Route 30

Updated: October 2005

Fountain Green via Freedom and Chester to Spring City, May 14, 1935.
From Spring City on Route 32 northeasterly, to Route 32, May 12, 1959.

1959 Description:
From Fountain Green on Route 11 southerly, via Freedom, Wales, and Chester to Spring City; thence northeasterly to Route 32.

Approved by 1963 Legislature:
Approved by 1965 Legislature:

****(***(A) Scanned**)** 1966 Description:
Signed Route Number only (from Nevada State line easterly via Curlew Junction, Tremonton, Deweyville, Logan, Garden City and Sage Creek Junction to the Wyoming State line.)

1967 Legislature:
*(B)
*(C) 1977 Commission Action (May 20, 1977)
Designated a State Route by Commission Action 5-20-77.

1977 Description:
From the Utah-Nevada State line northeasterly via Curlew Junction to State Route 84 (I-84) west of Snowville. Then commencing again at a junction with State Route 84 (I-84) west of Tremonton easterly via Tremonton, Haws Corner and Collinston to State Route 91 in Logan. Then Commencing again at a junction with State Route 89 in Garden City Southeasterly via Sage Creek Junction to the Utah-Wyoming State line.

1979 Legislature: Description remains the same.
1983 Legislature: Description remains the same.
1985 Legislature: Description remains the same.
1986 Legislature: Description remains the same.
1987 Legislature: Description remains the same.
1988 Legislature: Description remains the same.

*(D) 1989 Commission Action March 24,1989:
Deleted from SR-84 West Tremonton Interchange east via Tremonton to Jct. SR-69 and re-designated SR-102. **(However the changes mentioned will not be actuated until the portion of SR-15 is completed).**

Route 30 Cont.

*(E)
1989 Description:
From the Utah-Nevada State line northeasterly via Curlew Junction to SR-84 (I-84), west of Tremonton. Then commencing again at SR-15, (I-15) south bound on & off ramps easterly via Riverside, Collinston, to SR-91 in Logan; then commencing again at a junction with SR-89 in Garden City southeasterly via Sage Creek Junction to the Utah-Wyoming State line.

1990 Legislative Description:
From the Utah-Nevada state line west of Snowville; thence commencing again at a junction with Route 15 west of Riverside easterly via Collinston to Route 91 in Logan; thence commencing again at a junction with Route 89 in Garden City southeasterly via Sage Creek Junction to the Utah-Wyoming state line.

1992 Legislature: Description remains the same.
1993 Legislature: Description remains the same.
1994 Legislature: Description remains the same.

1995 Legislative Description:
From the Utah-Nevada state line northeasterly via Curlew Junction to Route 84 west of Snowville; thence commencing again at a junction with Route 15 west of Riverside easterly via Collinston to Route 91 in Logan; thence commencing again at a junction with Route 89 in Garden City southeasterly via Sage Creek Junction to the Utah-Wyoming state line.

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

1998 Legislative Description:
From the Utah-Nevada state line northeasterly through Curlew Junction to Route 84 west of Snowville; then beginning again at a junction with Route 15 west of Riverside easterly through Collinston to Route 91 in Logan; then beginning again at a junction with Route 89 in Garden City southeasterly through Sage Creek Junction to the Utah-Wyoming state line.

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.

* Refers to resolution index on the following page.
**Refers to Scanned Computer Resolution index on the following page.

Route 30

COUNTY/VOLUME & RESOLUTION NO.

A. Box Elder Co. 1/136	**C**. Multiple Co. 6/2	**E**. Box Elder Co. 8/10
B. Box Elder Co. 3/29	**D**. Box Elder Co. 8/9	

DESCRIPTION OF RESOLUTION CHANGE

(**A**). Re-designated - SR-30 to various routes in northern Utah.

(**B**). Re-designation - U.S. 30 to traverse coincident with I-80N. (*AASHTO Application Only*)

(**C**). Re-designation - Multiple re-designations throughout state.

(**D**). Deletion - From West Tremonton Interchange to Jct. SR-69. Along with other re-designation within this resolution.

(**E**). Limited Access - From Riverside Interchange to 450 ft. east of 6000 West.

R E S O L U T I O N

State Route 30 & 117

WHEREAS, it has been recommended by the County Officials of those counties in the northern part of Utah, to provide a state signed route traversing the northern counties in Utah and,

WHEREAS, the designation of Route 30 coincides with the State of Nevada designation from US-40 near Oasis Nevada to the Nevada-Utah line and,

WHEREAS, to provide a travel guide number, traversing existing State Routes from the Utah-Nevada State line easterly via Curlew Junction, Tremonton, Deweyville, Logan, Garden City and Sage Creek Junction to the Utah-Wyoming State line and,

WHEREAS, the redesignation of present State Route 30 in Sanpete County is concurred in by the Sanpete County Commission and,

WHEREAS, the redesignation of all State Statutory numbers involved in this proposed route would involve a tremendous number of changes in our present record keeping system and whereas a guide sign would accomplish the desired effect.

