Route 85

Updated: October 2005

From Riverdale on Route 41 east to 154, February 3, 1940, by Commission as a Federal-aid project.
Withdrawn as a Route Number, 1953
**(*(A) Scanned)

**(*(B) Scanned) 1962 Description:
From Route 1 south of Brigham City easterly, via Mantua, Logan, and Richmond to Utah-Idaho State line.

1963 Description:
FAI-15 (SR-1) south of Brigham Interchange; thence easterly, via Brigham Canyon, Mantua, Wellsville, Logan, Smithfield and Richmond to the Utah-Idaho State line near Franklin, Idaho.
Approved by Legislature.

1965 Description:
From Route 1 (Interstate Route 15) south of Brigham, thence easterly via Brigham Canyon, Mantua, Wellsville, Logan, Smithfield and Richmond to the Utah-Idaho State line near Franklin, Idaho.

Approved by 1965 Legislature:

1967 Legislature:

1975 Legislature:
A spur of SR-85 from SR-84 easterly via 2nd South Street in Brigham City to SR-85 re-designated SR-90.

1975 Description:
From SR-1 (I-15) south of Brigham City, thence easterly via Brigham Canyon and Logan to the Utah-Idaho State line near Franklin, Idaho.

*(C) 1977 Commission Action (May 20, 1977):
The 1975 description of State Route 85 is deleted from the State System and reassigned as State Route 91.

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

Route 85

COUNTY/VOLUME & RESOLUTION NO.

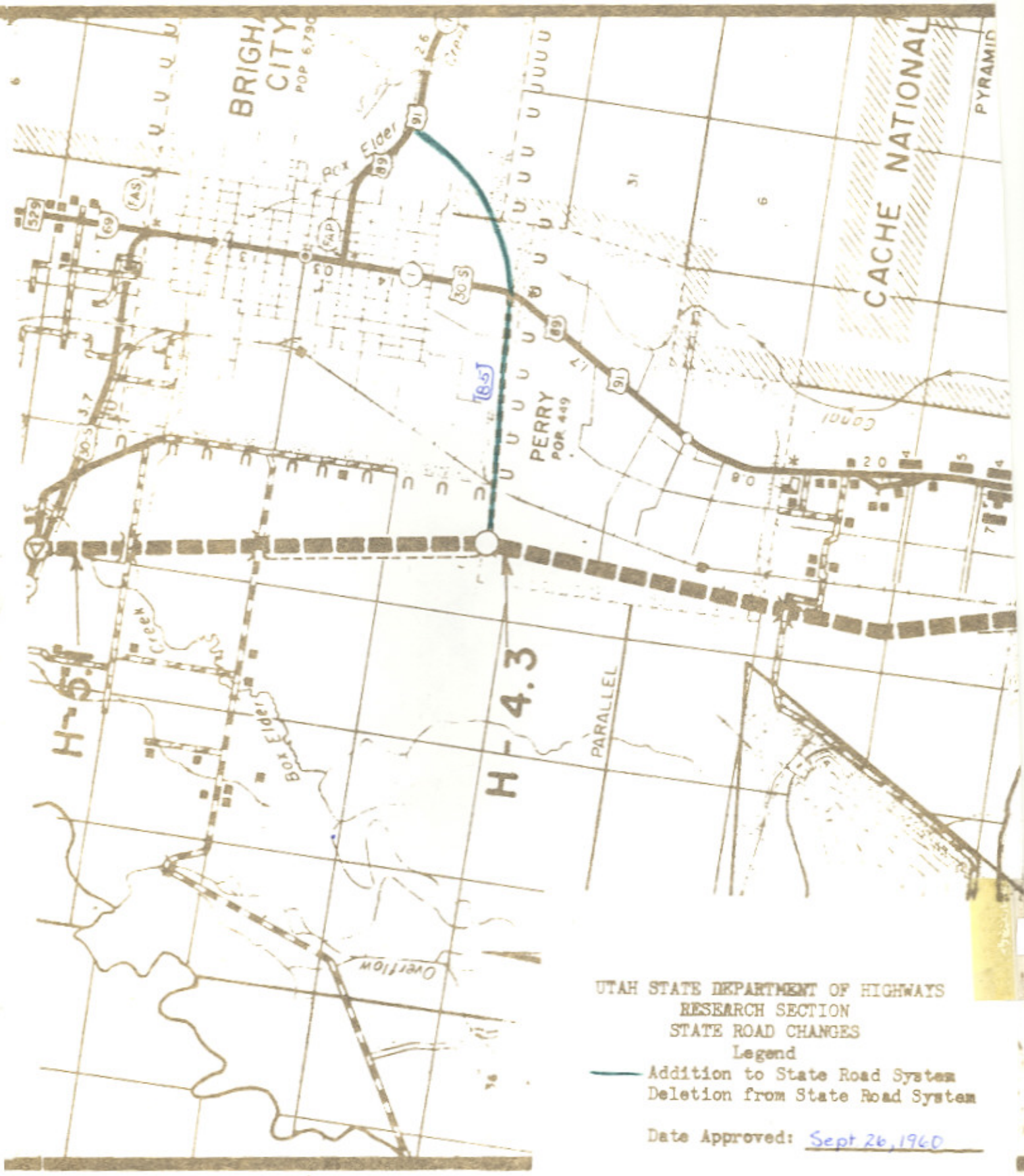
A. Box Elder Co. 1/17 **B**. Box Elder Co. 1/44 **C**. Box Elder/Cache Co. 6/2

