# Route 106

*Updated:* February 2006

South Bountiful to North Farmington Jct., May 12, 1931. *Added:* North Farmington Jct. to Layton on 1, 1953.

1953 Description:
**May 8, 1961** – From south Bountiful on Route 1 via Parking Overpass and Second West Street in Bountiful northerly, and east of Route 1 via Farmington and Kaysville to Route 1 at Layton.

**(*(A) Scanned)
1962 Description:
From Becks Interchange on Route 1 via North Salt Lake, Parking Overpass, Bountiful and Kaysville to Route 1 south of Layton.

**1963 Legislature Description:**
This route description was changed to read. From Beck Street Interchange on FAI-15 (SR-1) northerly, via North Salt Lake, Parkin Overpass, Second West Street and Fourth North Street in Bountiful; thence northerly, via Centerville, Farmington and Kaysville to FAI-15 (SR-1) interchange at the south limits of Layton.

1965 Description:
From Route 1 (Interstate Route 15) near Orchard Drive northerly via Parking Overpass and Second West Street and Fourth North Street in Bountiful; thence northerly via Centerville, Farmington and Kaysville to Route 1 (Interstate Route 15) interchange at the south limits of Layton. **Approved by 1965 Legislature.**

**(*(B) Scanned) 1966 Description:
From Route 1 (Interstate Route 15) near Orchard Drive northerly via Parkin overpass and Second West Street and Fourth North Streets in Bountiful; thence northerly via Centerville, Farmington and Kaysville to SR-1 (Interstate Route 15 Interchange) at the south limits of Layton; thence north via Ogden to Interstate Route 15 and SR-84 at Hot Springs. From Layton Interchange north to Hot Springs transferred from SR-1.

**1967 Legislature:**
From Route 1 (Interstate 15) near Orchard Drive northerly via Parkin Overpass, Second West Street and Fourth North Street in Bountiful, thence northerly via Centerville, Farmington, Kaysville, Layton, Roy and Ogden to Hot Springs on Route 84.

# Route 106 Cont.

**1969 Legislature:**
From Sheppard Lane to Farmington Junction re-designated SR-272 by *(C) Commission action 3/7/69. From the South Layton Interchange north to the Weber County line re-designated SR-84 by the **1969 Legislature**. 2.00 miles transferred to City and County.

1969 Description:
From the northe nd of Becks Street interchanges northerly via Parkin Junction. Parkin Overpass and 2nd West in Bountiful to Junction with SR-49.

*(D) 1977 Commission Action: (May 20, 1977)
That portion of State Route 106 from the north end of Becks Street Interchange north to Parkin Junction is deleted from the State System and reassigned as a part of State Route 89.

1977 Description:
From State Route 89 northerly via Second West and Fourth North in Bountiful; thence northerly to Sheppard Lane in Farmington; thence west to State Route 89.

**1979 Legislature Description:**
Description was change to read. From Route 89 northerly via Second West and Fourth North Street in Bountiful; thence northerly to Sheppard Lane in Farmington; thence west via Sheppard Lane to Route 89.

**1981 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.
**1990 Legislature:** Description remains the same.
**1992 Legislature:** Description remains the same.
**1993 Legislature:** Description remains the same.
**1994 Legislature:** Description remains the same.
**1995 Legislature:** Description remains the same.
**1996 Legislature:** Description remains the same.
**1997 Legislature:** Description remains the same.

# Route 106 Cont.

**1998 Legislative Description:**
From Route 89 northerly on Second West and Fourth North Street in Bountiful; then northerly to Sheppard Lane in Farmington; then west on Sheppard Lane to Route 89.

**1999 Legislature:** Description remains the same.
**2000 Legislature:** Description remains the same.
**2001 Legislature:** Description remains the same.

*(E) 1977 Commission Action: (February 9, 2001)
Transferred portion of SR-106 from 500 South to 400 North to Bountiful City. Placed SR-131 traversing via 400 North in Bountiful as portion of SR-106. Portion of SR-106 from 200 West to SR-89 transferred to SR-68.

2001 Description:
From .21 miles west of Route 15 east on 400 North Street in Bountiful; then northerly to Sheppard Lane in Farmington; then west on Sheppard Lane to Route 89.

**2002 Legislature:** Description remains the same.
**2003 Legislature:** Description remains the same.
**2004 Legislature:** Description remains the same.

**2005 Legislative Description:**
From .21 miles west of Route 15 east on 400 North Street in Bountiful; then northerly to Sheppard Lane in Farmington; then west on Sheppard Lane to Route 89.

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

# Route 106

## COUNTY/ VOLUME & RESOLUTION NUMBER

| | | |
|---|---|---|
| **A.** Davis Co. 1/54 | **B.** Davis, Weber & Box Elder Co. 1/122 | **C.** Davis Co. 3/12 |
| **D.** Davis Co. 6/2 | **E.** Davis Co. 10/27 | |

## DESCRIPTION OF RESOLUTION CHANGE

(**A**). Relocation - From South Bountiful on Route 1 via Parkin Overpass and Second West northerly and easterly to Route 1 in Bountiful.

(**B**). Extension - Old alignment of SR-1 from SR-106, northerly to a junction with I-15 and SR-84 at Hot Springs.

(**C**). Extension - From SR-49 east to present SR-106. Re-designated from Sheppard Lane northerly to Farmington Jct as SR-272. From Farmington Jct. northwesterly to its northern termini as SR-273.

(**D**). Delete - Portion of SR-106 as State Route designation, from north end of Becks Street northerly to Parkin Junction.

(**E**). Transferred/ Re-designation- Transferred portion to bountiful City from 500 South to 400 North. Transferred SR-131 to a portion of SR-106. Transferred portion of SR-106 from 500 South at 200 West to a portion of SR-68.

