Route 27

Updated: November 2008

Delta via Hinckley to Nevada line. March 7, 1927.

1953 Description:
From Delta on Route 26 via Hinckley to the Utah-Nevada State line.

1963 Description:
This route was reversed and approved by the Legislature.

Approved by the 1965 Legislature:

1967 Legislature:
1969 Legislature:
SR-8 from Moark Junction to 1-70 west of Green River and SR-26 from Delta via Spanish Fork to Moark Junction re-designated SR-27 by the 1969 Legislature.

1969 Description:
From the Utah-Nevada State line easterly via Delta and Tintic Junction, thence easterly via Spanish Fork Canyon and Price to SR-4 (Interstate 70) west of Green River. *(A) *(B) *(C)

1975 Legislature:

*(D) 1975 Description:
The old alignment of SR-27 northwest of Thistle Junction abandoned and property relinquished to adjacent property owners.
The old alignment of SR-27 east of Thistle Junction relinquished to Utah County.

1975 Description:
From the Utah-Nevada State line easterly via Delta and Tintic Junction, thence easterly via Spanish Fork Canyon and via Price By-Pass road to SR-4 (1-70) west of Green River. 1977 Legislature Description remains the same as 1975 Commission action.

*(E) 1977 Commission Action (May 20, 1977)
The 1977 Legislature description of State Route 27 is deleted from the State System and reassigned as State Route 6.

* Refers to resolution index page following.
Route 27

COUNTY/VOLUME & RESOLUTION NO.

A. Emery Co. 4/20  B. Utah Co. 5/7  C. Utah Co. 5/19
D. Carbon Co. 5/33  E. Multiple Co. 6/2

DESCRIPTION OF RESOLUTION CHANGE

(A). Relocation/New Alignment - From near Woodside toward Green River
(B). Abandonment - Old section of SR-27. Description in Resolution.
(C). Disposition - Old Alignment around Thistle Junction.
(D). Relocation/Transfer Old Alignment of SR-27 from Carbon Avenue and Main Street Price to a connection with the Price by Pass at Blue Cut to Price City and Carbon County.
(E). Deletion - Deleted SR -27 as a State Route designation.
TO: Mr. Henry C. Helland
07-SP
Director of Highways
Salt Lake City, Utah

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

SUBJECT: Utah Systems: Relocation of FAP Route 28 in Emery County

DATE: June 4, 1971

In reply refer to: 09-42.41

Your request of May 21, 1971, to relocate FAP 28 from the old alignment to the new alignment constructed under Projects F-028-3(10), First and Second Contracts, is approved.

We are also approving the transfer of the old road from a point 700 feet north to a point 1000 feet south of the old railroad underpass to the local jurisdiction and the abandonment of the remainder of the old road.

This action decreases the FAP system 0.44 mile and increases the county B mileage by 1.1 miles.

The relinquishment of right-of-way due to the abandonment of portions of the old highway will be considered upon submittal of the formal request and adequate maps.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN
TO: George W. Bohn, Division Engineer
Federal Highway Administration

FROM: L. R. Jester, Chief
Systems Planning Division

SUBJECT: Relocation Federal-aid Primary Route 28 in Emery County

DATE: May 21, 1971

On May 14, 1971, the Utah State Road Commission adopted a resolution transferring the designation of State Route 27 to the new alignment resulting from the construction of Project F-028-3(10) 1st and 2nd Contracts from a point near Woodside southerly toward Green River.

To maintain continuity in the Federal-aid Primary System of Highways we hereby request your concurrence in the relocation of Federal-aid Primary Route 28 to be coincident with the new location of State Route 27.

Approval of this recommended change would result in a decrease of 0.44 mile in the Federal-aid Primary System and will not necessitate a change in the approved description of Federal-aid Primary Route 28.

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

Transmittal

BDB: WDMears: bt
James Deaton  
District Engineer  
District 4  
Price, Utah  

Dear Sir:

It is the recommendation of the Emery County Commissioners that the Old 50-6 Road from Woodside South toward Green River be abandoned, with one exception.

Beginning at a point 1000 feet North of the Old Mile Post 112, where the Green River-Castle Dale Cut-off intersects the 50-6, thence North .6 of a mile under the D. & R. G. W. Railroad underpass to the approach of the new 50-6 Highway location.

We would be interested in acquiring and removing some of the structures on the abandoned section, if the State Road Commission has no use for them.

