Route 148

Updated: November 2005

Jericho on Route 26 to Route 132, June 26, 1933.

1953 Description:
From Route 132 northwesterly to Route 26 near Jericho.

Approved by the 1963 Legislature:
Approved by the 1965 Legislature:
*(A)
1967 Legislature:

1969 Legislature:
Withdrawn as a State Route by the **1969 Legislature.**
*(B)
1985 Legislature Description:
From Route 14 north to Cedar Breaks National Monument south boundary.

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.
1998 Legislature: Description remains the same.
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 page following.

Route 148

COUNTY/VOLUME & RESOLUTION NO.

A. Salt Lake Co. 1/113 **B.** Garfield & Iron Co. 7/3

DESCRIPTION OF RESOLUTION CHANGE

(A). Relocation/Transfer - From North Holden Street and Center Street in Midvale, north via Holden Street and 700 west street, to 7200 south street, thence east to State Street.

(B). Re-designation - A portion of SR-143 from the jct. of SR-14 northerly to the south boundary of Cedar Breaks National Monument as SR -148.

original

RESOLUTION

Addition to and relocation of State Route 143
Redesignation of portion of State Route 143 to State Route 148

WHEREAS, it has been recommended by the officials of Garfield and Iron Counties that State Route 143 be extended from Cedar Breaks National Monument north boundary easterly traversing the roadway within Cedar Breaks to the east boundary, a distance of 1.21 ± miles, then easterly and northerly coincident with the Panguitch Lake Road to State Route 89 in Panguitch a distance of 31.22 ± miles, and

WHEREAS, the Utah Transportation Commission and local officials concur in this action,

NOW, THEREFORE, contingent upon agreement by Iron and Garfield Counties to provide funding for snow removal during the winter of 1984-85 be it resolved as follows:

1. That in accordance with Section 27-12-27 of the Utah Code, Annotated, 1953, the roadway from the east boundary of Cedar Breaks National Monument, easterly and northerly coincident with the Panguitch Lake Road to State Route 89 in Panguitch be added to the State System with an interim designation of State Route 143.

2. That the portion of the subject road within the boundaries of Cedar Breaks National Monument be included as a part of State Route 143 at such time as the Utah Department of Transportation has been granted a right-of-easement across the federal lands by the proper authorities.

3. That by this action the present portion of State Route 143 from State Route 14 north to the south boundary of Cedar Breaks National Monument be redesignated as State Route 148.

4. That these revisions be included in the Master Highway Bill to be submitted to the next Legislature.

5. That application be made to the Federal Highway Administration to extend Federal-aid Secondary Route 393 from its present termini at Cedar Breaks east boundary west to a junction with Federal-aid Primary Route 32.

6. That by this action State Highway System mileage will increase 32.43± miles.

7. That the accompanying map and documents be hereby incorporated as a part of this submission.

R E S O L U T I O N

Addition to and relocation of State Route 143
Redesignation of portion of State Route 143 to State Route 148

Dated this 9th day of November, 1984.