RECOMMENDED LEGISLATIVE CHANGES IN STATE ROUTE SYSTEM

Route 106

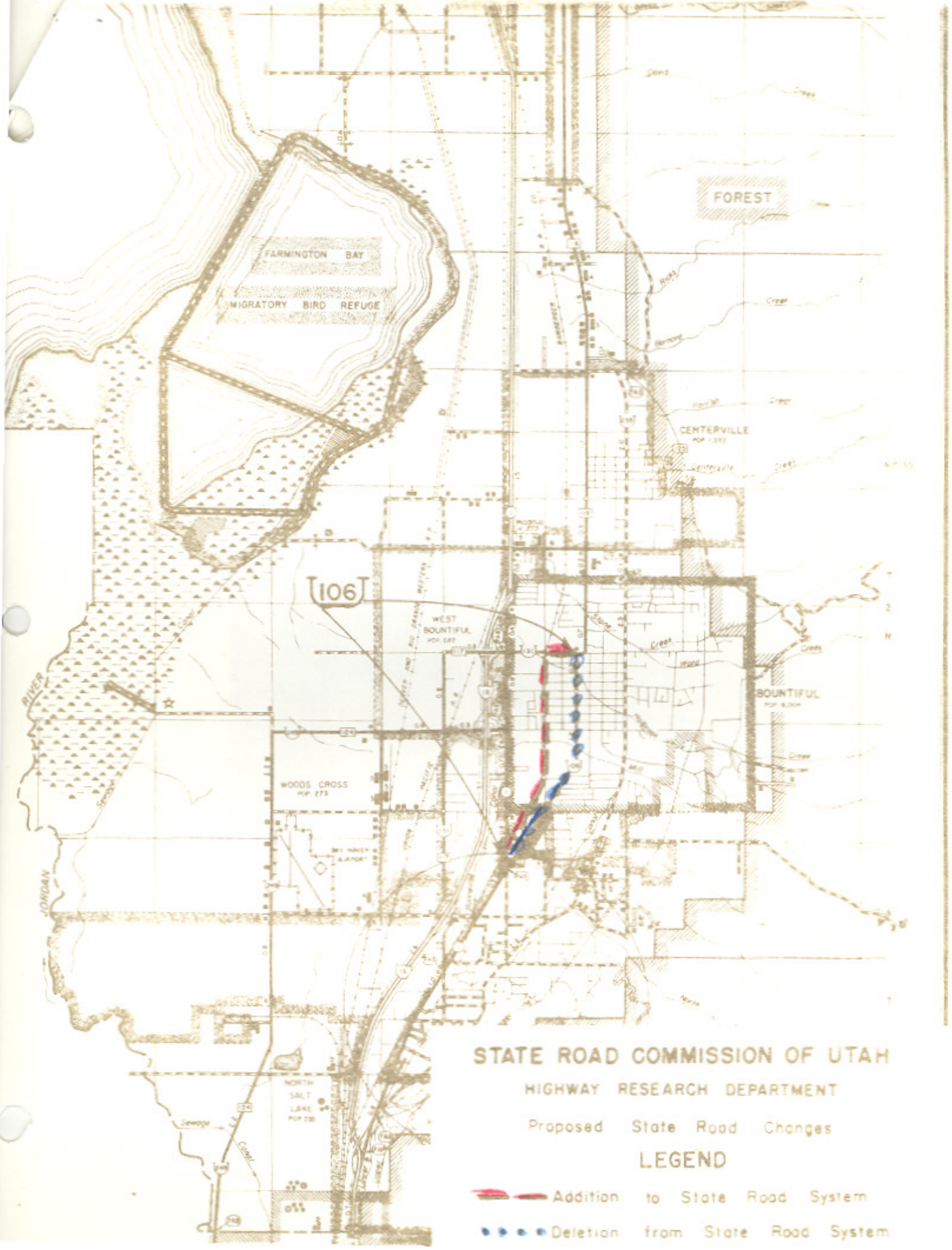
Previous Description: From South Bountiful on route 1 northerly and east of route 1 via Bountiful, Farmington and Kaysville to route 1 at Layton.

Recommended Description: From South Bountiful on route 1 via Parkin Overpass and Second West Street in Bountiful, northerly and east of route 1 via Farmington and Kaysville to route 1 at Layton.

Comments: Recommended for Commission action.

Approved - Dec 12, 1960

SR-106
54


FOREST
FARMINGTON BAY
MIGRATORY BIRD REFUGE
CENTERVILLE
106
WEST BOUNTIFUL
BOUNTIFUL
WOODS CROSS
RIVER
JORDAN
NORTH SALT LAKE
STATE ROAD COMMISSION OF UTAH
HIGHWAY RESEARCH DEPARTMENT
Proposed State Road Changes
LEGEND
Addition to State Road System
Deletion from State Road System

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

SR-18 106
122

R E S O L U T I O N

State Route 1 & 106

WHEREAS, the programing of Interstate construction projects in Davis, Weber and Box Elder Counties between Layton south city limits and Hot Springs, a distance of 22.1 + - miles, has resulted in the completion of Interstate Projects I-15-7(69)326 and I-15-8(21)334 from Layton south city limits to 31st Street in Ogden and,

WHEREAS, to maintain continuity in the State System of Highways it is necessary to redesignate a portion of State Route 1 in Davis, Weber and Box Elder Counties and,

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission on August 20, 1963, designating Interstate Route 15 as State Route 1, 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 the new alignment created by the construction of Interstate Project I-15-7(69)326 and I-15-8(21)334 from Layton south city limits to 31st Street in Ogden and the Programed Interstate Projects from 31st Street in Ogden to Hot Springs be designated as State Route 1.

2. That State Route 106 be extended from its present termini near Layton south city limits northerly via the old location of State Route 1 to a junction with Interstate Route 15 and State Route 84 at Hot Springs.

3. That by this action State Highway System mileage will increase 22.1 + - miles.

4. 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 V. Hamilton
Chairman

Elias Strong
Commissioner

Francis Fetch
Commissioner

Ernest H. Baldwin
Commissioner

Clem H. Church
Commissioner

ATTEST:

Ronald A. Fernley
Secretary

UTAH STATE DEPARTMENT OF HIGHWAYS

Same Letter Sent To: Norm Hancock
Glen W. Flint, Chairman
James E. Biggs, Mayor
Rodney F. Sutton
Charles J. Eddy, Mayor
Bart Wolthuis, Mayor
B. Maurice Richards, Chairman
Grover R. Harper, Chairman

09-42.4
70-RE

December 5, 1966

C O P Y

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

Dear Mr. Watt:

Subject: Transfer of State Route 1 to a new alignment and extension of State Route 106 in Davis, Weber and Box Elder Counties

Effective November 25, 1966, the State Road Commission adopted a resolution transferring State Route 1 to the alignment of Interstate Route 15 from Layton south city limits northerly to 31st Street in Ogden and the proposed alignment of Interstate Route 15 from 31st Street in Ogden to Hot Springs.

