Route 95

Updated: November 2008


1953 Description:
From Blanding on Route 47 westerly, via Natural Bridges National Monument to Hite; thence northerly, to Route 24 at Hanksville.
**(*) (A) Scanned

1963 Description:
From Blanding on Route 47 westerly, near Natural Bridges National Monument to a crossing near the confluence of the Fremont and Colorado Rivers; thence northerly, to Route 24 at Hanksville. Approved by the Legislature. From Blanding on Route 47 westerly near Natural Bridges National Monument to a crossing near the confluence of the Fremont and Colorado Rivers; thence northerly to Route 24 north of Hanksville.
**(*) (B) Scanned) Commission Action 12/5/63.

1964 Description:
From a point 4.3 miles south of Blanding on Route 47 westerly near Natural Bridge National Monument to a crossing near the confluence of the Fremont and Colorado Rivers, thence northerly to Route 24 northwest of Hanksville. 12/5/63.

1965 Legislature: (Extended to new alignment of SR-24)
**(*) (C) Scanned

1967 Legislature:
*(D) *(E) *(F)

1981 Description:
From a point 4.3 miles south of Blanding on Route 191 westerly near Natural Bridge National Monument to a crossing near the confluence of the Fremont and Colorado River thence northerly to Route 24 (extended to new alignment of SR-24 approved by 1963 Legislature effective May 10, 1983.

1983 Legislature Description: was reversed to read.
From a point 4.3 miles south of Blanding on Route 191 westerly near Natural Bridge National Monument to a crossing near the confluence of the Fremont and Colorado Rivers: thence northerly to Route 24 (Extended to New alignment of SR-24, approve by 1983 Legislature, effective May 10, 1983.

1985 Legislature: Description remains the same.
1986 Legislature: Description remains the same.
1987 Legislature: Description remains the same.
1988 Legislature: Description remains the same.
1990 Legislature: Description remains the same.
1992 Legislature: Description remains the same.
1993 Legislature: Description remains the same.
Route 95 Cont.

1994 Legislative Description:
From Route 24 east of Hanksville southerly crossing near the confluence of the Dirty Devil and Colorado Rivers to a point 4.3 miles south of Blanding on Route 191.

1995 Legislature: Description remains the same.
1996 Legislature: Description remains the same.
1997 Legislature: Description remains the same.
1998 Legislature: Description remains the same.
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 95

COUNTY/VOLUME & RESOLUTION NO.

A. Garfield & San Juan Co. 1/59  B. Wayne Co. 1/64  C. Garfield Co. 1/129
D. Wayne & Garfield Co. 3/4  E. San Juan Co. 3/25  F. San Juan Co. 4/26

DESCRIPTION OF RESOLUTION CHANGE

(A). Relocation/Deletion - Old Alignment transferred to the jurisdiction of San Juan County.

(B). Extension - From Hanksville westerly via a portion of old alignment of SR-24 to the proposed new connection of SR-24, thence northerly via the proposed connection to a junction with SR-24.

(C). Relocation/New Alignment - From Cottonwood Wash southeasterly to North Wash.

(D). Relocation/New Alignment - From Hanksville to project no. FLH-42 (6). (First Contract)


(F). Relocation/New Alignment - From Cottonwood Creek to the Jct. SR-261.
RECOMMENDED CHANGES IN STATE ROUTE SYSTEM

State Route 95

WHEREAS, with the construction of Glen Canyon Dam, the meander line of the Colorado River will be extended to a point where crossing in the vicinity of Hite will be impossible.

THEREFORE, it is recommended that State Route 95 be transferred to the proposed new location indicated on the attached map. With the new location of State Route 95, it will be necessary to transfer Federal-Aid Secondary Route 370 to this new location. This action will decrease the State Route System mileage approximately 9 miles.