NOW THEREFORE, be it resolved as follows:

1. That a State signed guide Number 30 be assigned from the Utah-Nevada State line northeasterly via State Statutory Route 70 to Curlew Junction; thence, east via State Statutory Route 42 to Snowville; thence, southeasterly via State Statutory Route 3 (I-80N) to Bothwell Junction; thence, east via Tremonton and State Statutory Route 102 to Deweyville; thence, northeasterly via State Statutory Route 69 to Logan; thence, north via State Statutory Route 85 to 4th North Street; thence, northeasterly via State Statutory Route 13 to Garden City; thence, southeasterly via State Statutory Route 16 to Sage Creek Junction; thence, east via State Statutory Route 51 to Utah-Wyoming State line.

SR-30 & 117
136

2. That the present State Statutory Route 30 in Sanpete County from Fountain Green on State Route 11 southerly via Freedom and Wales; thence, easterly via Chester to Spring City; thence, northerly to a junction with State Route 32 near Mt. Pleasant be redesignated State Route 117. This would be necessary so that tourist maps would not reflect two signed routes with the same guide number.

3. That signs will be placed on the aforementioned roadways as indicated on the attached diagram; the guide sign placed near the top in standard size state route signs, with a small sign below denoting the State Statutory number.

4. That by this action State Highway System mileage will not be affected.

5. That the State Highway Department of Wyoming be contacted, asking for their cooperation in redesignating that portion of Wyoming State Highway 89 to the designation of 30, from the Utah-Wyoming State line to a junction with US-30N near Sage.

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

Dated this 25th day of November, 1966.

STATE ROAD COMMISSION OF UTAH

Weston E. Hamilton
Chairman

Elias Strong
Commissioner

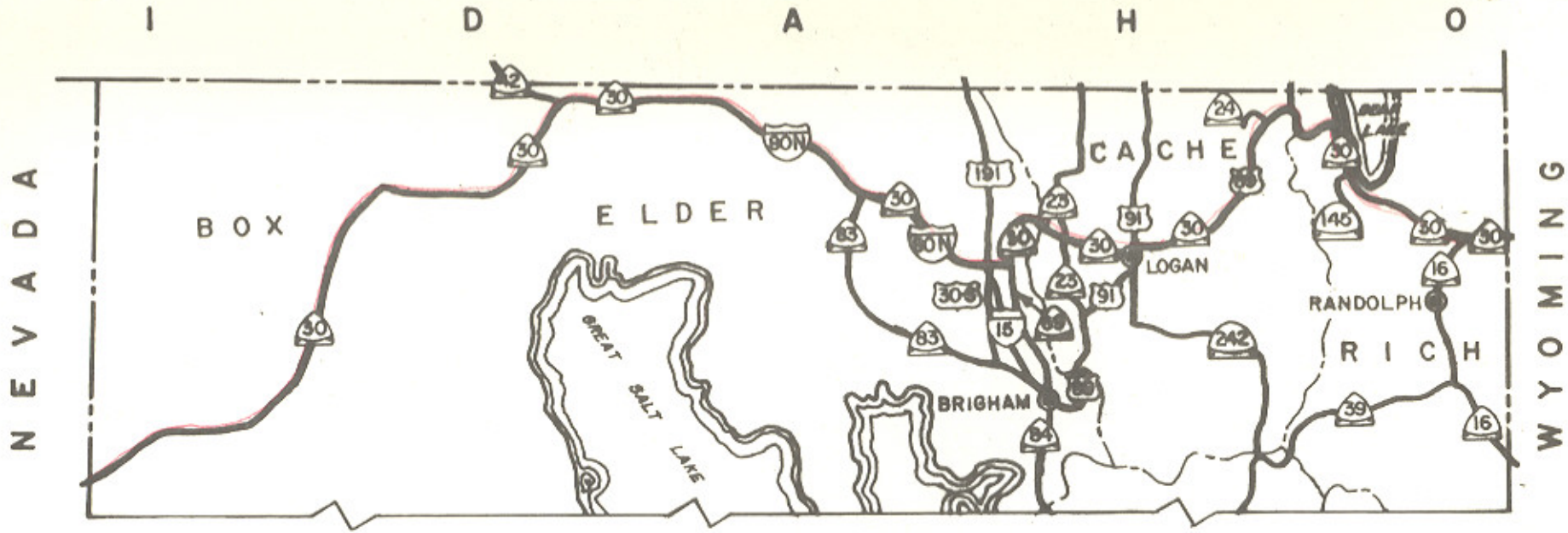
Commissioner

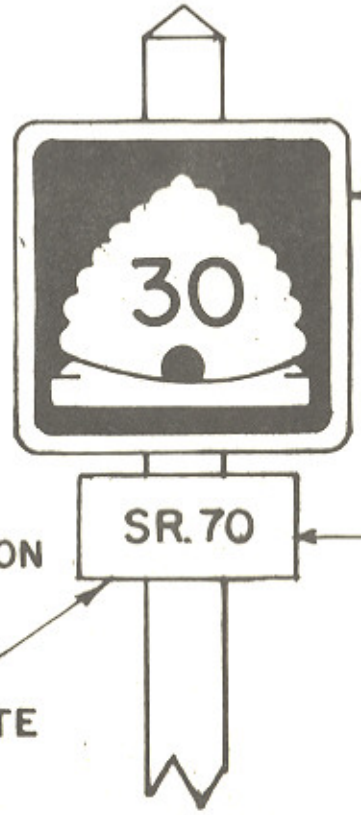
Commissioner

Commissioner

ATTEST:

Secretary





SIGNED ROUTE NUMBER

STATE STATUTE NUMBER
METAL PLATE

SIGN TO BE STANDARD DIMENTION 5" X 12" WITH 3" LETTERING. BLACK NUMERALS ON WHITE BACKGROUND.