By this action State Route 106 is extended from its present termini near Layton south city limits northerly via the old alignment of State Route 1 to a junction with Interstate Route 15 and State Route 84 at Hot Springs.

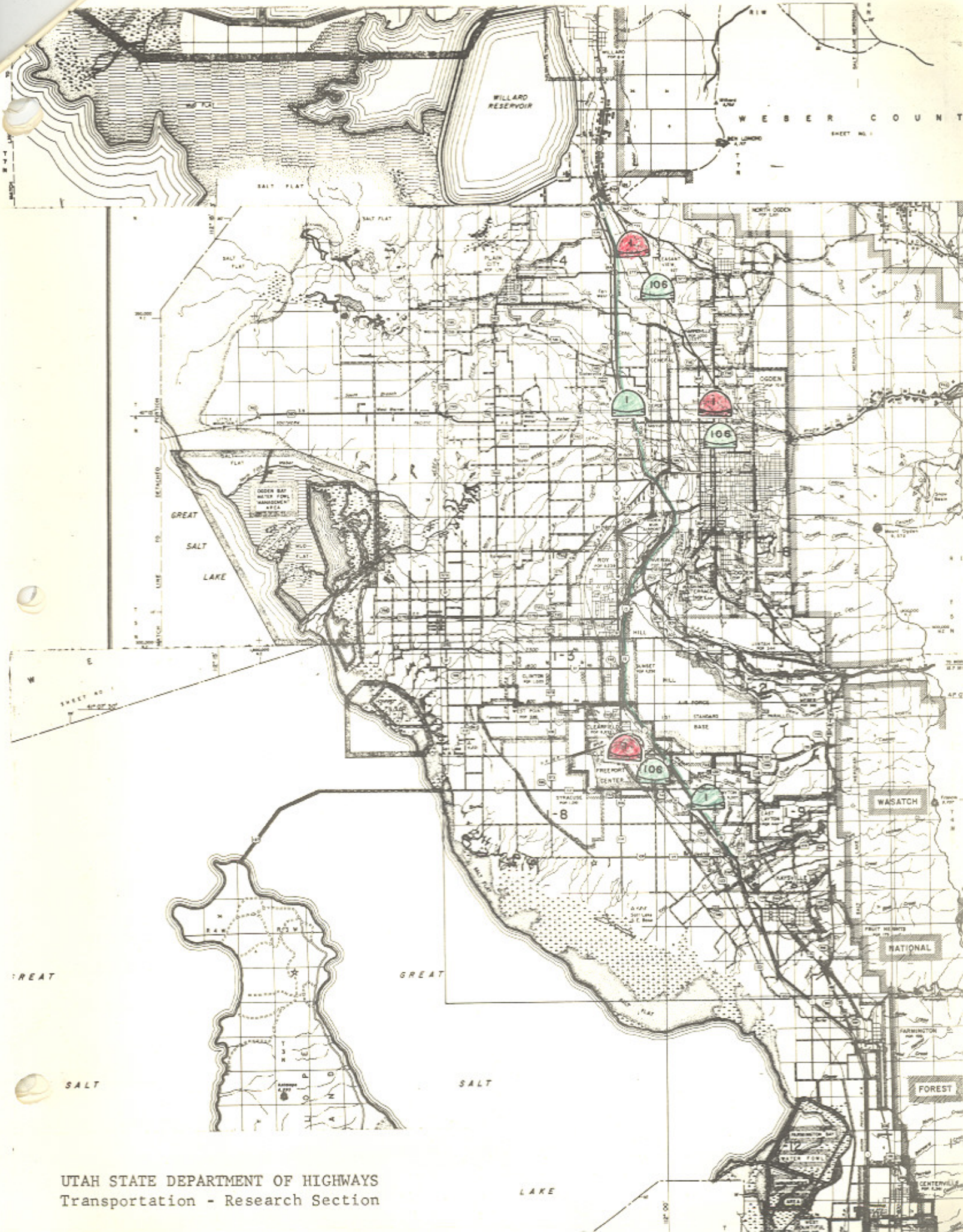
State Highway System mileage is increased 22.1 + - miles.

