Route 2

Updated: September 2005

Logan to Garden City - October, 1914

1953 Description:
From Logan on Route 1 to Garden City on Route 3

**(*(A) Scanned)
1962 Description:
From the Utah - Nevada State line at or near Wendover through or near Salt Lake City, to the Utah - Wyoming State line southwest of Evanston, Wyoming.

Approved by 1963 Legislature

Approved by 1965 Legislature
**(* (B) Scanned) **(* (C) Scanned) **(* (D) Scanned) **(* (E) Scanned)
1967 Description:
From the Utah-Nevada State line at or near Wendover through or near Salt Lake City to the Utah-Wyoming State line southwest of Evanston Wyoming (traversing all completed projects on Interstate Route 80).

1968 Commission Action:
* (F) A portion of the old alignment of SR-2 was transferred to Summit County jurisdiction, remaining portions are abandoned. 1/23/68.
* (G)
1969 Legislature: Description remains the same as 1967.
* (H) * (I) * (J)
1977 Commission Action (May 20, 1977)
* (K) State Route 2 traversing the alignment of Interstate Route 80 (I-80) has been deleted from the State System and redesignated State Route 80. Interstate Route 80 description remains the same.

This Route continues to wait assignment.

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

Route 2

COUNTY/VOLUME & RESOLUTION NO.

A. Tooele Co. 1/44	**B.** Summit Co. 1/98	**C.** Tooele Co. 1/108
D. Summit Co. 1/111	**E.** Salt Lake Co. 1/126	**F.** Morgan Co. 1/134
G. Summit Co. 2/40	**H.** Summit Co. 2/41	**I.** Summit Co. 3/17
J. Summit Co. 3/18	**K.** Tooele Co. 3/35	**L.** Multiple Co. 6/2

DESCRIPTION OF RESOLUTION CHANGE

(**A**). Interim Designation - Temporary State Route Assignments in conjunction with interstate Routes.
(**B**). Relocation - Wanship Area.
(**C**). Relocation - Timpie Interchange to Tooele Interchange.
(**D**). Relocation - West of Utah-Wyoming State line.
(**E**). Relocation - 4200 West to Redwood Road.
(**F**). Relocation - Mountain Green, Peterson Station area.
(**G**). Relocation - Echo Interchange to Emory Interchange.
(**H**). Relocation - Near Wanship to Coalville.
(**I**). Relocation - Coalville to Echo Jct.
(**J**). Relocation - West of Kimball Jct. to East of Silver Creek Jct.
(**K**). Relocation - Wendover to Knolls.
(**L**). Deletion - SR-2 was deleted as a State Route Designation.

Change and Transfer in State Route Numbers
Authority: Sec. 27-12-29, UCA, 1953, As Amended

SR-2-35
98

RESOLUTION

State Routes 2 and 35

WHEREAS, the programming of Interstate Construction Projects in Summit County in the vicinity of Wanship has resulted in the completion of a portion of Federal-aid Interstate Route 80 through this area and,

WHEREAS, to maintain continuity in the State System of Highways it is necessary to redesignate a portion of State Route 2 near Wanship and,

WHEREAS, portions of the old location of State Route 2 will no longer be justified as a part of the State Highway System, but nevertheless will still serve as a public road and,

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission on August 20, 1962, designating Interstate Route 80 as State Route 2 as maintenance responsibility is assumed.

NOW THEREFORE, pursuant to the Authority of Section 27-12-29, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

1. That the new alignment created by the construction of Interstate Route 80 in the vicinity of Wanship will be designated as part of State Route 2.

2. That State Route 35 be extended from its present termini in Wanship northeasterly via a portion of former State Route 2, to a junction with a county road and thence, traversing a portion of this county road to a junction with the southbound off ramp at Interstate Route 80 (State Route 2).

3. That the old location of State Route 2 from a junction with State Route 35, westerly to a barricade, a distance of 1.90 + - miles be transferred to the jurisdiction of Summit County, and the remaining portion of this route will be abandoned as it will no longer serve as a public roadway.

4. That the former location of State Route 2 from a junction with recommended State Route 35 northeasterly to Interstate Route 80 (State Route 2), a distance of 1.3 + - miles be transferred to the jurisdiction of Summit County.

5. That by this action State Highway System mileage will be increased 0.5 + - mile and Summit County "B" mileage will increase ~~1.9~~ 2.9 + - miles.

6. That application be made to the U. S. Department of Commerce, Bureau of Public Roads to extend Federal-aid Secondary Route 184 to traverse the extension of State Route 35 from Wanship northeasterly to a junction with Interstate Route 80.

7. That Exhibit "A" attached herewith illustrating the action taken herewith is incorporated as a part of this submission.

Dated this 27th day of September, 1965.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

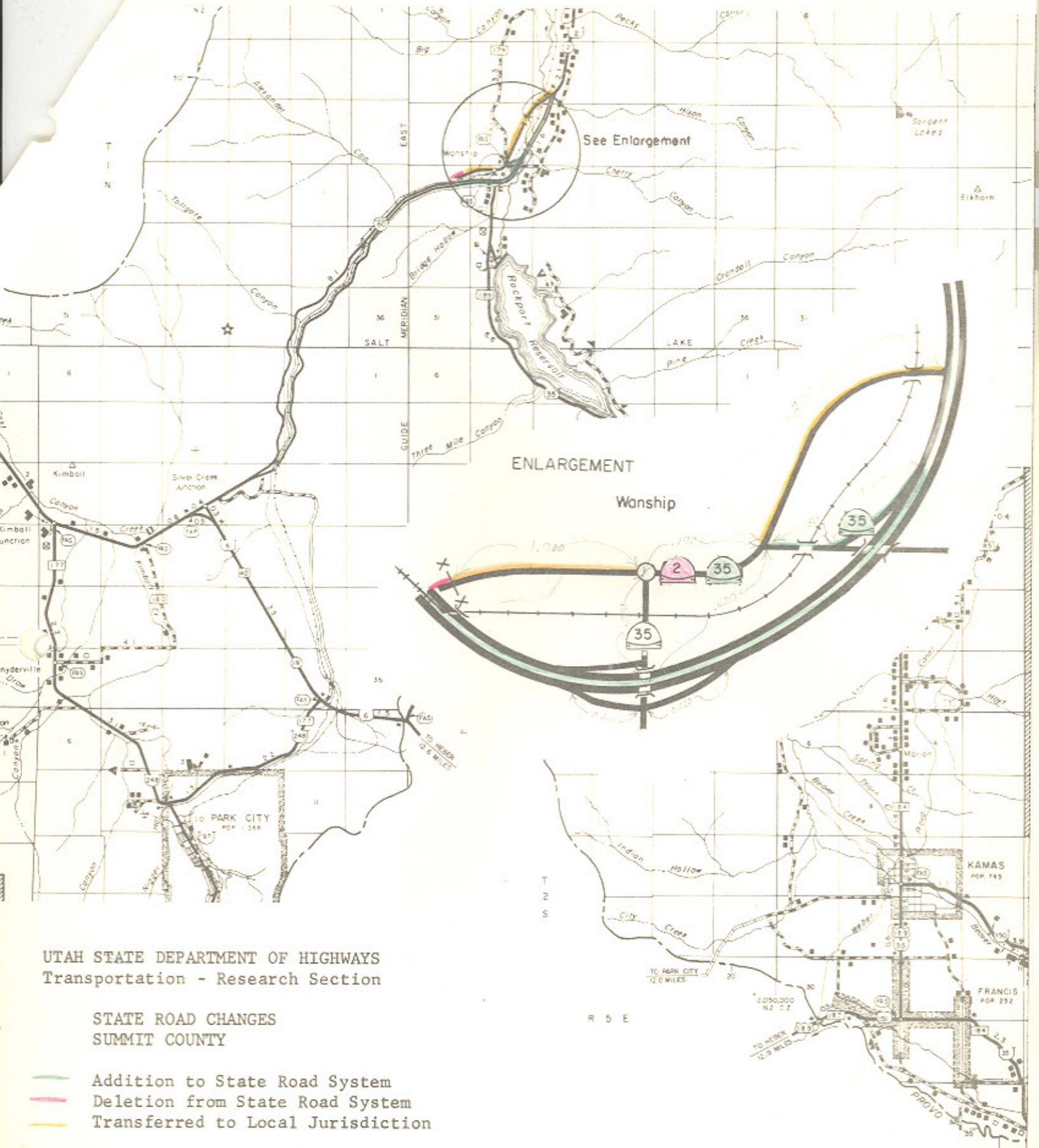
Commissioner

Commissioner

Commissioner

ATTEST:

Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES
SUMMIT COUNTY

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: _____

23-2-1-0 (Fut)
23-2-2-200 (Fut)
23-2-3-415 (Fut)
23-2-4-624 (Fut)
23-2-5-833 (Fut)
23-2-2-413 (Ex)
23-2-3-910 (Ex)
23-2-4-1016 (Ex)
23-36-4-565 (Ex)
23-138-1-0 (Fut)
23-138-1-836 (Ex)

Interim Designation of Federal-Aid Highways
Authority: Section 27-12-27, UCA, 1953, As Amended

RESOLUTION

State Routes 2, 36 and 138 card

WHEREAS, a programming of Interstate Construction Projects in Tooele County between Timpie and Lake Point Junction, a distance of 22.5 miles has resulted in the need to redesignate State Routes within this area and,

WHEREAS, to maintain continuity in the State System of Highway it is necessary to redesignate a portion of State Route 2 between Timpie and Lake Point Junction and,

WHEREAS, with the construction of Stansbury Road from US-40 to Interstate Route 80 Interchange, a distance of 2.6 miles, a portion of the old location of State Route 2 from Stansbury Road Junction to Timpie will no longer be justified as a part of the State System of Highways but nevertheless a portion of this roadway will still serve as a public road and,

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission on August 20, 1962, designating Interstate Route 80 as State Route 2 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 to be created by the programmed construction of Interstate Route 80 between Timpie Interchange and Tooele Interchange will be designated as part of State Route 2.

2. That State Route 36 be extended from its present termini at Mills Junction northerly via the former location of State Route 2 to the Tooele Interchange (Southwest of Lake Point Junction).

3. That the old location of State Route 2 from Mills Junction westerly via Grantsville to Stansbury Road Junction be redesignated as State Route 138 and the Stansbury Road connection between former State Route 2 and Stansbury Interchange will also be designated as part of State Route 138.

SR-2-36 & 138
108

4. That the old location of State Route 2 from Stansbury Road Junction northwesterly to a proposed culdesac east of Timpie Junction, a distance of 5.5 + - miles will be transferred to the jurisdiction of Tooele County, at such time as Interstate Route 80 and the Stansbury Road connection is completed and opened to traffic.

5. That application be made to the U. S. Department of Commerce, Bureau of Public Roads to relocate Federal-aid Primary Route 2 to traverse Interstate Route 80 between Timpie Interchange and Tooele Interchange and that Federal-aid Primary Route 11 be extended from its present termini at Mills Junction northerly to Tooele Interchange. That the roadway redesignated as State Route 138 from Stansbury Interchange to Mills Junction be placed on the Federal-aid Secondary System of Highways.

6. That by this action State Highway System mileage will increase 17.9 + - miles, Tooele "B" mileage will increase 2.9 + - miles, Federal-aid Primary System mileage will decrease 2.5 + - miles, and Federal-aid Secondary System mileage will increase 20.4 + - miles.

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

Dated this 29th day of October, 1965.

STATE ROAD COMMISSION OF UTAH

Weston E. Hamilton
Chairman

Francis Feltch
Commissioner

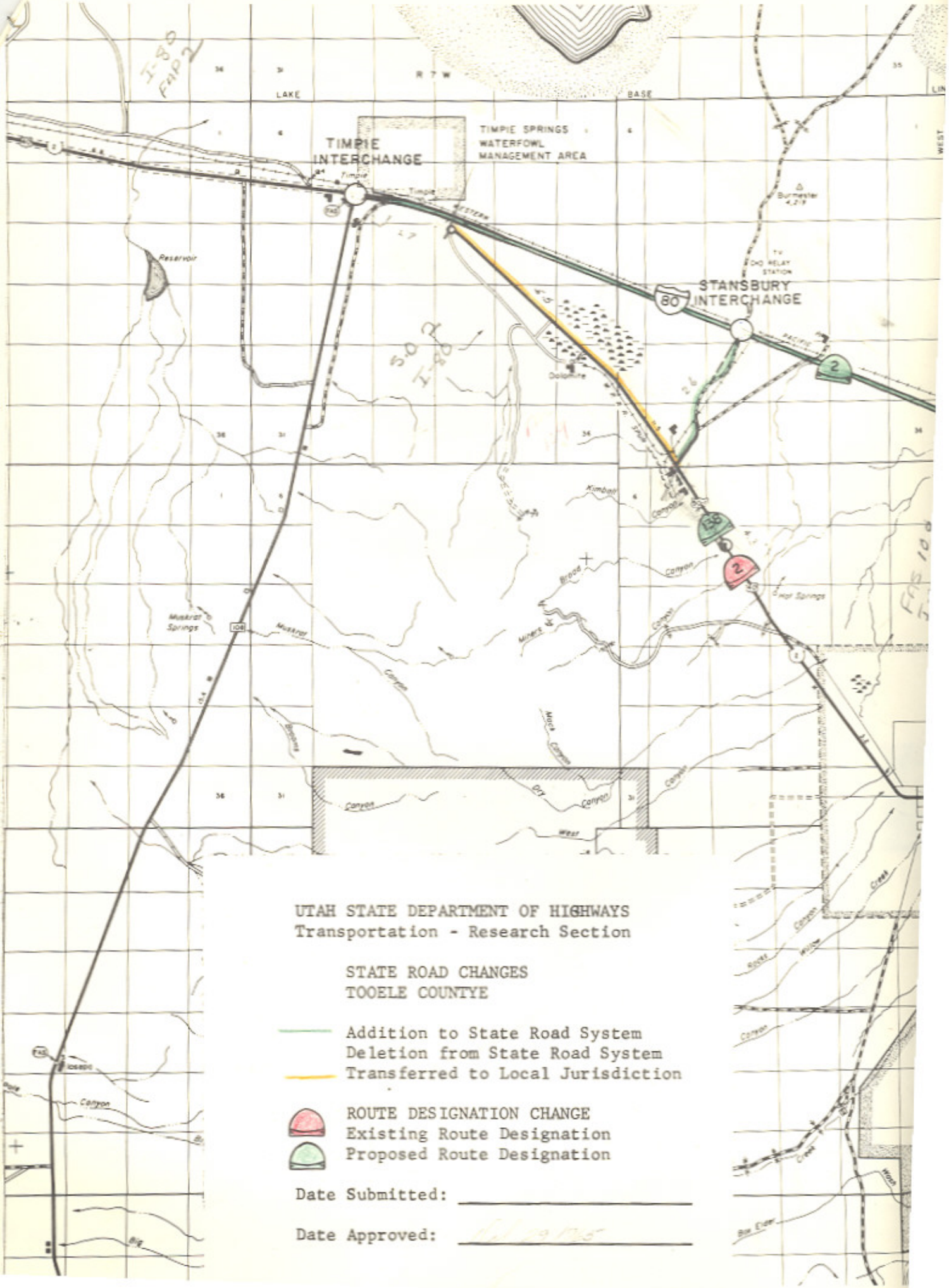
Elias J. Sempeo
Commissioner

Clint H. Church
Commissioner

Ernest D. Balch
Commissioner

ATTEST:

Ronald A. Fernley
Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

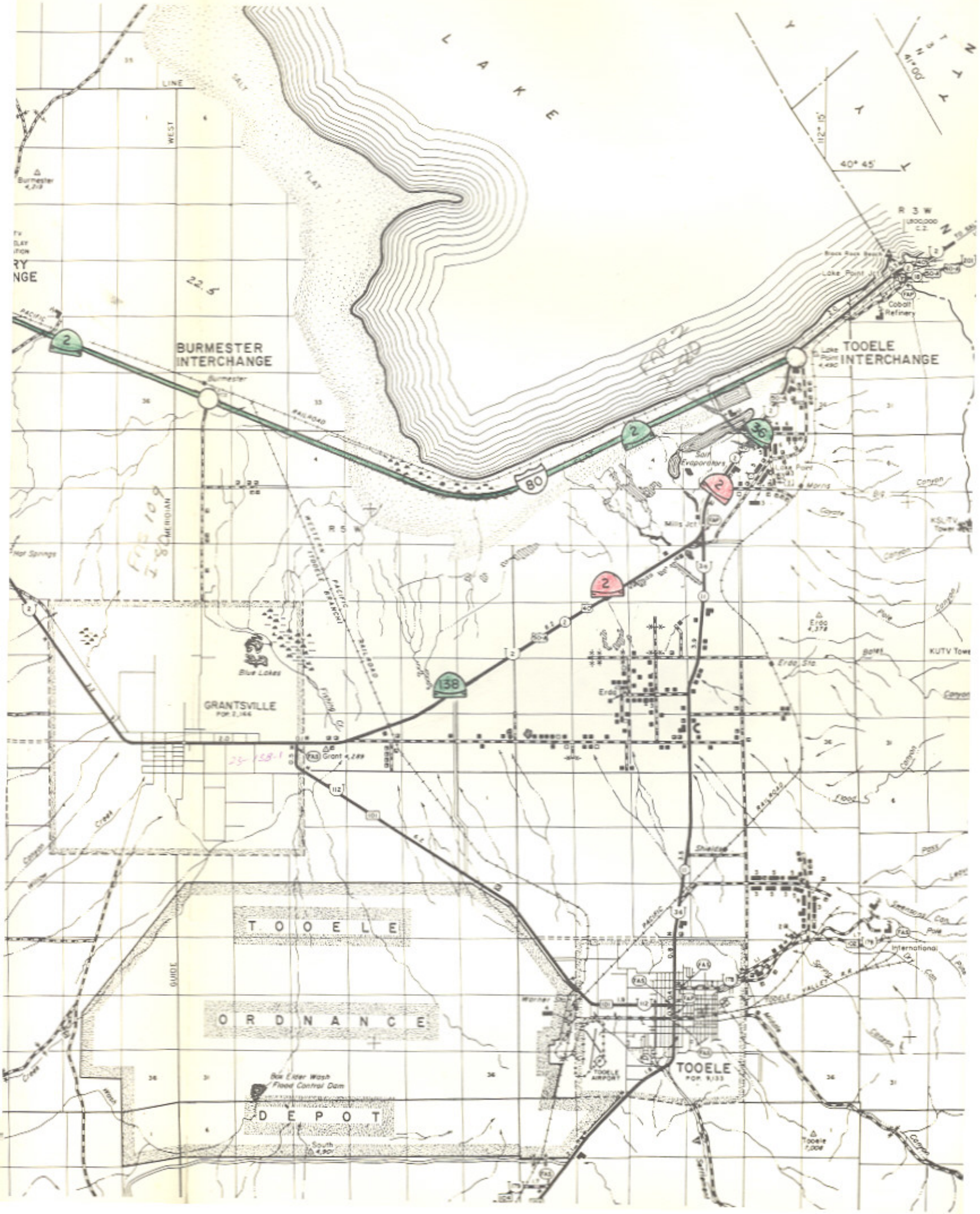
STATE ROAD CHANGES
TOOELE COUNTYE

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: _____



LAKE
SALT
FLAT
BURMESTER INTERCHANGE
TOOELE INTERCHANGE
Burmester
Lake Point
Lake Point Jct
Cobalt Refinery
Salt Evaporators
Mills Jct
Erda
Erda Sta
KSL-TV Tower
KUTV Tower
Blue Lakes
GRANTSVILLE
POP. 2,166
Grant
TOOELE
ORDNANCE
DEPOT
TOOELE
POP. 9,133
TOOELE AIRPORT
Box Elder Wash Flood Control Dam
South
Tooele
Shieldes
Warner
International
WEST
MERIDIAN
GUIDE
R 5 W
R 3 W
40° 45'
112° 15'
41° 00'
22.5
80
2
36
138
112
101

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

SR-2,6,8,15,24,26,29,44,54,123,155,236,259
111

RESOLUTION

State Routes 2, 6, 8, 15, 24, 26, 29, 44, 54, 123, 155, 236, 259

WHEREAS, with the completion of various projects resulting in the reconstruction of new roadway on new alignment and

WHEREAS, portions of the old alignment will no longer serve as roadways but nevertheless other sections will still serve as public roads, though not justified as part of the State Highway System and

WHEREAS, a physical inventory was made of all roadways concerned in this resloution and

WHEREAS, all county officials concerned were contacted and their letters of concurrence in our recommendations are forthcoming and

WHEREAS, it has been recommended by the District Engineers concerned.

NOW THEREFORE, pursuant to Authority 12-27-12, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

1. Route 2 - Summit County, Project I-80-4(8)190, west of Wyoming line, a distance of 4.373 miles built on new location. Three sections of the old roadway are no longer within the N/A line and are of no further use as public roadway, therefore all portions of roadway on old alignment are abandoned, a distance of 4.200 miles, resulting in an increase of 0.173 mile in the State System of Highways.

Route 6 - Uintah County, Project F-015-3(4) west of Vernal, a distance of 2.055 miles built on new location. All portions of old alignment have either been obliterated or barricaded by barriers, therefore, all portions of the old alignmnet are abandoned, a distance of 2.405 miles, resulting in a decrease of 0.350 mile in the State System of Highways.

Route 8 - Emery County, Projects F-028-3(5) and F-028-3(6) south of

Carbon County line, a total distance of 14.712 miles built on new location. All portions of the old alignment have either been obliterated, including removal of some structures, or barricaded, with the exception of that portion of old alignment from a connection with the new alignment south of Price River northerly to Woodside, a distance of 0.7 + - mile. Therefore, all portions of the old alignment are being abandoned, a distance of 14.299 miles, with the exception of that portion that is being used as a public road from a connection with the new alignment south of Price River to Woodside which is transferred to the jurisdiction of Emery County, resulting in an increase of 0.7 + - mile in Emery County "B" mileage and a decrease of 0.287 mile in the State System of Highways.

Route 15 - Kane County, Projects F-014-1(2) and FLH-37-(1) east of Zion Park Boundary, a distance of 2.809 built on new location. All portions of the old alignment have been closed to the public with the exception of that portion of the old alignment from a connection with the new alignment northeasterly to a mine road, a distance of 0.400 mile. Therefore, all portions of the old alignment are abandoned, a distance of 3.942 miles, with the exception of that portion being used as a connecting roadway to the mine road which is transferred to the jurisdiction of Kane County, resulting in an increase of 0.4 + - mile in Kane County "B" mileage and a decrease of 1.533 mile in the State System of Highways.

Route 24 - Wayne County, Projects NS-371(1) and S-0371(5) east of Capitol Reef Monument, a distance of 14.484 miles built on new location. From Engineer Station 851 + - to 652 + - transferred to the jurisdiction of Wayne County, a distance of 3.600 miles, all remaining portions of the old alignment have been obliterated and, therefore, are abandoned, a distance of 11.646 miles, resulting in an increase of 3.6 + - miles in Wayne County "B" mileage and a decrease of 0.762 mile in the State System of Highways.

Route 26 - Juab County, Project F-029-3(2) from a junction with State Route 148 southwesterly, a distance of 6.615 miles built on new location. From

Engineer Station 1201 + - to 1115 + - the old alignment has been obliterated and, therefore, is abandoned, a distance of 1.949 mile. From Engineer Station 1115 + - to 85 + - to be transferred to the jurisdiction of Juab County, a distance of 5.030 miles, resulting in an increase of 5.0 + - miles in Juab County "B" mileage and a decrease of 0.364 mile in the State System of Highways.

