Lots 1, 2, 3, 4, 5 and 6
  - Block 3: Lots 1-9 inclusive
  - Block 4: Lots 1-12, incl. LESS portion of lots 6 and 7 in S W 1/4, S 26
  - Block 5: Lot 1-12, incl. LESS portion of Lots 6 and 7 in S W 1/4, S 26
  - Block 6: Lots 1-12 incl.
  - Block 7: Lots 1-12 incl.
  - Blocks 14, 15, 16, 19, 20, 21, 22, 23, 26, 27, 28, 29, 30, 31, All
  - Block 30: Lots 1, 2, 3, 6-12 incl.

- **Parcel 7:** Lots located in S W 1/4, N W 1/4, Sec. 26:
  - Blocks 1, 6, 17, LESS any portion in State Highway described in Book 604, Page 629

- **Parcel 8:** COTTONWOOD ADDITION OF BLUFF
  - Block 1: Lots 1, 2, 3, 4, 5, 6
  - Block 2: Lots 1-12 incl.
  - Block 3: Lots 1-12 incl.
  - Block 9: Lot 1
  - Block 10: Lots 5, 6
  - Block 11: Lots 1-18
  - Block 12: Lots 1-18 incl.
  - Block 13: Lots 1-19 incl.
  - Block 21: Lots 1-19 incl.
  - Block 22: Lots 1-19 incl.
  - Block 23: Lots 1-19 incl.
  - Block 32: Lots 6, 7, 8, 11, 12
Parcel 9: T10S, R21E, Sec. 26; S6, NW1/4, LESS Cottonwood Addition; LESS highway.

Parcel 10: T10S, R21E, Sec. 24; S1/4, S1/4, SW1/4, NW1/4; LESS Lot 1, 2, 3, 4, NW1/4, LESS.

Parcel 11: Beginning at the NW Corner of Lot 3, thence East 110 feet, thence South 322 feet, thence East 200 feet, thence South 12 feet, thence West 318 feet, thence North 75 feet, thence West 103 feet, thence North 145 feet to P.O.B., situated in Lots 2, 3 and 4, Block 23, BLANDING TOWNSITE.

Parcel 12: Beginning at the SW corner of Block 23, BLANDING TOWNSITE, thence North 75 feet, East 105 feet, South 75 feet, West 105 feet to P.O.B.

Parcel 13: Lots 5, 6, 7, 10, 19, N1/2 of Lot 21, Plat B, Bluff TOWNSITE.

Parcel 14: Township 40 South, Range 33 East:

Section 30: Beg. at a point which is 7 chains East of the NW corner of Section 30, T40S, R33E, change N 3.50 chains, East 1.75 chains, North 13.63 chains, W 94'9" E 5.01 chains, W 34' E 4.14 chains, E 3.60 chains, S 2.15 chains, S 66.5' East 5.70 chains, S 15' W 8.31 chains, S 89' W 10.49 chains, S 60' E 8.00 chains to the S section line running East through the center of said Section 30, thence West to P.O.B.

Also, beginning at a point 21.69 chains S and W 72' E 3.31 chains from the NW Corner of Section 30, North 72' E 3.66 chains, E 2820' S 40 chains, W 71'35' E 2.14 chains, S 13.63 chains, W 2.73 chains, E 2.5 chains, W 7 chains, N 13.14 chains, E 2.07 chains, thence N 71'35' E 1.37 chains, N 2'20' W 3.84 chains to P.O.B.

Also, beginning 16.40 chains S and 5.51 chains East of the NW Corner of Section 30, N89°5' E 8.88 chains, S 25' W 3.79 chains, S 84'5' W 5.61 chains, S 71'35' E 2.14 chains, N 0'20' W 7.1 chains to P.O.B.

Parcel 15: T16S, R32E, Sec. 13: Beg. n't Cor. Sec. 15, East 1061.4 feet; thence S 45° E 363.7 feet; South 2191.4 feet; West 50 feet; North 1114 feet; West 55 feet; N 39°15' W 1685 feet, thence N 37°10'30" W 265.92 feet to P.O.B.

Portion in NW1/4 of Sec. 15.

