Route 191

Updated: December 2005

Junction with Route 73 southerly to Fairfield June 26, 1933
Withdrawn as Route Number 1953.

*(A) Commission Action Sept. 4, 1981:
Description is as follows.
From a point: on old SR -163 near Sand Island Rest Area in San Juan County northerly and easterly traversing the alignment of a portion of old SR-163, a portion of SR-6 in Grand and Carbon County, old SR-33 in its entirety, a portion of SR-40, a portion of SR-44 and all of SR-260 to the Utah Wyoming State line. (Legislature Action to follow).

Approved by the 1983 Legislature effective May 10,1983:

1983 Legislature Description:
From the Utah Arizona state line south of Bluff northerly via Blanding, Monticello and Moab to Route 70 at Crescent Junction; then commencing again from Route 6 north of Helper northerly via Indian Canyon to Route 40 at Duchesne; then commencing again from Route 40 at Vernal northerly via Greendale Junction and Dutch John to the Utah-Wyoming State line. (The portion of this route through Indian Lands in San Juan County, shall not become part of the State highway system until the department of transportation has been granted a right-of-easement across the Indian's lands by proper authorities).

1985 Legislature: Description remains the same.
*(B)
1986 Legislature: Description remains the same.
1987 Legislature: Description remains the same.
1988 Legislature: Description remains the same.

*(C) Commission Action December 8. 1989:
Revised the description of Route 191 to include the right -of -way easement across the Indian's lands a distance of 21.31± miles. Description as follows: From the Utah-Arizona State line south of Bluff northerly via Blanding, Monticello and Moab to Route 70 at Crescent Junction; thence commencing again from Route 6 north of Helper northerly via Indian Canyon to Route 40 at Duchesne; thence commencing again from Route 40 at Vernal northerly via Greendale Junction and. Dutch John to the Utah-Wyoming State line.

*(D)
Not included on list for approval in 1990 Legislature.

Route 191 Cont.

1992 Legislature: Description remains the same.
1993 Legislature: Description remains the same.
1994 Legislative Description:
From the Utah-Arizona state line south of Bluff northerly via Blanding, Monticello, and Moab to Route 70 at Cresent Junction; then commencing again from Route 6 north of Helper northerly via Indian Canyon to Route 40 at Duchesne; then commencing again from Route 40 at Vernal northerly via Greendale Junction and Dutch John to the Utah-Wyoming state line.

1995 Legislature: Description remains the same.
1996 Legislature: Description remains the same.
1997 Legislature: Description remains the same.

1998 Legislative Description:
From the Utah- Arizona state line south of Bluff northerly through Blanding, Monticello, and Moab to Route 70 at Crescent Junction; then beginning again from Route 6 north of Helper northerly through Indian Canyon to Route 40 at Duchesne; then beginning again from Route 40 at Vernal northerly through Greendale Junction and Dutch John 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 page following.

Route 191

COUNTY/VOLUME & RESOLUTION NUMBER

A. Multiple Co. 6/37 **B.** San Juan Co. 7/13 **C.** San Juan Co.8/2

D. San Juan Co. 8/13

DESCRIPTION OF RESOLUTION CHANGE

(A). Addition/Re-designation -	Portions of various routes making them part of U.S-191.
(B). Relocation/New Alignment -	Around Recapture Wash Dam.
(C). Addition -	U.S. 191 from the Arizona-Utah state line northerly and northeasterly to the Jct. of SR-163 near Bluff. (Right of Easement was obtained).
(D). Vacates *I* Abandons -	All interests in any and all roads within White Mesa Indian Reservation due to relocation of SR-191 and except for SR-191.

Statewide

RESOLUTION

Addition and Redesignation of Various State Routes

WHEREAS, it has been the policy to redesignate by hierarchy state route numbers to be synonymous with US route designations, and

WHEREAS, the American Association of State Highway and Transportation Officials approved the extension of US Route 191 from a point north of West Yellowstone, Wyoming, southerly via the following state routes, or portions of state routes, in Utah: 260, 44, 40, 33, 6, 70 and 163 to Chambers, Arizona, and

WHEREAS, a portion of this route (US-191) from a point near Bluff, Utah, to US-160 near Mexican Water, Arizona, is coincident with an Indian Reservation Road for which the Bureau of Indian Affairs has administrative responsibility.

NOW THEREFORE, be it resolved as follows:

That contingent upon the Bureau of Indian Affairs granting a right-of-way easement to the State of Utah and the road being in an acceptable state of maintenance for that section of road from the Utah-Arizona state line northerly to a junction with SR-163 near Bluff, a request be submitted to the State Legislature at its next regular session for approval to have this section of road included in the State System of Highways and designated as a part of route 191, to become effective upon the approval by the Legislature, and

That present State Route 163 from a point near Bluff northerly to Crescent Junction be redesignated as part of State Route 191, and

That present State Route 33 in its entirety be designated as part of State Route 191, and

That present State Route 44 from a junction with State Route 40 in Vernal northerly to Greendale Junction be designated as part of State Route 191, and

That present State Route 260 in its entirety be designated as part of State Route 191, and

That as a result of the aforementioned revisions the state routes involved will be described as follows:

Route 44 - From a junction with Route 191 at Greendale Junction westerly and northerly to Manila on Route 43.

Route 163 - From the Utah-Arizona State line at a point southwest of Mexican Hat northeasterly to Route 191 near Bluff.

Route 191 - From the Utah-Arizona State line at a point south of Bluff northerly via Blanding, Monticello and Moab to a junction with Route 70 at Crescent Junction; then commencing again at a junction with Route 6 north of Helper northerly via Indian Canyon to a junction with Route 40 at Duchesne; then commencing again at a junction with Route 40 in Vernal northerly via Greendale Junction and Dutch John to the Utah-Wyoming State line.

The map sheet relating the action taken herewith is hereby incorporated as a part of this Resolution.

Dated this 4th day of September, 1981.

UTAH TRANSPORTATION COMMISSION

R. La Vaun Ez
Chairman

Wayne S. Winters
Vice Chairman

Samuel J. Fayle
Commissioner

on and Redesignation of Various State Routes
23

Glen H. Church
Commissioner

Charles Claybaugh
Commissioner

ATTEST:

Elva H. Anderson
Secretary

COMMISSION

AUN COX
AIRMAN
NE S. WINTERS
ICE CHAIRMAN
CLEM H. CHURCH
SAMUEL J. TAYLOR
CHARLES E. WARD

RONALD A. FERNLEY
SECRETARY

Director
William D. Hurley, P.E.

Assistant Director
C.V. Anderson, P.E.

UTAH DEPARTMENT OF TRANSPORTATION
State Office Building
Salt Lake City, Utah 84114

Subject: Addition and Redesignation of Various State Routes

Dear Sir:

On June 6, 1981, the American Association of State Highway and Transportation Officials approved the extension of U.S. Route 191 to traverse various state routes in the State of Utah, as described in the enclosed resolution.

