Route 38

Updated: November 2008

Hooper Jct. south to 1, deleted 1953.

1953 Description:
From Route 1 in Ogden on Twenty-fourth Street westerly, via Hooper Jct. to Nyes Corner on Route 84.

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

1964 Description:
From Nyes Corner on Route 84 easterly and northerly to junction with State Route 37.
**(A) Scanned) 2/14/64

1964 Description:
From Nyes Corner on Route 84 easterly to Hooper Junction on Route 37. 2/14/64

1965 Legislature:
(Hooper Junction easterly via 24th Street to Washington Avenue transferred to SR-37)

1966 Description:
Withdrawn as a route number ***(B) Scanned) 12/15/66 (from SR-84 easterly to SR-79 transferred to SR-79 - SR-79 north via 1100 West to SR-37 transferred to Ogden City.

1968 Description:
*(C) (Added to State System May 10, 1968 by Commission Action). From Summit Interchange east and northeasterly to a junction with SR-143 in Parowan.

*(D) 1975 Legislature:
Withdrawn as a State Route (the old alignment of SR-38 relinquished to Local jurisdiction).

*(E) Commission Action October 15, 1993:

1993 Description:
From a junction with SR-13 in Brigham City northerly to a junction with SR-30 Collinston Junction.

1994 Legislative Description:
From Route 13 in Brigham City northerly via Honeyville and Deweyville to Route 30 in Collinston.
Route 38 Cont.

1995 Legislature: Description remains the same.
1996 Legislature: Description remains the same.
1997 Legislature: Description remains the same.

1998 Legislative Description:
From Route 13 in Brigham City northerly through Honeyville and Deweyville to Route 30 in Collinston.

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.
2004 Legislature: Description remains the same.
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 38

### COUNTY/VOLUME & RESOLUTION NO.

<table>
<thead>
<tr>
<th>A. Weber Co. 1/85</th>
<th>B. Weber Co. 1/123</th>
<th>C. Iron Co. 2/29</th>
</tr>
</thead>
<tbody>
<tr>
<td>D. Iron Co. 5/29</td>
<td>E. Box Elder Co. 10/7</td>
<td></td>
</tr>
</tbody>
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### DESCRIPTION OF RESOLUTION CHANGE

(A). Deletion - From the junction with new SR-37 via 24th Street to Harrison Boulevard.


(C). Addition - From Summit Interchange to Jct. SR-143 in Parowan.

(D). Deletion - Withdrawn as a State Route.

(E). Re-designation/Addition - Re-designated SR-69 in its entirety as SR-38.
Relinquishment of Realigned Highways
Changes and Transfers in State and Federal-Aid Route Numbers
(Authority: Sec. 27-12-29, UCA, 1953, as Amended)

RESOLUTION

State Routes 103, 203, 205, 37, 38, 39

WHEREAS, 1964, 1965, and 1966 programming of construction projects in the vicinity of northeast Ogden limits; and

WHEREAS, to maintain continuity in the State System of highways it is deemed necessary to relocate, extend and abandoned various State Routes in the northeast section of Ogden City; and

WHEREAS, the old alignment of State Route 39 from Harrison Boulevard to Ogden East City limits is no longer justified as a part of the State Highway System, but, nevertheless, still serves a purpose as a public highway,

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

1. That State Route 39 be transferred to a new location commencing at a point near Ogden east city limits, thence northerly and westerly, via 12th Street to State Route 1 (Washington Boulevard) and by this action the designation of State Route 39 will be deleted.

2. That upon the opening to traffic the reconstruction on new location of State Route 39, the old roadway from a junction with State Route 203, easterly to a junction with State Route 39, will be transferred to the jurisdiction of Ogden City and included in their "O" mileage.

3. That State Route 37 be extended from its present termini easterly via 24th Street to State Route 203 (Harrison Boulevard) and in this action the Route designation of 38 will be deleted for that portion of roadway traversed by the extension of State Route 37.

4. That State Route 203 be extended from its present termini, southerly via Harrison Boulevard to State Route 3, and by this action the designation of/103
will be deleted.

5. That application be made to the U.S. Department of Commerce, Bureau of Public Roads, to redesignate the Federal-aid Secondary Routes, affected by the aforesaid State Route changes, in order to maintain continuity in the Federal-aid Secondary System of Highways.