Parcel 16: T16S, R32E, Sec. 34: Beginning at the S't Cor. of said Sec. 34, thence North 2640 feet, East 474.5 feet, South 2640 feet, East 474.5 feet

INCLUDING all oil, gas and mineral rights now known or discovered in the name of Clarence B. Perkins a/k/a Clarence Perkins.
# Certificate of Death

**State of Utah**

**Department of Health**

**Name of Deceased:** Clarence Bowles

**Sex:** Male

**Race:** White

**Date of Death:** October 28, 1983

**Place of Death:** Bluff, Utah, USA

**Residence:** 11 South Jed West, Blanding, Utah 84511

**Occupation:** Rancher

**Father:** George Perkins

**Mother:** Myrtle Amelia Nelson

**Religion:** Christian

**Witness:** Mr. Tim Perkins

**Place of Burial:** City Cemetery, Blanding, Utah 84511

**Cause of Death:** Severe dehydration

**Certified by:** James R. Redd, M.D.

**Issued by:** Cedar County

---

**WARNING:** IT IS ILLEGAL TO DUPLICATE THIS COPY FOR OFFICIAL PURPOSES.
STATE OF UTAH

County of San Juan

I, MYRTLE N. PERKINS, being first duly sworn, deposes and says:

1. That I am the wife of Clarence B. Perkins.
2. That Clarence B. Perkins died on the 27th day of October, 1983.
3. That at the time of his death Clarence B. Perkins and I held real property and oil, gas and mineral interests in joint tenancy, which property and mineral interests are more particularly described on the attached exhibits.
4. That I have attached to this Affidavit a certified copy of the Death Certificate of Clarence B. Perkins.

DATED this 16th day of August, 1985.

Myrtalee N. Perkins

Subscribed and sworn to before me this 16th day of August, 1985.

L. B. Hall
Notary Public
Residing at Blanding, Utah

My Commission expires:

Entry No. 1409767
Recorded 8-22-83 M 3:30 P.M. Book 100 Pages 149

FEE PAID
MANY LOU MOSHER
Recorder, San Juan County

RECEIVED BY X. HILL DEPUTY
EXHIBIT A

Parcel 1:
Section 23, Township 49 South, Range 21 East, S.D., 20° 53' 11" North, 1068 feet, 20° 53' 11" West, 1068.9 feet of the 1st corner between Section 22 and Section 24, 20° 53' 11" N, 31.1 feet, W 35° 32' 32" 1120.4 feet, S 3° 01' 21" 158.7 feet, N 3° 01' 21" 1210.1 feet to the point of beginning.

Parcel 2:
Section 27, Township 49 South, Range 21 East, S.D., 20° 53' 11" North, 1068 feet, 20° 53' 11" West, 1068.9 feet of the 1st corner between Section 27 and Section 28, 20° 53' 11" N, 1047 feet, W 35° 32' 32" 1047 feet, S 3° 01' 21" 158 feet, S 3° 01' 21" 1000 feet, W 35° 32' 32" 543 feet to the point of beginning.

Parcel 3:
Cottonwood Addition of Bluff, Block 2: Lots 1, 2, 3, 4, 5 and 6.

Parcel 4:
Cottonwood Addition of Bluff, Block 10: Lots 5 and 6.

Parcel 5:
Cottonwood Addition of Bluff, All of Block 11.

Parcel 6:
Cottonwood Addition of Bluff, Block 15: Lots 1, 2, 3, 4, 5 and 6.

Parcel 7:
Cottonwood Addition of Bluff, All of Block 15.

Parcel 8:
Cottonwood Addition of Bluff, All of Block 2.

Parcel 9:
Cottonwood Addition of Bluff, Block 20: Lots 1, 2, 3, 4, 5, 6, 9, 10, 11 and 12.

Parcel 10:
Cottonwood Addition of Bluff, Block 22: Lots 6, 7, 8, 11 and 12.

Parcel 11:
Cottonwood Addition of Bluff, All of Block 5.

Parcel 12:
Cottonwood Addition of Bluff, All of Block 6.