Sincerely

EMERY COUNTY COMMISSION

Gardell Snow, Chairman

Gren P. Bott, Clerk
Memorandum

TO: B. Dale Burningham
    Planning Statistics Supervisor
    Attn: Lester Jester

FROM: J. W. Homer
    Plans & Estimates Engineer

SUBJECT: F-028-3(10), 1st & 2nd Contracts
    Woodside to Green River

DATE: April 22, 1971

In order to comply with Policy & Procedure for Commission action for old highway abandonment, the following items provide the information as to the interest held and the manner of acquisition of the old Highway right of way.

The old R/W from 1944+40 to a point 700 ft. north of the old RR underpass was acquired from the Public Domain and should be abandoned by relinquishment.

From a point 700 ft. north to a point 1000 ft. south of the old RR underpass to be retained for the County Road connection, was acquired from the Public Domain and should be eliminated from the relinquishment.

The old right of way lying north of the northerly I-70 No Access and Right of Way Line in the NE<sup>4</sup>NE<sup>3</sup> of Section 18 was acquired from private ownership by Right of Way Deed (Perpetual Easement for Highway) and by Commission abandonment of the old road would revert to the present land owner.

Following the commission action by resolution, a relinquishment of the old Public Domain right of way will be made by this section.

cc: James L. Deaton, Dist. Eng., Dist. No. 4
TO : B. Dale Burningham
Planning Statistics Supervisor

FROM : James L. Deaton
District Engineer

SUBJECT: F-028-3(10) 1st and 2nd Contracts and PPM 07-4

Attached is a one sheet drawing showing the old and new highway facility from Woodside Southerly to near Green River. The old highway is shown in red, the new highway is shown in green, and Emery County connection to the new highway showing in brown and yellow.

In accordance with Policy and Procedure memorandum 07-4, it is the recommendation of the District Engineer that the old highway facility be abandoned in that the new highway facility insures continuity of service as did the old facility.

Also attached is a letter dated January 6, 1971 from the Emery County Board of Commissioners in which they concur in the recommendation of abandonment with the exception that the County connection to the new facility utilizes a small portion of the old highway. The description for this section is on the attached drawing.

JLD:slj

cc: Board of Emery County Commissioners
   Blaine J. Kay, State Highway Engr.
   Fran C. Feitch, State Road Commissioner
June 17, 1971

Mr. Gardell Snow, Chairman
Emery County Commission
Emery County Courthouse
Castle Dale, Utah 84513

Dear Mr. Gardell:

Subject: Relocation Federal-aid Primary Route 28 in Emery County

Effective June 4, 1971, the Federal Highway Administration approved the relocation of Federal-aid Primary Route 28 from the old alignment to the new alignment, constructed under Projects F-028-3(10) First and Second Contracts.

Approved this same date was the transfer of the old road from a point 700 feet north to a point 1000 feet south of the old railroad underpass and the new constructed approach road connecting the new alignment at a point 700 feet north of the old railroad underpass to the jurisdiction of Emery County.

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

Very truly yours,

L. R. Jester, Chief
Systems Planning Division

Attachment
RESOLUTION
State Route 27

WHEREAS, the reconstruction of State Route 27 northwest of Thistle Junction in Utah County, as Project SP-1533 was completed in 1954, and

WHEREAS, no disposition of the abandoned roadway and surplus right of way has been made, and

WHEREAS, it has been recommended by Mr. Edwin E. Lovelace, District #6 Engineer, and concurred in by the Utah County Commission, that the old section of roadway between engineer stations 895+25 + - to 908+50 + - be abandoned.

NOW THEREFORE, be it resolved as follows:

That the old alignment of State Route 27 between engineer stations 895+25 + - to 908+50 + - be abandoned and ownership transferred to the adjacent abutting owner,

That the memorandums from Edwin E. Lovelace, and J. W. Homer, Plans and Estimates Engineer, and the letter from Mr. L. D. Green, Utah County Surveyor, pertaining to the subject right of way and roadway be hereby incorporated as a part of this submission,

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

Dated this ______ day of ______, 1973.

STATE ROAD COMMISSION OF UTAH

[Signature]
Chairman

[Signature]
Vice-Chairman
RESOLUTION
State Route 27
Page 2

ATTEST:

Secretary
Memorandum

TO: B. DALE BURNINGHAM, Planning Statistics Sup.
FROM: EDWIN E. LOVELACE, District Six Engineer

SUBJECT: Project SP-1533
Old highway abandonment

Transmitted to you is a Right-of-Way Strip Map which indicates
in yellow, that portion of old Highway 50 & 6, South of Thistle, that
can be abandon from State Highway use.

Also forwarded is a copy of a letter from Utah County, also
indicating that they do not have further use of this section of old
roadway.