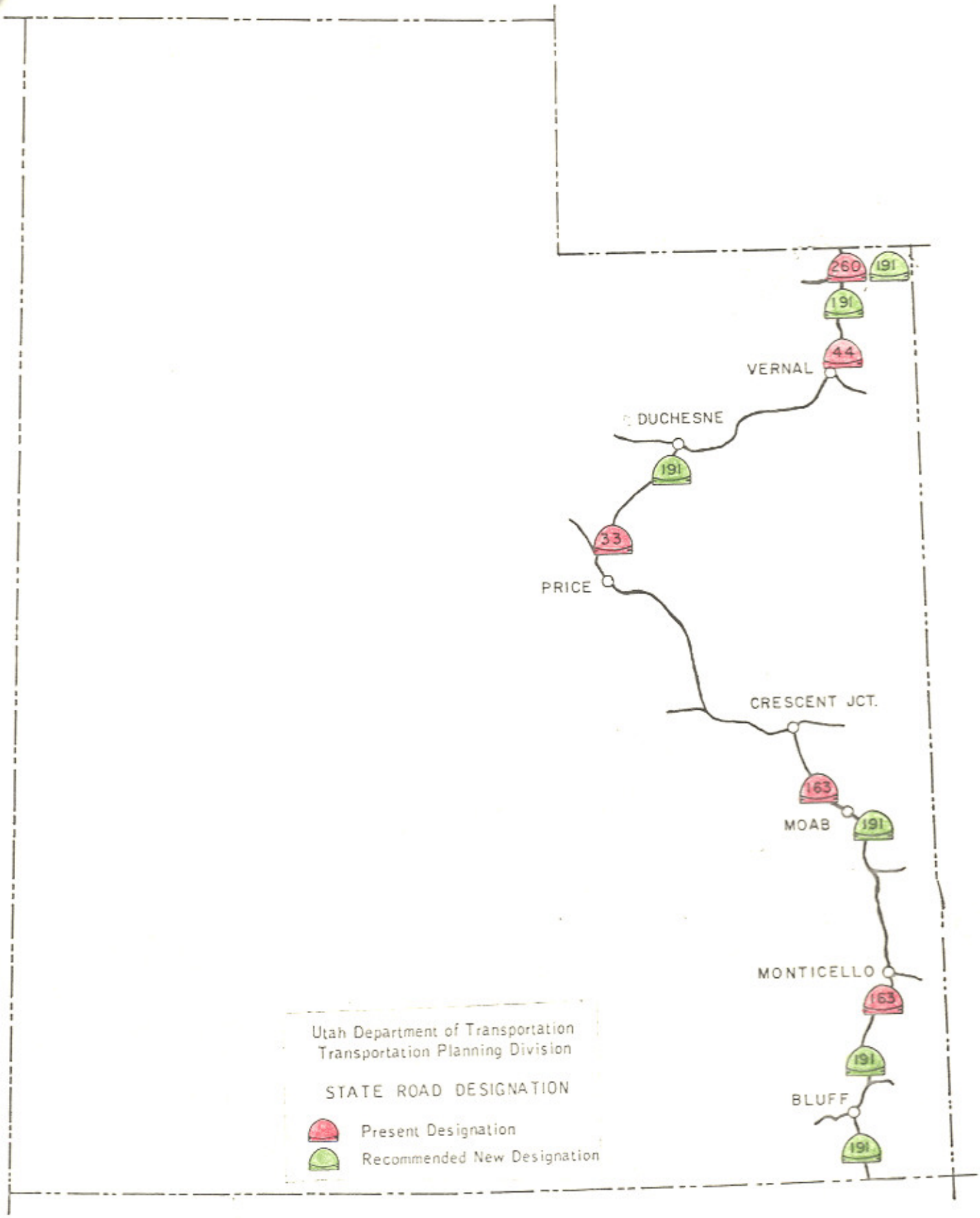
Enclosed is a copy of the resolution and a location map.

Very truly yours,

W. Ronald Delis

W. Ronald Delis
Engineer for Transportation Planning

Enclosure


260
191
191
44
VERNAL
DUCHESNE
191
33
PRICE
CRESCENT JCT.
163
MOAB
191
MONTICELLO
163
191
BLUFF
191
Utah Department of Transportation
Transportation Planning Division
STATE ROAD DESIGNATION
Present Designation
Recommended New Designation

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: October 8, 1981

TO : L. R. Jester, P.E.
District 6 Director

FROM : W. Ronald Delis, P.E.
Engineer for Transportation Planning

SUBJECT: Addition and Redesignation of various State Routes

On June 6, 1981, the American Association of State Highway and Transportation Officials approved the extension of U.S. Route 191, to traverse various State Routes in the State of Utah, as described in the attached resolution.

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

The signing changes for State Routes 260, 44, 40, 33, 6, 163 and U.S. Route 163 should be completed as soon as time and money are available.

Attachment

cc: James L. Deaton P.E.
District 4 Director

AN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

ERSTATE 00

U S 00

AN APPLICATION
FROM THE STATE HIGHWAY OR TRANSPORTATION
DEPARTMENT OF

UTAH

FOR

- [ ] the Elimination of a U.S. (I) Route .....
- [ ] the Establishment of a U.S. (I) Route .....
- [ ] the Relocation of U.S. (I) Route .....
- [x] the Extension of U.S. (I) Route 191
- [ ] 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. (I) Route .....
- *[ ] the Recognition of a By-pass Route on U.S. Route .....

BETWEEN

West Yellowstone
Montana and Chambers, Arizona

The Following
State or States are
Involved:

Montana

Wyoming

Arizona

Date Received 9/19/80

Date application acknowledged 10/15/80 5/20/81

Date to Route Number Committee 6/25/81

Date considered by Executive Committee 6/26/81

Action of Executive Committee Extension of US Route 191 PPProved

Member Department Notified 6/30/81

(This block to be completed by AASHTO General Office)

Date Submitted:

September 10, 1980

* 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

The purpose of the U. S. Numbering and Marking is to facilitate movement along the general direction of desire lines of travel over the shortest and best available roads, and a route should form continuity of available facilities through two or more States that accommodate the most important and heaviest motor traffic flow in the area.

The system was established in 1926 and the U. S. Route System has reached the point of review, revision, consolidation, and perfecting, rather than continuous expansion. Therefore, any proposed alteration in the established system should be extremely meritorious and thoroughly, though concisely, explained in order that the Route Numbering Committee and the Executive Committee of the Association may give prompt and proper consideration to each and every request made by a Member Department.

Explanation and Reasons for the Request: (Keep Concise and Pertinent)

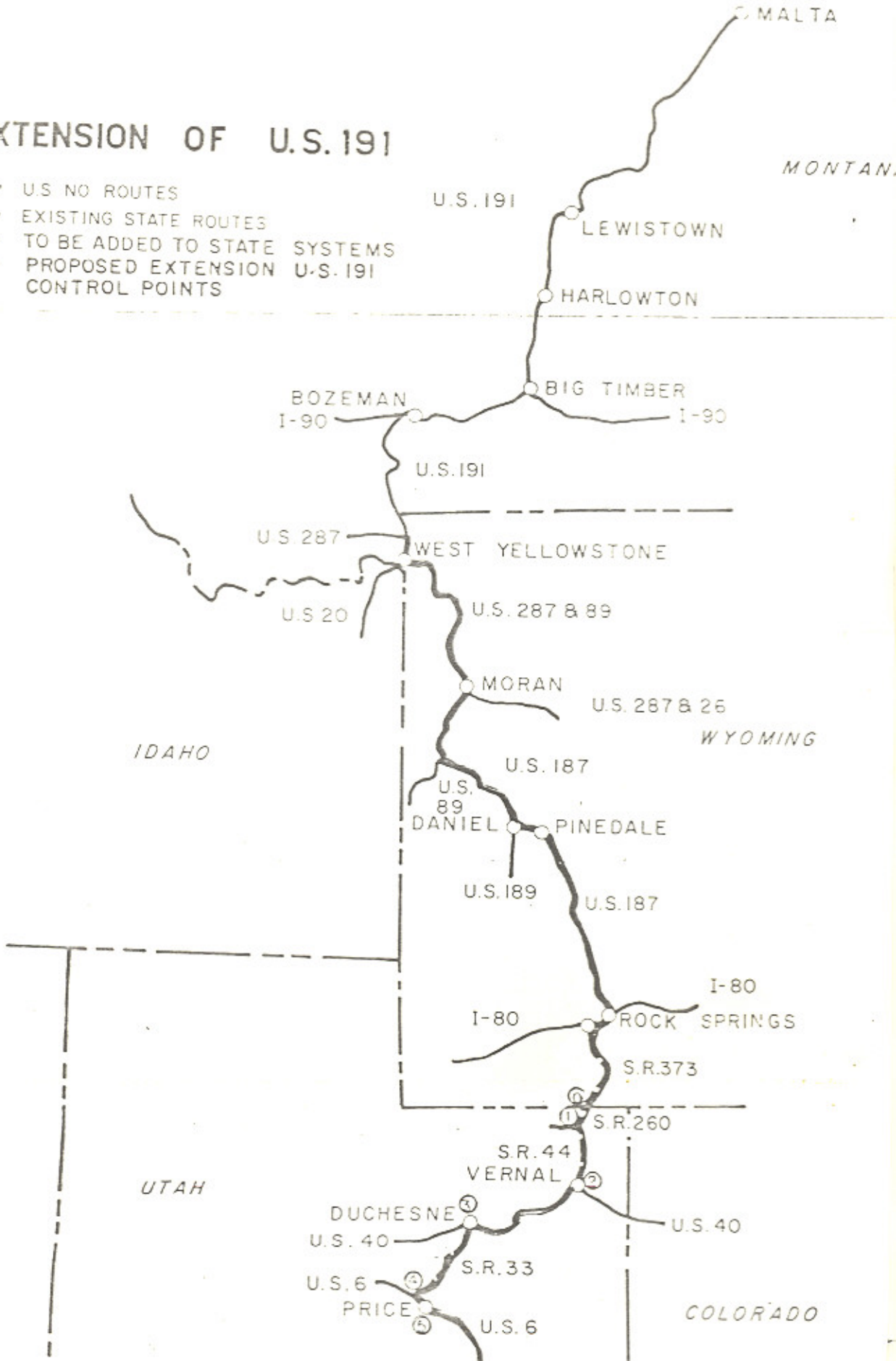
The extension of this route would provide a continuous north and south U.S. route through the eastern part of Utah. Thus, being in keeping with AASHTO Route Numbering policy providing a U.S. route connecting four States, Montana, Wyoming, Utah and Arizona. This extension of U.S. 191 would also result in the deletion of U.S. 187 that is entirely within the State of Wyoming. Thus, in keeping with AASHTO Route Numbering policy of eliminating U.S. routes entirely within one state.