Parcel 13:
Cottonwood Addition of Bluff, Block 9: Lot 7.

Parcel 14:
Bluff Covenant, Plat 3, Lot 6: Beginning S 1° 15' 623.83 feet from the W1 corner of Lot 5, South 60 feet, East 180.28 feet, North 60 feet, South 160.28 feet to the point of beginning.
Parcel 15:

Section 14, Township 10 South, Range 25 East, SLM, beginning at the S. Corner of Section 14, running thence East 820 feet, thence North 820 feet, thence West 820 feet, thence South 820 feet to the point of beginning.

Parcel 16:

Beginning at the NE Corner of Section 16, thence S 0°01' 1'30.0" feet, thence on a 1848 feet radius curve to the left, the long cord of which bears N 61°35' 5" 703.7 feet, thence N 56°21' 4" 100.3 feet, thence on a 1432.7 ft. radius curve to the right the long cord of which bears N 39°25' 3" 393.2 feet thence N 70°30' 1" 515.7 feet, thence on a 955.4 ft. radius curve to the left the long cord of which bears N 37°35' 4" 433.7 feet, thence N 45°20' 8" 592.0 feet, thence on a 3444.6 ft. radius curve to the right the long cord of which bears N 52°10' 5" 648.1 feet, thence N 58°17' 2" 77.9 feet, thence on a 1146.3 ft. radius curve to the right the long cord of which bears N 72°24' 9" 323.0 feet, thence N 55°32' 4" 11.0 feet, thence N 0°00' 0" 800.50 feet, thence N 85°32' 5" 1424.43 feet, thence N 0°01' 3" 110.70 feet, thence West 7230.6 feet, thence S 0°01' 3" 1220.0 feet to the point of beginning. T-10S, R-19E, SLM. See Book 610, Pages 730-741.

Parcel 17:

Beginning at the NW Corner of Lot 2, thence East 111 feet, thence South 122 feet, thence East 100 feet, thence South 98 feet, thence West 115 feet, thence North 74 feet, thence West 105 feet, thence North 145 feet to the point of beginning. Lot 2, 3 and 4, Block 10, Blinking, San Juan County, State of Utah.
EXHIBIT "B"  

MINERAL RIGHTS

Parcel 1: T36S, R21E, Sec. 3; SE1/4 SW1/4; Sec. 17; NW1/4

Parcel 2: Begin at a point 154 feet East, and S 44° 13' 2.156 feet, thence S 70° 59' E 209 feet from the NW1/4, Sec. 14; T36S, R22E, to true P.O.B., thence S 70° 50' E 166 feet; thence North 931 feet; thence N 31° 05' W 19 feet; thence S 9° 10' W 964 feet to P.O.B.

Parcel 3: T36S, R22E, Sec. 21; Begin at S4 Cor. Sec. 21, thence West 160 rods; N 00 rods, East 80 rods, thence South 401.2 feet, thence S 60° 17' E 1130.5 feet, thence S 61° 51' East 377.5 feet, thence South 178.5 feet to P.O.B.

Section 20: NW1/4, SE1/4 Section 21, NW1/4, NE1/4

Parcel 4: T36S, R22E, Sec. 27; Begin at a point 1220 feet East of the W1/4, Cor. of Sec. 27; thence East 962 feet, South 241 feet, East 138 feet, South 351 feet, West 1100 feet, North 543 feet to P.O.B.

Parcel 5: T36S, R22E, Sec. 27; Begin at the W1/4 Cor. of Sec. 17, thence South 543 feet East 220 feet, North 543 feet, West 220 feet, to P.O.B.

Parcel 6: Section 26, NE1/4, T40S, R21E, Sec. 26; Block 1: Portion of Lots 6 and 7 in Sec. 26
Block 1: Lots 1, 2, 3, 4, 5 and 6.
Block 2: Lots 1-9 inclusive
Block 4: Lots 1-12 inclusive. Less portion of Lots 6 and 7 in SW1/4 Section 26
Block 7: Lots 1-12 inclusive. Less portion of Lots 6 and 7 in SW1/4 Section 26
Block 8: Lots 1-12 inclusive.
Block 9: Lots 1-12 inclusive.
Blocks 15, 16, 17, 18, 19, 20, 21, 25, 26, 27, 15, 19, 20, 21, 25, 26, 27 inclusive.
Block 32: Lots 1, 2, 3, 6-12 inclusive.

