Route 4

Updated: September 2005

Wyoming State line via Echo Jct., Kimball Jct., Salt Lake City, Magna, and Grantsville to Nevada State line. Echo - Wanship and Kimball Jct., 1910; Echo-Wyoming, May 14, 1912; Grantsville - Timpie, 1913; Timpie - Nevada, August 24, 1915; Wanship - Kimball Jct., 1917.

1953 Description:
From the Utah-Wyoming State line near Evanston, Wyoming, southwesterly; thence westerly via Salt Lake City on Route 1 at Twenty-first South Street, and from Route 1 at Thirty-third South Street westerly via Magna, Garfield, Lake Point Jct,. Mills Jct., Grantsville, and Knolls to the Utah-Nevada State line at Wendover.
**(*(A) Scanned)
1962 Description:
**(*(B 3Copies Cover Sheet) Scanned) From Federal-Ail Interstate Route 15 at Cove Fort through or near Richfield, Salina and Green River to the Utah-Colorado State line west of Grand Junction, Colorado. (Traversing all Completed projects on Interstate Route 70)
**(*(C) Scanned)
Approved by 1965 Legislature
(Traversing all completed projects on Interstate Route 70) **1967 Legislature**
*(D)
1969 Legislature:
1.200 miles of SR-4 from the Emery County line to SR-19 transferred and redesignated SR-19 by the **1969 Legislature**
*(E) *(F) *(G)
1975 Legislature:
SR-4 relocated to be coincident with I-70, all remaining portions of the old alignment of SR-4 relinquished to Grand County. (Description remains the same.)
*(H)
*(I) **1977 Commission Action (May 20, 1977)**
State Route 4 traversing Interstate 70 (I-70) is deleted from State System and redesignated State Route 70. Redesignating a part of State Route 70, 102, 69, 16, and State Route 51. Interstate 70 description remains the same.

* Refers to resolution index page following.

e.

Route 4

COUNTY/VOLUME & RESOLUTION NO.

A. Millard, Sevier, Emery, & Grand Co. 1/44	**B.** Salt Lake Co. 1/47	**C.** Millard & Beaver Co. 1/95
D. Emery Co. 2/25	**E.** Grand Co. 4/15	**F.** Millard Co. 5/3
G. Grand Co. 5/6	**H.** Sevier Co. 5/40	**I.** Multiple Co. 6/2

DESCRIPTION OF RESOLUTION CHANGE

(**A**). Interim Designation - Temporary State Route Assignments in conjunction with interstate Routes.

(**B**). Realignment - Near Garfield Smelter.(3 Copies Cover Sheet)

(**C**). Transfer - South of Cove Fort to Cove Fort.

(**D**). Relocation - West Green River Interchange northeasterly.

(**E**). Relocation - Whitehouse Interchange to near Harley Dome.

(**F**). Relocation - Cove Fort to 7.4 miles east of Cove Fort.

(**G**). Relocation - Near Harley Dome to Utah-Colorado State line.

(**H**). Relocation - Salina to Jct. SR-10.

(**I**). Deletion - SR-4 was deleted as a State Route designation.

RECOMMENDED CHANGES IN STATE ROAD SYSTEM

State Route 4

Approved August 20, 1964

WHEREAS:

The completion of project F-018-1(1) has resulted in the realignment of a section of State Route 4 in the vicinity of Garfield in Salt Lake County.

To maintain continuity in the State Road System it is deemed necessary that State Route 4 be revised as an interim designation, subject to the approval of the legislature, to follow the alignment on new location and the old alignment between engineers stations 10 + 00 +- to 41 + 10 +-, 41 + 20 +- to 126 + 30 +- and 128 + 96 +- to 167 + 00 +- since these afore-mentioned sections no longer serve as public roads and in compliance with Section 27-6-1 Utah Code Annotated, it is recommended that these sections of roadway replaced by new construction on new alignment be abandoned. This action would result in a decrease of 0.1 +- mile in the State Route System.

THEREFORE BE IT RESOLVED that the relocation of State Route 4 between Magna and Garfield be added as an interim designation, subject to the approval of the legislature, and the old portions of State Route 4 between engineers stations 10 + 00 +- to 41 + 10 +-, 41 + 20 +- to 126 + 30 +- and 128 + 96 +- to 167 + 00 +- be abandoned.

Office Memorandum • UTAH STATE DEPARTMENT OF HIGHWAYS

TO : J. Edward Johnston, Deputy Director for Planning DATE: March 5, 1962

FROM : H. E. Wilbert, District Engineer HEW

SUBJECT: Transfer of Abandoned Portions of US-50 between Magna & Garfield, Project F-018-1(1)

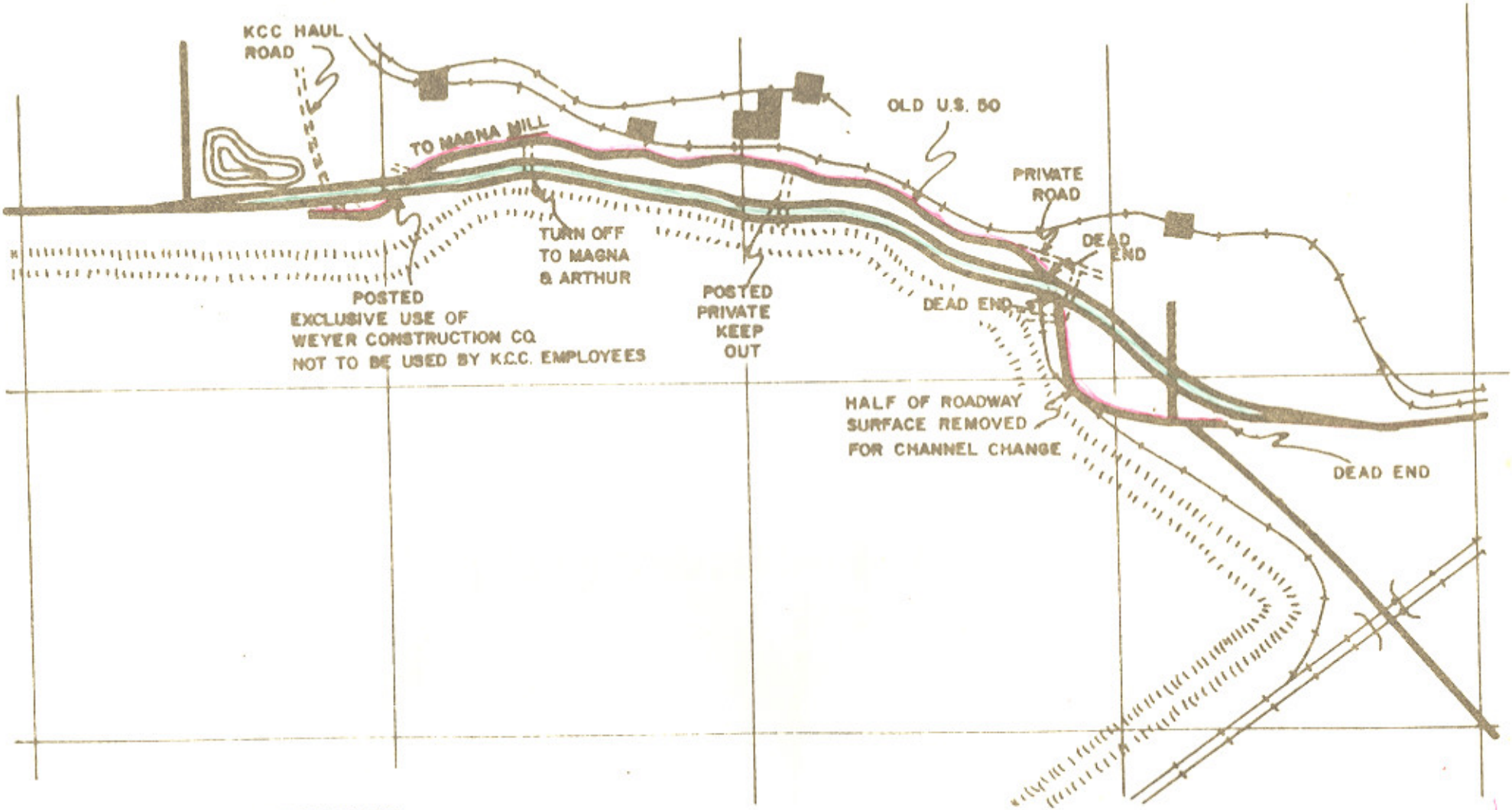
Project F-018-1(1) replaced portions of the original alignment of highway US-50 between Magna and Garfield. The contractor on this project is 99% complete on construction work, and the new road is fully opened to traffic.

The District Engineers office, therefore, recommends that those portions of US-50 replaced by the new alignment (shown in red on the attached prints (4)) be turned over to the county for maintenance. If the county desires, it can then transfer the R/W and maintenance responsibility to Kennecott Copper Corporation, who are presently using these portions of the abandoned road.

RDLambert/jw

Attachments: Four (4) prints

cc: R. W. Griffin
R. D. Lambert
E. J. Watson



UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION

STATE ROAD CHANGES

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

Date Submitted: 7/26/62
Date Approved: 8/20/62

RECOMMENDED CHANGES IN STATE ROAD SYSTEM

State Route 4

WHEREAS: Approved August 20, 1962

The completion of project F-018-1(1) has resulted in the realignment of a section of State Route 4 in the vicinity of Garfield in Salt Lake County.

To maintain continuity in the State Road System it is deemed necessary that State Route 4 be revised as an interim designation, subject to the approval of the legislature, to follow the alignment on new location and the old alignment between engineers stations 10 + 00 +- to 41 + 10 +-, 41 + 20 +- to 126 + 30 +- and 128 + 96 +- to 167 + 00 +- since these afore-mentioned sections no longer serve as public roads and in compliance with Section 27-6-1 Utah Code Annotated, it is recommended that these sections of roadway replaced by new construction on new alignment be abandoned. This action would result in a decrease of 0.1 +- mile in the State Route System.

THEREFORE BE IT RESOLVED that the relocation of State Route 4 between Magna and Garfield be added as an interim designation, subject to the approval of the legislature, and the old portions of State Route 4 between engineers stations 10 + 00 +- to 41 + 10 +-, 41 + 20 +- to 126 + 30 +- and 128 + 96 +- to 167 + 00 +- be abandoned.

SR-4

RECOMMENDED CHANGES IN STATE ROAD SYSTEM

State Route 4

WHEREAS:

The completion of project F-018-1(1) has resulted in the realignment of a section of State Route 4 in the vicinity of Garfield in Salt Lake County.

To maintain continuity in the State Road System it is deemed necessary that State Route 4 be revised as an interim designation, subject to the approval of the legislature, to follow the alignment on new location and the old alignment between engineers stations 10 + 00 +- to 41 + 10 +-, 41 + 20 +- to 126 + 30 +- and 128 + 96 +- to 167 + 00 +- since these afore-mentioned sections no longer serve as public roads and in compliance with Section 27-6-1 Utah Code Annotated, it is recommended that these sections of roadway replaced by new construction on new alignment be abandoned. This action would result in a decrease of 0.1 +- mile in the State Route System.

THEREFORE BE IT RESOLVED that the relocation of State Route 4 between Magna and Garfield be added as an interim designation, subject to the approval of the legislature, and the old portions of State Route 4 between engineers stations 10 + 00 +- to 41 + 10 +-, 41 + 20 +- to 126 + 30 +- and 128 + 96 +- to 167 + 00 +- be abandoned.

Changes and Transfers in State Route Numbers
Authority: Sec. 27-12-29 UCA, 1953, As Amended

RESOLUTION

State Routes 1, 4 and 161

WHEREAS, with the construction of Interstate Projects I-15-3(5)130, I-15-4(1)133 and I-70-1(1)0 in Beaver and Millard County near Cove Fort a distance of 10.635 miles has resulted in the need to reassign state route designations in this area and,

WHEREAS, portions of the old roadway will still serve as a public road though not justified as part of the State System of Highways and,

WHEREAS, to maintain continuity in the State System of Highways 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 27-12-29, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

1. That the new alignment created by the construction of Interstate Projects I-15-3(5)130 and I-15-4(1)133 south and north of Cove Fort will be designated as State Route 1.

2. That the old location of State Route 1 from the beginning of Project I-15-3(5)130 to the end of Project I-70-1(1)0 be transferred to the jurisdiction of Beaver and Millard County respectively.

3. That the old location of State Route 1 from Engineer Station 1825 + - (Project I-15-4(1)133) to the end of the project be abandoned as this roadway will no longer serve as a public road.

4. That Project I-70-1(1)0 and the old location of State Route 1 commencing at the end of Interstate Project I-70-1(1)0, thence traversing the

SR-I-4
& 161
95

old location of State Route 1 northeast to Cove Fort, a distance of 2.24 + - miles will be designated as part of State Route 4.

5. That the old location of State Route 1 from a junction with State Route 4 at Cove Fort northwesterly traversing the old location of State Route 1 to a junction with Interstate Route 15, a distance of 2.03 + - miles will be designated as State Route 161.

6. That by this action Beaver County "B" mileage will increase 2.82 + - miles, Millard County "B" mileage will increase 1.14 + - mile and the State System of Highways will increase 3.38 + - miles.