6. That by this action State Route mileage will not be affected.

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

Dated this 14th day of February, 1964.

STATE ROAD COMMISSION OF UTAH

[Signatures]

Chairman

[Signatures]

Commissioner

[Signatures]

Commissioner

[Signatures]

Commissioner

ATTEST:

[Signatures]

Secretary
RESOLUTION

State Route 38 & 79

WHEREAS, it has been recommended by Mr. Earl Mickelson, District Engineer, and concurred in by Ogden City Officials that present State Route 38 from a junction with State Route 84 easterly to a junction with State Route 79 be redesignated as part of State Route 79 and that portion of State Route 38 from a junction with State Route 79 north via 1100 West Street in Ogden City to a junction with State Route 37 be deleted from the State System of Highways and transferred to the jurisdiction of Ogden City and,

WHEREAS, this redesignation will provide a better guide for highway users and,

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

WHEREAS, Interstate Route 15 is presently under construction, that portion of State Route 38 on 1100 West Street will no longer serve in the capacity of a State Highway.

NOW THEREFORE, pursuant to the Authority of Sections 27-12-27, and 27-12-72, UCA, 1953, As Amended, it is hereby resolved as follows:

1. That present State Route 38 from a junction with State Route 84 easterly to a junction with State Route 79 at 1100 West Street in Ogden be redesignated with the designation of 79.

2. That State Route 38 from a junction with State Route 79 north via 1100 West Street in Ogden to a junction with State Route 37 a distance of 1.0 + mile, be transferred to the jurisdiction of Ogden City.
RESOLUTION
State Route 38 & 79
Page 2

3. That by this action State Highway System mileage will decrease 1.0 + - mile and Ogden City "C" mileage will increase 1.0 + - mile.

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

Dated this 15th day of December, 1966.

STATE ROAD COMMISSION OF UTAH

Hamilton
Chairman

Singer
Commissioner

Frisbee
Commissioner

Secretary

ATTEST:

Donald A. Tinley
Secretary
Mr. W. E. Mickelson  
District Engineer  
Utah State Department of Highways  
128 - 17th St.  
Ogden, Utah  

Re: Pennsylvania Avenue  

Dear Sir:

In accordance with our discussions this week, you are hereby informed that Ogden City is willing to accept Pennsylvania Avenue as a City street if and when the State Road Commission determines that it no longer serves a useful need as a State highway. Please notify us when this action is officially taken.

Respectfully yours,

[Signature]

CHARLES R. KELLEY  
City Manager
December 21, 1966

Mr. Bud Favero, Chairman
Weber County Commission
Ogden, Utah

Subject: Extension of State Route 79 and Deletion of State Route 38 in Weber County

Dear Mr. Favero:

Effective December 15, 1966, the State Road Commission adopted a resolution extending State Route 79 to traverse the alignment of State Route 38, from Hyoms Corner on State Route 84 easterly to 1100 West and easterly along existing State Route 79 to State Route 105 (Washington Boulevard). The portion of State Route 38, from State Route 79 northerly to State Route 37, a distance of 1.0 ± mile, is transferred to the jurisdiction of Ogden City.

By this action State Route 38 is deleted from the State System of Highways.

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

Very truly yours,

R. Dale Burningham
Chief Research Engineer

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

RESOLUTION
State Routes 1, 38, 76 and 143

WHEREAS, to enable the programming of Interstate Construction Projects between Summit and north of Paragonah, with the proper State Route and Federal-aid Route designation and,

WHEREAS, to maintain continuity in the State System of Highways, it is necessary to redesignate a portion of State Route 1, from a point near Summit to a point north of Paragonah and,

WHEREAS, it has been recommended by Mr. C. V. Anderson, District Engineer, that the old alignment of State Route 1 be retained as part of the State System of Highways, and that State Route 143 be extended from its present termini in Parowan north to the Parowan Interchange and,

WHEREAS, the extension of State Route 143 is concurred in by the Parowan City Council and,

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

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

1. That the new alignment to be created by the construction of Interstate Route 15, from a point west of Summit northeasterly to a point north of Paragonah, a distance of 12.5 + - miles, will be designated as a part of State Route 1.