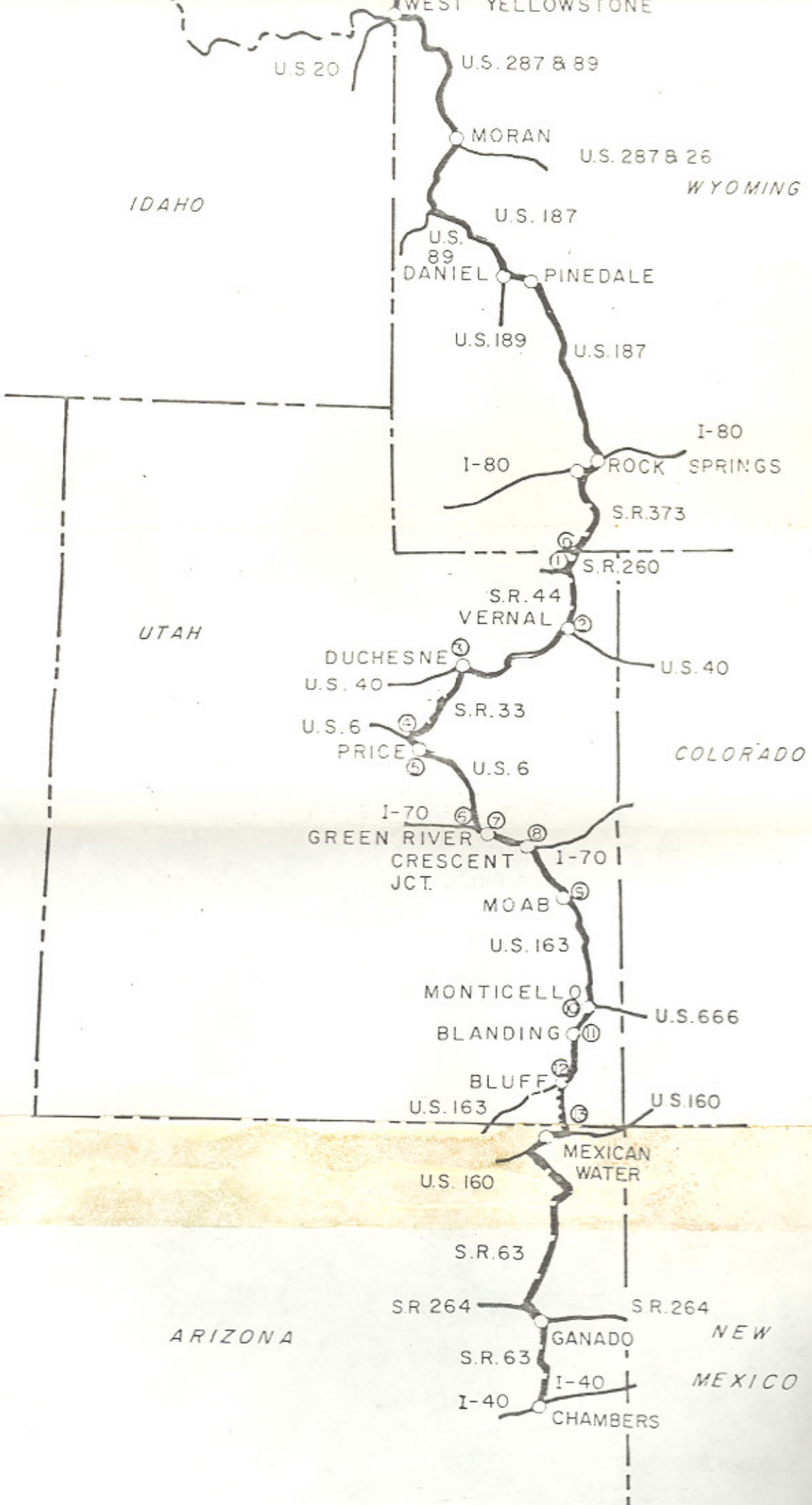
Date facility available to traffic The section of highway from Bluff to US-160 will be open to traffic by November 1980. All other sections are open to traffic now.

Does the petition propose a new routing over a portion of an existing U.S. Route Yes ? If so, where: US-163, Bluff to Crescent Jct. - US-6 & 50, Crescent Jct. to west of Green River, US-6 west of Green River to Junction SR-33 - US-40, Duchesne to Vernal.

Does the petition propose a new routing over a portion of an existing Interstate Route Yes ? If so, where: I-70, Crescent Junction to a point west of Green River.

PROPOSED EXTENSION OF U.S. 191




WEST YELLOWSTONE
U.S 20
U.S. 287 & 89
MORAN
U.S. 287 & 26
WYOMING
IDAHO
U.S. 187
U.S. 89
DANIEL
PINEDALE
U.S. 189
U.S. 187
I-80
I-80
ROCK SPRINGS
S.R. 373
S.R. 260
S.R. 44
VERNAL
UTAH
DUCHESNE
U.S. 40
U.S. 40
S.R. 33
U.S. 6
PRICE
COLORADO
U.S. 6
I-70
GREEN RIVER
CRESCENT JCT.
I-70
MOAB
U.S. 163
MONTICELLO
U.S. 666
BLANDING
BLUFF
U.S. 163
U.S. 160
MEXICAN WATER
U.S. 160
S.R. 63
S.R. 264
S.R. 264
ARIZONA
GANADO
NEW MEXICO
S.R. 63
I-40
I-40
CHAMBERS

POINT MILES	PAVEMENT TYPE	PAVEMENT CONDITION	TRAFFIC ADT	PAVEMENT WIDTH DEFICIENCY (PERCENT 10 20 30 40)	SHOULDER WIDTH DEFICIENCY (PERCENT 20 40 60 80)	ROADWAY WIDTH DEFICIENCY (PERCENT 10 20 30 40)	H-LOADING DEFICIENCY (PERCENT 20 40 60 80)	VERTICAL SIGHT DISTANCE DEFICIENCY (PERCENT 20 40 60 80)	HORIZONTAL CURVATURE (DEGREE)	PERCENT GRADE (LENGTH)
(0)	UTAH-WYOMING STATE LINE									
	H	G	375							
16.9				NONE	NONE	NONE	NONE			
(1)	JUNCTION SR-44 GREENDALE JUNCTION									
			755							
20										
			1200							
34.8										
40										
			3350							
(2)	JUNCTION US-40 IN VERNAL									
			14500							
			13000							
60										
			2800							
57.9										
80										
			6500							
			3400							
			2700							
			4200							
100										
(3)	JUNCTION SR-33 IN DUCHESNE									
			900							
120										
43.6										
			265							
140										
		RXR	1590							
(4)	JUNCTION US-6 NORTH OF HELPER									
			12000							
11.0										
160										
(5)	JUNCTION SR-10 IN PRICE									
			7100							
			8200							
			5900							
			4000							
180										
			2100							
59.5										
200										

(6) JUNCTION I-70 WEST OF GREEN RIVER
3.8
(7) GREEN RIVER
2970
22.0
240
2275
(8) JUNCTION US-163 CRESCENT JUNCTION
1750
260
31.5
2900
(9) MOAB
6950
280
3100
300
53.9
320
3380
(10) MONTICELLO
2570
20.9
340
1540
(11) BLANDING
2295
1780
360
29.4
1255
900
380
(12) JUNCTION INDIAN ROAD WEST OF BLUFF
700 Est.
24.6
400
406.9 (13) UTAH-ARIZONA STATE LINE

US-191

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Executive Committee of the American Association of State Highway and Transportation Officials, not withstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 2480 as compared to 6280 for the year 1979 for all other U.S. Numbered routes in the State.