Route 29 - Emery County, Project NR-29-1 Sanpete County line easterly, a distance of 5.908 miles built on new location. All portions of old roadway abandoned, a distance of 1.900 mile, as it will be inundated as a result of the construction of Joes Valley Reservoir, resulting in an increase of 4.008 miles in the State System of Highways.

Route 44 - Daggett County, Project S-0192(1) south of Manila, a distance of 2.186 miles built on new location. From Engineer Station 2145 + - to 2069 + - will serve as a public roadway and, therefore, is transferred to the jurisdiction of Daggett County, a distance of 2.400 miles, resulting in an increase of 2.4 + - miles in Daggett County "B" mileage and a decrease of 0.712 mile in the State System of Highways.

Route 54 - Garfield County, Project S-0392(5) near Escalante, a distance of 3.818 miles built on new location. From Engineer Station 226 + - to 111 + - to be abandoned as connections to this section of old alignment have been obliterated, a distance of 2.727 miles. From Engineer Station 111 + - to 44 + - to be transferred to the jurisdiction of Garfield County, a distance of 1.046 mile and from Engineer Station 44 + - 25 + - be transferred to the jurisdiction of Escalante City, a distance of 0.629 mile, resulting in an increase of 0.6 + - mile in the Escalante City "C" mileage, an increase of 1.0 + - mile in Garfield County "B" mileage and a decrease of 0.584 mile in the State System of Highways.

Route 123 - Carbon County, Project S-0294(1) near Sunnyside, a distance of 0.625 mile built on new location. All portions of old alignment will still serve as a public road, a distance of 0.691 mile and, therefore, will be transferred to

The construction on new location, transfers and abandonments indicated in the accompanying resolution resulted in a total of 64.816 miles being built on new location, 0.629 mile transferred to City "C" mileage, 18.767 miles transferred to County "B" mileage and 46.095 miles abandoned, resulting in a decrease of 0.675 mile in the State System of Highways.

the jurisdiction of Carbon County, resulting in an increase of 0.7 + - mile in Carbon County "B" mileage and a decrease of 0.066 mile in the State System of Highways.

Route 155 and 236 - Project NS-338(1) 1.8 mile northeast of Huntington, a distance of 0.492 mile built on new location. All portions of old alignment abandoned as they will be inundated by the construction of Huntington Reservoir, a distance of 0.47 mile, resulting in an increase of 0.017 mile in the State System of Highways.

Route 259 - Kane County, Project F-035-1(4) Kanab easterly, a distance of 6.739 miles built on new location. From Engineer Station 98 + - to 266 + - and commencing again at Station 295 + - to 383 + - to be transferred to the jurisdiction of Kane County, a distance of 4.900 miles, as they will still serve as a public roadway, all remaining portions of the old alignment have been made inacessable, a distance of 2.054 miles, therefore, are abandoned, resulting in an increase of 4.9 + - miles in Kane County "B" mileage and a decrease of 0.215 mile in the State System of Highways.

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

Dated this 19th day of April, 1965.

STATE ROAD COMMISSION OF UTAH

Weston S. Hamilton
Chairman

Francis Feltch
Commissioner

Elias J. Strong
Commissioner

Commissioner

Commissioner

ATTEST:

acting Secretary

Office Memorandum • UTAH STATE DEPARTMENT OF HIGHWAYS

TO : Mr. Dale B. Burningham
Chief Research Engineer, Research Section

DATE: January 26, 1965

RECEIVED

FROM : Mr. W. E. Mickelson
District Engineer

1965 JAN 28 AM 10 33

SUBJECT: Status of Old Roads
I-80-4(8)190 Wahsatch to the Wyoming State Line
F-001-8(2) Bear River Bridge East of Corinne

UTAH STATE DEPT. OF HIGHWAYS

The status of the old abandoned roads on the subject projects have been reviewed and following is my recommendation:

1. F-001-8(2) The old road should remain as it is at the present time. It lies on right-of-way that we have by agreement from the railroad. In addition, the old road and bridge are intended to be used for a stock trail for crossing the Bear River.

2. I-80-4(8)190 Three sections of the old road are no longer within the N/A lines, as itemized below, and are of no further use to us for roadway purposes. These three sections should revert to private ownership.

   820 ± - 836 ± right side

   958 ± - 971 ± right side

   984 ± - 991 ± left side

Office Memorandum • UTAH STATE DEPARTMENT OF HIGHWAYS

TO : B. Dale Burningham, Chief Research Engr. **DATE:** January 25, 1965

RECEIVED
1965 JAN 26 AM 10
UTAH STATE
DEPT. OF HIGHWAYS

FROM : J. Q. Adair, Dist. Engr.

SUBJECT: Road Deletions

We have listed the following projects that have been constructed in the last couple of years and sections of road that should be deleted from our system:

S-0294(1) Dragerton (Culvert & Approaches)
F-028-3(6) Woodside Northerly
NR-29(1) 7 Miles W. of Orangeville (Joe's Valley)
NS-338(1) Huntington Northerly - Mohrland Connection
NR-24-2(1) Huntington North on SR-10

The NR-24-2(1) Huntington North Section has bypassed the location where the Huntington Reservoir is being constructed by the Bureau of Reclamation. A portion of this right-of-way has probably been acquired by the Bureau of Reclamation people.

JQA:sj

Route Number	Project Number		Road Section Number	Miles Built on New Location	Miles Trans To City	Miles Trans To County	Miles Remaining	Total Miles Deleted	
2	I-15-4 (8) 190	Summit	22-2-4	4.373			4.200	4.200	+
6	F-015-3 (4)	Uintah	24-4-2	2.055			2.405	2.405	-
8	F-028-3 (5)	Emery	8-8-1	6.120			6.087	6.087	+
8	F-028-3 (6)	"	8-8-1	8.592		0.700	8.212	8.912	-
15	F-014-1 (2)	Kane	13-15-2	2.305		0.400	2.927	3.327	-
15	FLH-37 (1)	"	13-15-2	0.504			1.015	1.015	-
24	NS-371 (1)	Wayne	28-24-4	5.623		3.600	2.412	6.012	-
24	S-0371 (5)	"	28-24-4	8.861			9.234	9.234	-
26	F-029-3 (2)	Juab	12-26-1	6.615		5.030	1.949	6.979	-
29	NR-29-1	Emery	8-29-1	5.908			1.900	1.900	+
44	S-0192 (1)	Daggett	5-44-2	2.186		2.400	0.498	2.898	-
54	S-0392 (5)	Garfield	9-54-2	3.818	0.629	1.046	2.727	4.402	-
123	S-0294 (1)	Carbon	4-123-1	0.625		0.691		0.691	-
[illegible]	Relocation of SR-236 (Due to Project No. NS-338(1))	Emery	8-155-1	No Construction			0.250	0.250	-
236	NS-338(1)	"	8-236-1	0.492			0.225	0.225	+
[illegible]	F-035-1 (4)	Kane	13-259-1	6.739		4.900	2.054	6.954	-
				64.816	0.629	18.767	46.095		-0.

Road Section Number	Miles Built on New Location	Miles Trans To City	Miles Trans to County	Miles Reverted	Total Miles Deleted		Total Miles Increase or Decrease
22-2-4	4.373			4.200	4.200		+ 0.173
24-4-2	2.055			2.405	2.405		− 0.350
8-8-1	6.120			6.087	6.087		+ 0.033
8-8-1	8.592		0.700	8.212	8.912		− 0.320
13-15-2	2.305		0.400	2.927	3.327		− 1.022
13-15-2	0.504			1.015	1.015		− 0.511
26-24-4	5.623		3.600	2.412	6.012		− 0.389
26-24-4	8.861			9.234	9.234		− 0.373
12-26-1	6.615		5.030	1.949	6.979		− 0.364
8-29-1	5.908			1.900	1.900		+ 4.008
5-44-2	2.186		2.400	0.498	2.898		− 0.712
9-54-2	3.818	0.629	1.046	2.727	4.402		− 0.584
4-123-1	0.625		0.691		0.691		− 0.066
8-153-1	No Construction			0.250	0.250		− 0.250
8-236-1	0.492			0.225	0.225		+ 0.267
13-259-1	6.739		4.900	2.054	6.954		− 0.215
	64.816	0.629	18.767	46.095			−0.675