2. That State Route 143 be extended from its present termini in Parowan north via Main Street in Parowan to the Parowan Interchange, a distance of 1.1 + - miles.
3. That the old alignment of State Route 1 from the Summit Interchange to a junction with State Route 143 in Parowan, a distance of 7.6 +/- miles, be designated as interim State Route 38, subject to the approval of the Legislature and the U.T.S. Action Committee.

4. That the old alignment of State Route 1 from a junction with State Route 143 in Parowan to the Paragonah Interchange, a distance of 5.2 +/- miles, be designated as interim State Route 76, subject to the approval of the Legislature and the U.T.S. Action Committee.

5. That application be made to the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads, to extend Federal-aid Secondary Route 387 from its present termini in Parowan, north via State Route 143 to the Parowan Interchange, and that Federal-aid Primary Route 1 be relocated to traverse Interstate Route 15, from a point near Summit north-easterly to the Paragonah Interchange.

6. That by this action State Highway System mileage will increase 13.3 +/- miles, Federal-aid Primary System mileage will decrease 0.8 +/- mile, and Federal-aid Secondary mileage will increase 1.1 +/- miles.

7. That the letter from Parowan City Council relating their concurrence in the extension of State Route 143 is hereby incorporated as a part of this submission.

8. That the communique from Mr. C. V. Anderson, District Engineer, relating his recommendations concerning the retention of the old alignment of State Route 1 on the State System of Highways is hereby incorporated as part of this submission.

9. That the map illustrating the action taken herewith is hereby incorporated as a part of this submission.
RESOLUTION
State Routes 1, 38, 76 and 143
Page 3

Dated this __________ day of May, 1968.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary
May 20, 1968

Mr. Ivan M. Matheson, Chairman
Iron County Commission
R.F.D. #1
Cedar City, Utah 84720

Dear Mr. Matheson:

Subject: Transfer to a new alignment portions of SR-1 to the new alignment of I-15 from Summit to Paragonah, Iron County

Effective May 10, 1968, the State Road Commission adopted a resolution transferring that portion of SR-1 from Summit via Parowan to the I-15 Interchange north of Paragonah to the new alignment of Interstate 15.

That the old alignment of SR-1 from Summit to SR-143 in Parowan be redesignated SR-38 and SR-143 be extended northerly 1.1 + - miles to the Parowan Interchange. That the old alignment of SR-1 from SR-143 in Parowan via Paragonah Interchange be redesignated SR-76.

By this action State Highway mileage will be increased 13.3 + - miles, Federal-aid Primary System mileage will decrease 0.8 + - mile, and Federal-aid Secondary mileage will increase 1.1 + - miles.

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

BDent:bt
TO: B. Dale Burningham  
Planning Statistics Supervisor

FROM: C. V. Anderson  
District Five Engineer

SUBJECT: State Route 1 Redesignation

DATE: April 16, 1968

It is my recommendation that the following sections of State Route 1 be given an interim state route redesignation subject to the recommendations of the Utes Action Committee and pending action of the Utah Legislature:

1. Summit Interchange on Interstate 15 to the junction of U-143 in Parowan. (Center Street)

2. From the junction with U-143 in Parowan (approximately 5th North) via Paragonah to the North Paragonah Interchange on Interstate 15.

It is understood that the section north of Cedar City from the junction of U-130 to Summit, will be transferred to local jurisdiction upon completion of Interstate 15 to Summit.

CVA: vg
Utah State Department of Highways
District #5 Engineer
Mr. Charles V. Anderson
380 North Main
Cedar City, Utah

Re: Extension of Highway U-143

Dear Mr. Anderson:

Parowan City Council concurs with the recommendations made by the State Highway Department in regards to extending Highway U-143 from its present terminus in Parowan, to a point of intersection with Interstate Highway 15 when it is completed through Parowan Valley.

The City Council discussed this extension in our meeting of November 13, 1967, and are in agreement that we should give your office our full cooperation in this matter.

Sincerely yours,

Ralph S. Orton
Parowan City Mayor
Memorandum

TO: Charles V. Anderson
District #5 Engineer

FROM: B. Dale Burningham
Planning Statistics Supervisor

DATE: September 21, 1967

SUBJECT: State Route and Federal-aid Designations in vicinity of Parowan

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

It has been recommended that State Route 143 be extended from its present termini in Parowan, north traversing a portion of State Route 1 to the Parowan Interchange, with the Federal-aid Secondary Route 387 being extended to traverse this same routing.