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

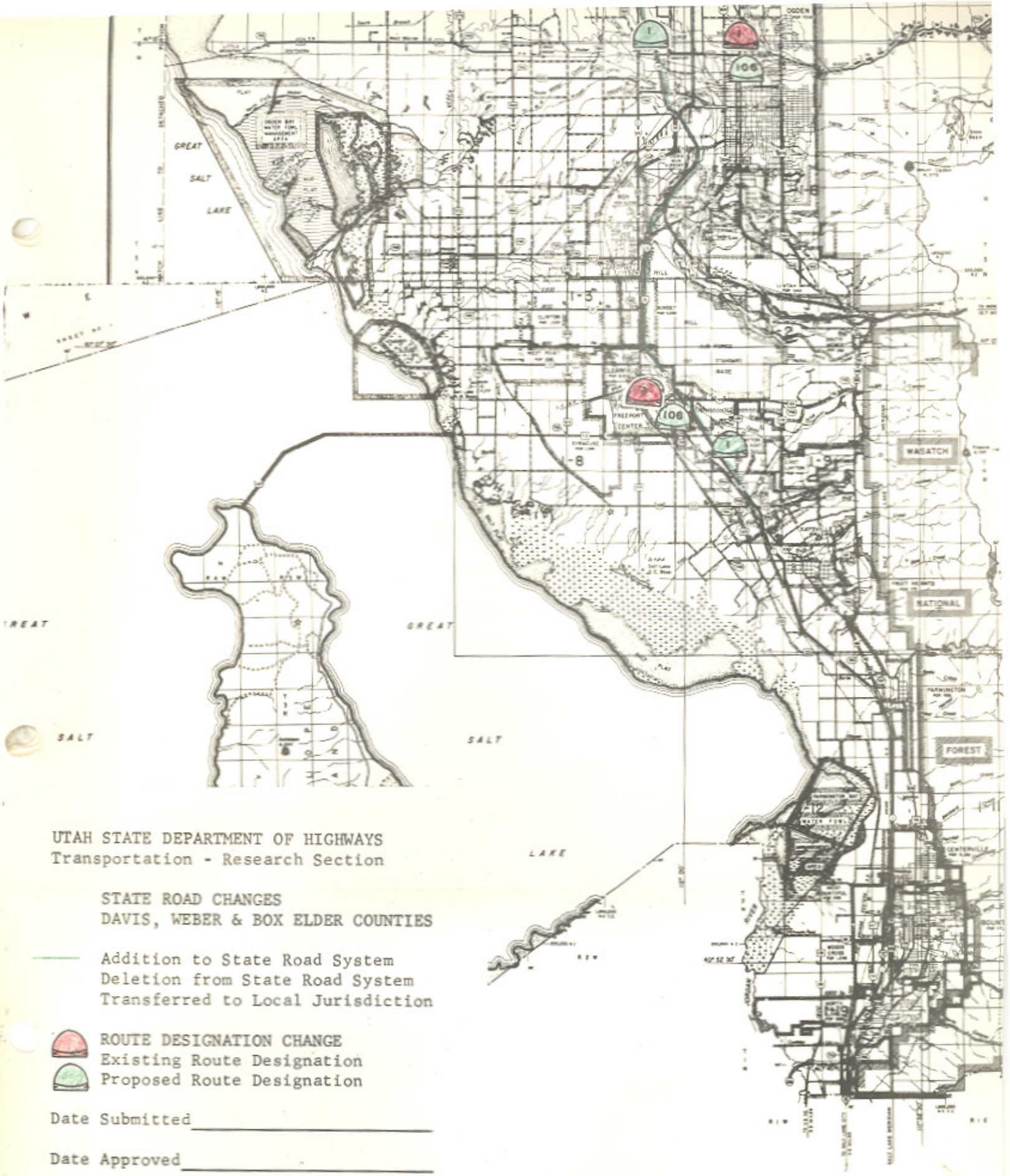
Very truly yours,

B. Dale Burningham
Chief Research Engineer

Transmittal




UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section




UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES
DAVIS, WEBER & BOX ELDER COUNTIES

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

R E S O L U T I O N

State Routes 106, 272 & 273

Federal-aid Secondary System Revision Route 123

Whereas, the programming of Safety Projects F-030-1(5) and S-0116( ) in the vicinity of Farmington Junction has resulted in the need to redesignate and relocate state routes within this area, and

WHEREAS, it is proposed that Sheppard Lane in Davis County, from State Route 49 (US-89) east to State Route 106 be included in the State System of Highways, and

WHEREAS, Davis County and Farmington City Officials concur in the recommendation that this portion of Sheppard Lane be added to the Federal-aid Secondary System of Highways, and

WHEREAS, to provide proper route identification for the motoring public, and

WHEREAS, to provide continuity in the State System of Highways and the Federal-aid Secondary System of Highways, and

WHEREAS, Mr. E. Paul Gilgen, Secondary Roads Engineer, has coordinated the revision of this secondary route with the Davis County Commission and the Farmington City Officials to insure the development of a coordinated Federal-aid Secondary System of Highways.

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

1. That the portion of Sheppard Lane from State Route 49 (US-89) east to State Route 106 in Farmington be designated as a part of State Route 106.

2. That the present portion of State Route 106 from Sheppard Lane in Farmington northerly to Farmington Junction be redesignated as State Route 272.

3. That the present State Route 106 from Farmington Junction northwesterly to it's most northern termini be designated as State Route 273.

4. That application be made to the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads to extend Federal-aid Secondary Route 123 from it's present termini at Federal-aid Primary Route 30 (SR-49 US-89) east via Sheppard Lane to Federal-aid Secondary Route 116 (SR-106) in Farmington, a distance of 0.35 mile.

5. That by this action State Highway System and Federal-aid Secondary System mileage will increase 0.35 mile.

6. That the letters from the Davis County Commission and Farmington City relating their concurrence in the placing of the aforementioned portion of Sheppard Lane on the State Federal-aid Secondary System of Highways be hereby incorporated as a part of this submission.

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

Dated this 7th day of March, 1969.

STATE ROAD COMMISSION OF UTAH

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

UTAH STATE DEPARTMENT OF HIGHWAYS

09-42.4
07-S

March 14, 1969

C

O

P

Y

Mr. Robert Kirby, Division Engineer
U.S. Department of Transportation
Federal Highway Administration
Bureau of Public Roads
Federal Building
125 South State Street
Salt Lake City, Utah 84111

Dear Mr. Kirby:

Subject: Revision of Federal-aid Secondary Route 123 in Davis County

The attached resolution adopted by the Utah State Road Commission on March 7, 1969, indicates the Road Commission's concurrence with the Davis County Commission's request for the revision of Federal-aid Secondary Route 123.

The resolution relates the reasons, justifications and the net mileage revision that would result from the adoption of this proposed revision.

The attached letters from the Davis County Commission and Farmington City are offered as evidence of compliance with section 103(c) Title 23, U.S. Code.

Transmitted are the requested documents pertaining to the revision of this route.

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Attachment

WDMears:bt

FORM FHWA-121A 2-68I

UNITED STATES GOVERNMENT

# Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
UTAH DIVISION

TO : Mr. Henry C. Holland
07-S Director of Highways
Salt Lake City, Utah

DATE: March 26, 1969

In reply refer to: 09-42.4

FROM : Mr. R. E. Kirby
Division Engineer
Salt Lake City, Utah

SUBJECT: Utah Systems - Extention of Federal-aid Secondary Route 123 in Davis County

We approve effective today the extention of FAS Route 123 from its present termini at FAP Route 30 easterly a distance of 0.4 mile via Sheppard Lane to FAS Route 116 in Farmington.