OFFICE OF

Kane County Clerk

KANAB, UTAH

March 12, 1965

Utah State Department of Highways
Transportation - Research Section
State Office Building
Salt Lake City, Utah

Re: Kane County
Nos: F-014-1 (2)
FLH 37 (1)

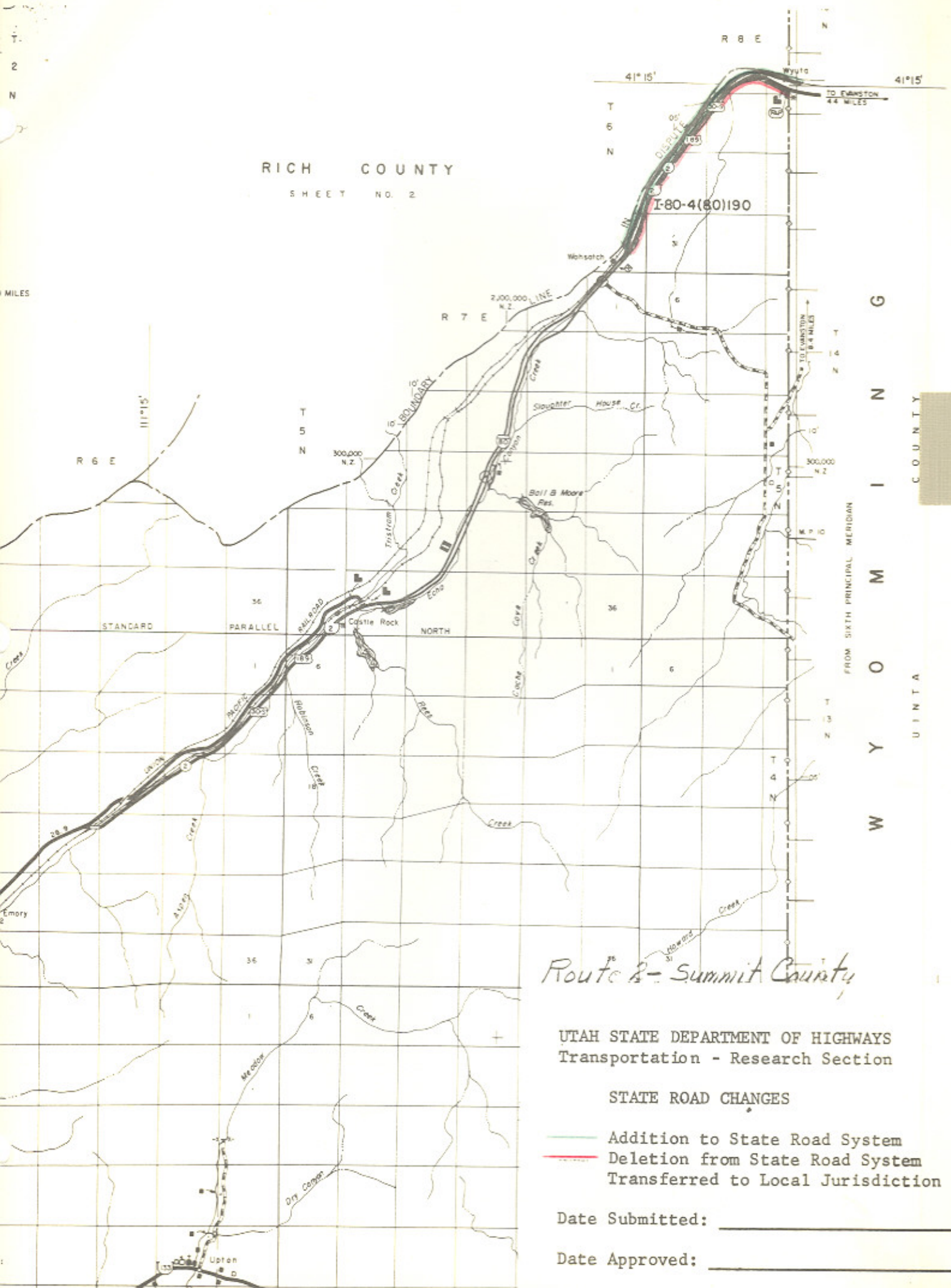
Gentlemen:

Please be advised that the Kane County Commission will be very happy to accept as additions to the Kane County Road System your projects Nos. F-014-1 (2) and FLH-37 (1) for county supervision and maintainance.

Yours very truly,

KANE COUNTY COMMISSION

By Thomas H. Haycock
Thomas H. Haycock
Kane County Clerk



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

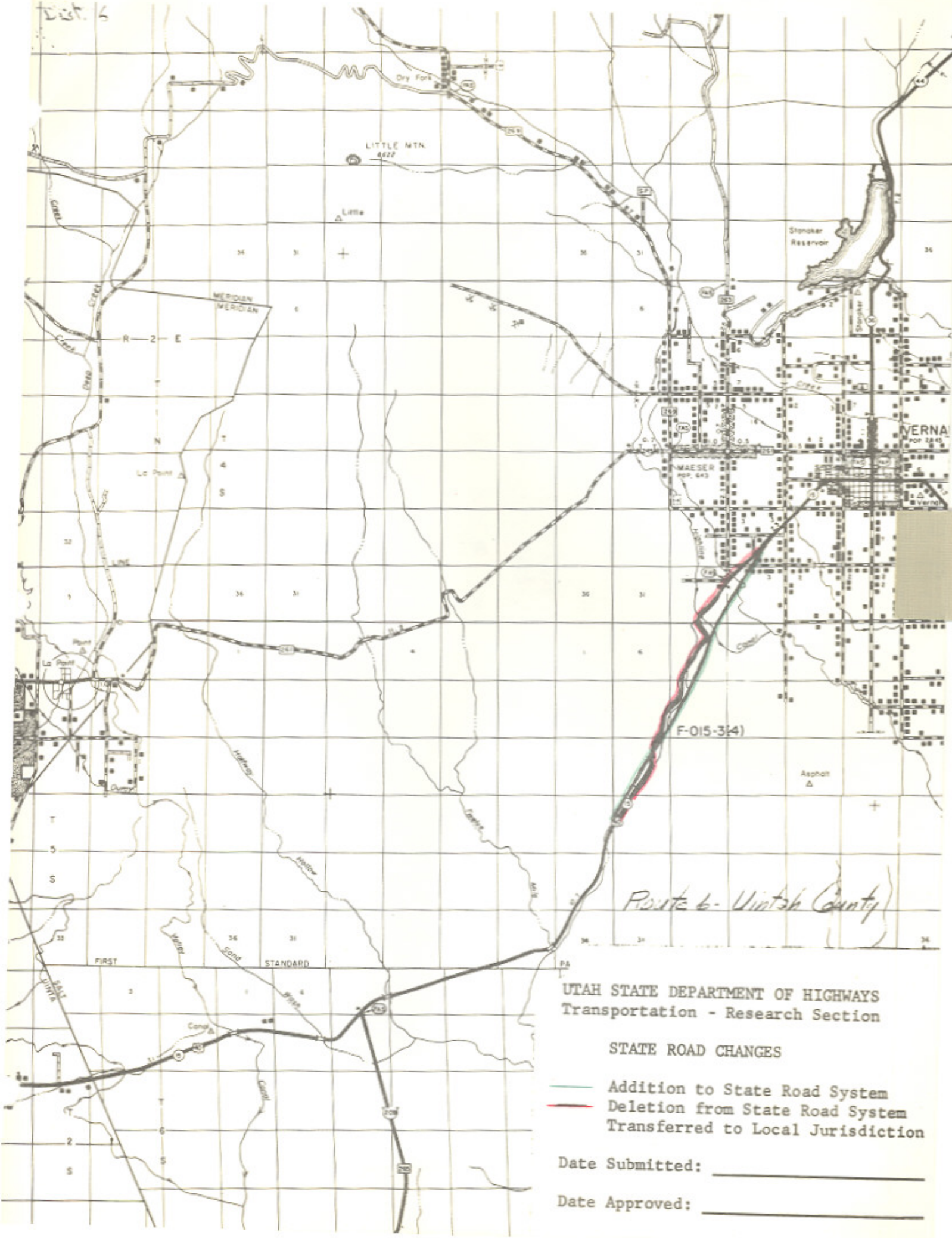
Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction

Date Submitted: _____

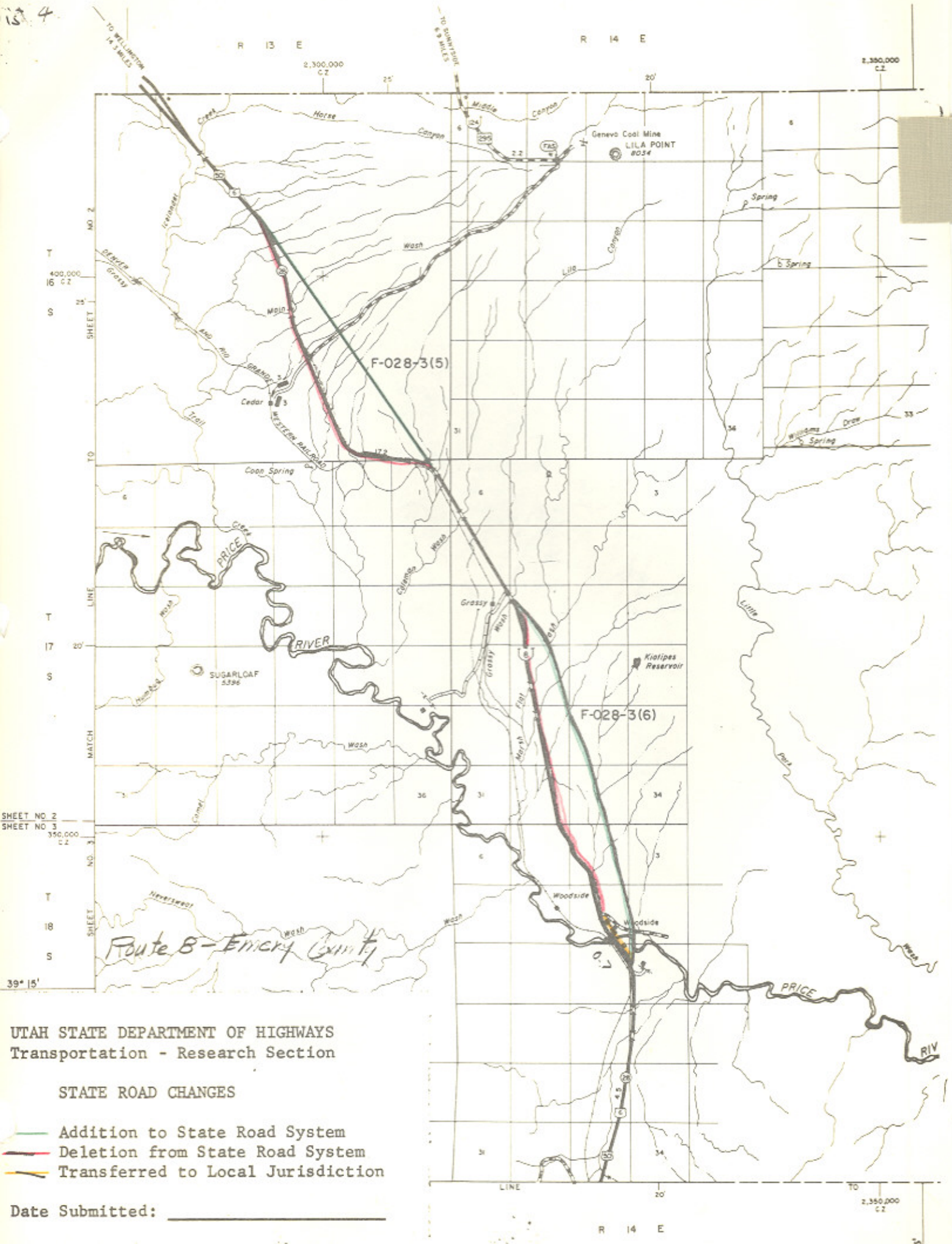
Date Approved: _____

SR-2

Dist. 6


LITTLE MTN.
Dry Fork
Stonaker Reservoir
MERIDIAN
R 2 E
VERNAL
MAESER
La Point
F-015-3(4)
Asphalt
Route 6 - Uintah County
FIRST
STANDARD
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section
STATE ROAD CHANGES
Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction
Date Submitted:
Date Approved:

SR-6



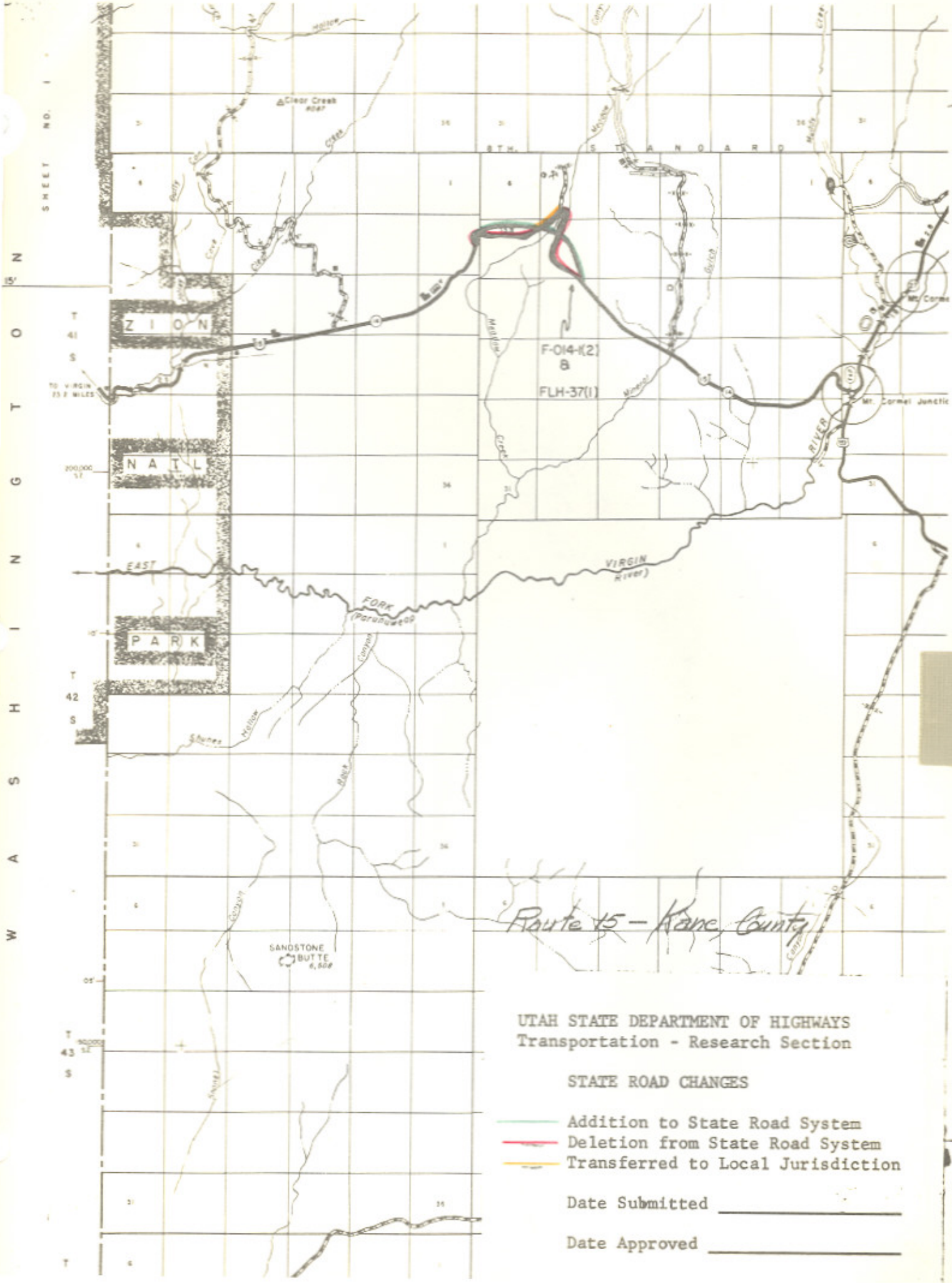
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