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

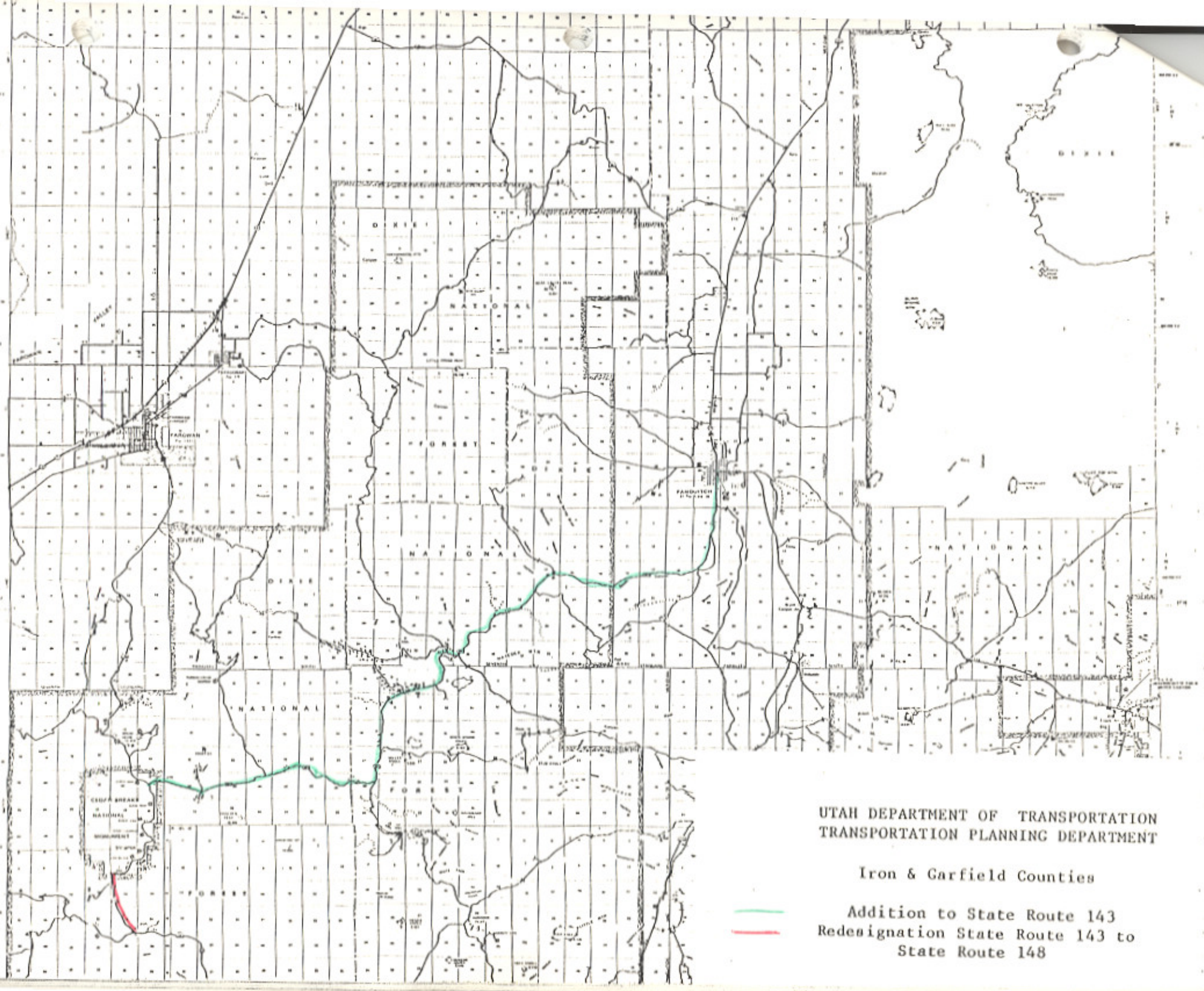
Commissioner

Commissioner

Commissioner

Attest:

Secretary



UTAH DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DEPARTMENT

Iron & Garfield Counties

Addition to State Route 143
Redesignation State Route 143 to
State Route 148

October 19, 1984

Mr. Clem Church
Utah State Road Commission
Salt Lake City, UT

Dear Clem:

I am writing this letter to request the State Highway Department take the responsibility and ownership of Highway from Panguitch to Brianhead via Panguitch Lake. Over the past few years, we have had some controversy and some problems because of all of the entities involved in the snow removal and the upgrading of that road. When you have Brianhead Town, Iron County, Garfield County and the National Parks Service all involved in a short section of road, it becomes almost impossible to maintain and clear that road properly. It is very, very important to Southern Utah that this road be opened and properly maintained, not only for service to our local people and employment opportunities, but also for tourism from the Phoenix area. In the winter, many people come to ski from the Phoenix area. If they travel I-15 up through Las Vegas, Utah will lose one or two days of their travel. Brianhead has doubled in the last year and will double again in the next two years, and travel from Phoenix is increasing at at least the same rate.

In summary let me say again, for the travel of the local people or employees from Garfield and Kane Counties, for winter fishing for the residents of Iron and Garfield Counties, for increased tourism from the Phoenix area, I highly recommend that this road be put in the State system. It is my understanding that Brianhead, Iron County and Garfield County will reimburse the State for the mile and one half section that goes through the Park until final negotiations can be made with the National Parks Service.

Thank you.

Sincerely,

Ivan M. Matheson

Ivan M. Matheson
Utah State Senator

October 19, 1984

Mr. Clem Church
Utah State Road Commission
Salt Lake City, UT

Dear Clem:

This letter is being written as a formal request that the Utah State Highway Department assume the responsibility and ownership of Highway from Panguitch to Brianhead via Panguitch Lake. This particular road has been a source of controversy for a number of years because of all of the entities involved in the maintenance and snow removal on this road. You realize that Iron County, Brianhead Town, Garfield County and the National Parks system are all involved in this short section of road, and it has become almost impossible to take care of this road properly. Let me emphasize how important the proper maintenance of this road is to the entire Southern Utah area, not only to serve the needs of our local people, but also so far as tourism is concerned, particularly from the Phoenix area. We have many, many people from Phoenix who come to Brianhead to ski in the winter, and if they come up I-15 through Las Vegas, we stand to lose a day or possibly two days of their travel. With the development which is taking place at Brianhead at the present time, it is probable that travel from the Phoenix area will double in the next two years, and this makes that road even more important to this end of the State.