The "Purpose and Policy in the Establishment and Development of United States Numbered Highways, as Revised September 15, 1970" or the "Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways" as revised August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy:

(Signature)

Chief Administrative Official, Utah Department of Transportation
(Member Department)

This petition is authorized by official action of Utah Department of Transportation Commission under date of August 15, 1980 as follows: (Copy excerpt from Minutes)

US 191 PROPOSAL

Howard Leatham said he had the oppoutunity to meet personally with the Planning Directors of all the states involved and discuss it with them. Montana and Wyoming are very favorable to the proposal. The State of Arizona has agreed to go along with the modifications we show.

Arizona and Utah have the same problem. The only piece of road that is a problem is the piece from Mexican Water up to Bluff across the Navajo Reservation. It is not on the state highway system in either state.

Mr. Leatham talked with the Chief Engineer of the Bureau of Indian Affairs in Shiprock, and he said that piece of road will be completed south of the bridge to a 34 ft. width standard by this October. We are cooperating with San Juan County from the bridge north.

Mr. Leatham said that his recommendation would be to make our application to AASHTO and contingent on whether or not they approved the route we could come back and add it to the system afterwards. Commissioner Taylor agreed.

A motion was made by Commissioner Taylor, seconded by Commissioner Church, and unanimously passed:

> That approval be granted to proceed with the US 191 proposal and submit it to the AASHTO Numbering Committee

Relocation S.R.-191

13

RESOLUTION

Relocation of State Route 191

WHEREAS, the construction of Recapture Wash Dam and the completion of project F-050(6) has resulted in the construction of State Route 191 on new alignment, and

WHEREAS, it has been recommended by the District 4 Director and concurred in by representatives of the U.S. Bureau of Land Management that the old right-of-way between M.P. 53.7 and M.P. 56.7 be relinquished and conveyed to the jurisdiction of the B.L.M.

NOW, THEREFORE, be it resolved as follows:

That State Route 191 be relocated to be coincident with the new alignment resulting from the construction of project F-050(6); and

That the "C" line, constructed as a part of this project to provide a connection to a county road, be relinquished and conveyed to San Juan County, a distance of 0.38± mile; and

That the right-of-way on the old alignment between M.P. 53.7 and 56.7 be relinquished and conveyed to the jurisdiction of the U.S. Bureau of Land Management; and

That the accompanying memorandum from Sterling C. Davis, District 4 Director, and the map sheet be hereby incorporated as a part of this submission.

Dated this 5th day of April, 1985

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

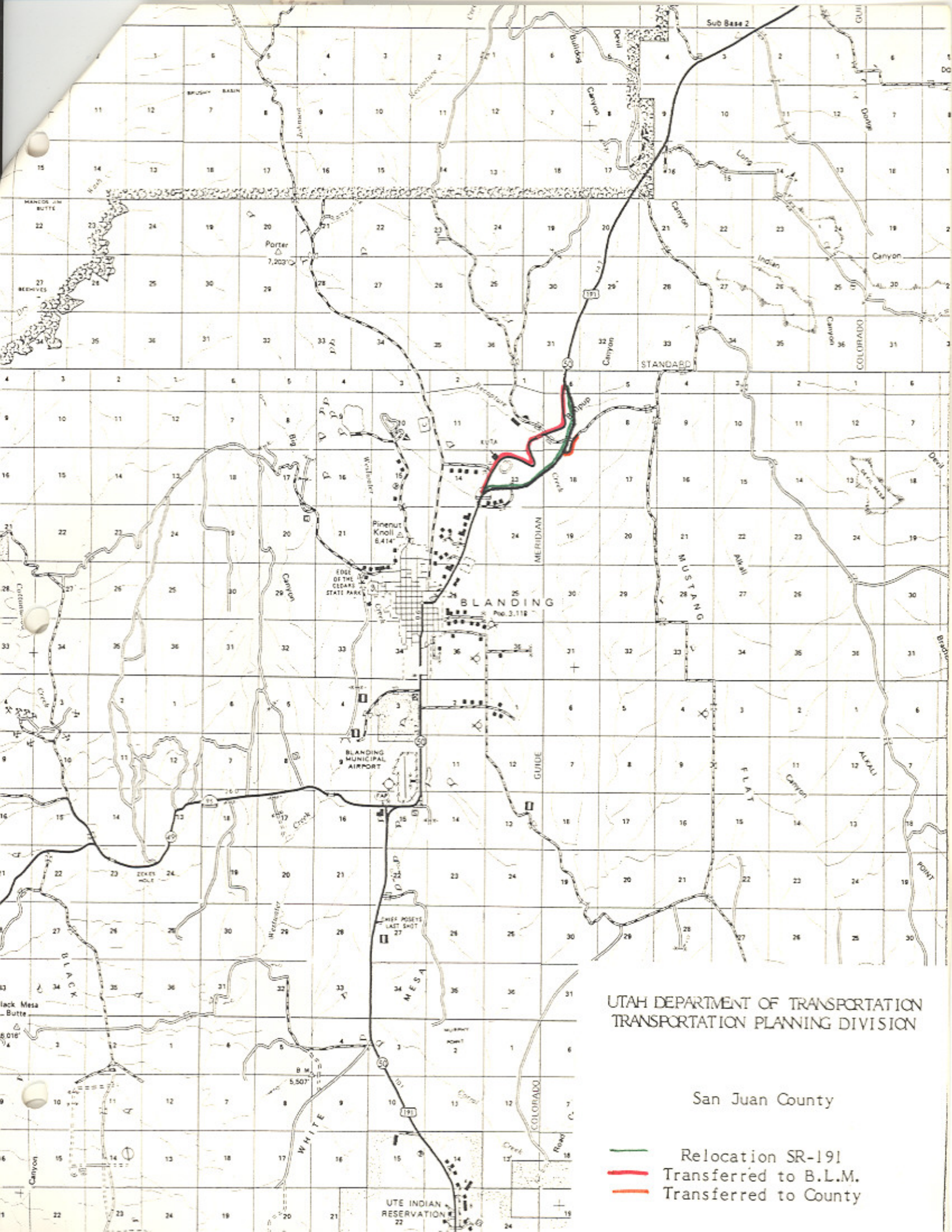
Commissioner

Commissioner

Commissioner

Attest:

Secretary



UTAH DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DIVISION

San Juan County

Relocation SR-191
Transferred to B.L.M.
Transferred to County

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: April 2, 1985

TO : Howard B. Leatham, P.E.
Engr. for Policy & Syst. Planning

FROM : Sterling C. Davis, P.E.
District 4 Director

Archie Hamilton
FOR S.C. DAVIS.

SUBJECT: F-050(6) Recapture Wash Highway Relocation
Relinquishment of Existing Highway Right-of-Way

We are nearing completion of the subject project and it is now necessary to make disposition of the existing (old) right-of-way. Since the right-of-way was a grant from the Bureau of Land Management, I am requesting that exsiting right-of-way be returned to the BLM. This action has been discussed with BLM representatives and they are in full concurrence. The BLM will split the parcels with the portion under water being dedicated to San Juan County Water Conservancy District, and the remainder dedicated to San Juan County for use as a recreational access.

Attached are maps showing location and etc. Would you process as soon as possible?

SCD:LAHamilton:jvz

To abandon that portion of US-191 through Recapture Wash which was realigned because of the construction of Recapture Reservoir.

