Route 317

Updated: December 2008

1983 Legislature Description:
All road and parking areas at the UDOT/DPS Complex.
*(B) August 24, 1984

1985 Legislature Description:
All roads and parking areas at the UDOT/DPS Complex.

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.

1994 Legislative Description:
Roads and parking areas at the UDOT/DPS Complex.

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

1998 Legislative Description:
Roads and parking areas at the Calvin L. Rampton Complex.

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 page following.
*2 Duplicate route numbers for this resolution.
Route 317

COUNTY/VOLUME & RESOLUTION NUMBER

A. Salt Lake Co. 6/45  B. Washington Co. 7/32

DESCRIPTION OF RESOLUTION CHANGE


(B). Addition - Quail Creek access road from SR-9 to the Quail Creek State Park Boat Ramp. In Error.
RESOLUTION
Addition to State Highway System, Route 317
Salt Lake County

WHEREAS, it has been requested by the UDOT Maintenance Division that all roads and parking areas at the UDOT/DPS Complex at 4500 South 2700 West in Salt Lake County be designated as part of the State Highway System, and

WHEREAS, this is in accord with Section 27-12-17, Utah Code Annotated 1953.

NOW THEREFORE, be it resolved as follows:

1. That all roads and parking areas at the UDOT/DPS Complex are part of the State Road System and designated as State Route 317, and

2. That by this action State Highway System mileage will increase 1.62 ± mile, and

3. That the accompanying map showing the roads and parking areas be hereby incorporated as a part of this submission.

Dated this ______ day of ______, 1983

UTAH TRANSPORTATION COMMISSION

Chairman

W. L. Winton
Vice Chairman

C. C. Jeffs
Commissioner

H. W. D. Smith
Commissioner

S. A. Douglas
Commissioner

ATTEST:
Ira N. Anderson
Secretary
RESOLUTION
Addition of State Route 317
Washington County

WHEREAS, it has been requested by the Washington County Water Conservancy District that the proposed Quail Creek access road from State Route 9, northerly to the proposed State Park boat ramp facilities, be placed on the State System of Highways, and

WHEREAS, the District Five Director concurs with this request, and

WHEREAS, the inclusion of this area as a State Park would qualify this roadway as a State Highway in accordance with Section 63-11-12 of the Utah Code Annotated, 1953,

NOW, THEREFORE, be it resolved as follows:

It is the intent of the Transportation Commission to add the Quail Creek access road from State Route 9, west of Hurricane, northerly to the State Park boat ramp facilities, to the State System of Highways as route 317, when the following conditions are met:

1. The roadway is constructed to a standard acceptable to the District Director,

2. The roadway and right-of-way is deeded to the Utah Department of Transportation without cost,

3. The area to be included in the State Park is described and deeded to the Utah Department of Parks and Recreation without cost, as a fully developed State Park,

The accompanying documents are a part of this Resolution.

Dated this 24th day of August, 1984.

UTAH TRANSPORTATION COMMISSION

B. LaVell Eyr
Chairman

William Blanding
Vice-Chairman

Charles E. Claghorn
Commissioner

Samuel A. Reyes
Commissioner

Attest:

Elvis L. Anderson
Secretary

Commissioner
Memorandum

TO: H. B. Leatham, P.E.
    Engineer for Planning & Programming

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

SUBJECT: Quail Creek Access Road

DATE: August 13, 1984

Attached are copies of correspondence from Washington County and our District 5 office requesting addition of the Quail Creek access road to the State system.

One of the criteria which qualifies highways for the State system is service of an improved State Park, provided that is the only service the road provides. It is our feeling that the access road to Quail Creek would fit that description if and when the facility becomes a State Park.

The Utah Parks and Recreation staff have indicated that addition of Quail Creek to the State Park system is a part of their long-range master plan. We believe it to be inappropriate to designate the access road a State Highway prior to having a state park developed and request you to forward that recommendation to the Transportation Commission.

It can also be stipulated at this time that the road be built to State standard in order to be considered for inclusion at a future date. We feel that the District can ensure a good standard even without a system designation change at this time.

Attachments
TO : Ron Delis
    Engineer for Transportation Planning

FROM : Stephen R. Noble
    District Engineer

SUBJECT: Addition to the State Highway System

I am forwarding to you a request from Ron Thompson, the Attorney for
Washington County Water Conservancy District, that the Quail Creek access
road from SR-9 to the State Parks boat ramp facilities be placed on the
State Highway System.