This change is proposed to develop a connection from Farmington to SR-49 and reroute traffic to Kaysville to eliminate a hazardous intersection at the junction of FAS 116 and FAP 30 north of Farmington. Access to the Primary route will still be provided but through traffic on FAS 116 will be rerouted so that it does not cross US-89 (SR-49) through the intersection.

The letter dated February 14, 1969, from the Davis County Commission and the letter dated February 21, 1969, from the Mayor of Farmington are accepted as evidence of cooperation with local officials and compliance with Section 103(c) Title 23, U.S.C. Code.

This is the third Secondary system action this year and results in a net increase of 3.1 miles in the FAS system in Utah since January 1, 1969.

One copy of the approved route description is returned herewith.

Attachment

Burningham

I-Information | R-Return to Sender
C-Comment

Necessary Action | My Signature

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE OF UTAH

FEDERAL-AID SECONDARY SYSTEM

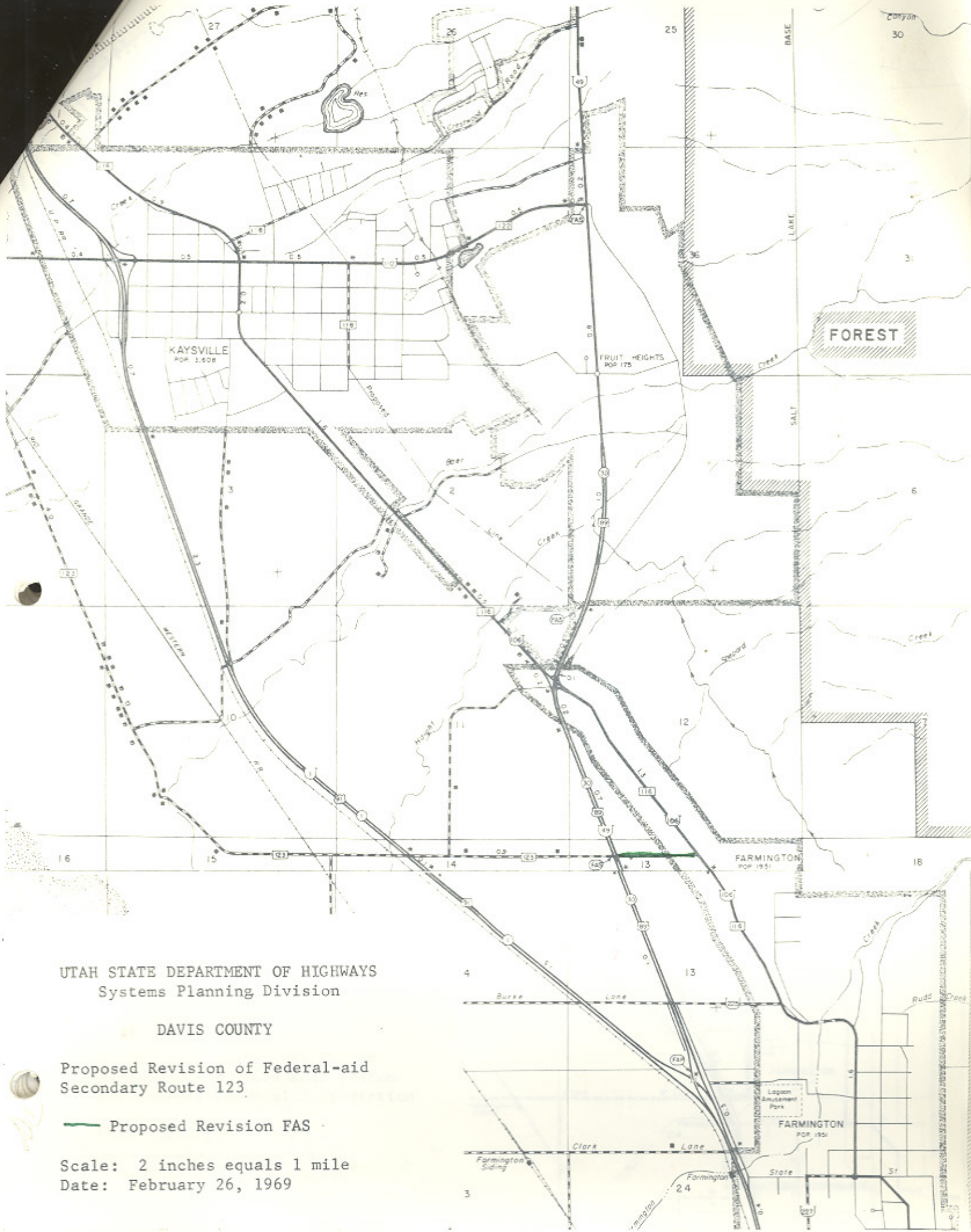
Proposed Revision Federal-aid Secondary Route No. 123

Approved March 26, 1969

March 14, 1969

| 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. | | | | | |
| 123 | SR-106 Local | From Federal-aid Secondary Route 116 in Farmington westerly and northerly to Federal-aid Secondary Route 114 in Layton.<br><br>Approved: 6-14-46 | Davis | 0.4 | 6.3 | 6.7 |

The revision of this route increases the length from 6.3 miles to 6.7 miles, an increase of 0.4 mile.




UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

DAVIS COUNTY

Proposed Revision of Federal-aid
Secondary Route 123

Proposed Revision FAS

Scale: 2 inches equals 1 mile
Date: February 26, 1969

UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
DAVIS COUNTY

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

ROUTE DESIGNATION CHANGE
Existing Route Designation
Proposed Route Designation

February 27, 1969

Utah State Department of Highways
State Office Building
Salt Lake City, Utah

Attn: E. Paul Gilgen, Secondary Roads Engineer

Dear Sir:

It is understood that the State Road Commission intends to place Sheperd Lane from US 89 and SR 49 easterly to SR 106 on the State Federal-aid Secondary System of highways, a distance of 0.35 miles.

You have requested concurrence from the local units of county and city government.

The Farmington City Council and Mayor hereby concurs in the addition of Sheperd Lane, as above described, to the Federal-aid Secondary System of Highways.