7. That application be made to the U. S. Department of Commerce, Bureau of Public Roads to relocate Federal-aid Primary Route 1 to traverse the new roadway resulting from the construction of Interstate Projects I-15-3(5)130 and I-15-4(1)133, and that Federal-aid Primary Route 10 be extended from its present termini at Cove Fort southerly via a portion of old State Route 1 to the new alignment created by the construction of Project I-70-1(1)0, thence traversing the new roadway resulting from the construction of Project I-70-1(1) to a junction with Interstate Route 15, and furthermore request that the new designated State Route 161 be added to the Federal-aid Secondary System of Highways. That by this action Federal-aid Primary System mileage will increase 1.35 + - mile and Federal-aid Secondary System mileage will increase 2.03 + - miles.

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

STATE ROAD COMMISSION OF UTAH

Austen E. Hamilton

Chairman

Francis Feltch
Commissioner

Elias J. Strong
Commissioner

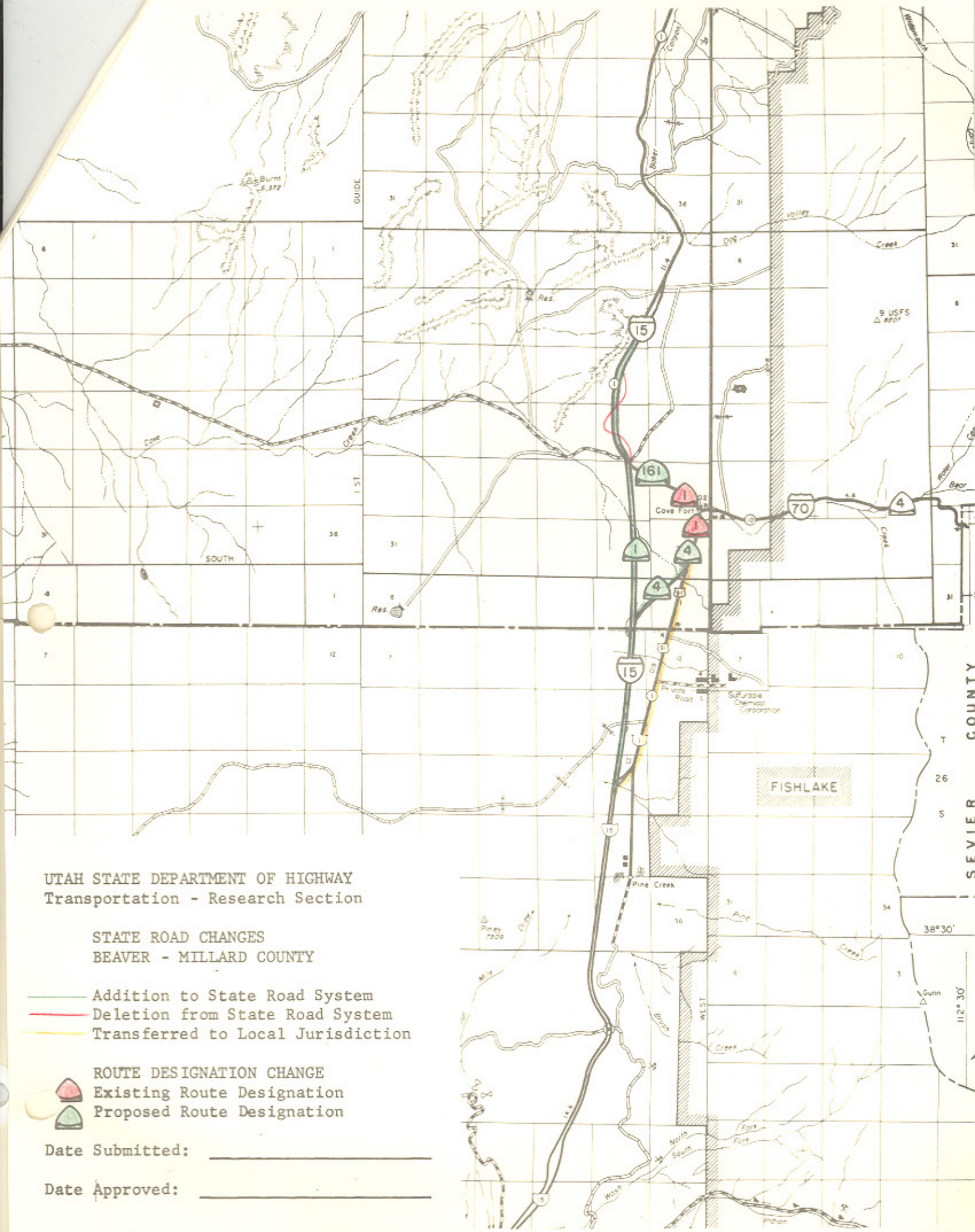
Clem H. Church
Commissioner

Ernest H. Bosch
Commissioner

ATTEST:

Ronald A. Fernley
Secretary

October 29, 1965



UTAH STATE DEPARTMENT OF HIGHWAY
Transportation - Research Section

STATE ROAD CHANGES
BEAVER - MILLARD 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: _____

Interim Designations and Deletions - Federal-aid Highways
Authority: Sec. 27-12-27, UCA, 1953, As Amended

R E S O L U T I O N

State Route 8 & 4

WHEREAS, with the completion of Projects F-028-3(7) and I-70-3(8)160 west of Green River in Emery County has resulted in the construction on new alignment sections of new roadway and,

WHEREAS, the remaining alignment of the old roadway will not serve as a public roadway and,

WHEREAS, it has been recommended by Mr. Earl Johnson, District Engineer, and concurred in by the Emery County Commission, that the old alignment of State Route 8 west of Green River be abandoned. That State Route 8 be transferred to the new alignment resulting from the construction of Project F-028-3(7) and a portion of Project I-70-3(8)160 to the West Green River Interchange and,

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission on August 20, 1962, designating Interstate Route 70 as State Route 4, 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 all portions of highway constructed on new alignment as a result of Project F-028-3(7) and a portion of Project I-70-3(8)160 connecting this roadway to Interstate Route 70 at the Green River West Interchange be designated as a part of State Route 8.

2. That the portion of Project I-70-3(8)160 presently being used as traveled way, be designated as a part of State Route 4.

3. That the old alignment of State Route 8, west of Green River, a distance of 4.3 + - miles be abandoned.

4. That by this action State Highway System mileage will increase 1.6 + - miles.

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

Dated this 29th day of March, 1968.

STATE ROAD COMMISSION OF UTAH

Weston V. Hamilton
Chairman

Glen H. Church
Commissioner

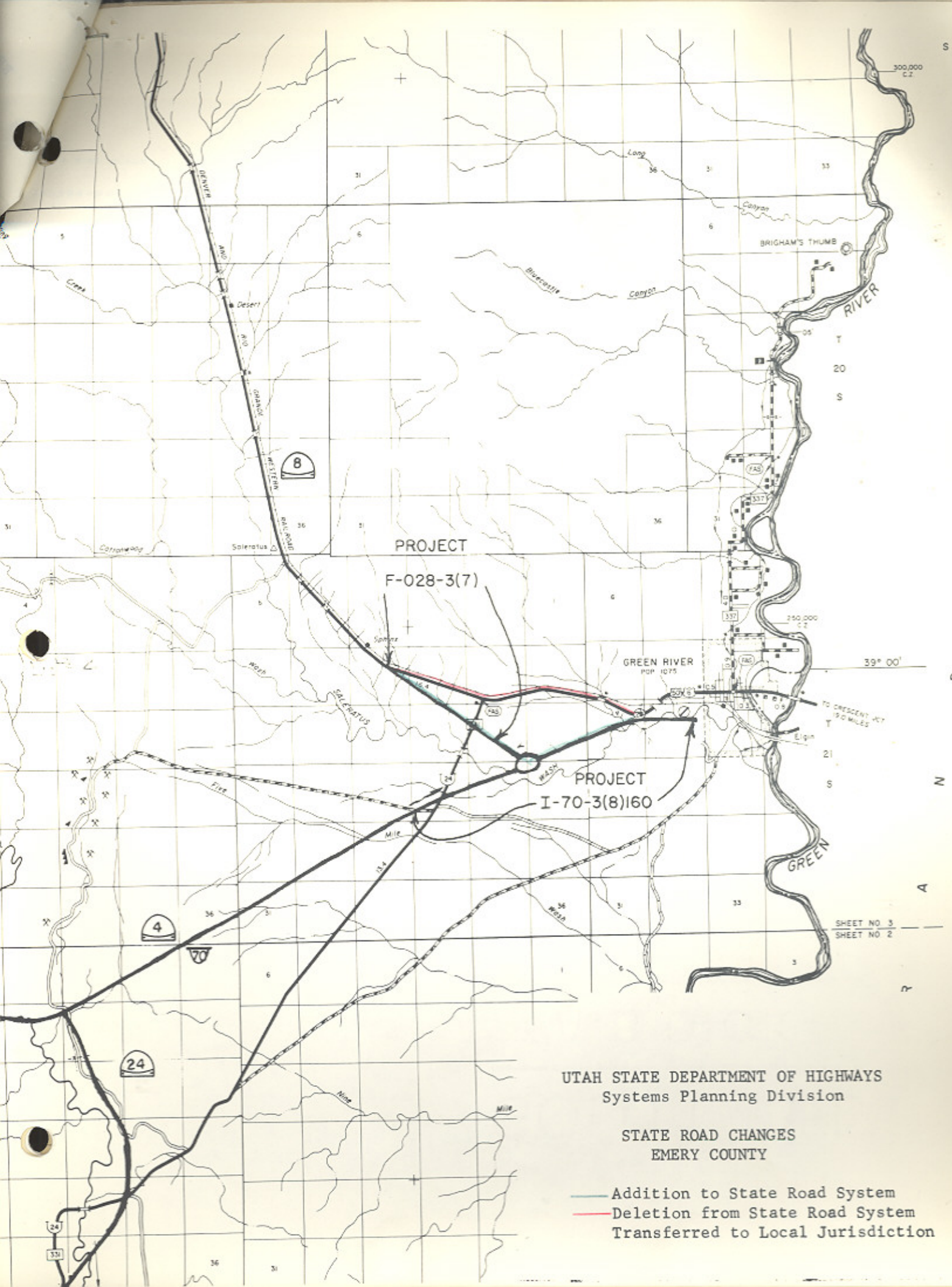
Rex H. Plant
Commissioner

Francis Gettel
Commissioner

Commissioner

ATTEST:

Ronald A. Fernley
Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
EMERY COUNTY

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

GLEN P. BOTT, CLERK

A GREAT FUTURE

WITH COAL, GAS AND URANIUM

Office of Emery County Clerk

Castle Dale, Utah

February 9, 1968

Utah State Department of Highways
District Four
Price, Utah

Dear Sir:

Please be informed that Emery County has no interest or desire to accept as a County liability the old Road connecting highways I-70 and 50 - 6 west of Green River City.

We appreciate your consideration in this matter.

Very Truly Yours

The Emery County Commission

Glen P. Bott, Clerk

RECEIVED

SR-4 & 8

-234

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: September 20, 1967

TO : Blaine J. Kay
State Highway Engineer

FROM : Earl Johnson
District Engineer

SUBJECT: State Road Construction Changes

Regarding your memorandum of September 14, 1967, attached you will find sketch maps of construction changes in District Four that must have Commission approval to determine the administrative status.

In regard to Project S-0402(5), after investigating the old alignment, it is apparent that it will serve to no advantage for any political subdivision or private individual to continue maintenance; therefore, we recommend the old alignment be abandoned between Sta. 1610+00 and 1957+00. We also recommend that the old alignment that is being replaced by Project F-028-3(7), and Project I-70-3(8)160 be abandoned. However, this section should not be obliterated. Representatives of the Denver & Rio Grande Western Railroad have requested that it be left in tact because it provides the railroad with excellent access for their maintenance forces. However, it should not be included on any State, County, or City highway system.

As of this date we do not have letters from pertinent county commissions recommending the abandonment of these sections of roads. However, we expect to receive letters of concurrence from the County Commissioners within the month. When these letters are received, they will be forwarded to you.

EAJ:sl

cc: Dale Burningham

SR-8 & 4

-234

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: February 14, 1968

TO : Dale Burningham
Planning Statistics Supervisor

FROM : Arland F. Esklund AE
Acting District Engineer

SUBJECT: Elimination of Old Section US 50 & 6 From the State System

We recommend the old section of US 50 & 6 west of Green River where we constructed a new connection to I-70, be taken off the state system. We are enclosing a copy of a letter from Emery County confirming they have no use for this road.

FEB 15 1968
STATE ROAD COMMISSION OF UTAH

AFE:sl

cc: Emery County Commission

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham
Engineer for Planning & Program.

Same Letter Sent To:
Daniel Watt, Bureau of Public Rds.
Norm Hancock, Fish & Game Dept.