In my opinion, it has the characteristics of a State Highway and by
accepting it now with the reservations that it be completed to State
standards, we would be more involved in the inspection and construction of
this roadway. It is my recommendation that you favorably consider this
portion and only this portion of the Quail Creek access road for addition
to the system.

Would you please make the necessary evaluations. If I can be of any
assistance, feel free to contact me.

SRN/jlp
06958

attachment
June 15, 1984

Mr. Steve Noble
District Engineer
State Department of
Transportation
880 North Main
Cedar City, UT 84720

RE: QUAIL CREEK ROAD

Dear Steve:

I would like to tell you how much we appreciate your help in approving the Quail Creek access road and assistance in tying it into the State highway system.

We believe that the access road off of the Hurricane highway should be a State road into the boat ramp facility, and would request that the State of Utah place this road on the State highway system as a State highway. We would be willing to build the road to State specifications and would appreciate your suggestions past and present in making sure the road is adequate to meet the needs of the travelling public into this area.

We believe that the reservoir will commence usage in 1985 and therefore, we should make every effort to have the road completed by the spring of 1985 when major filling operations will begin on the reservoir.

We appreciate your help and suggestions on how to accomplish having this road placed on the State road system.

Respectfully,

[Signature]

Ronald W. Thompson

RWTsh
REQUESTED BY:  Steve Noble  District 5 Director

COUNTY:              Washington

TERMINI:             State Road 9 - Boat ramp at Quail Creek Dam

LENGTH:              ?    (_______) Miles (Kilometers)

FUNCTIONAL CLASSIFICATION: Does not exist - local

FEDERAL-AID NUMBER:   None

CITY OR TOWN:        

Is City or Town:

1. The county seat?        Yes  No  NA
2. A regional service center? Yes  No  NA
3. Population center of 500 or more people? Yes  No  NA

Does City or Town provide local and/or regional emergency services? Yes  No  NA

Does the road provide duplicate or paralleling service? Yes  No

Does the road provide access to:

1. A State institution? Yes  No
2. A major employment center? Yes  No
3. A complex which is a major generator of commercial traffic? Yes  No
4. A natural resource development which is a major market employer or a major shipper? Yes  No
5. A developed national park, monument or recreation area? Yes  No
6. A major developed state park, monument or recreation area? Yes  No
7. A private recreational site or area capable of attracting significantly large numbers of visitors from outside the local area? Yes  No
Is the road qualify for inclusion on the State Highway System?  

Yes  No *

Comments:  * This is not currently a State Park, if included as a State Park this could be justification for addition to the State System.

Signature:  

Date:  August 15, 1984
Subject: Functional Classification Action No. 1
FAS System Action No. 1

Date: July 8, 1987

From: Division Administrator
Salt Lake City, Utah 84147

To: Mr. E. H. Findlay, CPA
Director of Transportation (07-SP)
Salt Lake City, Utah

Reference is made to your March 19, 1987, request for a functional classification change and a Federal-aid system change in Duchesne, Summit, and Wasatch counties. The system changes as described in your memorandum are approved.

A copy of the approved description sheet is attached for your records.

[Signature]
Daniel Dake, P.E.