For the above stated reasons, it would be my recommendation that this road be included in the State system. I have understood that Brianhead, Iron County and Garfield County will agree to reimburse the State for the one and one-half mile section which goes through the Park until a final agreement can be reached with the National Parks Service.

Thank you for your consideration.

Sincerely,

Representative Haze Hunter
District 72

COMMISSIONERS
DEE G. COWAN
CHAIRMAN
JAMES C. (Jim) ROBINSON
LOUIE P. TONG
CLAIR HULET
CLERK
LAMAR G. JENSEN
TREASURER

Iron County

PAROWAN, UTAH 84761

STEVEN GRIMSHAW
ASSESSOR
CORA J. HULET
RECORDER
IRA SCHOPPMANN
SHERIFF
SCOTT JAY THORLEY
ATTORNEY
DENNIS LOWDER
AUDITOR

October 23, 1984

Mr. Clem Church
Utah State Road Commission
Salt Lake City, Utah

Dear Clem:

On behalf of the Iron County Commission, I would like to request that the State Highway Department assume the responsibility and ownership of the Highway from Panguitch to Brianhead via Panguitch Lake. During the past few years, as you are probably aware, we have had a great deal of controversy and some problems over the snow removal and upgrading of that road. You are probably aware, also, that four entities are involved in this relatively short section of highway, Iron County, Garfield County, Brianhead Town, and the National Parks system, and it has become almost impossible to properly maintain and clear that road. This road is an integral part of Southern Utah and very important to tourism in this end of the state as well as to local travel for the people who are employed at Brianhead, particularly from Garfield County. We have a very large number of people who come to Brianhead to ski from the Phoenix area, and when you consider that the only other alternative route for them to take from Phoenix to this area is through Las Vegas, because of the extra travel time involved, Utah is losing some valuable dollars. Brianhead has doubled in the last year, and we anticipate that it will continue to grow, as will the traffic from Phoenix.

It would be my strong recommendation that the State incorporate this highway into their present system, and we would appreciate your consideration of this matter at this time.

Sincerely,

Dee Cowan

Dee Cowan, Chairman
Iron County Commission

SR-148

THE TOWN OF BRIAN HEAD
P.O. BOX 68
Brian Head, Utah 84719
801/677-2029

RESOLUTION NO. 155

IT IS HEREBY RESOLVED by the Brian Head Town Council, County of Iron, State of Utah, to:

Support all efforts by Iron County, Garfield County, or any other group or organization to Place "Panguitch Road", paved road from junction of Utah Route 143 to U.S. Route 89, under the Utah Department of Transportation's jurisdiction.

REX EMENEGGER, Mayor

Attest:

STEVE WILLIAMS, Town Clerk

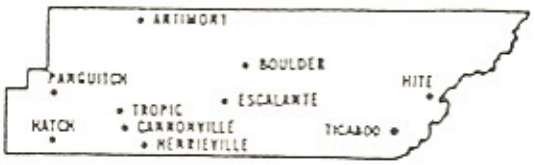
Voting For: 5

Voting Against: 0

SEAL

COUNTY COMMISSION
George Middleton, Chairman
Guy W. Thompson
H. Dell LeFevre
Edra Miller, Clerk

GARFIELD COUNTY



Tom Simkins, Assessor
Patrick B. Nolan, Attorney
Mamie D. Hatch, Recorder
Merle Stowell, Treasurer
Vic Middleton, Sheriff
John W. Yardley, Justice of the Peace

PANGUITCH, UTAH 84759

October 23, 1984

Mr. Clem Church
Utah State Road Commission
Salt Lake City, Utah

Dear Clem:

Please consider this letter a formal request that the State Highway Department take over the responsibility and ownership of Highway from Panguitch to Brianhead via Panguitch Lake. We have a number of people from our County employed at Brianhead, and it would certainly be a great service to them to have this road maintained and properly cleared. This road is also a natural winter tourist route, particularly for people coming to the area from Phoenix, and it is my feeling that Utah is losing many valuable tourist dollars by not providing this direct route from the Phoenix area and in fact causing these people to leave these dollars elswhere and they travel an extra day or two coming through Las Vegas along I-15.