See Listing Below:

C O P Y

April 3, 1968

Mr. Kenneth Silliman, Chairman
Emery County Commission
Castle Dale, Utah 84513

Dear Mr. Silliman:

Subject: Transfer to a new alignment portions of State Routes 8 and 4 in Emery County

Effective March 29, 1968, the State Road Commission adopted a resolution transferring a portion of State Route 8 to the new alignment completed by Projects F-028-3(7) and a portion of Project I-70-3(8)160 at the Green River West Interchange, a distance of 2.6 + - miles, also a portion of roadway constructed by Project I-70-3(8)160, a distance of 3.2 + - miles is designated as a part of State Route 4.

By this action the old alignment of State Route 8, a distance of 4.3 + - miles is abandoned.

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

Resolution and Location Map sent to:

W. L. Anderson
Ralph Murdock
Dean R. Steed
Porter M. Gooch
James Booth
Robert Walsh
Lillian Witkowski
Garn Henderson
Bruce Fjeldsted
Janiel Little

Chauncey Powis
Maurice RiChey
Wallace J. Liddle
David Sargent
Eva McEwan
Alex E. Mansour
Keith Rosevear
John W. Homer
Evelyn Crill
Ezra Christensen

E. Paul Gilgen
Jim West
Ellen Wandell
Don Jensen
Ken Riddle
District #4 Engineer
Charles Bertolina
Robin Hood
Harold Brown

STATE ROAD CONSTRUCTION CHANGES
Emery County
District #4

Project No. F-028-3(7)
I-70-3(8)160

New Alignment
Old Alignment

Scale: ½ inch equals 1 mile
Date: September 14, 1967

SR-48128
15
Granted

State Book

Relinquishment of Realigned Highway
Authority: Sec. 27-12-29, UCA, 1953, As Amended

RESOLUTION

State Route 4 ~~and 128~~

Federal-aid Primary Route 4

~~Relinquishment of State Constructed Frontage and Access Roads~~

10-4-3
10-128-2

WHEREAS, the construction of Projects I-70-4(6)211, I-70-4(7)218 and I-IG-70-4(9)203 has resulted in the construction on new alignment a section of roadway from Whitehouse Interchange northeasterly to a point near Harley Dome in Grand County, and

(1) copy

WHEREAS, portions of the old alignment ~~of State Route 4~~ will serve as public roads though not justified as part of the State System of Highways, and

WHEREAS, it has been requested by the Grand County Commission and concurred in by James L. Deaton, District Engineer, that the old alignment of State Route 4 from the junction with State Route 128 to a connection with a county road situated in the S½ of Sec. 15, T. 20 S., R. 24 E. be transferred to the jurisdiction of Grand County. That the old alignment of State Route 4 between the S½ of Sec. 15, and the S½ of Sec. 1, where it connects into another county road; these two sections being in T. 20 S., R. 24 E., be abandoned in that most of this highway has been obliterated because of the close proximity to the new I-70 alignment and continuity of service is served by the Westwater Interchange, and that the frontage and access roads constructed in the vicinity of the Westwater Interchange be transferred to the jurisdiction of Grand County, and

WHEREAS, that portion of the old alignment from Whitehouse Interchange easterly to a point where it intersects with State Route 128 was designated as a part of State Route 128 by the 1969 State Legislature. No action other than signing this section of roadway will be needed.

(2) copy

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 as a result of the construction of Projects I-70-4(6)211, I-70-4(7)218 and I-IG-70-4(9)203 be designated as a part of State Route 4,

That the old alignment of State Route 4 from the junction with State Route 128 to a connection with a county road situated in the S½ of Sec. 15, T. 20 S., R. 24 E. be transferred to the jurisdiction of Grand County,

That the old alignment of State Route 4 between the S½ of Sec. 15, and the S½ of Sec. 1, where it connects into another county road; these two sections being in T. 20 S., R. 24 E., be abandoned.

That the Utah State Road Commission relinquishes and conveys the frontage and access roads as noted on the attached map to Grand County for use as public highways subject to the following conditions:

a. That Grand County may not abandon these roads as public roads without prior approval of the Utah State Road Commission and the Federal Highway Administration.

b. That should it be found at any time that any part of the facilities relinquished are required for the safe and proper operation of the Federal-aid highway, the facilities will revert to the State Road Commission without cost.

3 copy That as a result of the resolution adopted by the Utah State Road Commission on January 8, 1971, pertaining to Federal-aid Primary Route 4 designation and approved by the Federal Highway Administration on March 5, 1971, the designation of Federal-aid Primary Route 4 is hereby relocated to be coincident with Interstate Route 70 within this area,

4 copy That by this action State Highway System mileage will ~~increase~~ decrease ~~2.2~~ + - miles and Federal-aid Primary System mileage will decrease ~~0.9~~ + - mile,

5 copy That the letter from the Grand County Commission and the memorandum from

James L. Deaton pertaining to the subject roadways be hereby incorporated as a part of this submission,

That the memorandum from J. W. Homer, Plans & Estimates Engineer, relating to the interest held and the manner of acquisition of the subject highway right-of-way be hereby incorporated as a part of this submission,

That the relinquishment and conveyance of the State constructed access and frontage roads to Grand County become effective upon the approval of the Federal Highway Administration,

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

Dated this 16th day of July, 1971.

STATE ROAD COMMISSION OF UTAH

Clem H Church
Chairman

R. LaTaun Cox
Vice-Chairman

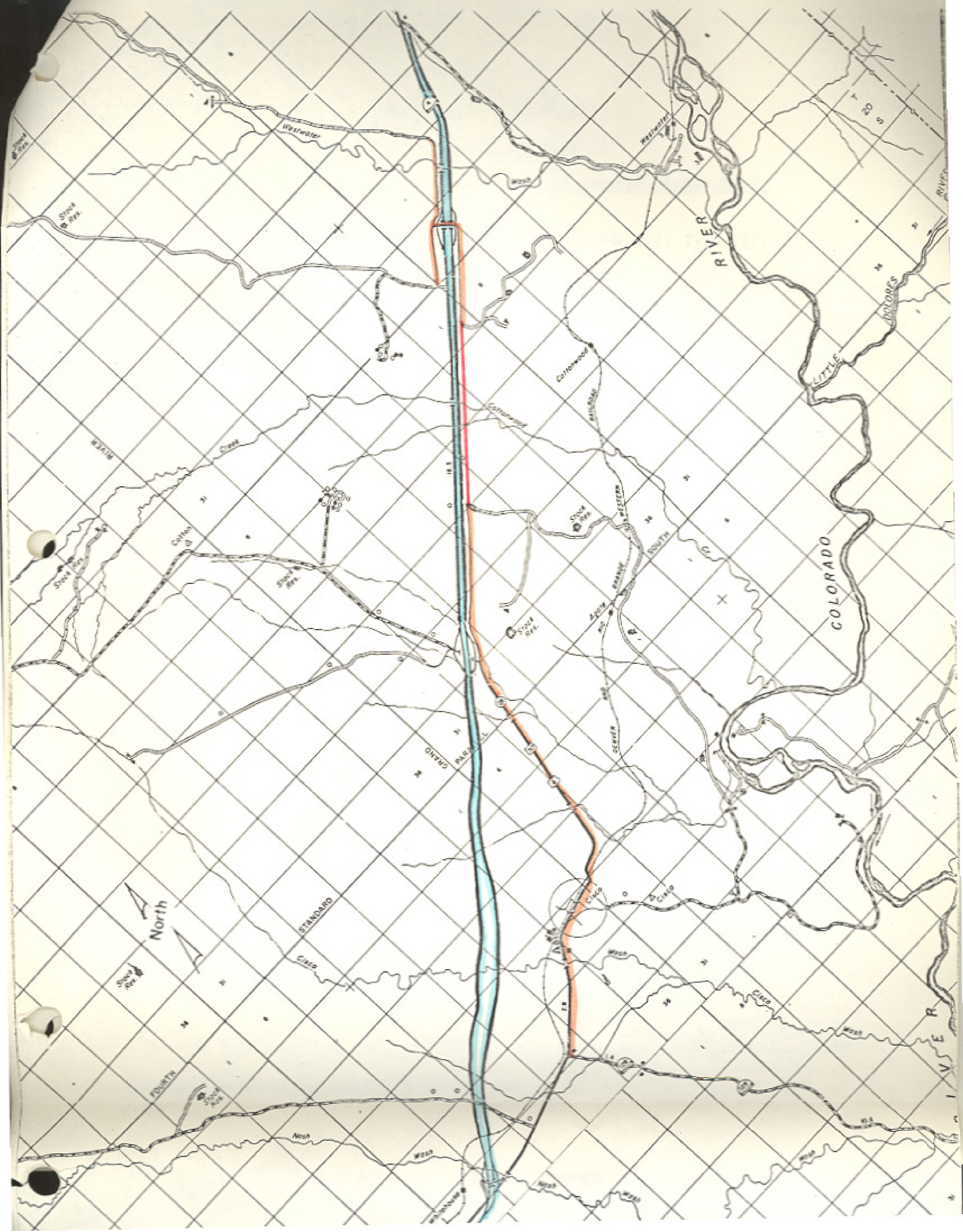
Wayne S Winters
Commissioner

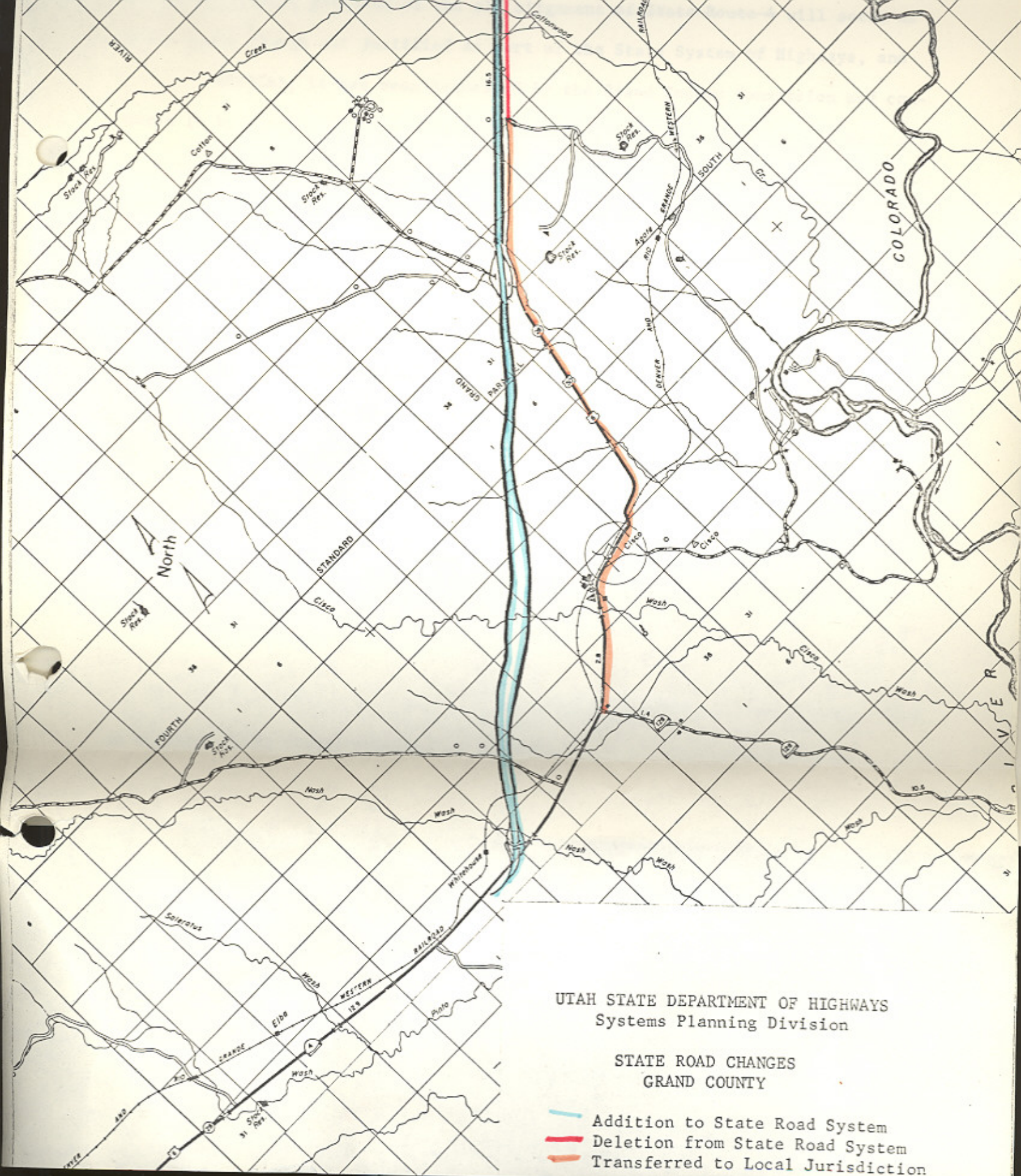
Ross H Blunt
Commissioner

Francis Fetch
Commissioner

ATTEST:

Robert A. Malecker
acting Secretary


Westwater
Wash
Westwater
T
20
S
Stock Res.
RIVER
COLORADO
LITTLE
DOLORES
Cottonwood
Cottonwood
RAILROAD
WESTERN
SOUTH
Cr.
Agate
RIO GRANDE
DENVER
Cotton
Creek
RIVER
GRAND
PARALLEL
STANDARD
North
Cisco
Cisco
Cisco
Wash
FOURTH
Stock Res.
Wash
Whitehouse