Very truly yours,

Mayor

Gilgen

February 14, 1969

Mr. E. Paul Gilgen, Secondary Roads Engineer
Utah State Department of Highways
State Office Building
Salt Lake City, Utah

Dear Mr. Gilgen:

The County Commission of Davis County hereby concurs in the addition of Sheperd Lane from US 89 and SR 49 easterly to SR 106 to the State Federal-aid Secondary System of highways. The distance involved is 0.35 miles.

Very truly yours,

Richard N. Evans
Chairman

106,272

UTAH STATE DEPARTMENT OF HIGHWAYS

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

Same Letter sent to: The Honorable Charles Dredge, Mayor of Kaysville
Mr. Richard S. Evans, Davis County Commission
Mr. Rodney F. Sutton, Davis County Planning Commission
Mr. Norm Hancock, Utah State Fish & Game Department

Resolution & Location Maps sent to:

| | | |
|---|---|---|
| W. E. Mickelson | James N. Adams | Harold Brown |
| J. Quintin Adair | Janiel Little | Ray Behling |
| W. L. Anderson | Chauncey Powis | Lucy Ann Bean |
| Ralph Murdock | Maurice RiChey | John W. Homer |
| Dean Steed | Wallace Liddle | Evelyn Crill |
| Porter M. Gooch | David Sargent | Ezra Christensen |
| Robert Walsh | Alex E. Mansour | E. Paul Gilgen |
| Lillian Witkowski | Keith Rosevear | Charles Bertolina |
| J. Edward Johnston | Robin Hood | Jim West |
| | | Ellen Wandell |
| | | Don Jensen |
| | | Ken Riddle |
| | | Winston Neiman |
| | | Robert Weadon |

April 1, 1969

The Honorable LeGrande Gregory
Mayor of Farmington
Farmington City Hall
Farmington, Utah 84025

Dear Mayor Gregory:

Subject: Redesignation of State Routes in Farmington and Kaysville, Extension of Federal-aid Secondary Route 123 in Farmington and Davis County

Effective March 7, 1969, the State Road Commission adopted a resolution to redesignate that portion of State Route 106 from Sheppard Lane in Farmington northerly to Farmington Junction as State Route 272, and the present State Route 106 from Farmington Junction northerly to Kaysville, then west via Cherry Street to route 1 (Interstate Route 15) in Kaysville as State Route 273.

Sheppard Lane in Davis County from State Route 49 (US-89) east to the new designation of State Route 272 in Farmington will become a part of State Route 106.

On March 26, 1969, the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads approved the extension of Federal-aid Secondary Route 123 from it's present termini with Federal-aid Primary Route 30 easterly via Sheppard Lane to Federal-aid Secondary Route 116 in Farmington.

Attached is a copy of the resolution, description sheet and location maps.

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Attachment

COPY

R-234

# *Memorandum*

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: February 10, 1969

TO : Howard B. Leatham
Engineer for Planning & Programming

FROM : B. Dale Burningham
Planning Statistics Supervisor

SUBJECT: Redesignation of Interstate Route 415

Effective January 28, 1969, the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads approved the redesignation of Interstate Route 415 as a part of Interstate Route 215, the Belt Route in Salt Lake City.

The description of Interstate Route 215 will be from a junction with Interstate Route 80 near the mouth of Parleys Canyon southeast of Salt Lake City, southwesterly to Interstate Route 15 near the south city limits of Murray, thence northwesterly, northerly and northeasterly to a junction with Interstate Route 15 north of Salt Lake City.

Interstate Route number 415 will be deleted.

Same Memorandum Sent To:

| | | | |
|---|---|---|---|
| Ronald A. Fernley | Henry C. Helland | Weston Hamilton | Francis Feltch |
| Wallace J. Liddle | Clifton Memmott | R. W. Griffin | David L. Sargent |
| John Homer | Alex Mansour | W. L. Anderson | Dean R. Steed |
| Lewellyn Thomas | Richard Barker | Don Stahle | Willard Kemp |
| W. E. Mickelson | J. O. Adair | Office of Construction Engineer | |
| Charles V. Anderson | Edwin E. Lovelace | W. J. Stevenson | James Deaton |
| C. Irvin Fox | George Johnson | Clarence Skoubye | Richard B. Roberts |
| Ralph Murdock | Jay Sandberg | Ray Weidner | Ed Johnston |
| E. Paul Gilgen | Ray Behling | David Greenwood | Jay Larson |
| Jean R. Driggs | Keith Rosevear | Chauncey Powis | Jim West |
| Maurice RiChey | Charles Bertolina | Ralph Christenson | Eldredge Walker |
| John Monson | Ken Riddle | Harold Brown | Janiel Little |
| G. D. Stringham Sr. | Elwood F. Guyman | Adrian Martinez | S. E. Jacobsen |
| Ernest G. Bourne | John T. Rogers | Lillian Witkowski | Robert Huefner |
| Ezra Christensen | Ilona Syme | Phil Kocherhons | Stan Johnson |
| A. D. Sakellariou | Robert Weadon | Arlene Traveler | Porter Gooch |
| | | Ken Anderson | Highway Patrol (Radio Rm.) |

Letters Sent To:

| | |
|---|---|
| Western Highway Institute | U.S.G.S. Regional Office |
| Utah Education | Miss Edith Rich, U of U Engineer Library |
| Mountain Fuel Supply | American Auto Association |
| Rand McNally & Company | The H. M. Gousha Company |
| Louisiana Dept. of Highways | Utah Power & Light Company |

RDent:bt

State Route Changes

1970

# 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]

10-27 Transfer SR-106 SR-131 SR-68

# RESOLUTION

## Transfer of Jurisdiction on the Nine-Block Portion of U-106 (200 West Street) in Bountiful City, between 400 North & 500 South

**WHEREAS,** Section 72-4-102 and 74-4-103 of the Utah Code 1999, authorizes the Transportation Commission to approve additions to or deletions from the state highway system, and the return of a portion of the state highway to the county or municipality in which it is situated between general sessions of the state legislature, and

**WHEREAS,** the duly appointed officials of the City of Bountiful have made a formal request to the Utah Department of Transportation for the transfer of jurisdiction on the nine-block portion of U-106 between 500 South Street and 400 North Street, and

**WHEREAS,** the Region Two Director having reviewed the request of the City of Bountiful, concurs that this transfer would be beneficial to all parties concerned, and

**WHEREAS,** the appropriate staff of the Program Development Division, concurring with the recommendation of the Region Two Director, advocates the transfer of ownership and maintenance operation of a nine-block portion of U-106.