DESCRIPTION OF RESOLUTION CHANGE

(**A**). Addition - From proposed FAI-15 to US-89 in Perry. ***(Only 2 Maps.)***

(**B**). Extension - From near mouth of Brigham Canyon via old alignment of Route 1, northeasterly via Mantua, Logan, Smithfield and Richmond to the Utah-Idaho State line.

(**C**). Deletion - SR-85 deleted as a State Route designation.



UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION
STATE ROAD CHANGES
Legend
—— Addition to State Road System
Deletion from State Road System

Date Approved: Sept 26, 1960

SR-85
17

UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION
STATE ROAD CHANGES
Legend
Addition to State Road System
Deletion from State Road System

Date Approved: Sept. 26, 1960

SR-43
18

SR 41
84
85

RECOMMENDED CHANGES IN THE STATE ROUTE SYSTEM

Whereas in keeping with the State Road Commission plan to assign State Statutory Route Numbers to the Interstate System and whereas a portion of the Interstate System from north of Brigham to Elwood is to be open to traffic very soon, the following State Route Number changes are necessary:

THEREFORE BE IT RESOLVED, that the location of State Route 1 be revised as an interim designation subject to the approval of the Legislature, to follow the proposed Interstate line from the junction with State Route 84 near Hot Springs northerly, via the proposed Interstate 15 to the Utah-Idaho State Line near Woodruff, Idaho. BE IT ALSO RESOLVED, that the State Route 84 be extended from its present termini near Hot Springs to follow the old alignment of State Route 1 to Second South Street in Brigham City and thence following the existing location of State Route 41 from Second South Street in Brigham via Corinne and Haws Corner to a junction with State Route 1 east of Riverside.

BE IT ALSO RESOLVED, that State Route 41 be deleted as a State Route and that State Route 85 be extended from its present termini near the mouth of Brigham Canyon following the old alignment of State Route 1 northeasterly, via Mantua, Logan, Smithfield, and Richmond to the Utah-Idaho State Line, with a stub connection from a junction with State Route 84 at Second South Street in Brigham City easterly, to a junction with State Route 85 near the mouth of Brigham Canyon.

Upon the adoption of the aforementioned recommendations, the State Route System mileage will increase 33.3 plus or minus miles which is the mileage for the Interstate System through the area of which 10.6 miles will be existing between Brigham City and Elwood and the remaining miles will be added as the Interstate System is constructed through the area.

44

BE IT RESOLVED by the Utah State Road Commission that there be assigned as an interim designation the following State Route Statutory Numbers as sections of the Interstate System are taken over for maintenance and that these State Routes be described as follows:

State Route (1)	From the Utah-Arizona State Line near St. George through or near Provo, Salt Lake City, Ogden and Tremonton to the Utah-Idaho State Line south of Malad, Idaho.
State Route (2)	From the Utah-Nevada State Line at or near Wendover through or near Salt Lake City, to the Utah-Wyoming State Line southwest of Evanston, Wyoming.
State Route (3)	From the Utah-Idaho State Line near Snowville to a point on Interstate Route No. 15 near Elwood. Thence from another point on Federal-aid Interstate Route No. 15 near Roy to Federal-aid Interstate Route No. 80 near Echo.
State Route (4)	From Federal-aid Interstate Route No. 15 at Cove Fort through or near Richfield, Salina and Green River to the Utah-Colorado State Line west of Grand Junction, Colorado.
State Route (5)	From a junction with Interstate Route No. 80 near the mouth of Parleys Canyon southeast of Salt Lake City, southwesterly near the south city limits of Murray, junctioning with Interstate Route No. 15 thence northwesterly, northerly and easterly to a junction with Interstate Route No. 15 north of Salt Lake City.

AND BE IT FURTHER RESOLVED that the routes requiring a re-designation of numbe. will be made in accordance with the statewide numbering plan.