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
GRAND COUNTY

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

SR-4
I-70
6
Grand

SR-
File

Relinquishment of Realigned Highway
Authority: Sec. 27-12-29, UCA, 1953, As Amended

R E S O L U T I O N

State Route 4

Federal-aid Primary Route 4

WHEREAS, the construction of Project I-70-4(10)226 has resulted in the construction on new alignment a section of SR-4 (I-70) from a point near Harley Dome in Grand County easterly a distance of 6.3 + - miles to the Utah-Colorado State line, and

WHEREAS, the construction of Project I-70-4(12)194 has resulted in the construction on new alignment a section of SR-4 (I-70) from Yellow Cat Interchange easterly to Whitehouse Interchange, a distance of 11.0 + - miles and will be open to traffic the latter part of October 1973, and

WHEREAS, the construction of Project I-70-4(13)182 will result in the construction on new alignment that section of SR-4 (I-70) from Crescent Junction easterly to Yellow Cat Interchange, a distance of 11.6 + - miles, and will be open to traffic in the fall of 1974, and

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

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 as a result of the construction of Project I-70-4(10)226 be designated as part of State Route 4 and that the portions of highway being constructed on new alignment as a result of the construction of Projects I-70-4(13)182 and I-70-4(12)194 be designated as part of State Route 4,

That the State Department of Highways will continue maintenance on the old alignment of State Route 4 from Yellow Cat Interchange to Whitehouse Interchange

until such time as Project I-70-4(12)194 is completed and open to traffic,

That the State Department of Highways will continue maintenance on the old alignment of State Route 4 from Crescent Junction to Yellow Cat Interchange, including the temporary connection to Yellow Cat Interchange until such time as Project I-70-4(13)182 is completed and open to traffic,

That the old alignment of State Route 4 from engineer station 3255+00 + - near Harley Dome, to the Utah-Colorado State line be transferred to the jurisdiction of Grand County,

That upon the completion and opening to traffic of Project I-70-4(12)194 that the old alignment of State Route 4 from a point near Yellow Cat Interchange to Whitehouse Interchange be transferred to the jurisdiction of Grand County,

That upon the completion and opening to traffic of Project I-70-4(13)182 that the old alignment of State Route 4 from a point near Crescent Junction to Yellow Cat Interchange be transferred to the jurisdiction of Grand County,

That as a result of the resolution adopted by the Utah State Road Commission on January 8, 1971, pertaining to Federal-aid Primary Route 4 designation and approved by the Federal Highway Administration on March 5, 1971, the designation of Federal-aid Primary Route 4 will be relocated to be coincident with Interstate Route 70 within this area,

That by this action State Highway System mileage will decrease 0.9 + - mile and Federal-aid Primary System mileage will decrease 0.9 + - mile,

That by this action Grand County "B" System mileage will increase a total of 30.8 + - miles upon the completion of Projects I-70-4(12)194 and I-70-4 (13)182,

That the letter from the Grand County Commission and the memorandum from James L. Deaton, District Engineer, pertaining to the subject roadways be

hereby incorporated as a part of this submission,

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

Dated this 15th day of October, 1973.

STATE ROAD COMMISSION OF UTAH

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

SR-4
I-70

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: September 20, 1973

TO : B. Dale Burningham, P.E.
Chief Res. Engr., Plan & Prog.

FROM : James L. Deaton
District Engineer

SUBJECT: Redesignation, Transfer, and Abandonment of Highways
P.P.M. 07-4

The construction of I-70 from Crescent Junction to Whitehouse and Harley Dome to the Colorado Line situated in Grand County prompts the transfer of Highway US 6-50.

In that the I-70 alignment will not furnish the continuity of service provided by Highway 6-50, it is recommended that 6-50 be transferred to Grand County's jurisdiction and that they be credited for this additional mileage on their Class "B" road fund's annual allocation.

The length of 50-6 to be transferred to Grand County westerly from the Utah-Colorado line is approximately 8.5 miles and runs from the east section line of Sec. 29, T. 18 S., R. 26 E., S.L.B.& M. and runs southwesterly to the SW¼ of Sec. 21, T. 19 S., R. 25 E., S.L.B.& M.

This section of roadway was open to the traveling public on the evening of September 13, 1973. The length of the 50-6 alignment between the Whitehouse Interchange and Crescent Junction is approximately 22.6 miles. The Whitehouse Interchange is located near the east section line of Sec. 31, T. 21 S., R. 23 E. Crescent Junction is located in the NE¼ of Sec. 33, T. 21 S., R. 19 E. The section between the Whitehouse Interchange and the Yellow Cat Interchange will be open to the traveling public the latter part of October 1973. The section between the Yellow Cat Interchange and Crescent Junction could possibly be open to the traveling public in the fall of 1974.

Continued . .

SR-4
I-70

Double Arch | Colorado River | Castle Valley

County Commissioners:

George H Newell
Chairman

D. L. Taylor

A. Dan Holyoak

Grand County

STATE OF UTAH
Moab, Utah 84532

Barbara Domenick
Clerk and Auditor

Esther Somerville
Recorder

Donna C. Loveridge
Treasurer

Kenneth A. Beach
Assessor

W. H. Bowman
Sheriff

Harry E. Snow
Attorney

September 17, 1973

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

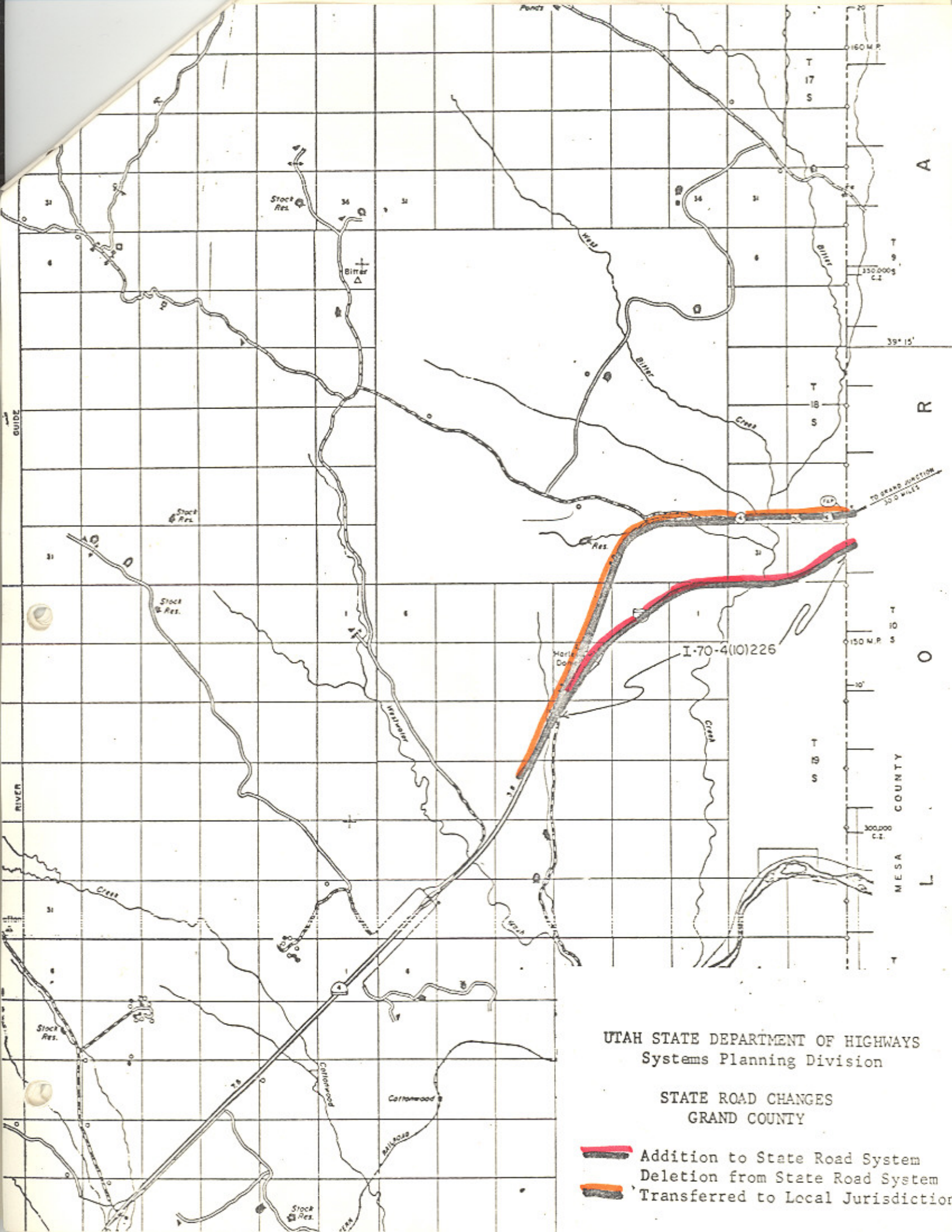
Dear Jim,

We concur with your recommendation that Grand County accept that part of 50 & 6 alignment between Crescent Junction and the west portion of the White House interchange and from the Utah-Colorado line westerly to a point situated in Section 21 T19S R25E.

Sincerely,

George H. Newell

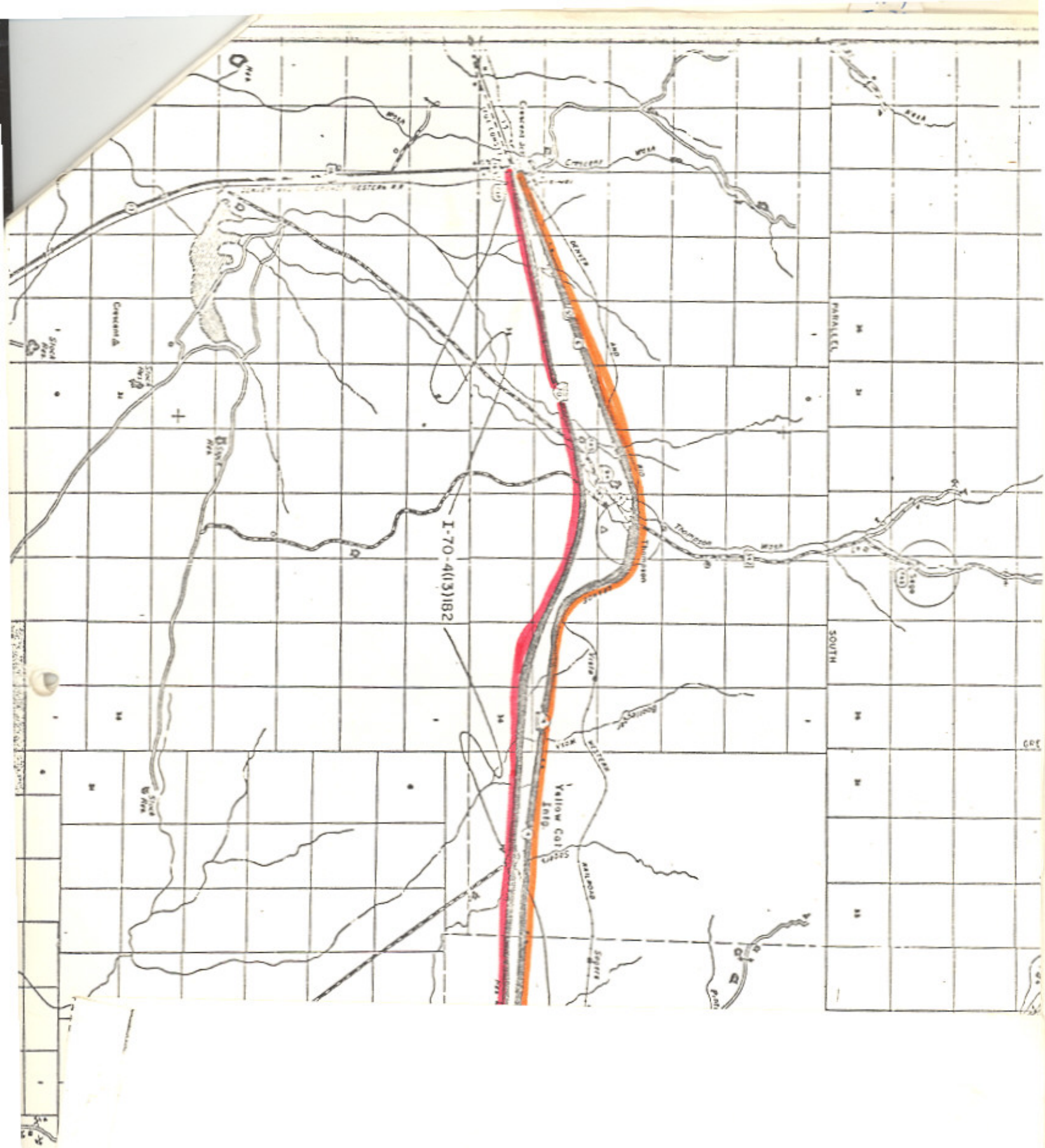
George H. Newell, Chairman
Grand County Commission