THEREFORE, BE IT RESOLVED:

(1) That due to the construction of Glen Canyon Dam, State Route 95 be relocated to the approximate vicinity as indicated on that certain map attached herewith as Exhibit "A".

(2) That application be made to the U. S. Department of Commerce, Bureau of Public Roads, requesting the transfer of Secondary Route 370 from its present location to the proposed location of State Route 95.

(3) That pursuant to the authority of Section 27-6-1 U.C.A. 1953, as amended, the old location is herewith returned to the jurisdiction of San Juan County.

(4) That this action be submitted to the next regular session of the Legislature for approval or disapproval.

Date: November 26, 1962
the economic effects of the location adopts the route as presented at the public hearing.

(3) Howell - Thiokol

On motion made by Commissioner Feltch and seconded by Commissioner Smirl, it was unanimously resolved that

WHEREAS, in accordance with Federal and State laws, a public hearing was held in Howell on October 22, 1962 covering the proposed Secondary Project from the junction with Interstate Route 80 and the Thiokol Plant.

NOW THEREFORE, the State Road Commission of Utah after considering the economic effects of the location adopts the route as presented at the public hearing.

RECOMMENDED CHANGES IN STATE ROUTE SYSTEM SR-95

Upon motion made by Commissioner Feltch, seconded by Commissioner Smirl, and passed, the following resolution was adopted:

RESOLUTION

WHEREAS, with the construction of Glen Canyon Dam, the meander line of the Colorado River will be extended to a point where crossing in the vicinity of Hite will be impossible.

Therefore, it is recommended that State Route 95 be transferred to the proposed new location indicated on the attached map. With the new location of State Route 95, it will be necessary to transfer Federal-Aid Secondary Route 370 to this new location. This action will decrease the State Route System mileage approximately 9 miles.

THEREFORE, BE IT RESOLVED:

(1) That due to the construction of Glen Canyon Dam, State Route 95 be relocated to the approximate vicinity as indicated on that certain map attached herewith as Exhibit "A". **

(2) That application be made to the United States Department of Commerce, Bureau of Public Roads, requesting the transfer of Secondary Route 370 from its present location to the proposed location of State Route 95.

(3) That pursuant to the authority of Section 27-6-1 U.C.A. 1953, as amended, the old location is herewith returned to the jurisdiction of San Juan County.

(4) That this action be submitted to the next regular session of the Legislature for approval or disapproval.

** Exhibit "A" Map is attached to the official minutes.

OUT-OF-STATE TRAVEL

Director Burton recommended to the Commission that Henry Helland attend the meetings of the National Research Board in Washington, D. C., January 7th to 11th, particularly on the work of the critical path method of programming, at a cost of $385.00.
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<td>Wayne - See 1964 file</td>
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<tr>
<td>95</td>
<td>12/5/63</td>
<td>Extension</td>
<td>Wayne</td>
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WHEREAS, it is felt that a realignment of State Route 24 near Hanksville, will provide for greater highway safety and result in more economical highway operation and maintenance, and

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

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

1. That State Route 24 on its old alignment from a point near the Fremont River Bridge west of Hanksville easterly, to the proposed new connection of State Route 24 and 95, and from the old junction of State Route 24 and 95 northeasterly, to a point near the Fremont River Bridge, be transferred to the jurisdiction of Wayne County, a distance of approximately 4.0 miles.

2. That the proposed new alignment between points near the Fremont River Bridges west and northeast of Hanksville, be designated as State Route 24, a distance of approximately 2.9 miles.

3. That State Route 95 be extended from its present termini in Hanksville westerly, via a portion of the old location of State Route 24 to the proposed new connection to State Route
24; thence northerly, via the proposed connection to a junction with State Route 24, a distance of approximately 1.3 miles.


And, that the proposed new alignment of State Route 24 be designated as Federal-Aid Secondary Route 371, thus deleting that portion of Federal-Aid Secondary Route 371 from a point near the Fremont River Bridge west of Hanksville to its present termini in Hanksville.