**NOW THEREFORE,** be it resolved as follows:

1. This request includes only the portion of the current SR-106 alignment from 500 South northerly to 400 North Street, a distance of 0.66± miles and does not obligate the City of Bountiful to accept jurisdiction of any other portions of this road, or any other UDOT-controlled road without separate agreement between UDOT and the City of Bountiful.

2. The City of Bountiful shall accept responsibility for this section of road with the understanding that the currently programmed 'Local Government' reconstruction project on this section of road will be constructed as scheduled during the summer 2001 construction season. The purpose of this project is to bring the road up to an acceptable standard for pavement, drainage, and surface improvements.

3. The City of Bountiful shall have full construction management and oversight authority of the above-mentioned reconstruction project.

4. The City of Bountiful shall accept full responsibility for the perpetual maintenance and upkeep of the road after the transfer, and shall add the length of the road to Bountiful City's total road mileage for the purpose of calculations for the distribution of Class C Road monies.

5. This portion of the roadway shall remain functionally classified as a minor arterial.

6. The designation of SR-106 shall now begin at the same origin as existing SR-131 on I-15 following that alignment easterly to 200 West Street where it joins the original SR-106. It follows this existing alignment until it ends at the junction with SR-89. The designation of SR-131 will be eliminated.

7. The designation of SR-68 shall now continue from its current ending point at 200 West to continue southerly along the existing SR-106 alignment to its end at the junction with SR-89.

8. These actions shall become effective upon passage of this resolution by the Utah Transportation Commission.

9. The accompanying letter and map (Exhibit 'A') shall be included and become part of this resolution.

Dated on this 9th day of February 2001

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

Commissioner

Commissioner

Commissioner

Attest:
Secretary

JOHN CUSHING
MAYOR

CITY COUNCIL
SAMUEL R. FOWLER
BARBARA HOLT
STEWART KNOWLTON
JOHN S. PITT
J. GORDON THOMAS

CITY MANAGER
TOM HARDY

# BOUNTIFUL

*City of Beautiful Homes and Gardens*

January 31, 2001

Mr. Jim McMinimee
Director, UDOT Region 2
2010 So. 2760 West
Salt Lake City, Utah 84104-4592

Dear Jim,

The City of Bountiful hereby makes formal request to the Utah Department of Transportation for the transfer of jurisdiction on the nine-block portion of U-106 ( 200 West Street) in Bountiful City, between 400 North Street and 500 South Street, excluding the terminus intersections, under the following conditions.

1. This request for transfer includes only the portion of U-106 described above and does not obligate the City of Bountiful to accept jurisdiction of any other portions of this road, or any other UDOT-controlled road without separate agreement between the UDOT and the City of Bountiful.

2. Bountiful City shall accept responsibility for this section of road with the understanding that the currently programmed 'Local Government' reconstruction project on this section of road will be constructed as scheduled during the summer 2001 construction season. The purpose of this project is to bring the road up to an acceptable standard for pavement, drainage, and surface improvements.

3. Bountiful City shall have full construction management and oversight authority of the above-mentioned reconstruction project.

4. Bountiful City shall accept full responsibility for the perpetual maintenance and upkeep of the road after the transfer, and shall add the length of the road to Bountiful City's total road mileage for the purpose of calculations for the distribution of Class C road monies.

We are anxious to have this agreement in place as soon as possible so that the oversight agreements of the programmed reconstruction project, and the use of local standard construction parts and practices can be resolved prior to bidding of the project.

790 South 100 East • P. O. Box 369 • Bountiful, Utah 84011-0369 • (801) 298-6140 • FAX (801) 298-3171

We look forward to working with you and your staff to make this transfer and the associated reconstruction project as smooth as possible. If you have any questions about the transfer or the project, please feel free to contact either Tom Hardy, the Bountiful City Manager, or Paul Rowland, the city engineer.

Sincerely,

CITY OF BOUNTIFUL

John R. Cushing
Mayor

PCR:ehc

EXHIBIT 'A'