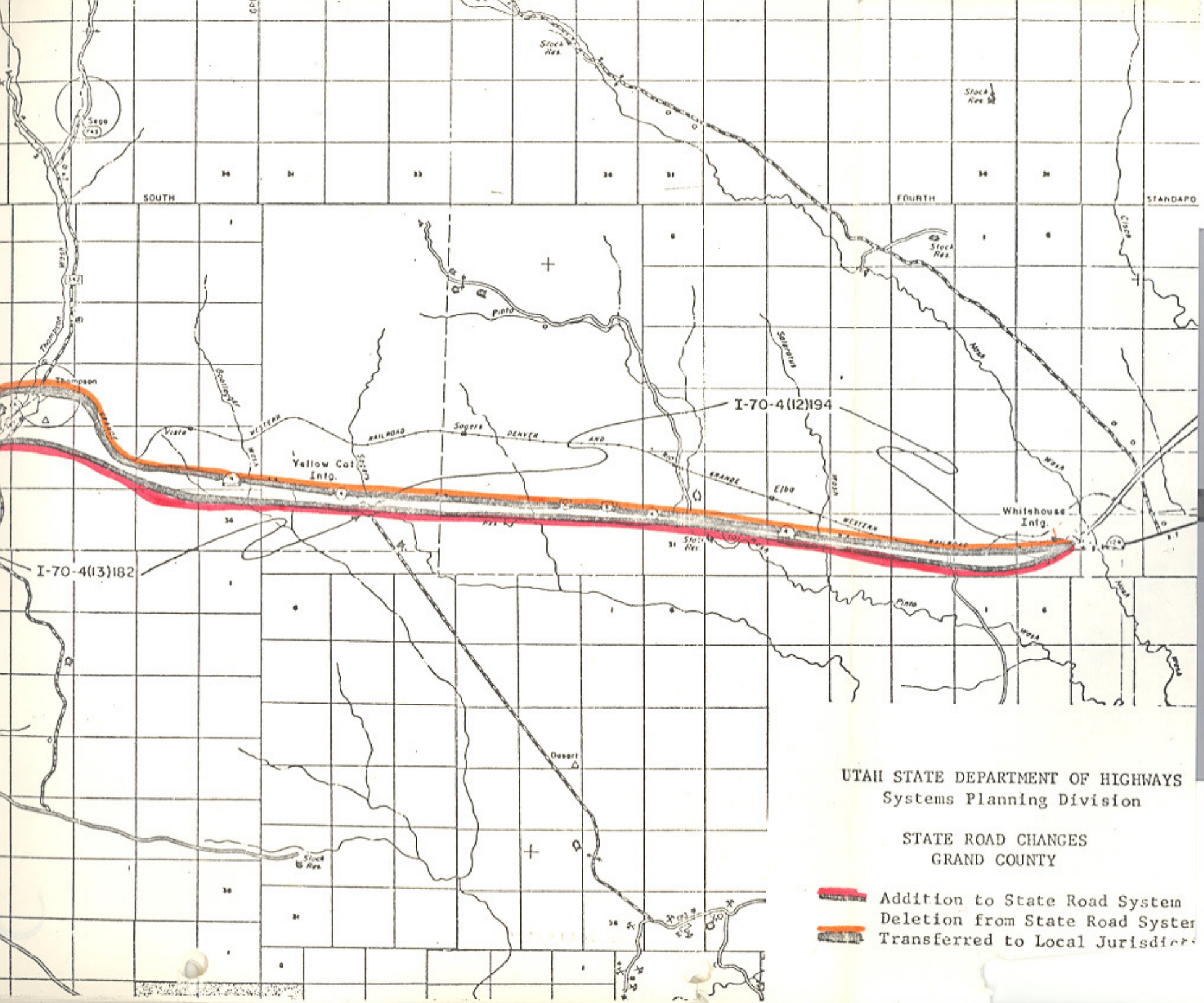


UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
GRAND COUNTY

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


I-70-4(13)182
Yellow Cat Intg.
Thompson
Crescent
PARALLEL
SOUTH


SOUTH
FOURTH
STANDARD
Sego
Thompson
Thompson Wash
Vista
Boullegger Wash
Yellow Cat Intg.
Sagers
Pinto
Saleratus Wash
Elba
Whitehouse Intg.
Pinto Wash
Desert
Stock Res.
I-70-4(12)194
I-70-4(13)182
UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division
STATE ROAD CHANGES
GRAND COUNTY
Addition to State Road System
Deletion from State Road Syster
Transferred to Local Jurisdict

SR-4
I-70

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Same letter sent to: Mr. Marvin E. Olsen, U.S. Department of Soil Conservation

Information sent to: James Deaton, District #4 Engineer

Jerry Fenn	Clarence Stephens	Ellen Wandell	Charles Bertolina
Ralph Murdock	Evelyn Crill	Harold Brown	Jim West
Dean Steed	Wallace Liddle	Ray Behling	Don Jensen
Porter M. Gooch	David Sargent	Bonnie Garcia	Clarence Bywater
Keith Rosevear	David E. Kennison	John W. Homer	Ken Riddle
Robert Walsh	Robin Hood	Chauncey Powis	Winston Neiman
Lillian Witkowski	Ezra Christensen	E. Paul Gilgen	Robert Weadon
Mary Decker	Bert Kros		

October 24, 1973

C O P Y

Mr. George H. Newell, Chairman
Grand County Commission
Grand County Courthouse
Moab, Utah 84523

Dear Commissioner Newell:

Subject: Redesignation, Transfer and Abandonment of Highways in Grand County

Effective October 15, 1973, the Utah State Highway Commission adopted a resolution to transfer various sections of State Route 4 (I-70) created by the construction of Projects I-70-4(10)226, I-70-4(12)194 and I-70-4(13)182 to the new alignment of State Route 4, and to transfer to local jurisdiction or abandon the old alignment as described in the attached resolution.

Attached is a copy of the resolution and location maps.

Very truly yours,

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

Attachment

Millard 3

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

R E S O L U T I O N

State Route 4 and 161

Federal-aid Secondary Route 310

WHEREAS, with the completion of Project I-70-1(6)0 from Cove Fort in Millard County easterly a distance of 7.4 + - miles has resulted in the construction on new alignment, sections of new roadway, and

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

WHEREAS, it has been recommended by Mr. C. V. Anderson, District Engineer and concurred in by the Millard County Commission, that a portion of the old alignment of State Route 4 be transferred to the jurisdiction of Millard County, and

WHEREAS, during a telephone conversation between Mr. C. V. Anderson, and Mr. Floyd Bartlet, of the U.S. Forest Service, on February 15, 1973, it was recommended by Mr. Bartlet and concurred in by Mr. C. V. Anderson, that the remaining old alignment of State Route 4, within the National Forest boundary, be transferred to the jurisdiction of the U.S. Forest Service, and

WHEREAS, to maintain continuity in the State System of Highways it is recommended that State Route 161 be extended from its present termini at Cove Fort southerly to the on and off ramps at the south side of Interstate Route 70, State Route 4, be designated as a part of State Route 161.

(1) (by) NOW THEREFORE, pursuant to the Authority of Section 27-12-27, UCA, 1953, as amended, it is hereby resolved as follows:

(2) (by) That all portions of highway constructed as a result of Projects I-15-1(21)0 and I-15-1(24)6 I-70-1(6)~~0~~ be designated as a part of State Route ~~4~~ 1,

That the old alignment of State Route 4 from Cove Fort southerly to the on and off ramps at the south side of Interstate Route 70, State Route 4, be designated as part of State Route 161,

That the old alignment of State Route 4 from Cove Fort easterly to the National Forest boundary, a distance of 1.1 + - miles be transferred to the jurisdiction of Millard County and all remaining portions of the old alignment of State Route 4 be transferred to the jurisdiction of Department of U.S. Forest Service,

That application be made to the Federal Highway Administration to extend Federal-aid Secondary Route 310 to be coincident with the extension of State Route 161,

That by this action State Highway System mileage will decrease 0.6 + - mile, Millard County "B" System mileage will increase 1.1 + - miles, and Federal-aid Secondary System mileage will increase 1.1 + - miles,

That the memorandum from Mr. C. V. Anderson, pertaining to his recommendation for the relocation of State Route 4 and the letter from the Millard County Commission indicating their concurrence in the transfer of a portion of the old alignment of State Route 4 to their jurisdiction, 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 9th day of March, 1973.

STATE ROAD COMMISSION OF UTAH

Calvin A. Church

Chairman

RESOLUTION
State Route 4 and 161
Federal-aid Secondary Route 310
Page 3

R. LaDawn Cox
Vice-Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

Robert A. Malecka
Acting Secretary

4 8/161

R-234

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: March 20, 1973

TO : George W. Bohn, Division Engineer
08-42.4 Federal Highway Administration

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

SUBJECT: Revision of Federal-aid Secondary Route 310 in Millard County

The attached resolution adopted by the Utah State Road Commission on March 9, 1973, indicates the Road Commission's request for the revision of Federal-aid Secondary Route 310.

To maintain continuity in the Federal-aid Secondary System, we hereby request that Federal-aid Secondary Route 310 be extended from its present termini at Cove Fort southerly to Federal-aid Primary Route 4 (I-70).

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

Attachment

BDB:WDMears:bt

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
UTAH DIVISION

RECEIVED
MAY 15 1973
STATE
DEPT. OF HIGHWAYS
CENTRAL FILES

DATE: May 11, 1973

In reply refer to: 08-42.41

SUBJECT: Utah System Action - FAS 310
Relinquishment - FAP 4

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

TO: Mr. Blaine J. Kay
07-SP Director of Highways
Salt Lake City, Utah

Reference is made to Mr. L. R. Jester's March 20, 1973, memorandum concerning the above subject.

The request to extend FAS 310 from Cove Fort south to FAP 4 is approved. This office also concurs in the relinquishment of the old alignment of FAP 4 (east of Cove Fort) to Millard County and the U.S. Forest Service subject to the conditions set forth in PPM 80-6.1. The conditions for relinquishment were not set forth in the Resolution by the State Road Commission of Utah.

This third secondary system action of the year increases the secondary mileage by 1.1 miles for a total increase of 26.5 miles since January 1, 1973.

Attached is a copy of the approved description for your records.

for Charles H. Culp
George W. Bohn

Attachment

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

ROUTED TO	INITIAL	ACTION
I—Information	R—Return to Sender	
C—Comment	S—Signature	
A—Approval	P—Prepare Reply for my Signature	
N—Necessary Action		

RECEIVED
Department of Highways
Information Section

STATE OF UTAH

FEDERAL-AID SECONDARY SYSTEM

Proposed Revision Federal-aid Secondary Route No. 310

Approved May 11, 1973 Submitted March 19, 1973

Route Designation		Brief Description of Route and Termini	County	Mileage On State Highway System	Mileage On Local System	Total Length
F.A.S. Route No.	State or Local Route No.					
310	SR-161	From Federal-aid Primary Route 4 (I-70) near Cove Fort northwesterly to Federal-aid Primary Route 1 (I-15). Approved: 3-17-66	Millard	2.8		2.8

Note: The revision of this route increases the length from 1.7 miles to 2.8 miles, a total increase of 1.1 miles.

R-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

RECEIVED

DATE: December 12, 1972

TO: DEC 13 1972 B. Dale Burningham
Chief Res. Engr., Plan. & Prog.

FROM: C. V. Anderson, P.E.
District Five Engineer

DEPT. OF HIGHWAYS
CENTRAL FILES

SUBJECT: Transfer of a Section of U-4 to Millard County

Pursuant to the authority of Section 27-12-27, U.C.A. 1953, as amended, it is hereby requested that 1.07 miles of U-4 from Cove Fort easterly to the forest boundary be transferred to the Millard County "B" System.

I am attaching a copy of a letter from the Millard County Commission concurring in this transfer.

CVA/th

Attachment

SR-

COUNTY OF MILLARD

FILLMORE, UTAH 84631

December 8, 1972

Utah State Dept of Highways
C. V. Anderson
District Engineer
P O Box 1009
Cedar City, Utah 84720

Dear Mr. Anderson:

Your letter of November 27, 1972 regarding the abandonment of a section of old U-4 from Cove Fort easterly was presented to the commissioners at their regular meeting on Wednesday, December 6, 1972.