And, that Federal-Aid Secondary Route 370 be extended from its present termini in Hanksville westerly, via a portion of the old location of Federal-Aid Secondary Route 371 to the proposed new connection to State Route 24; thence northerly, via the proposed new connection to a junction with Federal-Aid Secondary Route 371.

5. That by this action, State and Federal-Aid Secondary Systems will be decreased approximately 1.0 mile, and the Wayne County "B" mileage will be increased approximately 4.0 miles, at such time as the new alignment is placed in traffic service.

6. That Exhibit "A" and "B" attached herewith, illustrating the action taken herewith is hereby incorporated as a part of this submission.
Dated this 5th day of December, 1963.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

Commissioner

Commissioner

ATTESI:

Secretary

[Signatures]
Proposed Revision of Federal-Aid Secondary Routes 370, 371, and 331

- Federal-Aid Secondary
- Proposed Addition FAS
- Proposed Deletion FAS

Scales: Inset - 1/2 inch equals 1 mile
        Map - 1 inch equals 24 miles
Date: October 16, 1963
Utah State Road Commission
New State Office Bldg.
Salt Lake City 84114, Utah

Gentlemen:

Subject: Projects 8-0371 (7), 8-0370 (3), and 8-0331 (1) State Road 21, West of Hanksville to North of Hanksville and State Road 95 from Hanksville to State Road 21, North of Hanksville.

On October 7, 1963, at the regular monthly meeting of the Wayne County Commissioners, the following resolution was approved:

"That Wayne County concur on the deletion of the Federal-aid Secondary Route 331 Hanksville to Green River and the addition of Route 371 from the junction of Federal-aid Secondary Route 370 West of Hanksville to Green River located as revision of State Roads 21 and 95.

Very truly yours,

Wayne County Commissioners

[Signatures]

Situated near famous "Red Gate" of Wayne Wonderland
RESOLUTION

State Route 95

WHEREAS, with the completion of Project FLH-42(4) from Cottonwood Wash southeasterly to North Wash in Garfield County, a distance of 7.674 miles has resulted in the construction on new alignment sections of roadway and,

WHEREAS, no portion of the old alignment will still serve as a public roadway and,

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

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

1. That all portions of highway constructed on new alignment as a result of Project FLH-42(4) be designated as a part of State Route 95.

2. That all remaining portions of the old alignment of State Route 95 be abandoned from the State System of Highways.

3. That by this action State Highway System mileage will decrease 0.3 + - mile.

4. 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
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES
GARFIELD COUNTY

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

Date Submitted: ______________________
Date Approved: ______________________
Resolutions

State Routes 24 and 95

WHEREAS, the construction of projects S-0370(4) and FLH-42(6) from Hanksville in Wayne County to a point southeast of Trachyte Junction in Garfield County has resulted in the construction on new alignment section of new roadway, and

WHEREAS, portions of the old alignment of State Routes 24 and 95 will serve as public roads though not justified as part of the State System of Highways, and

WHEREAS, it is requested by the Wayne County Commission and concurred in by Mr. W. J. Stephenson, District Engineer, that the old alignment of State Route 24 in Hanksville and that the portion of the old alignment of State Route 95 from State Route 24 in Hanksville south to Hanksville south town limits, be transferred to the jurisdiction of Wayne County and that the old alignment of State Route 95 from a point approximately 0.3 mile south of Hanksville southerly to Wayne, Garfield County line be abandoned, and

WHEREAS, it is requested by the Garfield County Commission and concurred in by Mr. W. J. Stephenson, District Engineer, that the old alignment of State Route 95 from the junction with the "Copper Creek" county road southeasterly to the junction with State Routes 276 and 95 be transferred to the jurisdiction of Garfield County and that all remaining portions of the old alignment of State Route 95 resulting from the construction of the aforementioned projects be abandoned.