By legislative action during the 1967 Legislature, the State Route Statutory designation of 1 is transferred to the alignment of I-15 upon a completion of any segment of this route when it is opened for public use, therefore the disposition of that portion of the old alignment from the Summit Interchange to the Paragonah Interchange should be determined prior to the opening of the Interstate Route between these two points.

We would like to receive your recommendations for presentation to staff at your earliest convenience.
Memorandum

TO: Howard Lathem, Engineer for Planning and Programming
ATTN: Dale Burningham, Planning Statistics Supervisor

FROM: C. V. Anderson, District Five Engineer

SUBJECT: State Route and Federal-Aid Designations in the Vicinity of Parowan

DATE: January 2, 1968

Enclosed is a letter from the Parowan City Corporation concurring in the recommendation that SR-143 be extended to the north Parowan interchange, with F.A.S. route 387 being extended to traverse this same route.

It is my recommendation that all of old SR-1 from the north Cedar City interchange to the north Paragonah interchange revert to local jurisdiction upon completion of I-15. The Iron County Commission will probably not agree with this recommendation, since they feel that Parowan should have an additional interchange on the south side of the city.

Transfer of these sections is not critical at the present time, so it is probably better to request concurrence from the Iron County Commission when needed.

CVA: vg
Enclosure
TO: Dale Burningham, Chief Research Engineer
FROM: J. Edward Johnston, Deputy Director of Highways - Planning & Traffic

DATE: March 17, 1965

SUBJECT: S-0387(4) Parowan Connection

Please note Mr. Anderson's memorandum of March 16 in regard to the Parowan Connection. Prepare the necessary resolution for placing this connection on the State system.

Also, see me about placing on the State system, a connector road on 5300 South; 7200 South; and 90th South in Salt Lake County.

JEJ/em
Attachment
Office Memorandum  

TO:  J. Edward Johnston, Deputy Director, Planning & Traffic Division  
FROM:  W. L. Anderson, Chief Planning and Programming Engineer  

DATE:  March 16, 1965  

SUBJECT:  S-0387(4) Parowan Connection  

Approximately .4 mile of approach road will be required to connect present road to interchange with I-15 at Parowan.

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

It is suggested the FAS 387 from Parowan Canyon be extended to the interchange and also follow the present US 91 from Parowan through Paragonah to interchange at North Paragonah.

The present US 91 from Parowan to Summit should be abandoned as State road and revert to County.

WLANDERSON/ds  

cc/Dale Burningham  
John Homer
STATE ROAD CHANGES
IRON COUNTY

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

ROUTE DESIGNATION CHANGE
Existing Route Designation
Proposed Route Designation

Date Submitted: ____________________

Date Approved: ____________________
May 20, 1968

The Honorable Ralph S. Orton
Mayor of Parowan City
Parowan City Corporation
Parowan, Utah 84761

Dear Mayor Orton:

Subject: Transfer to a new alignment portions of SR-1 to the new alignment of I-15 from Summit to Paragonah, Iron County

Effective May 10, 1968, the State Road Commission adopted a resolution transferring that portion of SR-1 from Summit via Parowan to the I-15 Interchange north of Paragonah to the new alignment of Interstate 15.

That the old alignment of SR-1 from Summit to SR-143 in Parowan be redesignated SR-90 and SR-143 be extended northerly 1.1 + - miles to the Parowan Interchange. That the old alignment of SR-1 from SR-143 in Parowan via Paragonah Interchange be redesignated SR-76.

By this action State Highway mileage will be increased 13.3 + - miles, Federal-aid Primary System mileage will decrease 0.8 + - mile, and Federal-aid Secondary mileage will increase 1.1 + - miles.

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

UTAH STATE DEPARTMENT OF HIGHWAYS
bc: Howard B. Leatham
Resolution & Location Maps
sent to:
Robert Kirby, BPR
W. L. Anderson
Bruce Fjeldsted
Keith Rosevear
Ken Riddle
Ralph Murdock
Janiel Little
John W. Homer
Dean R. Steed
Chauncey Powlis
Evelyn Crill
(continued below)

Charles Bertolino
Robbin Hood
Harold Brown
David Greenwood
Lucy Ann Bean
Porter M. Gooch
James Booth
Robert Walsh
Lillian Witkowski
Garn Henderson
Maurice Richey
Wallace J. Liddle
David Sargent
Eva McBain
Alex E. Mansour
Ezra Christensen
E. Paul Gilgen
Jim West
Ellen Wandell
Don Jensen
December 21, 1966