Negotiations are scheduled with the National Parks Service, Iron County and Garfield County with the meeting to take place at the Iron County Commission Chambers on October 25, 1984 at 1:30 p.m. We hope that you will consider this very important matter and that the State will assume the ownership and responsibility of this highway.

Thank you for your help.

Sincerely,

George Middleton

George Middleton, Chairman
Garfield County Commission

GM/to

Relocation
SR-143 E
SR-148

October 19, 1984

Mr. Clem Church
Utah State Road Commission
Salt Lake City, UT

Dear Clem:

As a member of the Kane County Commission, I am writing to request that the State Highway Department take over the responsibility and ownership of Highway which runs from Panguitch to Brianhead via Panguitch Lake. This has been a controversial section of highway in the past and there have been a lot of problems involved in the snow removal and upgrading of the road. It is extremely important that this road remain open and properly maintained, not only for the local people who are employed in the area, but also for the tourists who may come to the area to ski. A number of people from the Phoenix area, particularly, come to Brianhead to ski, and this appears to be a more direct route for them to take rather than coming via I-15 through Las Vegas, with a day or two extra travel time involved.

We would appreciate your consideration of this matter, and thank you in advance for any help you might be able to give.

Sincerely,

Calvin E. Johnson

Calvin Johnson
Kane County Commission

State Moratorium Revision

7

RESOLUTION

Moratorium on State Highway System Revisions

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

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

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

NOW, THEREFORE, be it resolved as follows:

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

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

Dated this 13th day of December, 1985.

UTAH TRANSPORTATION COMMISSION

Samuel J. Taylor
Chairman

Wayne S. Winters
Vice-Chairman

Glen H. Church
Commissioner

B. LaVaun Cox
Commissioner

Joe G. Weston
Commissioner

Attest:

Alva H. Anderson
Secretary

Changes in State Routes

Approved by the 1985 Legislature

Route	Location		Date of Commission Resolution	Highway Code Section	Action Taken
	County	Area			
93	Davis	400 East Street in North Salt Lake	8/24/84	27-12-27	Deletion of that portion of SR-93 from SR-89 north to 2600 South Street, a distance of 0.43 mile.
140 & 287	Salt Lake	Bluffdale Road	10/12/84	27-12-27	Addition of Bluffdale Road from SR-68, Redwood Road, east to the on and off ramps on the east side of SR-15 and by this action redesignate that portion of SR-287 on the Bluffdale Road connection to SR-15, a distance of 2.36 mi.
143 & 148	Iron & Garfield	Cedar Breaks National Monument and Panguitch Lake Road	11/9/84	27-12-27	Add Panguitch Lake Road from Cedar Breaks to Panguitch as part of SR-143, a distance of 32.43 miles. Redesignate SR-143 south of Cedar Breaks as SR-148.
167	Morgan & Weber	Trappers Loop Road	12/7/84	27-12-27	Add Trappers Loop Road from Mountain Green northerly to route 39 south of Huntsville, a distance of 10.00± miles.
219	Washington	Main St. in Enterprise	9/28/84	27-12-27	Addition of Main St. in Enterprise connecting to SR-18, a distance of 1.30 miles. (Exchange for Gunlock Rd. SR-307)
224	Summit	Park City	11/9/84	27-12-29	Relocate SR-224 between MP 14.31 and MP 15.73 to be coincident with Snow Country Drive in Park City, a distance of 1.45 mile.

Changes in State Routes

Approved by the 1985 Legislature

Route	Location		Date of Commission Resolution	Highway Code Section	Action Taken
	County	Area			
					Transfer former location on Park Avenue, 7th St. and Heber Ave. to Park City, a distance of 1.42 miles as a result of new construction. (Does not change description in law.)
247	Utah	Center Street in Orem	12/7/84	27-12-28	Deletion of Route 247 in its entirety, a distance of 2.04 miles.
307	Washington	Gunlock Lake State Park	9/28/84	27-12-27	Deletion of SR-307 in its entirety, a distance of 0.22 mile. (Exchange for Enterprise Main St. SR-219)
317	Salt Lake	UDOT/DPS Complex	2/4/83	27-12-17	Assign State Route number to roads and parking areas at complex, a distance of 1.62 miles.
189	Summit	Wanship, northeasterly to route 80			Revise route description (technical correction) Extend route to off ramp from route 80, northeast to Wanship.
					Net addition 45.05± miles.