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

That the portion of highway constructed on new alignment from engineers stations 51+22 to 79+11 on project S-0370(4) be designated as a part of State
RESOLUTION  
State Routes 24 and 95  
Page 2

Route 24 and that the remaining portions of highway constructed on new alignment as a result of projects S-0370(4) and FLH-42(6) be designated as a part of State Route 95.

That the old alignment of State Route 24 from engineers stations 52+50 to 68+00, project S-0370(4), and that portion of the old alignment of State Route 95 from the old alignment of State Route 24 in Hanksville south 0.3 + - mile be transferred to the jurisdiction of Wayne County.

That the old alignment of State Route 95 from the Garfield County, Copper Creek road southeasterly to the junction of State Routes 276 and the new alignment of State Route 95, be transferred to the jurisdiction of Garfield County and that all remaining portions of the old alignment of State Route 95 in Wayne and Garfield Counties be abandoned.

That by this action State Highway System mileage will decrease 3.5 + - miles, Wayne County "B" mileage will increase 0.8 + - mile, and Garfield County "B" mileage will increase 4.5 + - miles.

That the letters from the Wayne County Commission and Garfield County Commission indicating their desire to have the aforementioned road sections transferred to their respective county jurisdiction, and their concurrence in the abandonment of the remaining sections of the old alignment of State Route 95 is hereby incorporated as a part of the original submission.

That the memorandum from W. J. Stephenson, pertaining to the disposition of the subject roads is hereby incorporated as a part of the original submission.

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

Dated this 30th day of December, 1969.

STATE ROAD COMMISSION OF UTAH
RESOLUTION
State Routes 24 and 95
Page 3

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary
Memorandum

TO: B. Dale Burningham, Chief Research Engineer
FROM: W.J. Stephenson, District Engineer

SUBJECT: Disposition of Realigned S.R. 95 Hanksville - South

DATE: 12-11-69

We have contacted the Wayne and Garfield County Commissions to
determine disposition of the realigned sections of old S.R. 95 between
Hanksville and Trachyte Jct.

Wayne County Commissioners agree to abandonment of the section
from the Hanksville town limits southerly to the Garfield County line.

Garfield County agrees to the abandonment of S.R. 95 from
Garfield-Wayne County line southerly to the Jct. with the "Copper Creek"
county road. The section of old S.R. 95 from Copper Creek southerly for
approximately 4 miles to the Jct. of S.R. 95 and S.R. 276 should be placed
on Garfield County "B" system.

Attached are letters from Garfield and Wayne Counties verifying
this disposition.

WJS/bs
Encl.
Mr. James L. Deaton  
District #4 Engineer  
Utah State Department of Highways  
Price, Utah 84501

Dear Mr. Deaton:

We have your letter of September 11, 1969, regarding roadway described as follows:

Beginning at a point left of the NW Cor of Lot 2, Blk. 2, thence south to a point left of the SW Cor Lot 2, Blk 2; thence west to a point left of the SW Cor Lot 2, Blk 2; thence west to a point right of the SE Cor Lot 1, Blk 1; thence north to a point right of the NE Cor Lot 1, Blk 1 which is a point of ending. Situated in Hanksville, Wayne County, Utah.

Mr. Don Pace, Chairman of the Board of Wayne County Commissioners has asked me to advise you that Wayne County will concur in a recommendation to transfer this section of roadway from the state to the county.

Yours Sincerely,

[Signature]
Deputy County Clerk  
Wayne County

[Stamp: RECEIVED  OCT 1 1969]

SITUATED NEAR FAMOUS "RED GATE" OF WAYNE WONDERLAND
December 10, 1949

Mr. Wallace J. Stephenson
District Engineer
Utah State Department of Highways
Richfield, Utah 84701

Dear Mr. Stephenson:

This is to inform you that the Wayne County Commissioners agree that the portion of old State Road 95 from Hanksville Town limits southerly to the Garfield County line should be abandoned. Inasmuch as this road parallels the new Highway it is not necessary to maintain it.