UTAH STATE DEPARTMENT OF HIGHWAYS

Same Letter Sent To: Norm Hancock
Grover R. Harper, Chairman, Box Elder
S. Ray Ashcraft, Mayor, Tremonton
Jesse J. Earl, Town President, Deweyville
J. William Hyde, Chairman, Cache County
Richard A. Chambers, Mayor, Logan
Del C. Cook, Chairman, Rich County
Walter S. Nelson, Town President, Garden City
Stanley R. Voorhees, Chairman, Sanpete County

09-42.4
70-R3

December 2, 1968

C
O
P
Y

Mr. Daniel Watt, Division Engineer
U. S. Department of Commerce
Bureau of Public Roads
Federal Building
125 East State Street
Salt Lake City, Utah 84111

Dear Mr. Watt:

Subject: Redesignation of State Route 30 in Box Elder, Cache and Rich Counties, and State Route 117 in Sanpete County

Effective November 13, 1968, the State Road Commission adopted a resolution transferring the designation of State Route 30 as a signed route traversing existing State Routes from the Utah-Nevada State line easterly via Curlew Junction, Tremonton, Deweyville, Logan, Garden City and Sage Creek Junction to the Utah-Wyoming State line. This providing a travel route and coinciding with the designation of State Route 30 in Nevada.

By this action the old designation of State Route 30 in Sanpete County from Fountain Green on State Route 11 southerly via Freedom and Wales; thence, easterly via Chester to Spring City; thence, northerly to a junction with State Route 31 near Mt. Pleasant is redesignated State Route 117.

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

Very truly yours,

B. Dale Burnington
Chief Research Engineer

Transmittal

WDM/blw

US 30S Box Elder Co

29

R-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: Nov. 25, 1970

TO : Dale Burningham
Chief Research Engineer

FROM : Howard B. Leatham, Engineer
for Planning and Programming

SUBJECT: Official Redesignation of U. S. 30S

The attached letter from H. J. Rhodes indicates approval of our application to change the routing of U. S. 30S to be coincident with I-80N from Snowville to the Idaho State Line. Please change your official records to show this approval and provide notification to the District Engineer of the approval and of signing changes that will be required as a result of this action. It is also requested that you notify the appropriate local officials.

It should be noted that a portion of the Interstate System near Snowville is still under construction and therefore, U. S. 30S signs will have to remain on the existing route through Snowville until the Interstate segment is completed.

/bb

ATTACHMENT

cc: Blaine J. Kay
Earl Mickelson
Commissioner Ross Plant

29

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

PRESIDENT
W. J. Burmeister
State Highway Engineer
Division of Highways
4802 Sheboygan Ave.
Madison, Wisconsin 53702

RECEIVED
NOV 23 1970
UTAH STATE
DEPT. OF HIGHWAYS
FILES

EXECUTIVE DIRECTOR
A. E. Johnson
341 Nat'l Press Bldg.
Washington, D. C. 20004
Telephone 628-2438

November 19, 1970

Mr. H. C. Helland
Director of Highways
Utah State Department of Highways
State Office Building
Salt Lake City, Utah 84114

Dear Mr. Helland:

Your Department submitted an application for revision of the U. S. Numbered System, concerning U. S. 30S. This application was considered by the U. S. Route Numbering Subcommittee at its meeting on November 6, and concurred in by the Executive Committee.

The application was approved, and a copy is attached hereto indicating this approval.

Yours very truly

A. E. Johnson
Executive Director

H. J. Rhodes
Assistant to the Director

AEJ:HJR:ja

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN THIS ORIGINAL TO CENTRAL FILES AFTER ACTIONS HAVE BEEN COMPLETED.

ROUTED TO	
Helland	
[illegible]ation	[illegible]
[illegible]ment	S-[illegible]
[illegible]proval	P-Prepare Reply for
N-Necessary Action	my Signature

R-234

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: December 17, 1970

TO : W. E. Mickelson
District #1 Engineer

FROM : B. Dale Burningham
Chief Research Engineer

SUBJECT: Redesignation of U.S. Route 30S in Box Elder County

On November 6, 1970, the American Association of State Highway Officials, approved the redesignation of U.S. Route 30S from Snowville northwesterly to the Idaho State line.