The portion to be abandoned is in the NE¼ SE¼ Sec. 14, NW¼ SW¼ Sec. 13, W½ NW¼ Sec. 13, NE¼ NW¼ Sec. 13, NE¼ Sec. 13, S½ SE¼ Sec. 12, NE¼ SE¼ Sec. 12, N½ SW¼ Sec. 7, E½ NW¼ Sec. 7, SE¼ SW¼ Sec. 6, and Lot 3 Sec. 6 all in T. 36 S., R. 23 E., S.L.B& M. and lies between Mile Post 53.7 and Mile Post 56.7.

SR-191 San-Juan

2

RESOLUTION
State Route 191 and US-191 From Arizona-Utah State Line to Junction with SR-163 Near Bluff

WHEREAS, a resolution passed by the Transportation Commission on September 4, 1981 providing addition and redesignation of various State Routes to be incorporated as State Route 191 and stating the portion of US-191 which traverses the northern Navajo Indian Reservation from the Utah-Arizona state line to the junction of State Route 163 near Bluff be placed on the state system of highways as State Route 191 contingent upon the granting of a right-of-way easement to the State of Utah and,

WHEREAS, a right-of-way easement has been granted to the Utah Department of Transportation from the Department of Interior-Bureau of Indian Affairs for the aforementioned section of roadway and,

WHEREAS, the appropriate staff of the Transportation Planning Division has reviewed the right-of-way easement and concurs with placement of said portion of roadway onto the state highway system as State Route 191.

NOW THEREFORE, be it resolved as follows:

1. Roadway known as US-191 from the Utah-Arizona state line traversing northerly to the junction of State Route 163 a distance of 21.31± miles be placed on the state highway system as a portion of State Route 191, and be functionally reclassified as Principal Arterial.

2. The aforementioned section of roadway be placed on the Federal-aid Primary System a distance of 21.31± miles as Federal-aid Primary Route 70.

3. The aforementioned changes and additions be activated upon approval from the Federal Highway Administration.

4. The accompanying agreements, letters and map be made part of this resolution.

Dated this 8th day of December, 1989

Samuel J. Dayton
Chairman

Wayne S. Atkinson
Vice-Chairman

Fred G. Weston
Commissioner

[signature]
Commissioner

[signature]
Commissioner

Attest:

Silva H. Anderson

-256

U.S. Department
of Transportation

**Federal Highway
Administration**

Region Eight

Utah Division
125 South State Street
P.O. Box 11563
Salt Lake City, UT 84147

January 18, 1990

Mr. E. H. Findlay, CPA
Executive Director of Transportation (07-TP) HPP-UT
Salt Lake City, UT 84119

Dear Mr. Findlay:

Functional Classification System Action No. 1,
and FAP System Action No. 1

Reference is made to your January 4, 1990, request for functional classification and Federal-aid system changes in San Juan County. The system changes are approved as described in your request.

A copy of the approved description sheet is enclosed for your records.

Sincerely,

Donald P. Steinke, P.E.
Division Administrator

Enclosure

cc: 01-AD
01-AA
07-P

APPROVED DATE 1/18/90 UTAH DEPARTMENT TRANSPORTATION

FHWA-UTAH DIVISION

BY J. F. Biddisimb

FOR DIVISION ADMINISTRATOR

Federal-aid Primary System

SHEET 13 OF 13

Route Number				Mileage			
Fed Aid	State or Local	Route Description and Termini	County	Rural	Urban ized	Small Urban	Total
68	Proposed Road and SR-210 & SR-190	From FAP-5 (FAI-215) near Knudsens Corner southerly and easterly via Big Cottonwood Canyon near Brighton, including Loop.	Salt Lake	14.4	2.3		16.7
			~~TOTAL~~	~~14.4~~	~~2.3~~		~~16.7~~
70	SR-191	From Utah-Arizona state line northerly to FAP-51, SR-163, southwest of Bluff	San Juan	21.31			21.31
			TOTAL	~~21.31~~ ?	?	?	~~21.31~~ 2618.80

Department of Transportation
Highway Design
Fourth Floor
4501 South 2700 West
Salt Lake City Utah 84119-5998

RECORDED SAN JUAN COUNTY, UTAH

1988 NOV 15 AM 8:39

Project No. 312(231)64

Reference No.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS

ASSIGNMENT OF RIGHT-OF-WAY

WHEREAS, the Secretary of the Interior through the Area Director, Bureau of Indian Affairs, Navajo Area Office, Window Rock, Arizona, has heretofore approved a Grant of Easement for Right-of-Way, on June 20, 19 78, to the United States of America, Department of the Interior, Bureau of Indian Affairs, Navajo Area Office, P. O. Box 1060, Gallup, New Mexico 87301, crossing (Navajo tribal), (allotted) (or U.S. government) lands located in the County of San Juan, State of Utah, highway purposes, being more particularly described as a right-of-way 250.0 feet in width, 108,610.37 feet or 20.57 miles in length, and containing 623.34 acres, more or less.

NOW THEREFORE, for and in consideration of one dollars ($1.00), and other good and valuable consideration, the said United States of America, Department of the Interior, Bureau of Indian Affairs, Navajo Area Office, the owner of the above-described easement for right-of-way, hereinafter called Assignor, hereby bargains, sells, transfers, assigns, and conveys said Grant of Easement for Right-of-Way to the State of Utah, Utah Department of Transportation, 4501 South 2700 West, Salt Lake City, Utah, to HAVE AND TO HOLD the same unto the Assignee from and after the full execution of this assignment, for the unexpired portion of the term of said easement, together with all the right, title, and interest therein.

IN WITNESS WHEREOF, said Assignor has hereunto set its his hand and seal, this 14th day of October, 19 88.

Entry No. 108256
Recorded 11/15/88 at 8:39 AM in Book 199 Page 668
Fee Paid
Louise E. Jones
Recorder, San Juan County
Taken By C. Blake Deputy

UNITED STATES OF AMERICA,
DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS,
NAVAJO AREA OFFICE

Assignor

By

ACTING Area Director
Title

ASSUMPTION OF EASEMENT

(Assignee)

I (we), the Assignee named below, for the consideration described above, hereby assumes and agrees to be bound by and to fulfill all of the obligations, terms, conditions, and stipulations of the above described Easement, to the same extent as if Assignee were the Grantee originally named therein.

IN WITNESS WHEREOF, the said Assignee has hereunto set its His hand and seal this 13th day of September, 19 88.

Utah Dept. of Transportation
Company
4501 South 2700 West
Salt Lake City, UT 84119
Address

By E. H. Lindsay

Director
Title

ACKNOWLEDGEMENT OF CORPORATION
(Assignee)

STATE OF Utah)
) ss:
COUNTY OF Salt Lake)

Before me, a notary public, in and for said County and State on this 13th day of Sept, 19 88 personally appeared E. H. Lindsay known to me to be the person whose name is subscribed the foregoing instrument as the Director (Title) of Utah Dept. of Transportation (Company Name), a corporation, and acknowledged to be that _____ he executed said instrument for the uses and purposes therein set forth, and as the act and deed of said corporation.

My commission expires 9-16, 19 91

Notary Public

Norman H. Bangerter
Governor
Eugene H. Findlay, C.P.A.
Executive Director
Gene Sturzenegger, P.E.
Assistant Director

State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

4501 South 2700 West
Salt Lake City, Utah 84119-5998
(801) 965-4000

Transportation Commission
Samuel J. Taylor
Chairman
Wayne S. Winters
Vice Chairman
R. Lavaun Cox
Todd G. Weston
James G. Larkin
Elva H. Anderson
Secretary

September 15, 1988

Mr. Willson Barber, Area Director
Bureau of Indian Affairs
Navajo Area Office
Branch of Roads
P. O. Box 1060
Gallup, New Mexico 87301

SUBJECT: US-191, Utah/Arizona State Line
North to Bluff, San Juan County, Utah

Dear Mr. Barber,

Transmitted herewith are the four (4) copies of the Assignment for Right of Way forms with Director Gene H. Findlay's signature on all four copies, four sets of blueline prints and one set of 4 sheets of mylars as requested by a letter from your office dated August 18, 1988 in regards to US 191, Utah/Arizona State Line north to Bluff, San Juan County, Utah.