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

Date Submitted: _____

SR-8



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

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

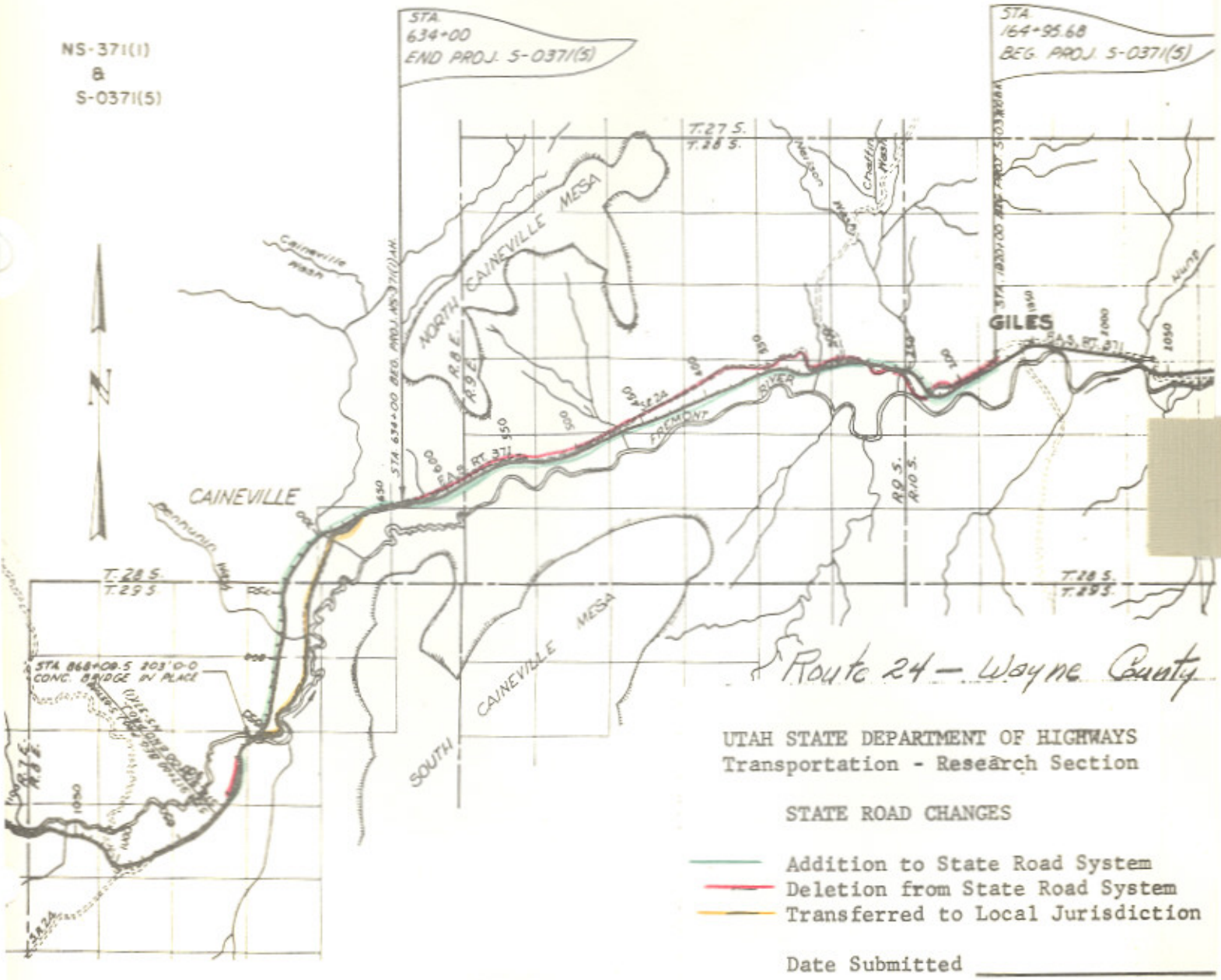
Date Submitted _____

Date Approved _____

SR-15

Dist. 4

NS-371(1)
&
S-0371(5)