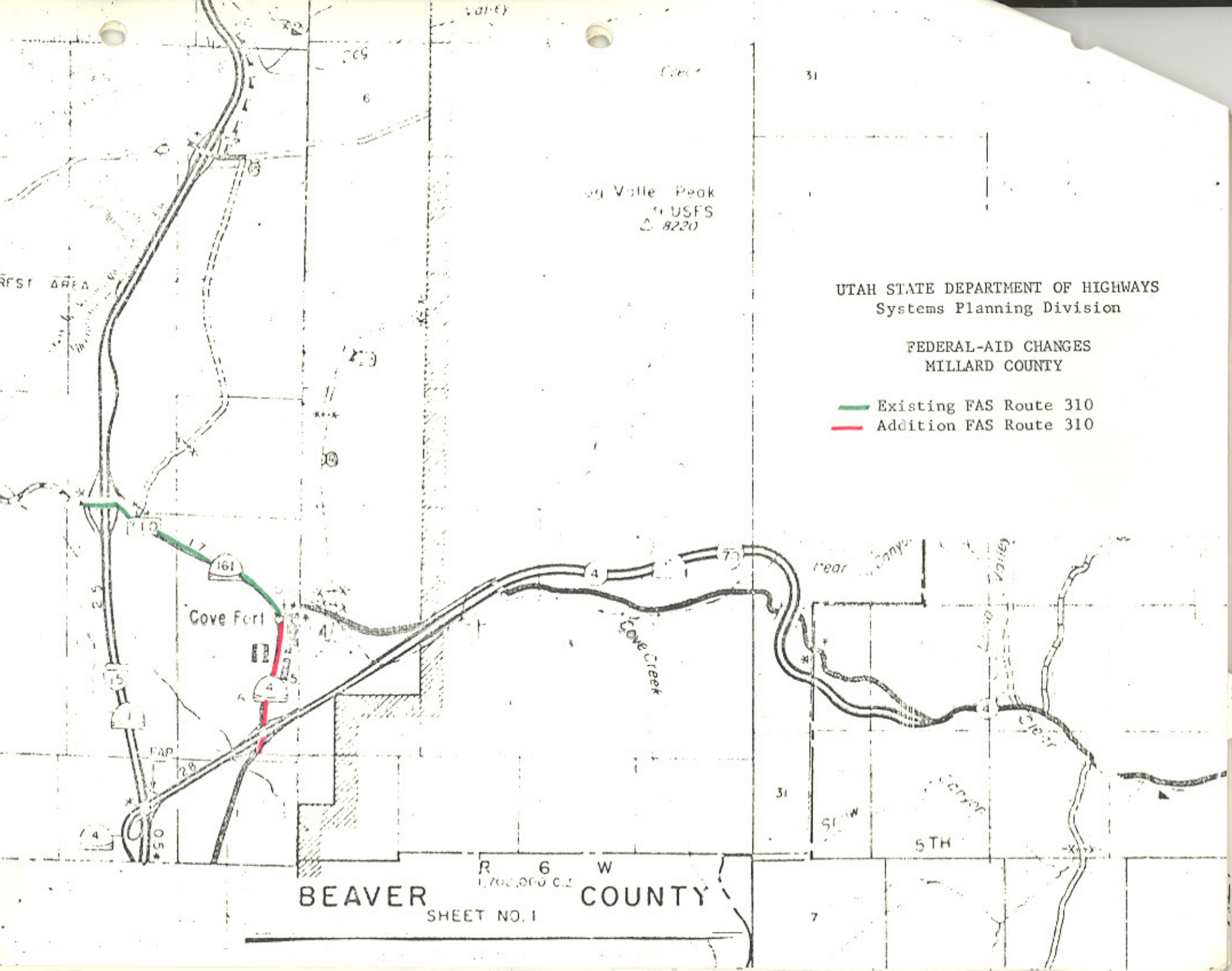
The Commissioners of Millard County agree to the addition of this section of road to our Class "B" Road System.

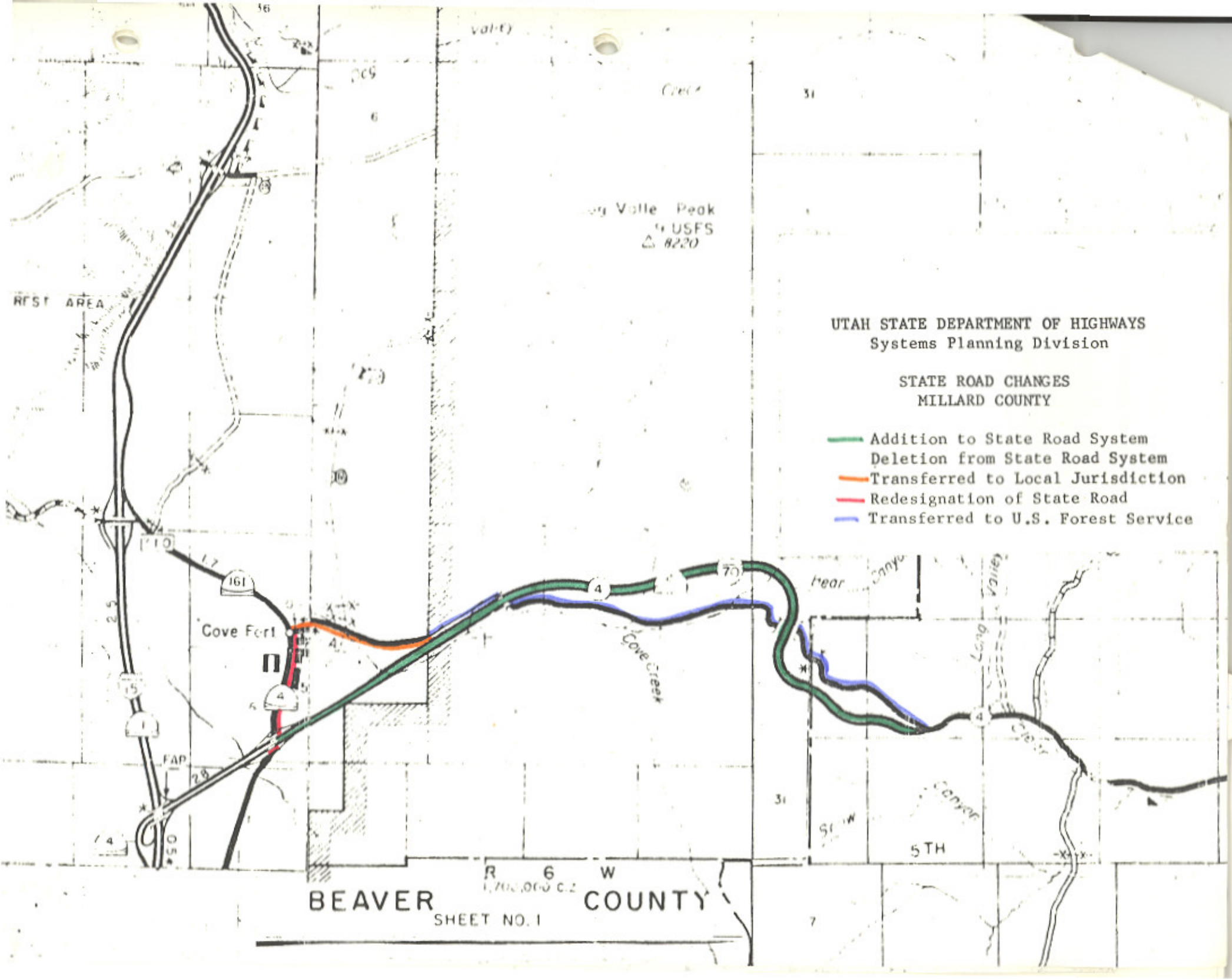
Cordially yours,

Guy L. Robins

Millard County Commissioners
By Guy L. Robins, Clerk

GLR:cgs


UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division
FEDERAL-AID CHANGES
MILLARD COUNTY
Existing FAS Route 310
Addition FAS Route 310
Cove Fort
Cove Creek
Peak
USFS
8220
R 6 W
BEAVER COUNTY
SHEET NO. 1
5TH
SR-


UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division
STATE ROAD CHANGES
MILLARD COUNTY
Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction
Redesignation of State Road
Transferred to U.S. Forest Service
Cove Fort
Cove Creek
Long Valley
Canyon
5TH
R 6 W
BEAVER COUNTY
SHEET NO. 1
REST AREA
FAP
Valley
Creek
USFS
8220

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Information sent to: Dean L. Smith, District #5 Engineer

Jerry Fenn	Clarence Stephens	Ellen Wandell	Charles Bertolina
Ralph Murdock	Evelyn Crill	Harold Brown	Jim West
Dean Steed	Wallace Liddle	Ray Behling	Don Jensen
Porter M. Gooch	David Sargent	Bonnie Garcia	Clarence Bywater
Keith Rosevear	David E. Kennison	John W. Homer	Ken Riddle
Robert Walsh	Robin Hood	Chauncey Powis	Winston Neiman
Lillian Witkowski	Ezra Christensen	E. Paul Gilgen	Robert Weadon
Mary Decker	Bert Kros		

C O P Y

May 17, 1973

Mr. Leigh R. Maxfield, Chairman
Millard County Commission
Millard County Courthouse
Fillmore, Utah 84631

Dear Commissioner Maxfield:

Subject: State and Federal-aid Secondary Route Revisions in Millard County

Effective March 9, 1973, the State Road Commission adopted a resolution to add to the State System of Highways that portion of State Route 4 created by the construction of Project I-70-1(6)0 from Covefort easterly, and to transfer the old alignment of State Route 4 to the jurisdiction of Millard County and the U.S. Forest Service. The extension of State Route 161 from Covefort south to the on and off ramps at the south side of Interstate 70 was also approved.

The extension of Federal-aid Secondary Route 310 was approved by the Federal Highway Administration May 11, 1973.

Attached is a copy of the resolution and location maps.

Very truly yours,

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

Attachment

BDB:WDM:RDent:bt

SR-
4 & 72
Sevier
40

Extension of SR-72
recorded 5-5-78 Ed Sec No
31-72-1
SEN

R E S O L U T I O N

State Routes 4 and 72

Relinquishment of State Constructed Frontage Roads

WHEREAS, highway construction projects between Salina City and the junction with State Route 10 and Interstate Route 70 in Sevier County has resulted in the construction of State Route 4 on new alignment, and

WHEREAS, the construction of these projects has resulted in the by-passing of segments of the old alignment of State Route 4 and the construction of access and frontage roads within this area, and

WHEREAS, the old alignment of State Route 4 and the constructed frontage and access roads will serve as public roads though not justified as part of the State System of Highways, and

WHEREAS, to maintain continuity in State Route 72 resulting from the construction of Interstate Route 70 Projects, State Route 72 should be extended from its present termini at Fremont Junction easterly to a connection with Interstate Route 70 and State Route 10, and

WHEREAS, it has been recommended by Mr. Howard Richardson, District #3 Director, and concurred in by the Sevier County Commission and Salina City Officials that the old alignment of State Route 4 and the constructed frontage and access roads be relinquished to the control and maintenance responsibility of Sevier County and Salina City respectively, and

WHEREAS, the Agreements pertaining to the disposition of the subject roads has been duly executed.

NOW THEREFORE, be it resolved as follows:

That the Utah Department of Transportation will relinquish control and maintenance of the frontage and access roads indicated on the map sheet attached to the Agreements in accordance with the conditions outlined in the Agreements,

That the Agreements be hereby incorporated as a part of this submission,

That by this action Sevier County "B" mileage will increase 34.4 + - miles and Salina City "C" mileage will increase 0.9 + - mile.

Dated this 26th day of March, 1976.

UTAH TRANSPORTATION COMMISSION

R. LaDawn Cox
Chairman

Wayne S. Winters
Vice-Chairman

Emil B. Taylor
Commissioner

Commissioner

Commissioner

ATTEST:

Russell A. Stanley
Secretary

R-151
Rev. 7-15-75

Project No. I-70-2(1)56

A G R E E M E N T

In accordance with Sections 27-12-27, 27-12-28, 27-12-29 and 27-12-102 of the Utah Code Annotated 1953 as amended.

THIS AGREEMENT, made and entered into this 20th day of February 1976, by and between the Utah Department of Transportation, hereinafter called the "Department" and the Authorized Officials of Sevier County (City, County, etc.) hereinafter called "the County (City, County, etc.)."

WITNESSETH:

WHEREAS, the Department proposes the construction of a ~~highway~~ freeway between Salina City (Sec. 25, T21S, R1W, SLB & M and Jct. SR 72 (Sec. 5, T24S, R5E, SLB&M known as Project No. I-70-2(1)56, and has prepared a plan showing that portion of the highway within the limits of and/or affecting the roads of Sevier County (City, County, etc.).

The plan which is attached to and becomes a part of this agreement shows the location of the proposed highway, the location of proposed access and frontage roads and the roads which cross or connect with existing roads in Sevier County (City, County, etc.).

The plan is marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility, and

NOW THEREFORE, it is agreed:

1. The Department, in the construction of the highway project, will at the expense of the Department, make the changes in the roads of Sevier County (City, County, etc.) in accordance with the plan, or as may hereafter be agreed between the parties hereto.

2. The County (City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with Sevier County (City, County, etc.) roads as shown on the plan; also, to the closing, relocation, abandonment, or transfer of the roads as shown by the special markings on the plan.

3. The Department will retain control and maintenance of the roads which are adopted or recommended for adoption by the Department or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan. Sevier County (City, County, etc.) will assume control and maintenance of all other roads which are within its jurisdiction, and as marked on the plan upon notice from the Department. Notification will be given by the Department at the time maintenance responsibility is to be assumed by the County (City, County, etc.).

4. This agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary in the public interest.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized officers on the day and year listed above.

County of Sevier, State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

(City, County, etc.)

The plan which is attached to and becomes a part of this agreement shows the location of the proposed highway, the location of proposed access and frontage roads and the roads which cross or connect with existing roads in Sevier County.
(City, County, etc.)

The plan is marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility, and

NOW THEREFORE, it is agreed:

1. The Department, in the construction of the highway project, will at the expense of the Department, make the changes in the roads of Sevier County
(City, County, etc.)
in accordance with the plan, or as may hereafter be agreed between the parties hereto.