Enclosed for your information is a copy of the above mentioned letter and the meets and bounds description of said right of way.

If you have any questions regarding the attached information, please contact Dyke LeFevre, District 4 Director, Utah Department of Transportation, Telephone (801) 637-1100.

Very truly yours,

S. R. Noble, P. E.
Chief Roadway Design

Attachments

cc Dyke LeFevre

an equal opportunity employer

United States Department of the Interior
BUREAU OF INDIAN AFFAIRS
NAVAJO AREA OFFICE
P. O. Box M
Window Rock, Arizona 86515-0714

TAKE PRIDE IN AMERICA

IN REPLY REFER TO

ARPM/Right-of-Way

AUG 18 1988

Mr. S. R. Noble, P.E.
Chief Roadway Design
State of Utah
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, Utah 84119-5998

Dear Mr. Noble:

We are in receipt of your amended right-of-way application for maintenance of Highway 191 (formerly BIA Route N12(23)2&3), Utah/Arizona State line North to Bluff, San Juan County, Utah.

On August 11, 1988, Ms. Elsa Curley, Realty Specialist, of our staff contacted Mr. Dyke LeFeure regarding your application. We were informed that the intent of the amended application was for an assignment of right-of-way. Therefore, your application is being returned without action.

Enclosed for your information and use is an Assignment for Right-of-Way Form to be completed (four copies with original signatures) and returned to Mr. Wilson Barber, Jr., Bureau of Indian Affairs, Navajo Area Office, Branch of Roads, P. O. Box 1060, Gallup, New Mexico 87301, along with maps (one mylar and four blueline prints).

If we can be of further assistance, please feel free to contact Ms. Curley at (602) 871-5151, extension 5316 or Mr. Noel Forest, Area Roads Office, at (505) 863-9501, extension 281.

Sincerely

Assistant Area Director

Enclosures

3 1988

Norman H. Bangerter
Governor
Eugene H. Findlay, C.P.A.
Executive Director
Gene Sturzenegger, P.E.
Assistant Director

State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

4501 South 2700 West
Salt Lake City, Utah 84119-5996
(801) 965-4000

Transportation Commission
Samuel J. Taylor
Chairman
Wayne S. Winters
Vice Chairman
R. Lavarr
Todd G.
James G.
Elva H.
Secretary

FILE COPY
Surname

July 1, 1988

JUL 13 1988

Mr. Wilson Barber, Area Director
Bureau of Indian Affairs
Navajo Area
P. O. Box 1060
Gallup, New Mexico 87301

Dear Mr. Barber,

Transmitted herewith are the "Amended Application for Grant of Right of Way for Public Highway" and four (4) original mylar plan sheets showing the right of way alignment of U.S. 191 through the Navajo Indian Reservation from the Arizona-Utah State Line north to Bluff. Both the application and sheet 4 of the right of way plans have been signed by Eugene H. Findlay, Director of the Utah Department of Transportation.

If you have any questions regarding the attached information, please contact Dyke LeFevre, District Director, District 4 of Utah Department of Transportation, telephone (801) 637-1100.

Very truly yours,

S. R. Noble, P. E.
Chief Roadway Design

Attachments

JUL 13 1988
NAVAJO
BR. OF REAL PROPER

an equal opportunity employer

AMENDED APPLICATION FOR GRANT OF RIGHT OF WAY FOR A PUBLIC HIGHWAY

I, Eugene H. Findlay, Director, in behalf of the Utah Department of Transportation which is authorized by law to open and establish public highways in the State of Utah, hereby file an application with the Bureau of Indian Affairs, pursuant to the terms and provisions of the Act of February 5, 1948 (62 Stat. 17) and to the regulation of the Department of the Interior contained in Title 25, Code of Federal Regulations, Part 161, for the grant of a right of way for the following purposes and reasons:

To use Indian Lands for the maintenance of highway known as Project No. N-12(23)2 & 4, a portion of the existing road connecting Arizona-Utah State line North to Bluff in San Juan County, Utah, across the following described Indian Land:

A parcel of land for a highway known as Project No. N-12(23)2 & 4, situate in the W½E½ and the NE¼NW¼ of Section 33, the SE¼SW¼, W½SE¼, NE¼SE¼, SE¼NE¼ Section 28, the W½NW¼, NE¼NW¼ of Section 27, the S½SW¼, W½SE¼, NE¼SE¼, SE¼NE¼ of Section 22, the W½NW½, NE¼NW¼ of Section 23, the SE¼SW¼, W½SE¼, NE¼SE¼, S½NE¼, NE¼NE¼ of Section 14, the NW¼NW¼ of Section 13 the S½SW¼, NE¼SW¼, NE¼ of Section 12, the SE¼SE¼ of Section 1 all in T. 43 S., R. 21 E., S.L.B.& M., the W¼ of Section 6 in T. 43 S., R. 22 E., the W¼ of Section 31, the W¼ of Section 30, the SW¼, W½NW¼ of Section 19 all in T. 42 S., R. 22 E., S.L.B.& M., the NE¼NE¼ of Section 24, the E½SE¼, NW¼SE¼, W½NE¼, E½NW¼ of Section 13, the S½SW¼, NW¼SW¼, SW¼NW¼ of Section 12, the E½NE½, NW¼NE¼ of Section 11, the S½SE¼, NW¼SE¼, NE¼SW¼, E½NW¼, NW¼NW¼ of Section 2 all in T. 42 S., R. 21 E., S.L.B.& M., the W½SW¼ of Section 35, the E½SE¼, NE¼ of Section 34, the SW¼SE¼, E½SW¼, NW¼SW¼, S½NW¼, NW¼NW¼ of Section 27, the NE¼NE¼ of Section 28, the E½SE¼, NW¼SE¼, W½NE¼, NE¼NW¼ of Section 21, the SW¼SE¼, E½SW¼, S½NW¼, NE¼NW¼ of Section 16, the SE¼SW¼, W½SE¼, NE¼SE¼, SW¼NE¼, E½NE¼ of Section 9, the S½SE¼, NW¼SE¼, SW¼NE¼, E½NW¼ of Section 4 all in T. 41 S., R. 21 E., S.L.B.& M.

Said parcel of land is contained within two side lines parallel to, concentric with, and at distances of 125.0 ft. right and 125.0 ft. left from the center line of said project. Said center line is described as follows:

Beginning at Engineer's survey centerline station 0+00, said point being on the Arizona-Utah State Line, and whence the southeast corner of section 33, T. 43 S., R. 21 E., S.L.M., bears N. 89°19' E., 1,610.56 feet; thence N. 12°28'37" W., 4,698.33 feet to P.C. station 46+98.33; thence through the arc of a 2°30' curve right, 1,971.94 feet to P.T. station 66+70.27; thence N. 36°49'17" E. 4,476.87 feet to P.C. station 111+47.14; thence through the arc of a 0°45' curve right, 1, 395.21 feet to P.T. station 125+42.35; thence N. 47°17'08" E. 4,626.99 feet to P.C. station 171+69.34; thence through the arc of a 0°30' curve left, 2,282.63 feet to P.T. station 194+51.97; thence N. 35°52'21" E. 6,227.00 feet to P.C. station 256+78.97; thence through the arc of a 0°15' curve right, 1,569.65 feet to P.T. station 272+48.62; thence N. 39°47'48" E. 5,252.96 feet to P.C. station 325+01.58; thence through the arc of a 1°00 curve left, 1,986.58 feet to P.O.C. station 344+88.16, a point on the east line of section 1 T43S, R21E, SLM and whence the southeast corner of said section 1, bears S. 1°12'19" E. (Grid.) 910.00 feet; thence continuing through said 1° curve left, 2,056.00 feet to P.T. station 365+44.16; thence N. 00°37'45" W., 2,348.54 feet to station 388+92.70; a point on the north line