Attachment

cc: UDOT 01-AD
<table>
<thead>
<tr>
<th>Route Number</th>
<th>State of Local</th>
<th>Route Description and Termini</th>
<th>County</th>
<th>Mileage</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>178</strong></td>
<td>SR-65</td>
<td>From FAP-2 (I-80) near Mountain Dell east and north via Henefer to FAP-3 (I-84) including the couplet connection north and south of Henefer.</td>
<td>Salt Lake</td>
<td>7.8</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SR-86</td>
<td></td>
<td>Summit</td>
<td>8.6</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Morgan</td>
<td>13.3</td>
<td>29.7</td>
</tr>
<tr>
<td><strong>181</strong></td>
<td>Local</td>
<td>From FAS-188 in Coalville northeasterly to a point near Utah-Wyoming State line, thence easterly to FAS-186.</td>
<td>Summit</td>
<td>37.9</td>
<td>37.9</td>
</tr>
<tr>
<td><strong>183</strong></td>
<td>Local</td>
<td>From FAP-61 in Oakley to Holiday Park.</td>
<td>Summit</td>
<td>18.9</td>
<td>18.9</td>
</tr>
<tr>
<td><strong>184</strong></td>
<td>SR-208</td>
<td>From FAP-15 east of Fruitland northeasterly via Tabiona and Wolf Creek Summit to a junction with FAP-61 at Francis.</td>
<td>Duchesne</td>
<td>27.6</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SR-35</td>
<td>Revised March 15, 1987</td>
<td>Wasatch</td>
<td>18.5</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Summit</td>
<td>9.5</td>
<td>55.6</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Summit</td>
<td>12.1</td>
<td>57.7</td>
</tr>
<tr>
<td><strong>186</strong></td>
<td>SR-150</td>
<td>From FAP-61 in Kamas northeasterly to the Utah-Wyoming State line.</td>
<td>Duchesne</td>
<td>4.9</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Summit</td>
<td>49.7</td>
<td>54.6</td>
</tr>
<tr>
<td><strong>187</strong></td>
<td>SR-280</td>
<td>From the Off Ramp of FAP-2 (I-80) east to FAS-188.</td>
<td>Summit</td>
<td>0.4</td>
<td>0.4</td>
</tr>
<tr>
<td><strong>188</strong></td>
<td>Local</td>
<td>From FAP-61 at Manship Interchange northerly via Coalville to FAP-2 (I-80) at Echo Junction.</td>
<td>Summit</td>
<td>13.3</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Summit</td>
<td>13.3</td>
<td></td>
</tr>
<tr>
<td><strong>189</strong></td>
<td>Local</td>
<td>From FAP-19 near Wasatch-Summit County line to FAP-61 north of Peoa.</td>
<td>Summit</td>
<td>6.3</td>
<td>6.7</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Wasatch</td>
<td>0.4</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>From a point on FAP-36 in Manila easterly and northerly to the Utah-Wyoming State line.</td>
<td>Daggett</td>
<td>2.6</td>
<td>2.6</td>
</tr>
</tbody>
</table>
TO : Mark Musuris, P.E.
     Engineer for Transportation Planning
FROM : J.R. Chamberlain, P.E.
       District Director
SUBJECT : Quail Creek Access Road

Attached is a copy of a letter to Ron Thompson and the Washington County Water Conservancy District again requesting the deeds necessary to place the subject road onto the state system. It is my understanding that the road was accepted as meeting state standards by a previous District Director.

I hope this will bring about a speedy resolution to this matter.

If I can be of further help please let me know.

Attachment:
Mr. Ronald W. Thompson  
Washington County  
Water Conservancy District  
P.O. Box No. 583  
St George, UT  84770  

Subject: Quail Creek Access Road  
Request For Deeds  

On August 24, 1984 a resolution was passed by the Transportation Commission to place the subject road on the Utah State Highway System. One of the conditions to be met before the transfer can be made is the road and right-of-way must be deeded to the Utah Department of Transportation without cost. This condition has not been met.

UDOT has been maintaining this roadway, even though it is not officially on the state system, in anticipation of receipt of the proper deeds. We cannot continue to do this. We must get this matter resolved soon or maintenance will have to be discontinued and the road and maintenance responsibility will revert back to the owners.

Will you please furnish UDOT and the Utah Parks and Recreation Department with the required deeds at an early date so that this matter can be resolved as previously agreed.

Thank you for any help that you can give.

Yours very truly,

J.R. Chamberlain, P.E.  
District Director  

cc: Mark Musuris  

JRC/rar
from the desk of

Frank E. Stephensen

Hold until Nov. 1985
State Parks okay
R/W of Road it
is still in contention

"safe today - alive tomorrow"

# Resolution

State Route 317
Washington County

by the Washington County Water Conservancy
Creek access road from State Route 9,
boat ramp facilities, be placed on the

for concurs with this request, and

area as a State Park would qualify this

ance with Section 63-11-12 of the Utah

follows:

artion Commission to add the Quail Creek
of Hurricane, northerly to the State Park
System of Highways as route 317, when the

to a standard acceptable to the District

way is deeded to the Utah Department of

The area to be included in the State Park is described and deeded to
the Utah Department of Parks and Recreation without cost, as a fully
developed State Park,

The accompanying documents are a part of this Resolution.

Dated this 24th day of August, 1984.