The Honorable Bert Woldhuis
Mayor of Ogden City
Ogden, Utah

Subject: Extension of State Route 79 and Deletion of State Route 38 in Weber County

Dear Mayor Woldhuis:

Effective December 15, 1966, the State Road Commission adopted a resolution extending State Route 79 to traverse the alignment of State Route 38, from Nye Corner on State Route 34 easterly to 1100 West and easterly along existing State Route 79 to State Route 106 (Washington Boulevard). The portion of State Route 38, from State Route 79 northerly to State Route 37, a distance of 1.0 + mile, is transferred to the jurisdiction of Ogden City.

By this action State Route 38 is deleted from the State System of Highways. Transmitted is a copy of the resolution and a location map.

Very truly yours,

E. Dale Burningham
Chief Research Engineer

Transmittal
RESOLUTION

State Routes 1, 38, 76 and 143

WHEREAS, to enable the programming of Interstate Construction Projects between Summit and north of Paragonah, with the proper State Route and Federal-aid Route designation and,

WHEREAS, to maintain continuity in the State System of Highways, it is necessary to redesignate a portion of State Route 1, from a point near Summit to a point north of Paragonah and,

WHEREAS, it has been recommended by Mr. C. V. Anderson, District Engineer, that the old alignment of State Route 1 be retained as part of the State System of Highways, and that State Route 143 be extended from its present termini in Parowan north to the Parowan Interchange and,

WHEREAS, the extension of State Route 143 is concurred in by the Parowan City Council and,

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

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

1. That the new alignment to be created by the construction of Interstate Route 15, from a point west of Summit northeasterly to a point north of Paragonah, a distance of 12.5 + - miles, will be designated as a part of State Route 1.

2. That State Route 143 be extended from its present termini in Parowan north via Main Street in Parowan to the Parowan Interchange, a distance of 1.1 + - miles.
3. That the old alignment of State Route 1 from the Summit Interchange to a junction with State Route 143 in Parowan, a distance of 7.6 + - miles, be designated as interim State Route 38, subject to the approval of the Legislature and the U.T.S. Action Committee.

4. That the old alignment of State Route 1 from a junction with State Route 143 in Parowan to the Paragonah Interchange, a distance of 5.2 + - miles, be designated as interim State Route 76, subject to the approval of the Legislature and the U.T.S. Action Committee.

5. That application be made to the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads, to extend Federal-aid Secondary Route 387 from its present termini in Parowan, north via State Route 143 to the Parowan Interchange, and that Federal-aid Primary Route 1 be relocated to traverse Interstate Route 15, from a point near Summit north-easterly to the Paragonah Interchange.

6. That by this action State Highway System mileage will increase 13.3 + - miles, Federal-aid Primary System mileage will decrease 0.8 + - mile, and Federal-aid Secondary mileage will increase 1.1 + - miles.

7. That the letter from Parowan City Council relating their concurrence in the extension of State Route 143 is hereby incorporated as a part of this submission.

8. That the communiqué from Mr. C. V. Anderson, District Engineer, relating his recommendations concerning the retention of the old alignment of State Route 1 on the State System of Highways is hereby incorporated as part of this submission.

9. That the map illustrating the action taken herewith is hereby incorporated as a part of this submission.
RESOLUTION
State Routes 1, 38, 76 and 143
Page 3

Dated this 10th day of May, 1968.

STATE ROAD COMMISSION OF UTAH

[Signatures of Chairman, Commissioner, and Commissioner]

ATTEST:

[Signature of Secretary]
May 20, 1968

Mr. Ivan M. Matheson, Chairman
Iron County Commission
R.F.D. #1
Cedar City, Utah 84720

Dear Mr. Matheson:

Subject: Transfer to a new alignment portions of SR-1 to the new alignment of I-15 from Summit to Paragonah, Iron County

Effective May 10, 1968, the State Road Commission adopted a resolution transferring that portion of SR-1 from Summit via Parowan to the I-15 Interchange north of Paragonah to the new alignment of Interstate 15.

That the old alignment of SR-1 from Summit to SR-143 in Parowan be redesignated SR-38 and SR-143 be extended northerly 1.1 + - miles to the Parowan Interchange. That the old alignment of SR-1 from SR-143 in Parowan via Paragonah Interchange be redesignated SR-76.