The old alignment of U.S. Route 30S from Snowville west to Curlew Junction will be signed State Route 30. State Route 30 will continue on from Curlew Junction southwesterly via Rosette to the Nevada State line. The statutory number assigned to these sections is State Route 70. From Curlew Junction northwest to the Idaho State line near Strevell Idaho will be signed State Route 42.

Signing of these two sections should be accomplished as soon as possible.

UTAH STATE DEPARTMENT OF HIGHWAYS

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

Memorandum sent to: W. E. Mickelson, District # 1 Engineer

Jerry Fenn	Wallace Liddle	E. Paul Gilgen
Ralph Murdock	David Sargent	Charles Bertolina
Dean Steed	Art Geurts	Jim West
Porter M. Gooch	Robin Hood	Don Jensen
Keith Rosevear	Ellen Wandell	Clarence Bywater
Robert Walsh	Harold Brown	Ken Riddle
Lillian Witkowski	Ray Behling	Winston Neiman
Maurice RiChey	Bonnie Garcia	Robert Weadon
James N. Adams	John W. Homer	Beatrice Miller
Evelyn Crill	Chauncey Powis	Ezra Christensen

C O P Y

December 17, 1970

Mr. Frank O. Reeder, Chairman
Box Elder County Commission
Box Elder County Courthouse
Brigham City, Utah 84302

Dear Mr. Reeder:

Subject: Redesignation of U.S. Route 30S in Box Elder County

On November 6, 1970, the American Association of State Highway Officials approved the redesignation of U.S. Route 30S from Snowville northwesterly to the Idaho State line.

The old alignment of U.S. Route 30S from Snowville west to Curlew Junction will be signed State Route 30. State Route 30 will continue on from Curlew Junction southwesterly via Rosette to the Nevada State line. The statutory number assigned to these sections is State Route 70. From Curlew Junction northwest to the Idaho State line near Strevell, Idaho, will be signed State Route 42.

Very truly yours,

B. Dale Burningham
Chief Research Engineer

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

AN APPLICATION

FROM THE STATE HIGHWAY DEPARTMENT OF

UTAH

FOR

- ☐ the Establishment of a U.S. Route
- ☒ the Relocation of U.S. Route 30S
- ☐ the Extension of U.S. Route .....
- ☐ the Establishment of an Alternate U.S. Route .....
- ☐ the Establishment of a Temporary U.S. Route .....
- * ☐ the Recognition of a Business Route on U.S. Route .....
- * ☐ the Recognition of a By-pass Route on U.S. Route .....

BETWEEN

Snowville, Utah and east of Declo, Idaho

The Following
State or States are
Involved:

(In case more than one State is involved, an application must be submitted by each State for that portion within the respective State.)

Utah

Idaho

Date Received	December 22, 1969
Date application acknowledged	December 23, 1969
Date to Route Number Committee	5/22/70
Date considered by Executive Committee	11-2-70
Action of Executive Committee	Approved
Member Department Notified	11/19/70

(This block to be completed by AASHO General Office.)

Date Submitted:

December 17, 19 69

* A local vicinity map needed on Page 3. On Page 5 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice. If there are deficiencies, they should be so indicated in accordance with Page 4 instructions.

SUBMIT SIX COPIES

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

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 [illegible]
Mr. Ralph [illegible]

RESOLUTION
Transfer of SR-30, (FAP-44)
Extension SR-69, (FAS-529) SR-102, (FAS-508)
Deletion SR-129, (FAS-550)

WHEREAS, Section 27-12-27 of the Utah Code 1987-1988 provides for the addition or deletion of highways from the State Highway System and

WHEREAS, the District One Director recommends transfer of SR-30 from its present termini between SR-84 and SR-129 to the roadway that SR-129 currently traverses, along with extensions to both SR-102 and SR-69 to the roadway that SR-30 currently traverses, and

WHEREAS, Box Elder County and Tremonton City concur with the aforementioned transfer extensions and deletion of state routes, and

WHEREAS, the appropriate staff of the Transportation Planning Division has reviewed the proposal and agrees with the need for transfer, extension and deletion of said state routes.

NOW THEREFORE, be it resolved as follows:

1. A portion of State Route 30 (along with Federal-Aid Primary Route 44), from SR-84 West Tremonton Interchange M.P. 90.50 traversing easterly to the junction of SR-69 M.P. 96.47, thus traversing northerly to the junction of SR-129 M.P. 101.49 a distance of 10.99± miles be deleted from the state system.

2. State Route 129 (Federal-Aid Secondary 550), from M.P. 0.00 to M.P. 4.35 a distance of 4.35 ± miles be deleted from the state system.

3. That State Route 102 (along with Federal-Aid Secondary Route 508), from its present termini at the on and off ramps on the west side of the West Tremonton Interchange traversing easterly to the junction of State Route 69, a distance of 5.97± miles, be extended and Functionally Classified Major Collector.

4. That State Route 69 (along with Federal-Aid Secondary Route 529), from its present termini at the junction with present State Route 30 traversing northerly to the junction with present State Route 129 a distance of 5.02± miles, be extended and Functionally Classified Major Collector.