Would you kindly take necessary action so that a resolution can be
presented to the Road Commission for their consideration?

III/WEJones/Fwd

cc: John Homer, Plans & Est. Engineer, Rdwy. Des.
Memorandum

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

FROM: J. W. Homer
Plans & Estimates Engineer

SUBJECT: Project SP-1533 in Utah County
Disposition of Right of Way

DATE: September 27, 1973

Research of the right-of-way files has failed to produce any records to indicate that the old road and whatever right-of-way appurtenances are applicable were acquired by any manner other than prescriptive. The area colored yellow falls within the property of one owner as indicated on the right-of-way plans of the current project.

Since the Utah County Surveyor has indicated the County has no interest in the old road, abandonment logically could be made to the adjacent and abutting owner. If required, a Quitclaim Deed of any Highway interest can be provided by this section.

Att. (Map)

cc: E. E. Lovelace, Dist. Eng., Dist. #6
August 7, 1973

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

Dear Ed:

It is our understanding that the Highway Department wishes to abandon an old road right-of-way that runs along U.S Highway 50, 6, and 89 on project SP-1533 southwest of Thistle in Spanish Fork Canyon from station 895+25 more or less to station 908+50 more or less on the right side of the road.

We recommend that you abandon this old right-of-way as Utah County has no interest in it.

Very truly yours,

L.D. Green  
Utah County Surveyor
Mr. Verl D. Stone, Chairman
Utah County Commission
City and County Building
Provo, Utah  84601

Dear Commissioner Stone:

Subject: Abandonment of Old Right of Way in Utah County

Effective November 9, 1973, the State Road Commission approved a resolution to abandon that section of old roadway between engineer stations 895+25 + - 908+50 + - Project SP-1533, north of Thistle, as described in the attached resolution.

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

Very truly yours,

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

Attachment
RESOLUTION

State Route 27

WHEREAS, the reconstruction of State Route 27 northwest of Thistle Junction in Utah County, as Project SP-1533 was completed in 1954, and

WHEREAS, no disposition of the abandoned roadway and surplus right of way has been made, and

WHEREAS, it has been recommended by Mr. Edwin E. Lovelace, District #6 Engineer, and concurred in by the Utah County Commission, that the old section of roadway between engineer stations 895+25 + - to 908+50 + - be abandoned.

NOW THEREFORE, be it resolved as follows:

That the old alignment of State Route 27 between engineer stations 895+25 + - to 908+50 + - be abandoned and ownership transferred to the adjacent abutting owner,

That the memorandums from Edwin E. Lovelace, and J. W. Homer, Plans and Estimates Engineer, and the letter from Mr. L. D. Green, Utah County Surveyor, pertaining to the subject right of way and roadway be hereby incorporated as a part of this submission,

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

Dated this ______ day of ______, 1973.

STATE ROAD COMMISSION OF UTAH

Chairman

Vice-Chairman
RESOLUTION
State Route 27

WHEREAS, the reconstruction of State Route 27 from Thistle Junction easterly in Utah County, under Project F-028-1(1) was completed in 1962, and
WHEREAS, no disposition of a portion of the old alignment of State Route 27 has been made, and
WHEREAS, it has been recommended by Mr. Edwin E. Lovelace, District Engineer, and concurred in by the Utah County Commission, that this old alignment of State Route 27 be transferred to the jurisdiction of Utah County.

NOW THEREFORE, be it resolved as follows:

That the section of roadway related on the attached map sheet be transferred to the jurisdiction of Utah County,

That by this action Utah County "B" System mileage will increase 0.6 ± mile,

That the letter from Utah County and the memorandum from Edwin E. Lovelace, pertaining to the subject road be hereby incorporated as a part of this submission,

That the map sheet reflecting the location of said transfer be hereby incorporated as a part of this submission.

Dated this 23rd day of August, 1974.

STATE ROAD COMMISSION OF UTAH

[Signature]
Chairman

[Signature]
Vice-Chairman
RESOLUTION
State Route 27
Page 2

Signed:

[Signatures]
Commissioner

Attest:

[Signature]
Secretary
Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: March 7, 1973

TO: B. Dale Burningham,
Planning Statistics Supervisor

FROM: Edwin E. Lovelace, District Six Engineer

SUBJECT: Transfer of By-Passed Highway in Utah County

Will you provide for transfer to Utah County of a section of roadway at Thistle which was by-passed by the construction of Project F-028-1(1) Thistle to Red Narrows.

This construction was completed in 1962 but it appears the section of by-passed road was not officially transferred. A marked sketch is enclosed which shows the location of the road.