Yours sincerely,

[Handwritten signature]

[Handwritten name]

[Handwritten name]

Mr. Wallace J. Stephenson
District Engineer
Utah State Department of Highways
Richfield, Utah 84701

DTP/edj

SITUATED NEAR FAMOUS "RED GATE" OF WAYNE WONDERLAND
December 2, 1969

Mr. W. J. Stephensen
District Engineer
Richfield, Utah

Dear Sir;

In Commission meeting on December 2, 1969, the Garfield County Commission approved adding the road from Dopper Creek to New Trachite Junction to the "B" road system.

Respectfully,

Garfield County Commission

Rea Dodds, Clerk
UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
GARFIELD & WAYNE COUNTY

Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction
Mr. Norm Hancock  
Game Management Section  
Utah State Fish & Game Department  
1596 West North Temple  
Salt Lake City, Utah  84104

Dear Mr. Hancock:

Subject: Transfer of the old alignment of State Routes 24 and 95  
in Wayne and Garfield Counties

On December 30, 1969, the State Road Commission adopted a resolution  
to transfer portions of the old alignment of State Routes 24 and 95 in  
Wayne and Garfield Counties, created by the construction of Projects S-0370  
(4) and FLH-42(6) to the jurisdiction of Wayne and Garfield Counties.  

The remaining portions of the old alignment of State Route 95 in both  
counties will be abandoned.

Attached is a copy of the resolution and location map.

Very truly yours,

E. Dale Burningham  
Chief Research Engineer

Attachment
RESOLUTION

State Route 95

WHEREAS, the construction of Projects FLH-42(8) and RS-0370(5) has resulted in the construction on new alignment portions of new roadway from Atomic Rock easterly to a junction with State Route 261 in San Juan County, and

WHEREAS, no portions of the old alignment of State Route 95 will serve as public roads, and

WHEREAS, it has been recommended by Mr. James L. Deaton, District Engineer, that all portions of the old alignment be abandoned,

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

That all portions of the new alignment constructed as a result of Projects FLH-42(8) and RS-0370(5) be designated as a part of State Route 95 and that all remaining portions of the old alignment be abandoned,

That by this action State Highway System mileage will decrease 0.2 ± mile,

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

Dated this ___ day of November, 1970.

STATE ROAD COMMISSION OF UTAH

[Signatures]

Chairman

Vice-Chairman
RESOLUTION
State Route 95
Page 2

[signatures]
Commissioner

[signatures]
Commissioner

ATTEST:

[signature]
Secretary
Mr. Marion Hazelton, Chairman
San Juan County Commission
San Juan County Courthouse
Monticello, Utah 84535

Dear Mr. Hazelton:

Subject: New alignment of a portion of State Routes 47 and 95 in San Juan County

On October 9, 1970, the Utah State Road Commission adopted resolutions to abandon portions of the old alignments of State Routes 47 and 95 in San Juan County resulting from the construction of Project RS-60402(9) on State Route 47 and Projects FLH-42(8) and RS-0370(5) on State Route 95.

Attached is a copy of the resolutions and location maps.

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Attachment
RESOLUTION

State Route 95

Federal-aid Secondary Route 370

WHEREAS, the construction of Projects FLH-42(9), FLH-42(10), RS-0370(6) and S-0370(7) will result in the construction on new alignment, the highway between Cottonwood Creek and State Route 261 in San Juan County, and

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

WHEREAS, to maintain continuity of Federal-aid Secondary Route 370, it should be relocated to be coincident with the new alignment of State Route 95, and

WHEREAS, it has been recommended by James L. Deaton, District Engineer, and concurred in by the San Juan County Commission, that the following segments of the old alignment of State Route 95 be transferred to the jurisdiction of San Juan County:

1. From a point just west of Mule Canyon, past Pine Spring, to the new alignment of State Route 95 near Salvation Knoll,
2. From the new alignment of State Route 95 at Engineers Station 826+50 easterly to a junction with a local road near Mule Canyon,
3. From a junction with a local road near Arch Canyon northerly and easterly to State Route 95 at Engineers Station 100+00,
4. That the new connection to the Cyclone Flats Road also be transferred to the jurisdiction of San Juan County,

and that all remaining portions of the old alignment of State Route 95 be abandoned.