5. That State Route 30 (along with Federal Primary Route 44), be placed on alignment that State Route 129 traversed from the S.B. on and off ramps of SR-15 (Riverside Interchange) to the junction with the new portion of State Route 69 a distance of 4.35± miles and be Functionally Classified Minor Arterial.

6. The new portion of State Route 30 will be mileposted at 97.14 from its new termini in order to maintain milepost integrity throughout the remainder of the route.

7. By this action the Federal-Aid Primary System will decrease 6.64 miles while the Federal-Aid Secondary System will increase 6.64 miles.

R E S O L U T I O N
Transfer of SR-30, (FAP-44)
Extension SR-69, (FAS-529) SR-102, (FAS-508)
Deletion SR-129, (FAS-550)

8. The above mentioned changes be actuated upon completion of that portion of interstate system traversing from Tremonton Interchange to Riverside Interchange, also upon approval of the Federal Highway Administration.

9. The accompanying letters and maps be made part of this resolution.

Dated this 24th day of March, 1989

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

Attest:

Secretary

TREMONTON CITY CORPORATION

102 South Tremont Street - Box 98
Tremonton, Utah 84337
Phone 257-3324

February 08, 1989

Utah Department of Transportation
Attn: Clinton D. Topham, P.E.
District One Director
169 North Wall Avenue
P.O. Box 2747
Ogden, Utah 84404

Dear Mr. Clinton D. Topham:

I discussed your letter, dated January 23, 1989 with our City Council; and they have no objection to your proposals, as they are outlined. The City Council did feel, that the state should consider adding to the Federal Aid Secondary System, the road which would service the Tremonton I-15 off ramp. This would mean designating 1000 North from 2300 West to 1000 West; and designating 1000 West from 1000 North to Main Street or Highway 30. See attached map.

Your consideration of this would be greatly appreciated.

Sincerely,

Richard E. Woodworth
Tremonton City Manager

CC: Gil Smart/Mayor, Tremonton City

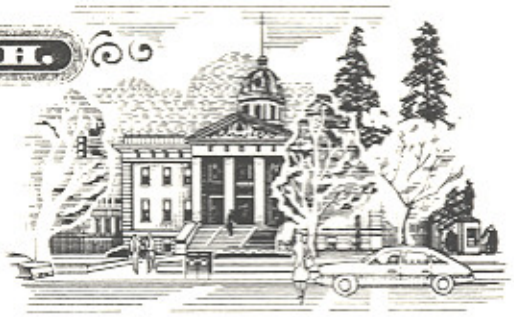
RECEIVED
FEB 10 1989
UTAH DEPT. OF TRANS.
DISTRICT 1

CIRCA 1890'S

Box Elder County,

STATE OF UTAH.

COUNTY COMMISSIONERS
FRANK O. NISHIGUCHI
ROBERT G. VALENTINE
JAMES J. WHITE



CIRCA 1980'S

OFFICERS

AFTON R. DARNELL, COUNTY TREASURER
ALLEN L. JENSEN, COUNTY CLERK
ROBERT E. LIMB, COUNTY SHERIFF
MARIE G. KORTH, COUNTY RECORDER
JON J. BUNDERSON, COUNTY ATTORNEY
VON R. CURTIS, COUNTY ASSESSOR
DENTON BEECHER, COUNTY SURVEYOR
DORIS L. OLSEN, COUNTY AUDITOR

January 27, 1989

RECEIVED
JAN 30 1989
UTAH DEPT. OF TRANS.
DISTRICT 1

Clinton D. Topham PE
District One Director
State of Utah Dept. of Transportation
169 Wall Avenue
P. O. Box 2747
Ogden, Utah 84404

Dear Clint:

This letter is in response to your letter of January 23, 1989, wherein you ask for our concurrence in route numbering changes. First of all we thank you for the consideration in allowing our input in this matter. With regards to SR 129 being changed to SR 30, we feel that this is a good change and will enhance the numbering system. Your letter and map do not agree on what we think you want to do with 102 and 69. We do agree that the State Route 102 be extended east through Tremonton and terminate at its intersection in Deweyville with SR 69. We again agree that SR 102 in its total length from SR 83 to SR 69 be a State Route. We also concur that SR 69 be extended to the north to intersect with SR 30 north of Collinston.

The last request about a new connection to I-15 in Tremonton; we are not aware of this situation as of yet, unless you mean to say that Tremonton would like to have a city street put on the FAS system. As of this date, Tremonton City has not asked us for our opinion, to my knowledge, except that their city engineer mentioned they were thinking about it and would we support it. However, no formal request to date has been acted upon.

We trust this will suffice as Box Elder County's input to these questions.

