Route 491

*Updated: December 2008*

*(A) Commission Action July 18, 2003:

**2004 Description:**
From Route 191 at Monticello east to the Utah-Colorado State Line.

**2005 Legislature:** Description remains the same.

**2006 Legislature:** Description remains the same.

**2007 Legislature:** Description remains the same.

**2008 Legislature:** Description remains the same.
Route 491

COUNTY/VOLUME & RESOLUTION NUMBER

A. San Juan Co. 11/2

DESCRIPTION OF RESOLUTION CHANGE

RESOLUTION

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

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

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

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

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

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

NOW THEREFORE, be it resolved as follows:

1. Roadway that currently resides as SR-666 traversing in an easterly direction from the Junction with
SR-191 in Monticello to the Utah-Colorado state line a distance of 17.085± miles be changed to route
number SR-491.

2. By this action the state route designation will coincide with the recently passed AASHTO resolution

3. This action will become effective upon passage of this resolution by the Utah Transportation Commission.

4. The accompanying, Letter, AASHTO application, and Exhibit “A” will be included and become part of this
resolution.
Change of State Route Number
SR-66 to SR-491
San Juan County

Dated on this 18th day of July 2003

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

Commissioner

Attest:
Secretary
June 1, 2003

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

Dear Mr. Quick:

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

A copy of the application is enclosed for your files.

Sincerely,

John Horsley
Executive Director

JH:DT:dt
An Application from the State Highway or Transportation Department of Utah for

☒ the Elimination of a U.S. (I) Route 666
☐ the Establishment of a U.S. (I) Route 393
☐ the Establishment of a U.S. Bike Route
☐ the Relocation of a U.S. (I) Route
☒ ☐ the Establishment of a U.S. Bike Route
☐ the Extension of a U.S. (I) Route
☐ the Establishment of a U.S. Alternate Route
☐ the Establishment of a Temporary U.S. Route

☒ ☐ the Recognition of a Business Route on U.S. (I) Route
☒ ☐ the Recognition of a By-Pass Route on U.S. Route

Between Monticello, UT and Utah/Colorado State Line

The following states or states are involved:
Utah
Colorado
New Mexico

For AASHTO Use Only
Date received 3-19-03
Date application acknowledged 4-24-03
Date considered by the Standing Committee on Highways 5-30-03
Date approved 5-31-03
Action of Standing Committee on Highways Approved as

For AASHTO Use Only
Member Department Notified 6-1-03

Date submitted: March 14 2003

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

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

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

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

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

Date facility available to traffic Facility is open to traffic

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

Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where?
(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)
The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, not withstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 2,328 as compared to 5,926 for the year 2000 for all other U.S. Numbered Routes in the State.

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

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

(Signature)

Chief Executive Officer: Utah Department of Transportation (Member Department)

This petition is authorized by official action of ________________________________

under date of ________________________________ as follows: (Copy excerpt from minutes.)
Instructions for Preparation of Page 6

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

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

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

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

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

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

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

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

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

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