By this action State Highway mileage will be increased 13.3 + - miles, Federal-aid Primary System mileage will decrease 0.8 + - mile, and Federal-aid Secondary mileage will increase 1.1 + - miles.

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

BDent:bt
Memorandum

TO: B. Dale Burningham
   Planning Statistics Supervisor
FROM: C. V. Anderson
       District Five Engineer
SUBJECT: State Route 1 Redesignation

DATE: April 16, 1968

It is my recommendation that the following sections of State Route 1 be given an interim state route redesignation subject to the recommendations of the Utes Action Committee and pending action of the Utah Legislature:

1. Summit Interchange on Interstate 15 to the junction of U-143 in Parowan. (Center Street)

2. From the junction with U-143 in Parowan (approximately 5th North) via Paragonah to the North Paragonah Interchange on Interstate 15.

It is understood that the section north of Cedar City from the junction of U-130 to Summit, will be transferred to local jurisdiction upon completion of Interstate 15 to Summit.

CVA: vg
Re: Extension of Highway U-143

Utah State Department of Highways
District #5 Engineer
Mr. Charles V. Anderson
380 North Main
Cedar City, Utah

Dear Mr. Anderson:

Parowan City Council concurs with the recommendations made by the State Highway Department in regards to extending Highway U-143 from its present termini in Parowan, to a point of intersection with Interstate Highway 15 when it is completed through Parowan Valley.

The City Council discussed this extension in our meeting of November 13, 1967, and are in agreement that we should give your office our full cooperation in this matter.

Sincerely yours,

Ralph S. Orton
Parowan City Mayor

RECEIVED: DEC. 21, 1967
SLAY ROAD OFFICE
Memorandum

TO: Charles V. Anderson  
District #5 Engineer

FROM: B. Dale Burningham  
Planning Statistics Supervisor

SUBJECT: State Route and Federal-aid Designations in vicinity of Parowan

DATE: September 21, 1967

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

It has been recommended that State Route 143 be extended from its present termini in Parowan, north traversing a portion of State Route 1 to the Parowan Interchange, with the Federal-aid Secondary Route 387 being extended to traverse this same routing.

By legislative action during the 1967 Legislature, the State Route Statutory designation of I is transferred to the alignment of I-15 upon a completion of any segment of this route when it is opened for public use, therefore the disposition of that portion of the old alignment from the Summit Interchange to the Paragonah Interchange should be determined prior to the opening of the Interstate Route between these two points.

We would like to receive your recommendations for presentation to staff at your earliest convenience.
Memorandum

TO: Howard Leatham, Engineer for Planning and Programming
    ATTN: Dale Burningham, Planning Statistics Supervisor

FROM: C. V. Anderson, District Five Engineer

SUBJECT: State Route and Federal-Aid Designations in the Vicinity of Parowan

DATE: January 2, 1968

Enclosed is a letter from the Parowan City Corporation concurring in the recommendation that SR-143 be extended to the north Parowan interchange, with F.A.S. route 387 being extended to traverse this same route.

It is my recommendation that all of old SR-1 from the north Cedar City interchange to the north Paragonah interchange revert to local jurisdiction upon completion of I-15. The Iron County Commission will probably not agree with this recommendation, since they feel that Parowan should have an additional interchange on the south side of the city.

Transfer of these sections is not critical at the present time, so it is probably better to request concurrence from the Iron County Commission when needed.

CVA: vg
Enclosure
TO: Dale Burningham, Chief Research Engineer
FROM: J. Edward Johnston, Deputy Director of Highways - Planning & Traffic

DATE: March 17, 1965

SUBJECT: S-0387(4) Parowan Connection

Please note Mr. Anderson's memorandum of March 16 in regard to the Parowan Connection. Prepare the necessary resolution for placing this connection on the State system.

Also, see me about placing on the State system, a connector road on 5300 South; 7200 South; and 90th South in Salt Lake County.

JEJ/em
Attachment
Office Memorandum  

TO: J. Edward Johnston, Deputy Director, Planning & Traffic Division  
FROM: W. L. Anderson, Chief Planning and Programming Engineer

DATE: March 16, 1965

SUBJECT: S-0387(4) Parowan Connection

Approximately .4 mile of approach road will be required to connect present road to interchange with I-15 at Parowan.