The Utah County Commission has been informed of the proposed transfer.

EEL/AW/ksb

Enclosure
July 15, 1974

Utah State Department of Highways
Box 215
Orem, Utah

Attention: Alex Wadley

Gentlemen:

In answer to your letter of July 10, 1974, it is the decision of the Utah County Commission to place the old road at Thistle on the "B" System.

We therefore ask you to make this necessary change from the State Road System to the County "B" System.

Very truly yours,

L. D. Green
UTAH COUNTY SURVEYOR
UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
UTAH COUNTY

Addition to State Road System
Deletion from State Road System
- Transferred to Local Jurisdiction
Mr. Verl D. Stone, Chairman
Utah County Commission
Utah County Courthouse
Provo, Utah  84601

Dear Commissioner Stone:

Subject: Transfer of Old Right of Way in Utah County

Effective August 23, 1974, the State Road Commission approved a resolution to transfer to the jurisdiction of Utah County that portion of the old alignment of State Route 27 east of Thistle Junction, as described in the attached resolution.

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

Very truly yours,

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

Attachment
RESOLUTION

Relocation Federal-aid Primary Route 28
Addition Federal-aid Primary Route 54
Relocation State Route 27
Addition State Route 55

WHEREAS, to permit the Planning and Programming of projects in the
Price City area, and

WHEREAS, to provide continuity of Federal-aid and State Routes, and
WHEREAS, the designation of these Federal-aid Primary Routes are
in keeping with the Functional Classification as outlined in the Federal-aid
Highway Act of 1973, and

WHEREAS, the redesignation and designation of State Routes within
this area are in keeping with the Utah Highway Code, Section 27-12-27, UCA,
1953, as amended.

NOW THEREFORE, be it resolved as follows:

That Federal-aid Primary Route 28 be relocated to be coincident
with the Price By-Pass Route,

That State Route 27 be relocated to be coincident with the relocation
of Federal-aid Primary Route 28,

That the portion of the old location of Federal-aid Primary Route 28
from the southeast connection with the Price By-Pass northwesterly to Main
Street and Carbon Avenue, thence north on new location coincident with Carbon
Avenue to First North Street, thence westerly coincident with First North
Street and the proposed connection to the Price By-Pass be designated as
Federal-aid Primary Route 54,

That Federal-aid Primary Route 54 be designated as State Route 55,

That the old location of State Route 27 from Carbon Avenue and Main
Street northwesterly to a connection with the Price By-Pass at Blue Cut be
transferred to the jurisdiction of Price City and Carbon County respectively,
the maintenance will continue as a responsibility of the Department of Transportation until such time as the Price By-Pass is open to traffic,

That by this action Price City "C" System mileage will increase 0.2 + - mile, Carbon County "B" System mileage will increase 3.6 + - miles and the Federal-aid Primary System mileage will increase 2.8 + - miles. The actual Federal-aid System mileage will be reflected upon completion and approval of the Federal-aid System as of July 1, 1976,

That application be made to the Federal Highway Administration to relocate and redesignate the Federal-aid Primary System as heretofore described,

That the letters from Price City and Carbon County indicating their concurrence in these system revisions be hereby incorporated as a part of this submission,

That the map showing the revisions as outlined be hereby incorporated as a part of this submission.

Dated this 8th day of August, 1975.

UTAH DEPARTMENT OF TRANSPORTATION

[Signatures]

Chairman

[Signatures]

Vice-Chairman
RESOLUTION
Relocation Federal-aid Primary Route 28
Addition Federal-aid Primary Route 54
Relocation State Route 27
Addition State Route 55

ATTEST:

[Signatures]

[Signatures]

Secretary
Memorandum

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

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

SUBJECT: Revision of Federal-aid Primary Route 28 and Addition of Federal-aid Primary Route 54

DATE: August 14, 1975

The attached resolution adopted by the Utah Department of Transportation Commission on August 8, 1975, indicates the Commission's request for revisions in the subject Federal-aid Routes.

The resolution relates the reasons, justifications and the net mileage revision that would result from the adoption of these recommended changes.

These revisions are in compliance with section 103(c) of Title 23, U.S. Code, regarding cooperation with appropriate local authorities.

Transmitted are the requested number of resolutions and route description sheets pertaining to the revision and addition of these Federal-aid Routes.

Attachment

LRJ:EDB:WDMears:bt
Memorandum

RECEIVED
1975 SEP 29 11:00

SUBJECT: Revision to FAP-28 and Addition of FAP-54 in Carbon County

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

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

DATE: September 26, 1975

Reference is made to Mr. L. R. Jester's August 14, 1975, memorandum concerning the above subject.