Parcel 7: Lots located in SW1/4, NW1/4 Section 26; Blocks 5, 6, 17, LESS any portion in State Highway described in Book 604, Page 629

Parcel 8: COTTONWOOD ADDITION OF BLUFF

Block 1: Lots 1, 2, 3, 4, 5, 6
Block 2: Lots 1-12 inclusive.
Block 3: Lots 1-12 inclusive.
Block 4: Lot 7
Block 10: Lots 5, 6
Block 11: Lots 1-18
Block 12: Lots 1-18 inclusive.
Block 13: Lots 1-18 inclusive.
Block 32: Lots 1-18 inclusive.
Block 41: Lots 1-18 inclusive.
Block 29: Lots 1-6 inclusive and 8-12 inclusive.
Block 32: Lots 6, 7, 8, 9, 11, 12
Parcel 10: T40S, R21E, Sec. 34: SW1/4; S1/2N, SW1/4
- Sec. 34: Lot 1, SW1/4
- Sec. 35: Lots 2, 3, 4, NW1/4; LESS CNA

Parcel 11: Beginning at the NW Corner of Lot 2, thence East 140 feet, thence South 312 feet, thence East 250 feet, thence South 315 feet, thence North 75 feet, thence West 105 feet, thence North 345 feet to P.O.B., situated in Lots 2, 3 and 4, Block 23, BLANDING TOWNSITE

Parcel 12: Beginning at the SW corner of Block 23, BLANDING TOWNSITE, thence North 75 feet, East 105 feet, South 75 feet, West 105 feet to P.O.B.

Parcel 13: Lots 5, 6, 7, 10, 19, N1 of Lot 21, Plat B, Bluff TOWNSITE

Parcel 14: Township 40 South, Range 22 East:
- Section 30: Beg. at a point which is 7 chains East of the NW corner of Section 30, T40S, R22E, thence N 3.50 chains, East 1.75 chains, North 13.63 chains, N 84°36' E 5.63 chains, N 34° E 6.14 chains, E 4.60 chains, S 2.10 chains, S 66°5' East 6.70 chains, S4° W 0.11 chains, S 89° W 10.69 chains, S 6°40' E 3.00 chains to the § section line running East through the center of said Section 30, thence West to P.O.B.
- Also, beginning at a point 21.69 chains S and N 72° E 3.31 chains from the NW Corner of Section 30, North 72° E 3.66 chains, S 2920' E 40 chains, N 71°35' E 2.11 chains, S 13.63 chains, W2.75 chains, S 2.5 chains, N 15.14 chains, E 2.07 chains, thence N 71°35' E 1.37 chains, N 2°20' W 3.84 chains to P.O.B.
- Also, beginning 16.40 chains S and 6.51 chains East of the NW Corner of Section 30, N89°3' E 8.88 chains, S 34° W 5.79 chains, S 84°3' W 5.63 chains, S 71°35' W 2.14 chains, N 0°20' W 7.1 chains to P.O.B.

Parcel 15: T36S, R22E, Sec. 15: Beg. n° Cor. Sec. 15, East 1061.4 feet; thence S 45° E 365.7 feet; South 2381.4 feet; West 50 feet; North 1114 feet; West 55 feet; N 30°45' W 1685 feet, thence N 37°10'30" W 265.92 feet to P.O.B.
- Portion in NWNE4 of Sec. 15.