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

It is suggested the FAS 387 from Parowan Canyon be extended to the interchange and also follow the present US 91 from Parowan through Paragonah to interchange at North Paragonah.

The present US 91 from Parowan to Summit should be abandoned as State road and revert to County.

WLANDERSON/ds

cc/Dale Burningham
   John Homer
May 20, 1968

The Honorable Ralph S. Orton
Mayor of Parowan City
Parowan City Corporation
Parowan, Utah 84761

Dear Mayor Orton:

Subject: Transfer to a new alignment portions of SR-1 to the new alignment of I-15 from Summit to Paragonah, Iron County

Effective May 10, 1968, the State Road Commission adopted a resolution transferring that portion of SR-1 from Summit via Parowan to the I-15 Interchange north of Paragonah to the new alignment of Interstate 15.

That the old alignment of SR-1 from Summit to SR-143 in Parowan be redesignated SR-38 and SR-143 be extended northerly 1.1 + - miles to the Parowan Interchange. That the old alignment of SR-1 from SR-143 in Parowan via Paragonah Interchange be redesignated SR-76.

By this action State Highway mileage will be increased 13.3 + - miles, Federal-aid Primary System mileage will decrease 6.8 + - mile, and Federal-aid Secondary mileage will increase 1.1 + - miles.

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

Very truly yours,

E. Dale Burningham
Planning Statistics Supervisor
Disposition of Portion of Highways Realigned, Sec. 27-12-29 and Designation of State Highways in Cities and Towns, Sec. 27-12-30, UCA, 1953, As Amended

RESOLUTION

State Routes 38, 143 and 274

Collector Road 26

WHEREAS, the completion of Projects I-15-2(6)71 and S-0387(4) has resulted in the construction on new alignment, a section of new roadway, and

WHEREAS, portions of the old alignment will serve as public roads though not justified as part of the State System of Highways, and

WHEREAS, it has been recommended by Mr. Alex E. Mansour, District #5 Engineer, and concurred in by the Iron County Commission and the Parowan City Commission, that State Route 38 from Summit northeasterly to 200 South Street in Parowan be transferred to their respective jurisdiction. This action pending Legislative approval, and

WHEREAS, the portion of State Route 143 from Center Street in Parowan north to I-15 be redesignated as State Route 274, and

WHEREAS, State Route 143 be rerouted from Center Street in Parowan south via Main Street to 200 South Street, thence west via 200 South Street to I-15 southwest of Parowan, and

WHEREAS, this will delete that portion of Collector Road 26 from I-15 via 200 South Street to Main Street in Parowan, a distance of 2.5 ± miles.

NOW THEREFORE, pursuant to the Authority of Sections 27-12-29 and 27-12-30, UCA, 1953, as amended, it is hereby resolved as follows:

Pending Legislative approval that State Route 38 from Summit northeasterly to 200 South Street in Parowan be transferred to the jurisdiction of Iron County and Parowan City respectively, then that portion of State Route 143 from Center Street in Parowan north to I-15 be redesignated as State
RESOLUTION
State Routes 38, 143 and 27;
Collector Road 26
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Route 274 and that State Route 143 be extended from Center Street in Parowan
south via Main Street to 200 South Street, thence west via 200 South Street
to I-15 southwest of Parowan,

That the relocation of State Route 143 will result in the deletion
of that portion of Collector Road 26 from I-15 easterly to Parowan,

That by this action State Highway System mileage will decrease 5.0 + -
miles, Iron County "L" System mileage will increase 6.0 + - miles, and Parowan
City "C" System mileage will decrease 2.0 + - miles,

That this action will become effective upon the adoption of the State
Highway Bill by the 1975 Legislature pertaining to the deletion of State Route
38 from the State System of Highways,

That the letters from Iron County and Parowan City relating their
concurrence in the roads to be transferred to their respective jurisdiction be
hereby incorporated as a part of this submission,

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

Dated this ______th _______ day of January, 1975.