NOW THEREFORE, pursuant to the Authority of Section 27-12-29, UCA,
RESOLUTION
State Route 95
Federal-aid Secondary Route 370
Page 2

1953, as amended, it is hereby resolved as follows:

That the new highway constructed as part of Projects FLH-42(9),
FLH-42(10), RS-0370(6) and S-0370(7) be designated as part of State Route 95,
That the following segments of the old alignment of State Route 95 be
transferred to the jurisdiction of San Juan County:

1. From a point just west of Mule Canyon, past Pine Spring, to the
new alignment of State Route 95 near Salvation Knoll,
2. From the new alignment of State Route 95 at Engineers Station
826+50 easterly to a junction with a local road near Mule Canyon,
3. From a junction with a local road near Arch Canyon northerly
and easterly to State Route 95 at Engineers Station 100+00,
4. That the new connection to the Cyclone Flats Road also be trans-
ferred to the jurisdiction of San Juan County,

and that all remaining portions of the old alignment of State Route 95 be aban-
donned,

That this action become effective upon the completion of said projects
and the roadway is opened to traffic,

That application be made to the Federal Highway Administration re-
questing that Federal-aid Secondary Route 370 be relocated to be coincident with
the new alignment of State Route 95,

That the letter from the San Juan County Commission and the memorandums
from James L. Deaton, and J. W. Homer, pertaining to the disposition of the
subject road be hereby incorporated as a part of this submission,

That by this action State Highway System mileage will increase 2.4 + -
miles, and San Juan County "B" System mileage will increase 13.5 + - miles,
RESOLUTION
State Route 95
Federal-aid Secondary Route 370
Page 3

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

Dated this __________ day of November, 1972.

STATE ROAD COMMISSION OF UTAH

Chairman

Vice-Chairman

Commissioner

Commissioner

ATTEST:

Secretary
Reference is made to Mr. L. R. Jester's December 5, 1972, memorandum concerning the above subject. It should be noted that your submittal identified the affected route as FAS 407 rather than FAS 370.

The request to relocate FAS 370 to be coincident with the new location of State Route 95 is approved. This second secondary system action of the year increases FAS 370 by 2.4 miles and increases the total FAS mileage increase since January 1, 1972, to 12.8 miles.

This office also concurs in the relinquishment of portions of the old route to San Juan County and the abandonment of other portions of the route as identified in the attachments to your memorandum.

The letter of recommendations from San Juan County and the resolution of the State Road Commission of Utah are accepted as evidence of local cooperation required by Sec. 103c of Title 23, U.S. Code, and for meeting the requirements of PPM 80-5 with the following exception. Some of the conditions and understandings by which relinquishments are concurred in by this office were not specifically addressed in the State's resolution. These conditions are identified in Sec. 2c of PPM 80-5 and apply to all relinquished facilities on which Federal-aid funds have been used. Therefore, our concurrence in the relinquishment is with the understanding that these conditions apply.

George W. Bohn
Memorandum

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

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

SUBJECT: Relocation of Federal-aid Secondary Route 370 in San Juan County

DATE: December 5, 1972

The attached resolution adopted by the Utah State Road Commission on November 17, 1972, relates the relocation of State Route 95, between Cottonwood Creek and State Route 261 in San Juan County.

To maintain continuity in the Federal-aid Secondary System, it is hereby requested that Federal-aid Secondary Route 370 be relocated to be coincident with the new location of State Route 95.