Respectfully,

Denton H. Beecher

Denton H. Beecher, RLS
Box Elder County Surveyor

cc: R. G. Valentine

801-734-2031 01 SOUTH MAIN BRIGHAM CITY, UTAH 84302

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: October 13, 1989

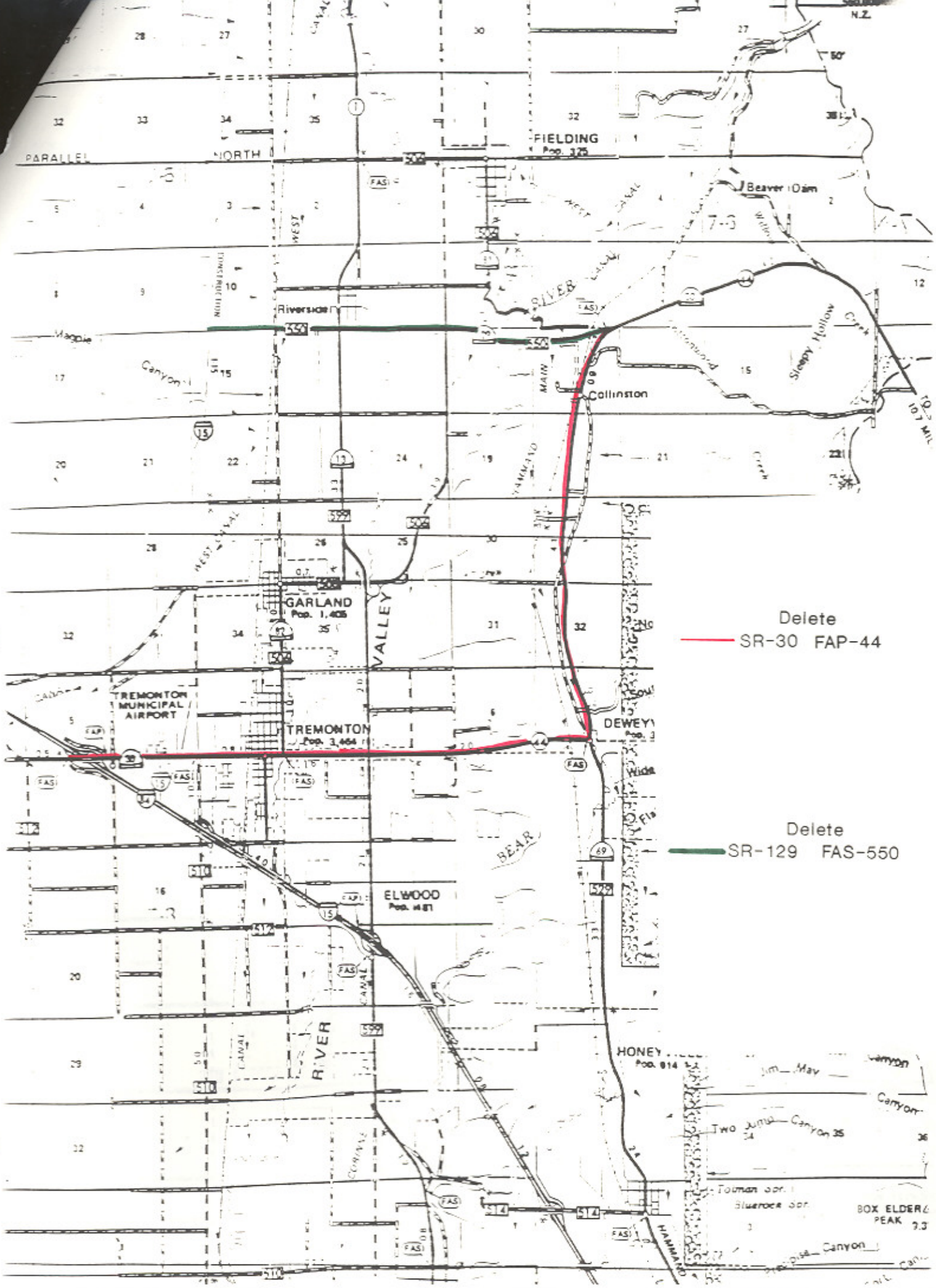
TO HPP-UT : Donald P. Steinke, Chief Administrator
Federal Highway Administration