STATE ROAD COMMISSION OF UTAH

Chairman

Vice-Chairman

Commissioner
RESOLUTION
State Routes 38, 143 and 274
Collector Road 26
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[Signature]
Commissioner

[Signature]
Secretary
November 15, 1974

Utah State Department of Highways
P.O. Box 1009
Cedar City, Utah 84720

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

Gentlemen:

Parowan City Corporation recommends that 200 South Street in Parowan, from the west City Limits easterly to Main Street, be placed on the State Highway System and that all of old U.S. 91 from 200 South Street southerly to the City Limits be made a part of the City Street System. The City also recommends that the westerly extension of 400 North Street in the vicinity of I-15 be placed on the City Street System. The "C" mileage should be adjusted in accordance with the revisions.

Yours truly,

Kendall O. Gurr, Mayor
Parowan City Corporation
December 1, 1974

Mr. Alex Mansour, District Engineer
Utah Highway Department
North Main
Cedar City, Utah 84720

Dear Mr. Mansour:

It would seem to be in keeping with a former understanding with the Utah Highway Department, for us at this time, to respectfully request that the Department take over and assume future maintenance of the Highway running from the South Parowan Interchange to Parowan Main Street, VIA second South.

Your favorable action will be appreciated.

Very truly yours,

BOARD OF IRON COUNTY COMMISSIONERS

By _______________________
Clerk

CH:ch
Mr. Alex Mansour, District Engineer  
Utah State Highway Department  
North Main  
Cedar City, Utah 84720

This to confirm an oral commitment recently made to you, wherein we agreed to have added to the Iron County Road System those roads identified in red on the attached exhibit, Schedule 'A,' which roads are no longer necessary to the State system in Iron County, due to the construction of Interstate 15.

Trusting this will complete your record in the matter, we are,

Very truly yours,

BOARD OF IRON COUNTY COMMISSIONERS

By  
Clerk

CH:ch
The Honorable Kendall G. Gurr  
Mayor of Parowan  
Parowan City Offices  
Parowan, Utah 84761

Dear Mayor Gurr:

Subject: Additions and Deletions to State Road System in Iron County

On January 10, 1975, the State Road Commission of Utah adopted a resolution to extend State Route 143, redesignate a portion of State Route 143 as State Route 274, revise Collector Road 26 and the deletion of State Route 38. The alignment of State Route 38 will be transferred to the jurisdiction of Parowan City and Iron County as described in the enclosed resolution.

This action will be effective upon Legislative approval deleting State Route 38 from the State System of Highways.

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

Very truly yours,

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

Enclosure
RESOLUTION

Re-designate Route SR-69 to Route SR-38
Box Elder County

WHEREAS, Section 27-12-27 of the Utah Code 1993, provides for additions to or deletions from state highway system, and

WHEREAS, Replacement of route numbering signing is becoming increasingly expensive, due to the problem of theft involving SR-69, and

WHEREAS, The District 1 Director having reviewed the problem of theft, stipulates the need for changing the route number associated with stated roadway, and

WHEREAS, The appropriate staff of the Transportation Planning Division, having reviewed the problems associated with the theft of signing along SR-69, concurs with the District 1 Director for the need to re-designate the route number.

NOW THEREFORE, be it resolved as follows:

1. The Utah Transportation Commission hereby re-designates and assigns said roadway in its entirety to reside as SR-38 becoming effective upon passage of this resolution.

2. The accompanying map be made part of this resolution.

Dated on this 15th day of October, 1993

UTAH TRANSPORTATION COMMISSION

[Signatures]

Chairman

Vice-Chairman

Commissioner

Commissioner

Attest:

Secretary
MEMORANDUM

UTAH DEPARTMENT OF TRANSPORTATION

DATE: September 20, 1993

TO: Clinton D. Topham, P.E.
   Director of Planning

FROM: Dale F. Peterson, P.E.
      District One Director

SUBJECT: Request Change of Route Designation for SR-69

We would like to request a change in the route number for SR-69 from SR-13 at Brigham City to SR-30 at Collinston. The SR-69 route signs have become a collectors item for a large number of individuals, resulting in a large expense for us in replacing the signs. We suspect it is college students that are taking most of the signs, as there is a very significant loss in SR-69 sign panels during the college school year. We lose approximately 35 sign panels each year from this route. Often times, the post is also damaged - requiring replacement. We do not experience losses anywhere close to this magnitude on any other route.

We appreciate your assistance in making this change.

DEP/cs

cc: Howard H. Richardson
    John D. Gunderson
    Norton L. Thurgood
    Jin Coombs
Re-designate SR-69 as SR-38