Parcel 16: T36S, R22E, Sec. 34: Beginning at the § Cor. of said Sec. 34, thence North 2840 feet, East 474.5 feet, South 2840 feet, West 474.5 feet

INCLUDING all oil, gas and mineral rights not now known or discovered in the name of Clarence B. Perkins e/o Clarence Perkins.
STATE OF UTAH
DEPARTMENT OF HEALTH

CERTIFICATE OF DEATH

NAME OF DECEASED: Clarence Raynes Perkins
SEX: Male
RACE: white
DATE OF DEATH: October 28, 1983
AGE AT DEATH: 72
PLACE OF DEATH: Blanding, Utah
MANNER OF DEATH: Septicemia, metastatic malignant melanoma
CAUSE OF DEATH: Severe dehydration

PLACE OF BIRTH: Bluff, Utah, USA
SEX OF MOTHER: Female
DATE OF MOTHER'S BIRTH: November 21, 1915
PLACE OF MOTHER'S BIRTH: Bluff, Utah, USA
AGE OF MOTHER: 72
MARITAL STATUS: Married
HUSBAND'S NAME: Mr. Tim Perkins
HUSBAND'S AGE: 48
HUSBAND'S OCCUPATION: Rancher
HUSBAND'S ADDRESS: 484 West 3rd North, 122-7, Blanding, Utah
HUSBAND'S EMPLOYER: Ranching Livestock
HUSBAND'S SUPERVISOR: Myrtle Amelia Nelson

CERTIFICATION OF DEATH: Issued by: James D. Redd M.D.
DATE OF CERTIFICATION: November 2, 1983
PLACE OF CERTIFICATION: Blanding Clinic, Blanding, Utah 84510, 5766

PLACE OF BURIAL: City Cemetery, Blanding, Utah
DATE OF BURIAL: December 1983

This is to certify that this is a true copy of the certificate on file in this office. This certified copy is issued under authority of Section 36-9-12 of the Utah Code Annotated, 1953, as amended.

Date Issued: November 2, 1983

[Signature]
Director of Vital Statistics

WARNING: IT IS ILLEGAL TO DUPLICATE THIS COPY FOR OFFICIAL PURPOSES.
DATE: February 26, 2004

TO: THOSE LISTED BELOW

FROM: John L. Quick, P.E.,
Engineer for Transportation Planning

SUBJECT: Re-designate Portions of SR-163 & SR-262 to new SR-162 in San Juan County

This proposed action was presented to the Transportation Commission on February 20, 2004 and it was discussed that this action could be a Department Administration action not requiring a resolution by the Commission.

The following action has been taken to make the state route numbers run synonymous with US route designation. SR-163 in the portion traversing easterly from the Junction of SR-191 to the Junction of SR-262, a distance of 14.6+ miles, be assigned as a portion of new SR-162. Also, SR-262 from milepost 22.7 to 40.0+ will become a portion of new SR-162.

The new SR-162 will begin at Junction SR-191 traversing easterly to the Utah/Colorado State Line for a distance of 32.0+ miles. The function classification will be Minor Arterial.

A map showing the location of these highways is attached.
Memorandum

UTOH DEPARTMENT OF TRANSPORTATION

DATE: May 12, 1986

TO: THOSE LISTED BELOW

FROM: W. Ronald Delis, P.E.
Engineer for Transportation Planning

SUBJECT: Addition of SR-163 to the State System of Highways

Attached is a copy of the resolution and location map.

Attachments

DISTRIBUTION LIST

H. B. Leatnam, Engineer for Planning & Programming
Jerry Fenn, Standards & Special Studies
Gordon Maestas, Fiscal Planning & Programming
Bill McCoy, Comptroller
Wes Dunn, Maintenance
Keith Rosevear, Transportation Planning
Gerald Barrett, Maintenance
Lester Jester, Roadway Design
James Naegle, Locations
Robin Hood, Transportation Planning
Art Guerts, Safety
Martin Cutler, Transportation Planning
Melodie Gilbert, Central Files
Mark Musiris, Safety
Ken Riddle, Transportation Planning
Richard Julio, Safety
Heber Vlam, Materials & Research
Sgt. Whitney, Highway Patrol
Edwin McMillen, Roadway
Richard B. Roberts, Fiscal Planning & Programming
Ron Rasmussen, Structures
Dyke LeFevre, District Four
Calvin Black, San Juan County Commission
RESOLUTION

Addition State Route 163
San Juan County

WHEREAS, on September 14, 1984 the Utah Transportation Commission voted unanimously that upon completion of Federal-aid Secondary project RS-0408(2), the roadway from Bluff to Montezuma Creek be added to the State Highway System, and

WHEREAS, Federal-aid Secondary project RS-0408(2) has been completed and the roadway is open to traffic, and,

WHEREAS, portions of this roadway were built on new alignment and San Juan County desires that portions of the old alignment remain on the county "B" Road System.