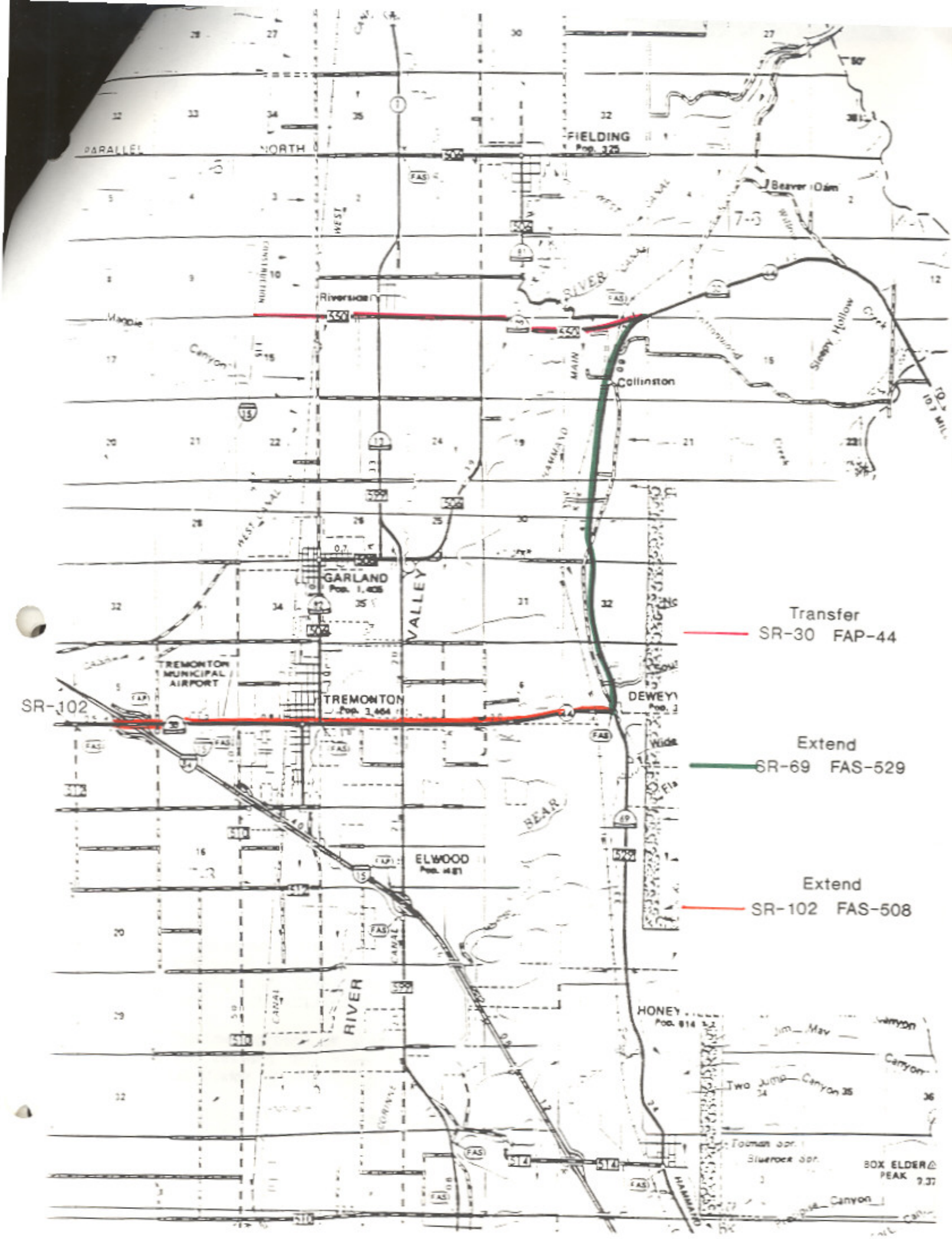
FROM 07-TP : Mark Musuris, P.E. Mark
Engineer for Transportation Planning

SUBJECT: Response to April 14, 1989 actions on Func. Class, FAP, and FAS Systems

Reference is made to your April 14, 1989 Functional Classification Action No.1, FAP System Action No.1 and FAS System Action No.1. It was our intent that these actions would not become effective until Interstate 15 was completed and open to traffic. We would appreciate action taken by your office to defer these actions until the above mentioned roadway has been open to traffic.

APPROVED DATE 10/16/89
FHWA-UTAH DIVISION
BY J. T. Buchanan
FOR DIVISION ADMINISTRATOR


FIELDING
Pop. 325
PARALLEL
NORTH
Beaver Dam
Riverside
Magpie
Canyon
Collinston
Sleepy Hollow
GARLAND
Pop. 1,405
VALLEY
TREMONTON
MUNICIPAL
AIRPORT
TREMONTON
Pop. 3,464
DEWEY
BEAR
ELWOOD
Pop. 481
RIVER
HONEY
Pop. 614
Two Jump Canyon
Toman Spr.
Bluerock Spr.
BOX ELDER
PEAK
Delete
SR-30 FAP-44
Delete
SR-129 FAS-550



PARALLEL
NORTH
FIELDING
Pop. 325
Beaver Dam
Riverside
Collinston
Sleepy Hollow
GARLAND
Pop. 1,405
VALLEY
TREMONTON MUNICIPAL AIRPORT
TREMONTON
Pop. 3,464
DEWEY
SR-102
ELWOOD
BEAR
RIVER
HONEY
Two Jump Canyon
BOX ELDER PEAK
Transfer
SR-30 FAP-44
Extend
SR-69 FAS-529
Extend
SR-102 FAS-508

SR-30 Limited Access

10

RESOLUTION

Limited Access
SR-30 from I-15 Riverside Interchange
to 6000 West Project No. RS-0550(1)

WHEREAS, the District One Director recommends a portion of SR-30 from the Riverside Interchange traversing east to approximately 450 feet east of 6000 West be limited access roadway for reasons which include steepness of roadway grade, also preventing access near the intersection of 6000 West and

WHEREAS, the Utah Department of Transportation policy indicates access control for an entire route or major portion of route is subject to approval by the Utah Transportation Commission and

WHEREAS, the appropriate staff of the Transportation Planning Division has reviewed the proposal for limiting access on said portion of roadway.