Part of SR-106 to be Transferred to Bountiful City

Existing SR-131 Becomes Portion of SR-106

Becomes Portion of SR-68

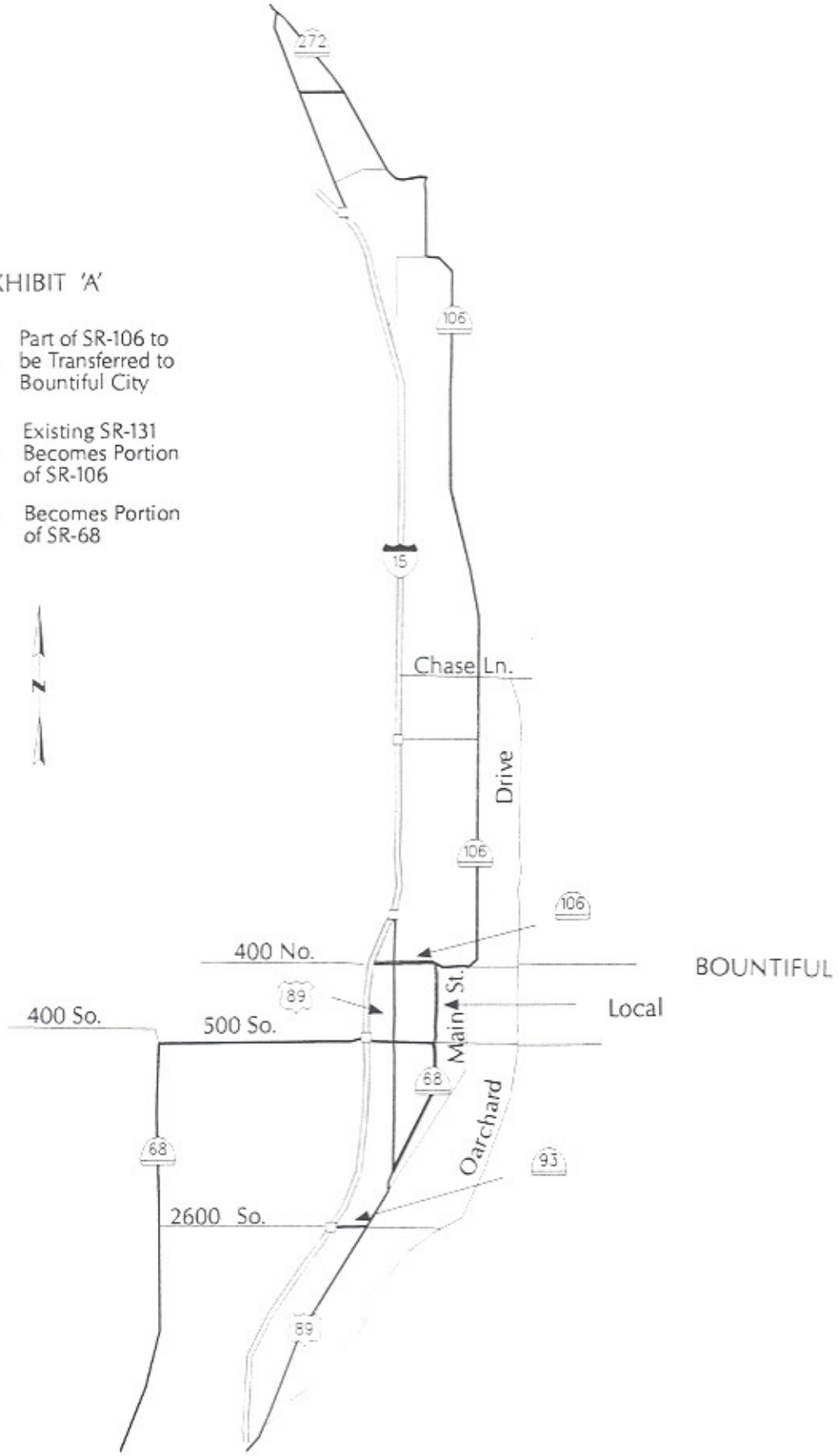
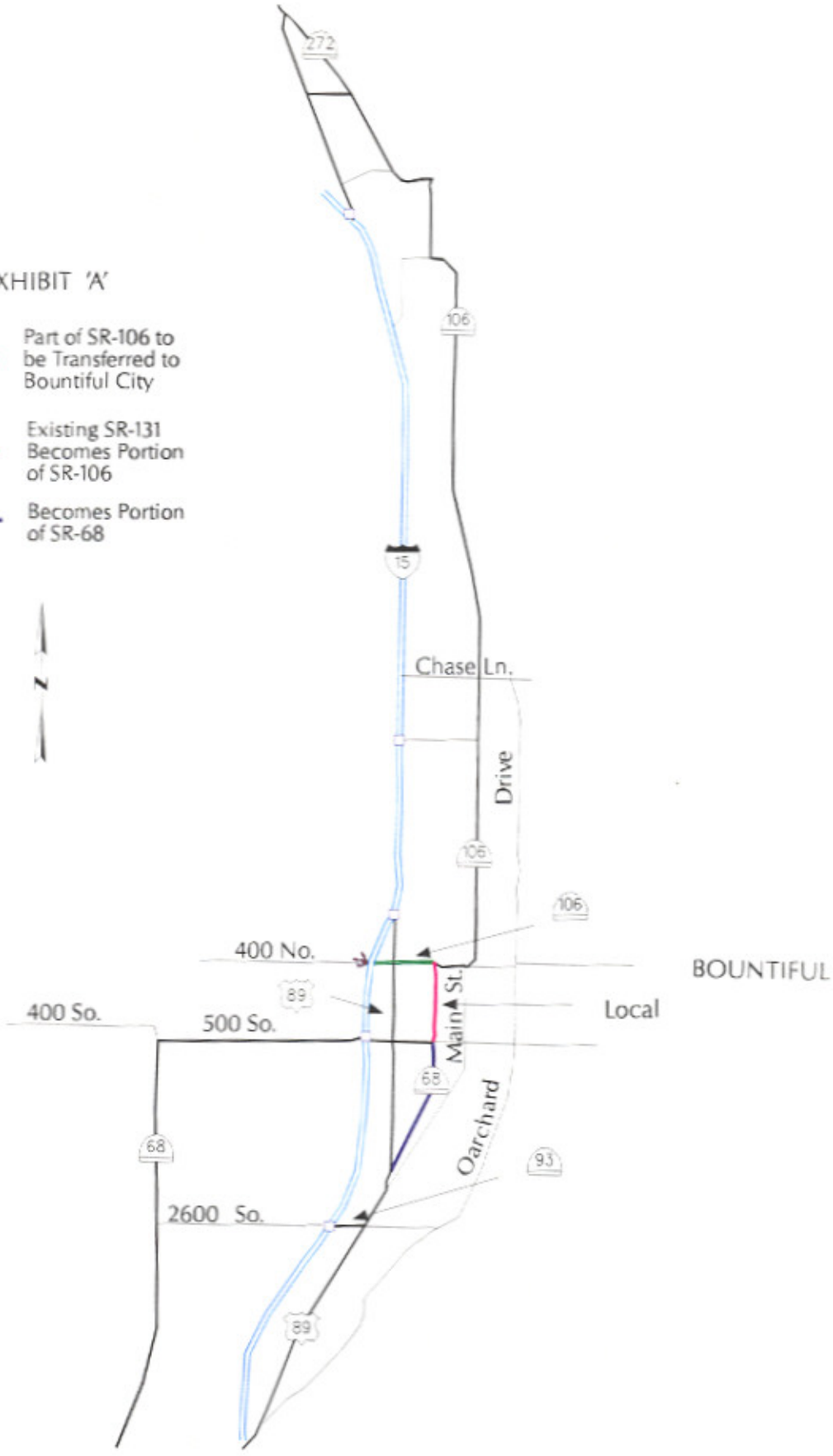


EXHIBIT 'A'

Part of SR-106 to be Transferred to Bountiful City

Existing SR-131 Becomes Portion of SR-106

Becomes Portion of SR-68