Continued on Page 2

of section 6, T43S, R22E, SLM, and whence the northwest corner of said section 6, bears N. 88°46'06" W. (Grid.) 394.69 feet; thence N. 00°37'45" W. 2,265.17 feet to P.C. station 411+57.87; thence through the arc of a 0°15' curve right, 2,033.11 feet to P.T. station 431+90.98; thence N. 4°27'13" E. 7,674.12 feet to P.C. station 508+65.10; thence through the arc of a 1°30' curve left, 2,485.96 feet to P.T. station 533+51.06; thence N. 32°50'09" W., 1,438.35 feet to station 547+89.41, a point on the west line of section 19, T42S, R22E, SLM, and whence the west one-fourth (¼) section corner of said section 19, bears S. 1°11'45" E. (Grid.) 2,313.44 feet; thence N. 32°50'09" W. 8,627.06 feet to P.C. station 634+16.47; thence through the arc of a 0°15' curve right, 916.00 feet to P.T. station 643+32.47; thence N. 30°32'45" W., 7,998.66 feet to P.C. station 723+31.13; thence through the arc of a 0°15' curve left, 1,188.44 feet to P.T. station 735+19.57; thence N. 33°31'01' W. 49.12 feet to station 735+68.69, a point on the north line of section 2, T42S, R21E, SLM, and whence the northwest corner of said section 2, bears S. 88°45'37" W. (Grid.) 1,003.02 feet; thence N. 33°31'01" W., 12,349.78 feet to P.C. station 859+18.47; thence through the arc of a 0°30' curve right, 1,538.28 feet to P.T. station 874+56.75; thence N. 25°49'32" W., 6,633.46 feet to P.C. station 940+90.21; thence through the arc of a 2°00' curve right, 2,927.67 feet to P.T. station 970+17.88; thence N. 32°43'40" E., 3,630.77 feet to P.C. station 1006+48.65; thence through the arc of a 2°00' curve left, 3,188.96 feet to P.T. station 1038+37.61; thence N. 31°03'05" W., 2,145.94 feet to P.C. station 1059+83.55; thence through the arc of a 1°00' curve left, 1,115.92 feet to P.T. station 1070+99.47; thence N. 42°12'38" W., 1,510.90 feet to End of Project station 1086+10.37.

The above described parcel of land contains 623.34 acres, more or less.

The Utah Department of Transportation, in the maintenance of said highway, in compliance with Title 25-Indians, Paragraph 161.5, agrees to the following:

(a) To maintain the right of way in a workmanlike manner.

(b) To pay promptly all damages determined by the Superintendent to be due the landowners on account of maintenance of the right of way.

(c) To idemnify the landowners against any liability for damage to life or property arising from the occupancy or use of the lands by the applicant.

(d) To clear and keep clear the lands within the right of way to the extent compatible with the purpose of the right of way; and to dispose of all vegetative and other material cut, uprooted, or otherwise accumulated during maintenance of the project.

(e) To take soil and resource conservation and protection measures, including weed control, on the land covered by the right of way.

(f) To do everthing reasonable within its power to prevent and suppress fires on or near the lands occupied under the right of way.

(g) That upon revocation or termination of the right of way, the applicant shall, so far as is reasonable possible, restore the land to its original condition.

Continued on Page 3

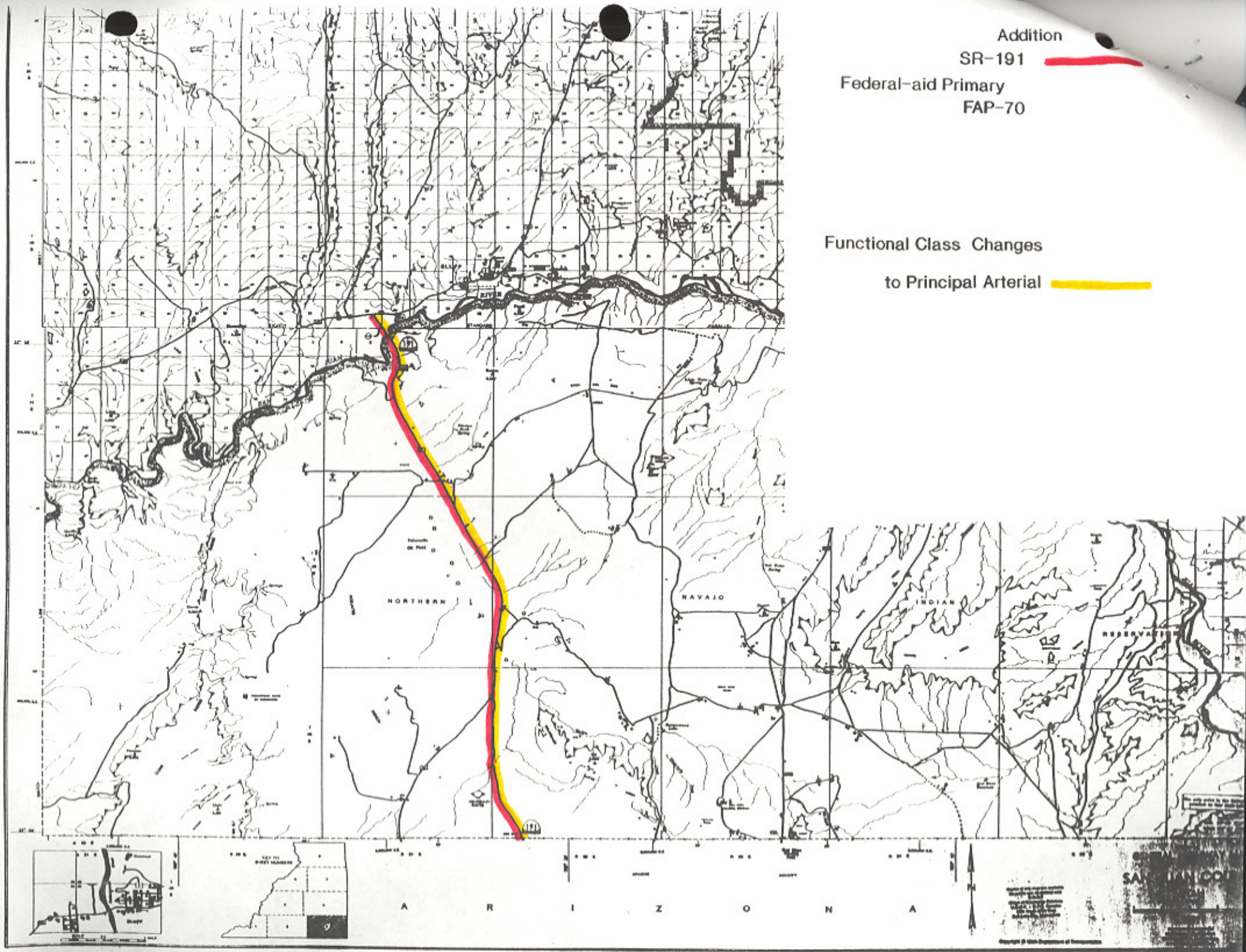
(h) That the applicant will not interfere with the use of the lands by or under authority of the landowners for any purpose not inconsistent with the primary purpose for which the right of way is granted.

This existing road does not follow the section lines, but follows a course advantageous to the terrain.

ATTEST Elva H. Anderson
Secretary

Eugene H. Findlay, Director
Ut. Dept. of Transportation

Elva H. Anderson
Commission Secretary


Addition
SR-191
Federal-aid Primary
FAP-70
Functional Class Changes
to Principal Arterial
NORTHERN
NAVAJO
INDIAN
A R I Z O N A

SR-191 White Mesa Indian
13

RESOLUTION
Abandonment or Vacating Easement
Within Ute Mountain Ute Indian
Reservation (White Mesa)

WHEREAS, Section 27-12-102 of the Utah Code, 1953 as amended provides for the abandonment or vacating any easement of highways from the State Highway System and

WHEREAS, Highway SR-191 has been relocated through the White Mesa, Ute Indian Reservation, San Juan County and

WHEREAS, the Utah Department of Transportation has no further interest in the old Highway easement for state highway purposes and

WHEREAS, the appropriate staff of the Transportation Planning Division has reviewed this request and recommends abandonment or vacating of easement within the White Mesa Ute Indian Reservation.

NOW THEREFORE, be it resolved as follows:

1. The Transportation Commission of the State of Utah, acting pursuant to the authority set forth in Section 27-12-102 of the Utah Code, 1953, as amended, herewith abandons any and all interest in any and all roads located on the White Mesa Indian Reservation except the present SR-191 highway right-of-way as shown on the attached map dated May 14, 1985 and verified by seal of Joseph F. Varoz, Registered Land Surveyor.