NOW, THEREFORE, be it resolved as follows:

That the roadway from State Route 191 near Bluff easterly, coincident with FAS Route 408, to State Route 262 at Montezuma Creek be added to the State System of Highways and be designated as State Route 163.

That this action is in accordance with Section 27-12-27 of the Utah Code Annotated, 1953.

That by this action State Highway System mileage will increase 14.0+ miles and San Juan County "B" System mileage will decrease 7.7+ miles.

That the accompanying map and a portion of the Utah Transportation Commission minutes of September 14, 1984 be hereby incorporated as part of this resolution.

Dated this 18th day of April, 1986

UTAH TRANSPORTATION COMMISSION

[Signatures]

Attest:

[Signature]

Secretary

Commissioner
San Juan County Request

Commissioner Taylor explained that the request from San Juan County is big. He said he discussed it with their Commission at length and has taken a very critical look at the request. They have requested turning the Class B System over to the State. He also said that Carbon County presented their list to the Governor yesterday.

Commissioner Taylor said some of the points have merit, but overall the requests for transfers in San Juan County are not justified. He recommends that the road from Bluff to Montezuma Creek be transferred to the State Highway System. UDOT's staff recommends deleting SR-262 from the State Highway System, but Commissioner Taylor doesn't agree because SR-262 needs a lot of work.

The motion was made by Commissioner Taylor that out of the package we recommend to the legislature that the road from Bluff to Montezuma Creek be placed on the State Highway System and that we reject the rest of the San Juan County request. He noted there are other roads that have merit. They include the road from Aneth to Ismay and Ismay to Cortez, Colorado. He suggested keeping an eye on that section and working closely with Colorado in a cooperative effort when they are ready. Another one to keep in mind is the road from US-163 to Oljato. Commissioner Church seconded the motion.

Howard Leatham said that he understands that Bluff to Montezuma Creek will be worked on under a Federal Aid Secondary Project to be let in the near future, and he recommended that it not be put on the State Highway System until that is done. At the time it is complete, we can put it on the State Highway System. Voting was unanimous that:

At the completion of the Federal Aid Secondary Project, the road from Bluff to Montezuma Creek will be added to the State Highway System.

Interstate Signing

Representative Haze Hunter said that as one representative in the State and from the House of Representatives as a whole, he appreciates the job being done by the Transportation Commission and the Department of Transportation.

Representative Hunter remarked that the State of Utah depends on the tourist. They are trying to get them off the Interstate onto outlying roads where they can spend more time in the area. He feels that Iron County at Cedar City is inadequately signed. There is one sign on the south and nothing from the north for Cedar Breaks. They are requesting better signing be
From: Wayne Jager
To: Braun, Marva
Date: 1/30/2004 9:56AM
Subject: SR-163

Marva

Clayton Wilson visited with Dal Hawks, and I visited with Hugh Kirkham, who both agree with the change on SR-163 and SR-262. I attached a map with the changes. The yellow should remain designated as SR-262, and the blue should receive a new route number.

This will reduce the number of sign faces that will need to be changed. It will also provide a constant highway number to the better and more traveled route.

Let me know how I can help with this.

Wayne

CC: Hawks, Dal; Kirkham, Hugh; Nichol, Kevin; Quick, John; Wilson, Clayton
The Special Committee on US Route Numbering met on Friday, October 17, 2008 at the Hartford, Connecticut Convention Center and considered 21 applications from 9 states. Members present were Don Vaughn, AL – Region 2, Chair; Kevin Keith, MO, Region 3 and Cathy Nelson, OR, Region 4. Not present was Ken Sweeney, ME, Region 1. Also attending were Marty Vitale, AASHTO, Secretary and Mike McGough, Corridor Steel Pipe Association.