2. The County (City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with Sevier County (City, County, etc.) roads as shown on the plan; also, to the closing, relocation, abandonment, or transfer of the roads as shown by the special markings on the plan.

3. The Department will retain control and maintenance of the roads which are adopted or recommended for adoption by the Department or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan. Sevier County (City, County, etc.) will assume control and maintenance of all other roads which are within its jurisdiction, and as marked on the plan upon notice from the Department. Notification will be given by the Department at the time maintenance responsibility is to be assumed by the County (City, County, etc.).

4. This agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary in the public interest.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized officers on the day and year listed above.

County of Sevier, State of Utah

By Ivan Mills
Chairman of Board of Co. Commissioners

ATTEST [signature]
County Clerk

By x x x x x
~~Mayor or Town President~~

ATTEST x x x x x
~~City or Town Clerk~~

UTAH DEPARTMENT OF TRANSPORTATION

By [signature]
Director of Department of Transportation

ATTEST [signature]
Secretary

SR-4872

R-151
Rev. 7-15-75

Project No. RF-022-1(7)
(I-70-2(1)56)

A G R E E M E N T

In accordance with Sections 27-12-27, 27-12-28, 27-12-29 and 27-12-102 of the Utah Code Annotated 1953 as amended.

THIS AGREEMENT, made and entered into this _____ day of _____ 19 76, by and between the Utah Department of Transportation, hereinafter called the "Department" and the Authorized Officials of Salina City (City, ~~County, etc.~~) hereinafter called "The City (City, County, etc.)."

WITNESSETH:

WHEREAS, the Department proposes the construction of a highway between the intersection of State & Main Streets and South Salina I-70 Interchange known as Project No. RF-022-1(7), and has prepared a plan showing that portion of the highway within the limits of and/or affecting the roads of Salina City (City, County, etc.).

The plan which is attached to and becomes a part of this agreement shows the location of the proposed highway, the location of proposed access and frontage roads and the roads which cross or connect with existing roads in Salina City (City, ~~County, etc.~~).

The plan is marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility, and

NOW THEREFORE, it is agreed:

1. The Department, in the construction of the highway project, will at the expense of the Department, make the changes in the roads of Salina City (City, County, etc.) in accordance with the plan, or as may hereafter be agreed between the parties hereto.

2. The City (City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with _____ City (City, County, etc.) roads as shown on the plan; also, to the closing, relocation, abandonment, or transfer of the roads as shown by the special markings on the plan.

3. The Department will retain control and maintenance of the roads which are adopted or recommended for adoption by the Department or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan. Salina City (City, County, etc.) will assume control and maintenance of all other roads which are within its jurisdiction, and as marked on the plan upon notice from the Department. Notification will be given by the Department at the time maintenance responsibility is to be assumed by Salina City (City, County, etc.).

4. This agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary in the public interest.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized officers on the day and year listed above.

County of Sevier, State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

The plan which is attached to and becomes a part of this agreement shows the location of the proposed highway, the location of proposed access and frontage roads and the roads which cross or connect with existing roads in Salina City.
(City, ~~County, etc.~~)

The plan is marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility, and

NOW THEREFORE, it is agreed:

1. The Department, in the construction of the highway project, will at the expense of the Department, make the changes in the roads of Salina City (City, County, etc.) in accordance with the plan, or as may hereafter be agreed between the parties hereto.

2. The City (City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with City (City, County, etc.) roads as shown on the plan; also, to the closing, relocation, abandonment, or transfer of the roads as shown by the special markings on the plan.

3. The Department will retain control and maintenance of the roads which are adopted or recommended for adoption by the Department or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan. Salina City (City, County, etc.) will assume control and maintenance of all other roads which are within its jurisdiction, and as marked on the plan upon notice from the Department. Notification will be given by the Department at the time maintenance responsibility is to be assumed by Salina City (City, County, etc.).

4. This agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary in the public interest.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized officers on the day and year listed above.

County of Sevier, State of Utah

By XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
Chairman of Board of Co. Commissioners

ATTEST XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
County Clerk

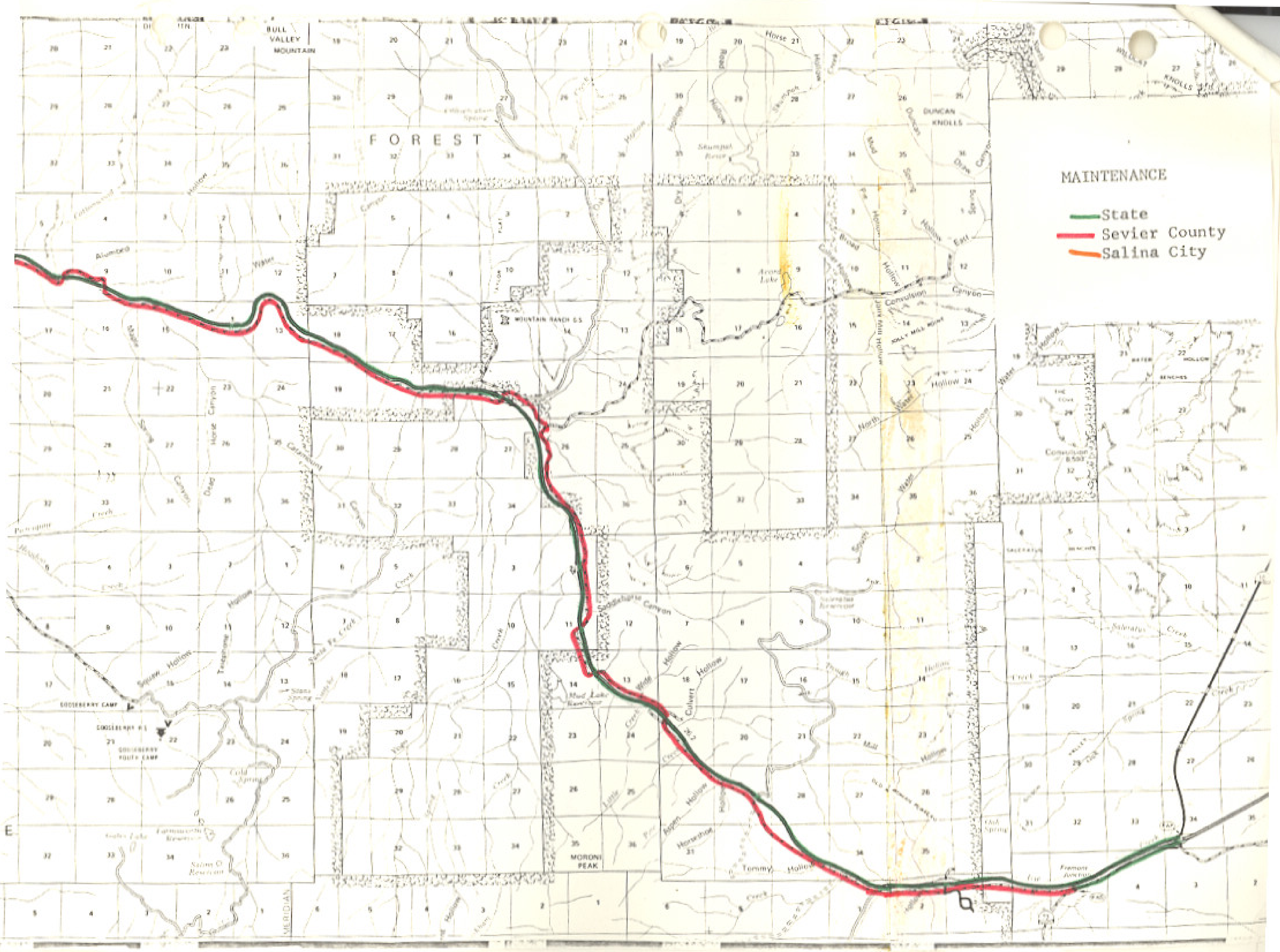
By Courtney K. Larsen
Mayor ~~or Town President~~

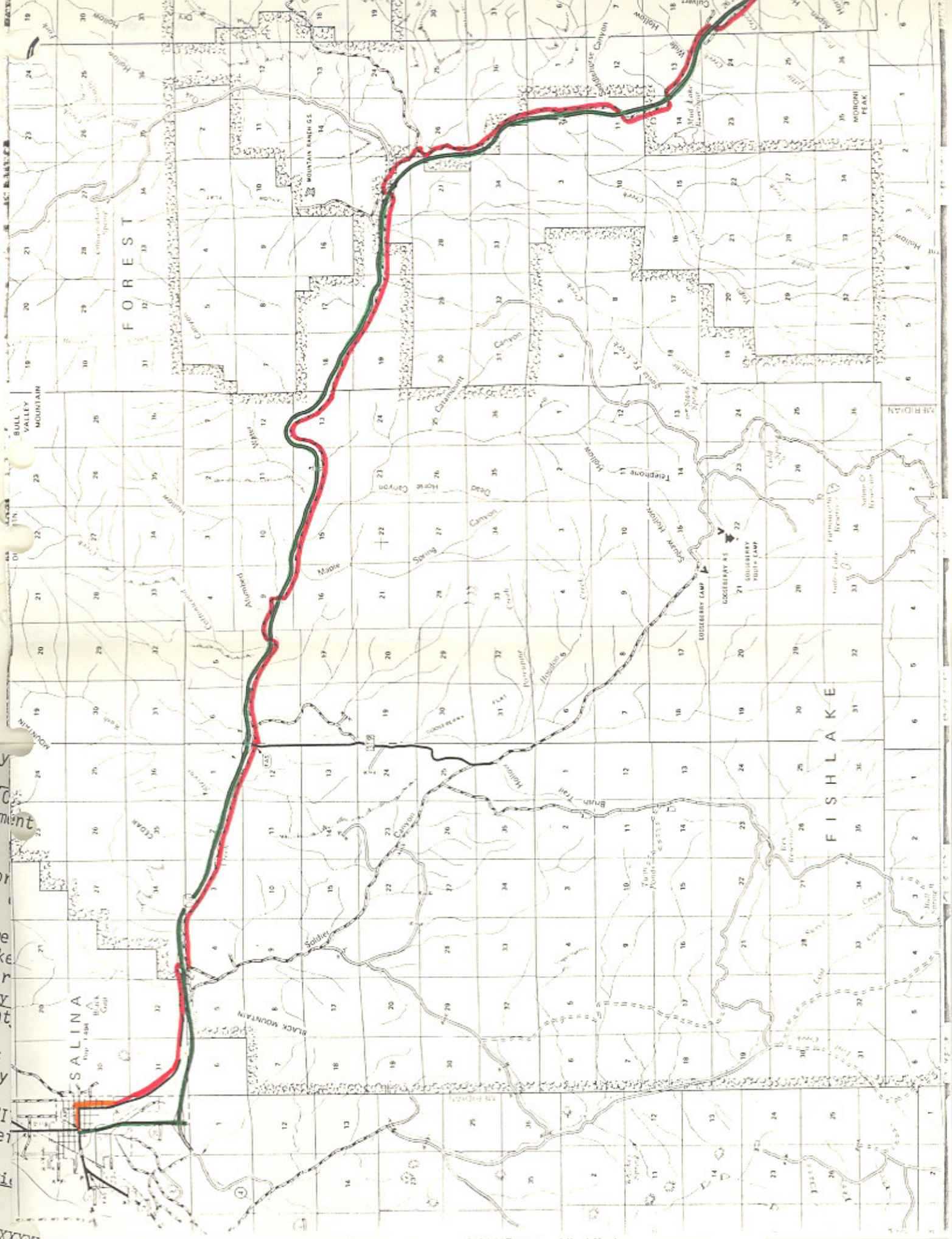
ATTEST Rick Shaw
City ~~or Town Clerk~~ Clerk

UTAH DEPARTMENT OF TRANSPORTATION

By Blaine A. Cox
Director of Department of Transportation

ATTEST
Secretary


MAINTENANCE
State
Sevier County
Salina City
BULL VALLEY MOUNTAIN
FOREST
DUNCAN KNOLLS
MOUNTAIN RANCH G.S.
Jolly Mill Hollow
Convulsion Canyon
Saddlehorse Canyon
Mud Lake Reservoir
MORONI PEAK
Tommy Hollow
Fremont Junction
GOOSEBERRY CAMP
GOOSEBERRY R.S.
GOOSEBERRY YOUTH CAMP
MERIDIAN



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UTAH DEPARTMENT OF T...

SR-
4872

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Policy & Systems Planning

Same Letter sent to: Mayor Courtney Larsen, Salina City
Marvin E. Olson, U.S. Department of Soil Conservation

Information sent to: Howard Richardson, District #3 Director

Jerry Fenn	W. J. Stephenson	Harold Brown	Charles Bertolina
Ralph Murdock	J. Q. Adair	Ray Behline	Jim West
Dennis Spackman	David L. Kennison	Bonnie Garcia	Don Jensen
Robert Wheadon	Robin Hood	John W. Homer	Clarence Bywater
Keith Rosevear	Art Guerts	Jo Ann Slaugh	Ken Riddle

April 6, 1976

C O P Y

Mr. Ivan Mills, Chairman
Sevier County Commission
Sevier County Courthouse
Richfield, Utah 84701

Dear Commissioner Mills:

Subject: Transfer of Frontage Roads in Salina City, Sevier County and the Extension of State Route 72 in Sevier County

On March 26, 1976, the Utah Transportation Commission approved the transfer to local jurisdiction those State constructed frontage roads in Salina City and Sevier County, created by the construction of Interstate Route 70 Projects and the extension of State Route 72 in Sevier County, 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

R E S O L U T I O N

Redesignation of Various State Routes

WHEREAS, it has been determined that it would be advantageous for record keeping and developing a Highway Reference System that various state routes be redesignated by hierarchy with the route number being synonymous with the US route designation, and

WHEREAS, this proposed revision of State Route Designations is concurred in by all District Directors.