The request to relocate FAP-28 coincident with the Price By-pass and to add FAP-54 through Price as described is approved. These changes are consistent with the functional classification recently completed by your office. The documents submitted by the Price Municipal Corporation and Carbon County are accepted as evidence of cooperation with appropriate local officials.

This first primary system action of the year decreases the primary system mileage by 1.0 mile.

A copy of the approved description sheets are attached for your records.

James F. Biddiscombe, P.E.

Attachments
<table>
<thead>
<tr>
<th>Route Designation</th>
<th>F.A.P. Route No.</th>
<th>State Route No.</th>
<th>Brief Description of Route and Terminus</th>
<th>Total Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Federal-aid Primary Route No. 54</td>
<td>54</td>
<td>SR-55</td>
<td>From Federal-aid Primary Route 28 west of Price easterly via Price to Federal-aid Primary Route 28 southeast of Price</td>
<td>2.8</td>
</tr>
</tbody>
</table>
### STATE OF UTAH

**FEDERAL-AID PRIMARY SYSTEM**

Proposed Revision Federal-aid Primary Route No. 28

Approved September 26, 1975  Submitted: August 14, 1975

<table>
<thead>
<tr>
<th>Route Designation</th>
<th>Brief Description of Route and Termini</th>
<th>County</th>
<th>Total Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td>From a point on Federal-aid Primary Route 1 (FAI-15) north of Spanish Fork southeasterly via Moark Junction, Thistle Junction and the Price Bypass to a point on Federal-aid Primary Route 4 (FAI-70) west of Green River.</td>
<td>Utah</td>
<td>46.1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Wasatch</td>
<td>2.7</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Carbon</td>
<td>39.6</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Emery</td>
<td>37.6</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total</td>
<td>126.0</td>
</tr>
</tbody>
</table>

Approved November 4, 1955
Revised March 5, 1971

**Note:** The revision of this route decreases the total length from 129.8 miles to 126.0 miles, a decrease of 3.8 miles.
Utah State Road Commission
Mr. James L. Deaton
District Engineer

Dear Mr. Deaton:

In response to your letter of June 6, 1975, we the
Board of Carbon County Commissioners concur with the
proposed change as your letter states in reference to
highway 50 & 6 road between the Blue Cut and the west
Price city limits.

We understand that there will be no responsibility to
Carbon County for maintenance of this portion of road until
the new by-pass highway is completed to its entirety for
public use.

BOARD OF COUNTY COMMISSIONERS

By: Guido Rachiele, Chairman

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

<table>
<thead>
<tr>
<th>ROUTED TO</th>
<th>INITIAL</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>R.</td>
<td>Register Engineer</td>
</tr>
<tr>
<td>Information</td>
<td>C.</td>
<td>Approve</td>
</tr>
<tr>
<td></td>
<td>A.</td>
<td>Approve</td>
</tr>
<tr>
<td>Necessary Action</td>
<td>My Signature</td>
<td></td>
</tr>
</tbody>
</table>

RECEIVED
1975 JUL 10 at 31 PM

CARBON COUNTY
Price, Utah

July 7, 1975
James L. Deaton
District Engineer
Department of Transportation
Price, Utah 84501

Dear Mr. Deaton:

In reference to your letter of June 6, 1975, we hereby concur with your request to redesignate the proposed realignment bypass in Price as Highway US 6 & 50. We also concur with the re-establishing of the existing Price City Main Street from the proposed Price interchange to the east Price interchange as a state maintained business loop which will be given a new state route number.

We also understand that the existing highway from the railroad underpass to the intersection of Carbon Avenue and Main Street will become a city maintenance responsibility.

As explained by you, we accept the above proposals, as the agreement stipulates, Price City will not incur any maintenance on the existing highway (US 6 & 50) until such time as the bypass route is completed and under traffic use from the Blue Cut to the east Price interchange.

Very truly yours,

[Signature]
P. Hampton McArthur
City Recorder

PHM: vg
October 8, 1975

The Honorable Walter T. Axelgard
Mayor of Price City
Price City Offices
Price, Utah 84501

Dear Mayor Axelgard:

Subject: Relocation of Federal-aid Primary Route 28 and State Route 27, Addition of Federal-aid Primary Route 54 and State Route 55 in Price City and Carbon County

Effective September 26, 1975, the Federal Highway Administration concurred in the relocation of Federal-aid Primary Route 28 and State Route 27, also the addition of Federal-aid Primary Route 54 and State Route 55 as described in the enclosed resolution.

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

Very truly yours,

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

Enclosure