The Chair called the meeting to order at 7:10 AM and the Special Committee took the following actions:

<table>
<thead>
<tr>
<th>Member Department</th>
<th>USRN Decision</th>
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<tbody>
<tr>
<td><strong>Indiana US 35</strong></td>
<td>Approved</td>
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<tr>
<td><strong>Kansas US 24</strong></td>
<td>Approved</td>
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<tr>
<td><strong>Kansas US 40</strong></td>
<td>Approved</td>
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<tr>
<td><strong>Kansas US 73</strong></td>
<td>Approved</td>
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<tr>
<td><strong>Kansas US 169</strong></td>
<td>Approved</td>
</tr>
<tr>
<td><strong>Kentucky US 431</strong></td>
<td>Formally Approved — Interim Approval granted in June 2008</td>
</tr>
<tr>
<td><strong>Kentucky US 119</strong></td>
<td>Approved</td>
</tr>
<tr>
<td><strong>North Carolina I-73</strong></td>
<td>Conditional Approval of application but will require a re-submittal of application revised to designate route as Future I-73 since route is not complete</td>
</tr>
<tr>
<td></td>
<td>Resubmission received and being reviewed by the Special Committee.</td>
</tr>
<tr>
<td>Member Department</td>
<td>USRN Decision</td>
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<tr>
<td><strong>North Carolina I-140</strong></td>
<td>Conditional Approval of application but will require a resubmittal of application revised to designate I-140 as a “SPUR”&lt;br&gt;<strong>Resubmission received and being reviewed by the Special Committee.</strong></td>
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<tr>
<td><strong>North Carolina I-440</strong></td>
<td>Approved</td>
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<tr>
<td><strong>North Carolina I-540</strong></td>
<td>Conditional Approval of application but will require a revised application requesting I-540 be designated as Future I-540 and possibly also as a “SPUR”&lt;br&gt;<strong>Resubmission received and being reviewed by the Special Committee.</strong></td>
</tr>
<tr>
<td><strong>North Carolina US 17 Bypass</strong></td>
<td>Approved</td>
</tr>
<tr>
<td>North Carolina US 117 and</td>
<td>Both Disapproved because information submitted appeared to be conflicting and inconsistent&lt;br&gt;<strong>Resubmission received and being reviewed by the Special Committee for a decision by spring 2009.</strong></td>
</tr>
<tr>
<td>North Carolina US 117 Alternate</td>
<td></td>
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<tr>
<td><strong>Oklahoma US 77</strong></td>
<td>Approved</td>
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<tr>
<td><strong>Oregon US 97</strong></td>
<td>Approved</td>
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<tr>
<td><strong>Oregon US 97 Business</strong></td>
<td>Approved</td>
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<tr>
<td><strong>Pennsylvania US 222</strong></td>
<td>Approved (previously denied because application was incomplete)</td>
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<tr>
<td><strong>Pennsylvania US 40 Business</strong></td>
<td>Approved</td>
</tr>
<tr>
<td><strong>Utah US 163</strong></td>
<td>Approved</td>
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<tr>
<td><strong>West Virginia US 35</strong></td>
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The Special Committee also discussed a resolution on “Endorsement of the US Bicycle Routes System” proposed by the Subcommittee on Design and the Subcommittee on Traffic Engineering for consideration of the Standing Committee on Highways. The concern with the proposal was that a US Bicycle Route Corridor Plan be used by the Special Committee on US Route Numbering to designate future US Bicycle Routes without accompanying route criteria. It was agree that we would ask for discussion of the resolution at the Standing committee on Highways.
Mike McGough was also in attendance to discuss efforts to automate records of the Special Committee. Mr. McGough is a former AASHTO staff member and currently works for the Corrugated Steel Pipe Association and has agreed to assist with this project effort. The goal of this effort is to provide an electronic database for maintenance of committee records, and to create a web-based application process to better serve member departments. It is expected that a prototype system will be available by the end of this year.

There being no further business, the meeting adjourned at 7:40 AM.

Don Vaughn, AL
Chair, Special Committee on US Route Numbering
October 18, 2008

10/28/2008: This document is amended for distribution to others (mapmakers and applicants).
-MVitale, Secretary, USRN