NOW THEREFORE, be it resolved as follows:

That Interstate Route 15 be designated as State Route 15 and by this action delete the designation of State Route 1 and redesignate present State Route 15 as State Route 9,

That Interstate Route 80 be designated as State Route 80 and by this action delete the designation of State Route 2 and redesignate present State Route 80 as State Route 92,

That Interstate Route 80N be designated as State Route ~~82~~ 84 and by this action delete the designation of State Route 3 and redesignate present State Route ~~82~~ 84 as State Route 126 82,

That Interstate Route 70 be designated as State Route 70 and by this action delete the designation of State Route 4 and redesignate present State Route 70, part of State Route 102, part of State Route 69, part of State Route 16 and State Route 51 as State Route 30 and by this action delete the designation of State Route 51,

That Interstate Route 215 be designated as State Route 215 and by this action delete the designation of State Route 5,

That US-6 and 50 from the Utah-Nevada State line to Delta be designated as State Route 6 and that US-6 from Delta to the junction with I-70 west of

State changes 2

Green River also be designated as State Route 6 and by this action delete the designation of State Route 27,

That US-40 be designated as State Route 40 and by this action delete the designation of State Route 6 and redesignate present State Route 40 as State Route 134,

That US-50 from Delta to Salina be designated as State Route 50 with the exception of that section coincident with Interstate Route 15 and by this action delete the designation of State Route 26 and redesignate a part of present State Route 50 as State Route 26,

That US-89 be designated as State Route 89 with the exception of those sections coincident with Interstate Route 70, US-6, I-15 and US-91 and by this action delete the designation of State Route 259, part of State Route 11, part of State Route 28, State Route 32, State Route 8, State Route 271, part of State Route 106, State Route 169, State Route 49, part of State Route 50, part of State Route 84, State Route 13 and the remaining part of State Route 16, redesignate present State Route 89 as State Route 169 and redesignate that portion of State Route 84 from Brigham northerly to State Route 30 as State Route 13,

That US-91 be redesignated as State Route 91 and by this action delete the designation of State Route 85,

That US-189 be designated as State Route 189 with the exception of those sections coincident with US-40 and Interstate Route 80 and by this action delete the designation of State Route 7, 151 and part of State Route 35,

That US-163 be designated as State Route 163 and by this action delete the designation of State Route 47, part of State Route 9 and redesignate present State Route 163 as State Route 78,

That US-666 be designated as State Route 666 and by this action delete

the remaining portion of State Route 9,

That as a result of the aforementioned revisions the State Routes involved will be described as follows:

Route 6 From the Utah-Nevada State line easterly via Delta and Tintic Junction, thence easterly via Santaquin, Payson and Spanish Fork to Moark Junction, thence easterly via Spanish Fork Canyon and Price to Route 70 (Interstate Route 70) west of Green River.

Route 9 From Harrisburg Junction on Route 15 (Interstate Route 15) easterly to Zion National Park south boundary, thence from Zion National Park east boundary to Mt. Carmel Junction on Route 89.

Route 11 From the Utah-Arizona State line north to a junction with Route 89 in Kanab.

Route 13 From a junction with Route 91 in Brigham City northerly via Bear River and Haws Corner to a point south of Riverside, thence east to Route 30 north of Collinston.

Route 15 From the Utah-Arizona State line near St. George to the Utah-Idaho State line south of Malad, Idaho, (traversing the alignment of Interstate Route 15). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

Route 16 From the Utah-Wyoming State line northerly to Route 30 at Sage Creek Junction.

Route 26 From Route 84 in Roy easterly to Route 89 in Ogden (Former SR-50 Part).

Route 28 From a junction with Route 89 in Gunnison northerly via Levan to a junction with Route 15 (Interstate Route 15) north of Levan.

Route 30 From the Utah-Nevada State line northeasterly via Curlew Junction to Route ~~82~~ 84 (Interstate Route 80N) west of Snowville. Then commencing

again at a junction with Route ~~82~~ 84 (Interstate Route 80N) west of Tremonton easterly via Tremonton, Haws Corner and Collinston to Route 91 in Logan. Then commencing again at a junction with Route 89 in Garden City southeasterly via Sage Creek Junction to the Utah-Wyoming State line.

Route 35 From Route 189 at Francis southeasterly via Tabiona to Route 87 north of Duchesne.

Route 40 From Silver Creek Junction on Route 80 (Interstate Route 80) easterly via Heber City, Duchesne and Vernal to the Utah-Colorado State line.

Route 50 From Route 6 in Delta southeasterly to Holden, thence northerly to Route 15 (Interstate Route 15) and commencing again on Route 15 (Interstate Route 15) near Scipio southeasterly via Scipio to a junction with Route 89 in Salina.

Route 69 From Brigham on Route 13 northerly via Honeyville to Route 30 at Deweyville.

Route 70 From Route 15 (Interstate Route 15) near Cove Fort to the Utah-Colorado State line west of Grand Junction, Colorado, (traversing the alignment of Interstate Route 70). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

Route 78 From Route 15 (Interstate Route 15) west of Levan east to Route 28 in Levan.

Route 80 From the Utah-Nevada State line near Wendover to the Utah-Wyoming State line west of Evanston, Wyoming, (traversing the alignment of Interstate Route 80). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

Route ~~82~~ 84 From the Utah-Idaho State line near Snowville to a point on Route 15 (Interstate Route 15) near Tremonton, thence from another point on Route 15 (Interstate Route 15) near Roy to Route 80 (Interstate Route 80) near Echo, (traversing the alignment of Interstate Route ~~80N~~ 24). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

Route ~~84~~ 126 From Route 15 (Interstate Route 15) south of Layton northerly to Route 89 at Hot Springs Junction.

Route 89 From the Utah-Arizona State line northwest of Page, Arizona, westerly to Kanab, thence northerly to a junction with Route 70 (Interstate Route 70) at Sevier Junction. Then commencing again at the junction with Route 70 (Interstate Route 70) south of Salina northerly via Salina, Gunnison and Mt. Pleasant to a junction with Route 6 at Thistle Junction. Then commencing again at a junction with Route 6 at Moark Junction northerly via Springville, Provo, Orem and American Fork to Route 15 (Interstate Route 15) north of Lehi. Then commencing again at a junction with Route 15 (Interstate Route 15) near Draper Crossroads northerly via Murray and Salt Lake City to a junction with Route 15 (Interstate Route 15) at Becks Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) near Orchard Drive northerly via Bountiful to a junction with Route 15 (Interstate Route 15) at North Bountiful Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) at Lagoon Junction northerly via Uintah Junction and Ogden to Route 91 near south city limits of Brigham City. Then commencing again at a junction with Route 91 in Logan northeasterly to Garden City, thence north to the Utah-Idaho State line.

Route 91 From Route 15 (Interstate Route 15) south of Brigham, thence

easterly via Brigham Canyon and Logan to the Utah-Idaho State line near Franklin, Idaho.

Route 92 From Route 15 (Interstate Route 15) near Point of the Mountain east via American Fork Canyon to Route 189 in Provo Canyon.

Route 102 From Route 83 east of Lampo Junction northeasterly via Penrose and Thatcher to Route ~~82~~ 84 (Interstate Route ~~80N~~ 84) west of Tramonton.

Route 106 From Route 89 northerly via Second West and Fourth North in Bountiful, thence northerly to Sheppard Lane in Farmington, thence east to Route 89.

Route ~~126~~ 82 From Route 30 in Tremonton north via 300 East to Garland, thence east approximately 0.8 mile, thence north to Route 13.

Route 134 From Kanesville on Route 37 northerly to Plain City, thence easterly to Pleasant View on Route 89.

Route 163 From the Utah-Arizona State line southwest of Mexican Hat northerly via Blanding, Monticello and Moab to Route 70 (Interstate Route 70) at Crescent Junction.

Route 169 From Route 162 east to Eden on Route 166.

Route 189 From Route 15 (Interstate Route 15) south of Provo northerly via University Avenue and Provo Canyon to Route 40 south of Heber. Then commencing again from Route 40 at Hailstone Junction easterly to Francis, thence northerly via Kamas to Route 80 (Interstate Route 80) south of Wanship.

Route 215 From a junction with Route 80 (Interstate Route 80) near the mouth of Parleys Canyon southeast of Salt Lake City, southwesterly near the south city limits of Murray, junctioning with Route 15 (Interstate Route 15), thence northwesterly, northerly and easterly to a junction with Route 15 (Interstate Route 15) north of Salt Lake City, (traversing the alignment of Interstate Route 215).

Route 666 From Route 163 at Monticello east to the Utah-Colorado State line.

State Changes

The maps presented relating the action taken herewith are hereby a part of this resolution and will be stored at the office of the Planning Statistics Section of the Transportation Planning Division.

Dated this 20th day of May, 1977.

UTAH TRANSPORTATION COMMISSION

R. LaDawn Cox
Chairman

Wayne H. Winters
Vice-Chairman

Chas. E. Ward
Commissioner

Clem H. Church
Commissioner

Samuel A. Taylor
Commissioner

ATTEST:

Donald A. Fenley
Secretary

STATE ROUTES REQUIRING CHANGES IN ROUTE DESIGNATION SIGNING

Existing Designation	New Designation	District	Miles
SR-15	SR-9	5	32.6
SR-15	SR-9	3	12.3
SR-80	SR-92	6	26.8
SR-82	SR-126	1	3.1
SR-40	SR-134	1	12.4
SR-50 Part	SR-26	1	3.8
SR-89	SR-169	1	0.6
SR-84	SR-13	1	27.8
		Total	119.4

SR-70, SR-102, SR-69, SR-16 and SR-51 in District 1, remove rectangular route signs from sign posts.

US-89 signs thru Sevier Valley will be replaced with "Temporary I-70" signs with rectangular signs under the Temporary I-70 sign indicating the State Route designation until completion of I-70 thru this area. Upon completion of I-70 between Sevier Junction and Salina all State Routes will be resigned by their designated State Route, District 3

Present State Routes 15 and 80 will be dual route signed for a period of approximately two years as a guide to Tourists, Districts 5, 3 and 6

All directional signing (junction signs, etc.) affected by these revisions will also require changing.

-234

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: June 2, 1977

TO : District Directors

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

SUBJECT: Redesignations of State Routes

On May 20, 1977, the Utah Transportation Commission approved the redesignations of various State Routes as described in the attached resolution. Please review the changes that have been approved in your District and notify all interested agencies within your area.

Attachment

Note: All Districts refer to last page of resolution for necessary signing changes.

Chronyes
2

UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

C O P Y

Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

Subject: Redesignation of State Routes

Dear Mr. Hancock:

On May 20, 1977, the Utah Transportation Commission approved the redesignations of the various State Routes as described in the enclosed Resolution.

Yours very truly,

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

LRJ/BDB/WDM/BDent/cs

Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin E. Olson, U.S. Dept. of Soil Conservation
Mr. Ralph Hodges, Utah Power & Light Company

State changes
2

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

ROBERT N. HUNTER, President
Chief Engineer
Missouri State Highway Department

HENRY E. STAMPER, Executive Director
444 N. Capitol Street, N.W., Suite 225
Washington, D.C. 20001
Telephone (202) 624-5800

July 12, 1977

Mr. Blaine J. Kay, Director
Utah Department of Transportation

Mr. Darrell V. Manning, Director
Idaho Transportation Department

Mr. Robert A. Burco, Director
Oregon Department of Transportation

Gentlemen:

The Route Numbering Committee reviewed the application coming from the Idaho Department of Transportation, and concurred in by the Utah Department of Transportation, for the redesignation of I-80N.

After reviewing the application, together with objections raised by States of Washington and Oregon, the Committee voted to redesignate I-80N as I-84, subject to concurrence by the Federal Highway Administrator, and with the State of Oregon in consultation with the States of Utah and Idaho to make the determination when the sign change would take place; but no later then July 1st, 1980.

This action was reviewed by the Executive Committee at its meeting on July 7th, 1977, and concurred therein.

Sincerely,

H. J. Rhodes
Deputy Director

HJR:pw

cc: Mr. William Cox
Federal Highway Administrator
Federal Highway Administration

RECEIVED
7-14-77

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN THIS [illegible] TO CENTRAL FILES AFTER ACTION HAS BEEN [illegible]
Kay
ACTION

UTAH STATE DEPA TMENT OF HIGHWAYS

June 2, 1977

C O P Y

Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

Subject: Redesignation of State Routes

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Yours very truly,

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

LRJ/BDB/WDM/BDent/cs

Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin [illegible]
Mr. Ralph [illegible]