Approved: August 20, 1962

Approved August 20, 1962

ALTERNATIVE NO. 1

BE IT RESOLVED, that the Utah State Road Commission hereby adopts a policy by which the following State route numbers shall be assigned to sections of the Interstate System, as maintenance responsibility is assumed;

State Route (1)	From the Utah-Arizona State Line near St. George through or near Provo, Salt Lake City, Ogden and Tremonton to the Utah-Idaho State Line south of Malad, Idaho.
State Route (2)	From the Utah-Nevada State Line at or near Wendover through or near Salt Lake City, to the Utah-Wyoming State Line southwest of Evanston, Wyoming.
State Route (3)	From the Utah-Idaho State Line near Snowville to a point on Interstate Route No. 15 near Elwood. Thence from another point on Federal-aid Interstate Route No. 15 near Roy to Federal-aid Interstate Route No. 80 near Echo.
State Route (4)	From Federal-aid Interstate Route No. 15 at Cove Fort through or near Richfield, Salina and Green River to the Utah-Colorado State Line west of Grand Junction, Colorado.
State Route (5)	From a junction with Interstate Route No. 80 near the mouth of Parleys Canyon southeast of Salt Lake City, southwesterly near the south city limits of Murray, junctioning with Interstate Route No. 15; thence northwesterly, northerly and easterly to a junction with Interstate Route No. 15 north of Salt Lake City.

IT BEING UNDERSTOOD that each particular section of Interstate highway, as taken over by the State for maintenance, shall be presented to the State Road Commission for interim designation as a State highway, to be numbered consistent with the policy adopted herein, and with proper re-designation of existing routes where necessary.

RECOMMENDED CHANGES IN STATE ROUTE SYSTEM - BRIGHAM TO ELWOOD

Whereas:

In keeping with the State Road Commission plan to assign State Statutory Route Numbers to the Interstate System and whereas a portion of the Interstate System from north of Brigham to Elwood is to be open to traffic very soon, the following State Route Number changes are necessary:

THEREFORE, BE IT RESOLVED, that the location of State Route 1 be revised as an interim designation subject to the approval of the Legislature, to follow the proposed Interstate line from the junction with State Route 84 near Hot Springs northerly, via the proposed Interstate 15 to the Utah - Idaho State Line near Woodruff, Idaho.

BE IT ALSO RESOLVED, that the State Route 84 be extended from its present termini near Hot Springs to follow the old alignment of State Route 1 to Second South Street in Brigham City and thence following the existing location of State Route 41 from Second South Street in Brigham via Corinne and Haws Corner to a junction with State Route 1 east of Riverside.

BE IT ALSO RESOLVED, that State Route 41 be deleted as a State Route and that State Route 85 be extended from its present termini near the mouth of Brigham Canyon following the old alignment of State Route 1 northeasterly, via Mantua, Logan, Smithfield, and Richmond to the Utah - Idaho State Line, with a stub connection from a junction with State Route 84 at Second South Street in Brigham City easterly, to a junction with State Route 85 near the mouth of Brigham Canyon.

Approved: August 20, 1962.

RECOMMENDED CHANGES IN STATE ROUTE SYSTEM - BRIGHAM TO ELWOOD

SR-1-84-85-41

Whereas:

In keeping with the State Road Commission plan to assign State Statutory Route Numbers to the Interstate System and whereas a portion of the Interstate System from north of Brigham to Elwood is to be open to traffic very soon, the following State Route Number changes are necessary:

THEREFORE, BE IT RESOLVED, that the location of State Route 1 be revised as an interim designation subject to the approval of the Legislature, to follow the proposed Interstate line from the junction with State Route 84 near Hot Springs northerly, via the proposed Interstate 15 to the Utah - Idaho State Line near Woodruff, Idaho.

BE IT ALSO RESOLVED, that the State Route 84 be extended from its present termini near Hot Springs to follow the old alignment of State Route 1 to Second South Street in Brigham City and thence following the existing location of State Route 41 from Second South Street in Brigham via Corinne and Haws Corner to a junction with State Route 1 east of Riverside.

BE IT ALSO RESOLVED, that State Route 41 be deleted as a State Route and that State Route 85 be extended from its present termini near the mouth of Brigham Canyon following the old alignment of State Route 1 northeasterly, via Mantua, Logan, Smithfield, and Richmond to the Utah - Idaho State Line, with a stub connection from a junction with State Route 84 at Second South Street in Brigham City easterly, to a junction with State Route 85 near the mouth of Brigham Canyon.

Approved: August 20, 1962.

SR-1, 84, 85 & 41

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]