Adoption of this recommendation will not necessitate a revision in the approved description of Federal-aid Secondary Route 370, but will result in an increase of 2.4 - ½ miles in the Federal-aid Secondary System.

Attachment

EDB:WDMears:bt
San Juan County
Monticello, Utah
September 13, 1972

Mr. James L. Deaton
District Engineer
Utah Department of Highways
Price, Utah

Dear Mr. Deaton:

With reference to your letter of August 14, 1972 concerning the disposition of the old U-95 highway alignment in which you asked for the recommendations of the San Juan County Commission, please be advised as follows:

1. We propose that the local service road through Cyclone Flats be connected directly to the future alignment of U-95 and that the road from there, approximately 2 miles, to the junction of U-261 be abandoned.

2. It is our recommendation that the section of the old alignment just west of Mule Canyon, past Pine Spring, and on to the new road near Salvation Knoll be continued as a County road to provide access to this area for a rest and camping stop and to provide continuity of traffic in direction. We further recommend that cattle guards be placed at both points of access to the new highway.

These matters have been discussed with the Bureau of Land Management and they have indicated their concurrence.

Your recommendations on the balance of the sections are satisfactory.

Very truly yours,

Calvin Black
County Commissioner
Memorandum  

TO: B. Dale Burningham  
   Chief Research Engineer

FROM: James L. Deaton  
   District Engineer

SUBJECT: Disposition of Old Highway U-95 Between Cottonwood Creek and U-261 -- San Juan County, Utah  
FLH-42(9) 1st Contract  
FLH-42(10)  
FLH-42(9) 2nd Contract

DATE: September 25, 1972

In accordance with Policy 07-4 pertinent to redesignation, transfer, and abandonment of highways, I transmit herewith a plan sheet showing the new highway alignment on U-95 between Cottonwood Creek and U-261. Also the old U-95 alignment between the same two points.

It is the District Engineer's recommendation that the sections of old U-95 alignment shown in red be retained and placed under San Juan County jurisdiction, and the sections of the old U-95 alignment shown in yellow be obliterated and abandoned to adjacent property owners. The new U-95 alignment and the sections of old U-95 shown in red restore the continuity of service that was provided by the old alignment.

Also attached is a letter dated September 18, 1972 from San Juan County signed by Commissioner Calvin Black in which they concur in this recommendation with the exception of two recommendations which are noted on the attached plan sheet. The recommendations made by San Juan County in their September 18 letter are included in the recommendations made by the District.

JLD:slj  

cc: Fran C. Feltch, State Road Commissioner  
Blaine J. Kay, P.E., State Hwy. Engineer  
Board of San Juan County Commissioners
Memorandum

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

FROM: J. W. Homer
Plans & Estimates Engineer

SUBJECT: Disposition of old Right-of-Way SR-95 in San Juan County

DATE: October 26, 1972

In response to your letter of September 28, 1972, an investigation of the right-of-way files and records has failed to reveal any formal taking of land for the old highway. It must therefore be concluded that this road was established by use or prescriptive right and unless transferred to the county for a county road, it can be abandoned. Either of these actions should be in accordance with the State Code.

Att.
December 26, 1972

Mr. Marion Hazleton, Chairman
San Juan County Commission
San Juan County Courthouse
Monticello, Utah 84535

Dear Commissioner Hazleton:

Subject: Relocation of Federal-aid Secondary Route 370 in San Juan County

Effective December 15, 1972, the Federal Highway Administration approved the relocation of Federal-aid Secondary Route 370 in San Juan County resulting from the construction of Projects FLM-42(9), FLM-42(10), RS-0370(6) and S-0370(7) on State Route 95.

Portions of the old alignment of Federal-aid Secondary Route 370 and State Route 95 will be transferred to the jurisdiction of San Juan County, the remaining portions of the old alignment will be abandoned.

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

Very truly yours,

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

Attachment