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

Commissioner

Commissioner

Attest:

Elva L. Anderson
Secretary
RESOLUTION

Moratorium on State Highway System Revisions

WHEREAS, the Utah League of Cities and Towns and the Utah Association of Counties are proposing a comprehensive study analyzing highway responsibility, functional classification, funding sources and money distribution formulas, and

WHEREAS, the Utah Transportation Commission recommends support of the study to begin in 1986, and

WHEREAS, there is a definite need to establish criteria for the addition and deletion of roadways or proposed roadways to the State System of Highways

NOW, THEREFORE, be it resolved as follows:

That a moratorium on State Highway System additions be in effect until the completion of the proposed study.

That the only exceptions to this moratorium will be those roadway connections built to assure proper function of the Interstate System and existing routes built on new alignment.

Dated this 13th day of December, 1985.

UTAH TRANSPORTATION COMMISSION

[Signatures]

Attest:

[Signature]
# Changes in State Routes
Approved by the 1985 Legislature

<table>
<thead>
<tr>
<th>Route</th>
<th>Location</th>
<th>Date of Commission Resolution</th>
<th>Highway Code Section</th>
<th>Action Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>93</td>
<td>Davis</td>
<td>8/24/84</td>
<td>27-12-27</td>
<td>Deletion of that portion of SR-93 from SR-89 north to 2600 South Street, a distance of 0.43 mile.</td>
</tr>
<tr>
<td>140</td>
<td>Salt Lake</td>
<td>10/12/84</td>
<td>27-12-27</td>
<td>Addition of Bluffdale Road from SR-68, Redwood Road, east to the on and off ramps on the east side of SR-15 and by this action redesignate that portion of SR-287 on the Bluffdale Road connection to SR-15, a distance of 2.36 mi.</td>
</tr>
<tr>
<td>287</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>143 &amp;</td>
<td>Cedar Breaks National</td>
<td>11/9/84</td>
<td>27-12-27</td>
<td>Add Panguitch Lake Road from Cedar Breaks to Panguitch as part of SR-143, a distance of 32.43 miles. Redesignate SR-143 south of Cedar Breaks as SR-148.</td>
</tr>
<tr>
<td>148</td>
<td>Monument and Panguitch</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Garfield</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>167</td>
<td>Morgan Lake Road</td>
<td>12/7/84</td>
<td>27-12-27</td>
<td>Add Trappers Loop Road from Mountain Green northerly to route 39 south of Huntsville, a distance of 10.00+ miles.</td>
</tr>
<tr>
<td></td>
<td>Weber</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>219</td>
<td>Washington</td>
<td>9/28/84</td>
<td>27-12-27</td>
<td>Addition of Main St. in Enterprise connecting to SR-18, a distance of 1.30 miles. (Exchange for Gunlock Rd. SR-307)</td>
</tr>
<tr>
<td></td>
<td>Main St. in Enterprise</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>224</td>
<td>Summit</td>
<td>11/9/84</td>
<td>27-12-29</td>
<td>Relocate SR-224 between MP 14.31 and MP 15.73 to be coincident with Snow Country Drive in Park City, a distance of 1.45 mile.</td>
</tr>
<tr>
<td></td>
<td>Park City</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Changes in State Routes
Approved by the 1985 Legislature

<table>
<thead>
<tr>
<th>Route</th>
<th>Location</th>
<th>Date of Commission</th>
<th>Highway Code</th>
<th>Action Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>247</td>
<td>Utah Center Street in Orem</td>
<td>12/7/84</td>
<td>27-12-28</td>
<td>Transfer former location on Park Avenue, 7th St. and Heber Ave. to Park City, a distance of 1.42 miles as a result of new construction. (Does not change description in law.)</td>
</tr>
<tr>
<td>307</td>
<td>Washington Gunlock Lake State Park</td>
<td>9/28/84</td>
<td>27-12-27</td>
<td>Deletion of Route 247 in its entirety, a distance of 2.04 miles.</td>
</tr>
<tr>
<td>317</td>
<td>Salt Lake UDOT/DPS Complex</td>
<td>2/4/83</td>
<td>27-12-17</td>
<td>Deletion of SR-307 in its entirety, a distance of 0.22 mile. (Exchange for Enterprise Main St. SR-219)</td>
</tr>
<tr>
<td>189</td>
<td>Summit Wanship, northeasterly to route 80</td>
<td></td>
<td></td>
<td>Assign State Route number to roads and parking areas at complex, a distance of 1.62 miles.</td>
</tr>
</tbody>
</table>

Revise route description (technical correction)

Extend route to off ramp from route 80, northeast to Wanship.

Net addition 45.05 miles.