NOW THEREFORE, be it resolved as follows:

1. The portion of SR-30 Project No. RS-0550(1) from engineer station 32+65 Riverside Interchange traversing easterly to engineer station 53+56.77 approximately 450 feet east of 6000 West a distance of .40 ± miles be designated a limited access roadway.

2. The portion of 6000 West traversing north from SR-30 along the east side of roadway for 225 feet .04± miles and the portion of 6000 West traversing south from SR-30 along the east side for 225 feet, .04± miles be designated as a limited access roadway.

3. The accompanying letter and map be made part of this resolution.

Dated this 7th day of April, 1989

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

Attest:

T-307

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: March 24, 1989

TO : Ron Delis, P.E.
Engineer for Programming

FROM : Clinton D. Topham, P.E.
District One Director

SUBJECT: SR-129, Riverside Connection
RS-0550(1)

The above mentioned project is in the design phase, with right-of-way design being nearly complete. This office recommends a portion of the project between I-15 and the West Branch of the Bear River Canal, as shown on the attached map, be subject to access control. Reasons for the access control include the steepness of the roadway grade from I-15 to 6000 West, and preventing access near the intersection of 6000 West with exiting SR-129.

Please prepare the necessary documents so that this issue may come before the executive staff and Transportation Commission at your first opportunity, so that right-of-way acquisition can be completed.

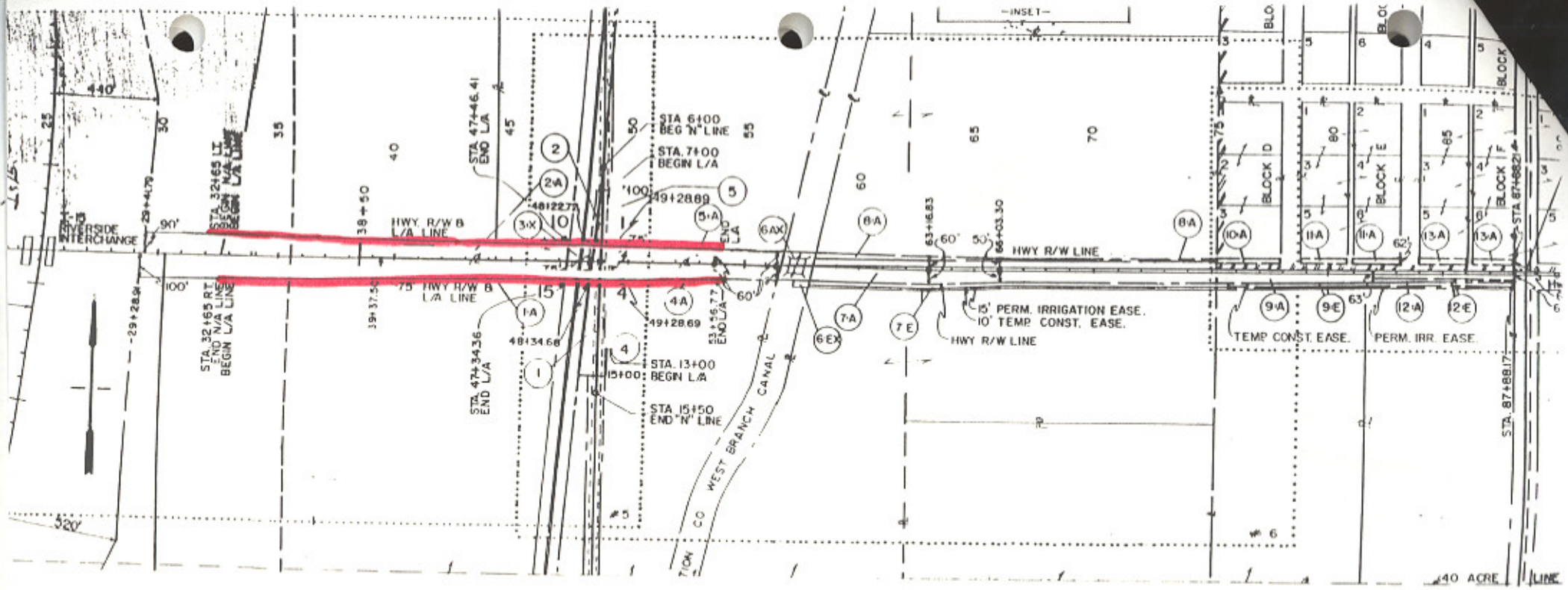
The following more accurately describes the roadway sections recommended for access control:

Beginning at the end of the Riverside interchange N/A line at Station 32+65 and proceeding easterly along SR-129 to Station 53+56.77, approximately 450 feet east of the 6000 West Road, a distance of approximately 2100 feet along SR-129 making appropriate accommodation for the Union Pacific Railroad (Malad Spur) crossing and the 6000 West intersection. Also extending north along the east side of 6000 West, a county road for approximately 225 feet and south along the east side of 6000 West for 225 feet. Openings to facilitate existing land uses will be provided.

LRZ/jw/1057J

Attachment

cc: Lynn R. Zollinger
Bruce W. Swenson
Marv McLean



Limited Access Roadway