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

Dated this 17th day of February, 1989.

Daniel J. Taylor
Chairman

Wayne A. Clinton
Vice-Chairman

B. LaDawn Cox
Commissioner

Todd S. Winter
Commissioner

James G. Larkin
Commissioner

Attest:

Glenn H. Anderson
Secretary

THE ATTORNEY GENERAL
STATE OF UTAH
DAVID L. WILKINSON
ATTORNEY GENERAL

PAUL M. TINKER
CHIEF DEPUTY ATTORNEY GENERAL

EARL F. DORIUS, CHIEF
Governmental Affairs Division

STUART W. HINCKLEY, CHIEF
Human Resources Division

FRED G NELSON, CHIEF
Physical Resources Division

PAUL M. WARNER
ASSOCIATE DEPUTY ATTORNEY GENERAL

STEPHEN G. SCHWENDIMAN, CHIEF
Tax & Business Regulation Division

STEPHEN J. SORENSON, CHIEF
Litigation Division

MICHAEL D. SMITH, CHIEF
Civil Enforcement Division

MEMORANDUM

TO: DYKE M. LE FEVRE, P.E.
DISTRICT 4 DIRECTOR
UTAH DEPARTMENT OF TRANSPORTATION

FROM: DONALD S. COLEMAN, CHIEF
CONDEMNATION SECTION
PHYSICAL RESOURCES DIVISION

DATE: JANUARY 12, 1989

RE: WHITE MESA UTE INDIAN RESERVATION

We have discussed in the past the disposition of the portions of the old highway through the White Mesa Reservation that are no longer part of the State system. As part of resolving UDOT's dispute with the Utes and also based on what I believe is good management practice I recommend that UDOT submit a Resolution to the Commission to abandon the portions of the old highway located within the Reservation that are not used for State highway purposes. This procedure should be undertaken pursuant to the provisions of Utah law which provides:

> The commission shall act to abandon any easement or to vacate any highway by resolution. A certified copy of such resolution may be recorded without acknowledgment, certification of acknowledgment, or further proof, in the office of

> the county recorder of each county wherein any portion of the easement to be abandoned or the highway to be vacated lies. No fee shall be charged for such recordation. On such recordation, the abandonment or vacation is complete.
>
> When a highway for which the State holds only an easement is vacated or abandoned, or when any other easement is abandoned, the land previously subject thereto shall be free from such public easement for highway purposes.
>
> Section 27-12-102, Utah Code Annotated, 1953 as amended.

It is my understanding that UDOT's interest in the old highway was in the nature of an easement. The above-referenced process would therefore in my judgment be appropriate. A map identifying the portions of the old road to be abandoned attached to the Resolution should be adequate to designate the abandoned sections.

If you have any questions regarding this matter, please contact me.

DSC/gh

> the county recorder of each county wherein any portion of the easement to be abandoned or the highway to be vacated lies. No fee shall be charged for such recordation. On such recordation, the abandonment or vacation is complete.
>
> When a highway for which the State holds only an easement is vacated or abandoned, or when any other easement is abandoned, the land previously subject thereto shall be free from such public easement for highway purposes.
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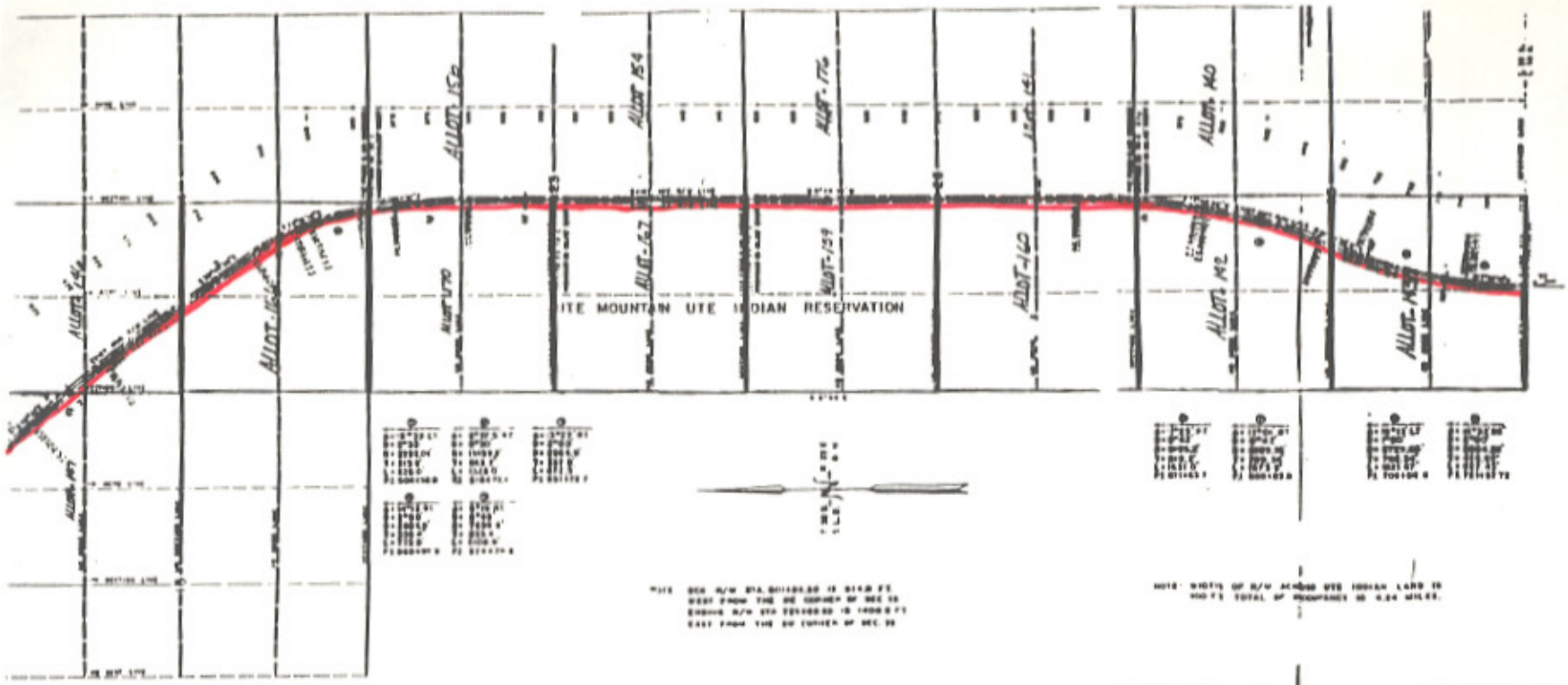
DSC/gh



STATE OF UTAH }
} ss.
COUNTY OF SALT LAKE }

JOSEPH F. WARGE, BEING DULY SWORN, SAYS THAT HE [illegible] NO. 3030, IN THE STATE OF UTAH, IS EMPLOYED BY [illegible] PERFORMED A SURVEY WHICH IS FILED IN THE [illegible] OF TRANSPORTATION AND CORRECTLY REPRESENTS [illegible] PORTION OF THE RIGHT OF WAY ACROSS INDIAN [illegible] S-0408-003, BEING 11 MILES IN LENGTH BETWEEN [illegible] 4.17 MILES ARE ACROSS INDIAN LAND AND THAT [illegible]

DATE: MAY 14, 1985

BY

THIS IS TO CERTIFY THAT JOSEPH F. WARGE, L.S., EMPLOYED BY THE UNDERSIGNED APPLICANT IS [illegible] APPLICANT AS THE LOCATION OF THE PROJECT THIS COMPLETE APPLICATION HE CERTIFIES THAT THE APPL[illegible] (SEE STAT 17) AND TITLE 25, C.F.R., PART 161; AND INDIAN LANDS HEREIN DESCRIBED ARE DESIRED FOR 11 MILES IN LENGTH, BETWEEN BLANDING AND [illegible] ACROSS INDIAN LAND.

THE UTAH DEPARTMENT OF TRANSPORTATION

DIRECTOR OF TRANSPORTATION

SECRETARY

Exclude SR-191