Route 24 — Wayne County

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

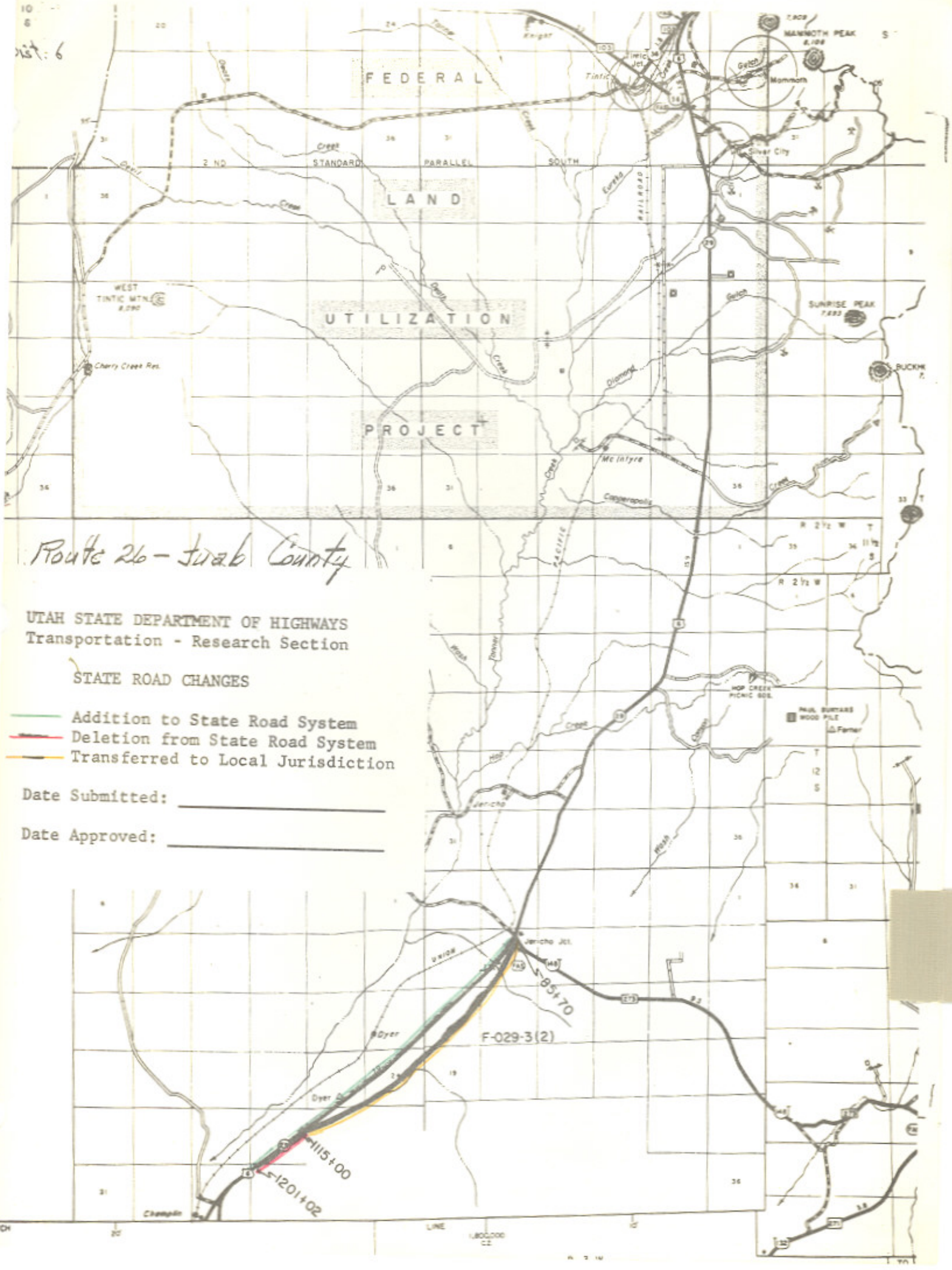
STATE ROAD CHANGES

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

Date Submitted _____

Date Approved _____

SR-24



Route 26 - Juab County

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

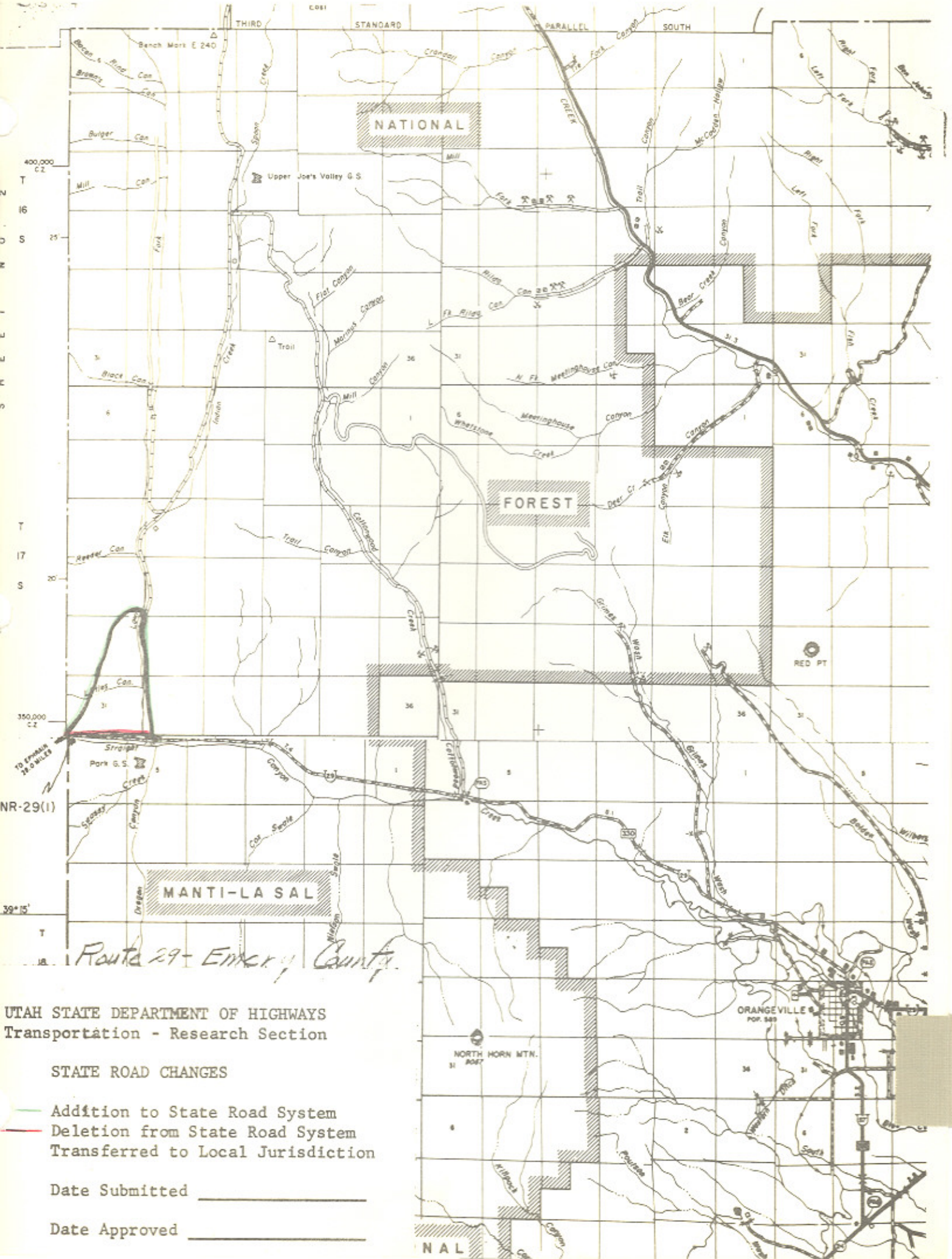
STATE ROAD CHANGES

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

Date Submitted: _____

Date Approved: _____

SR-26



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

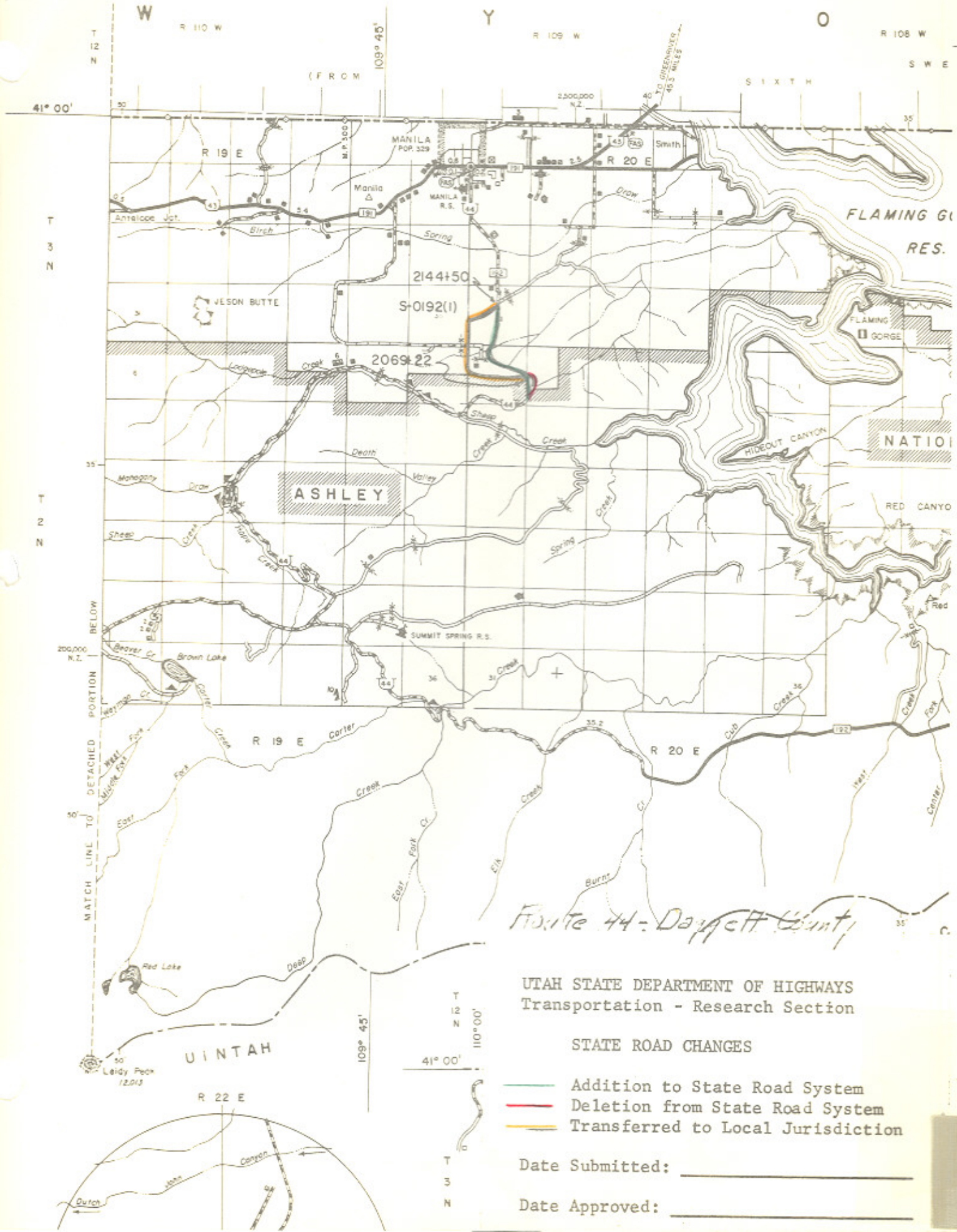
Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction

Date Submitted _____

Date Approved _____

SR-29

Dist. 6



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

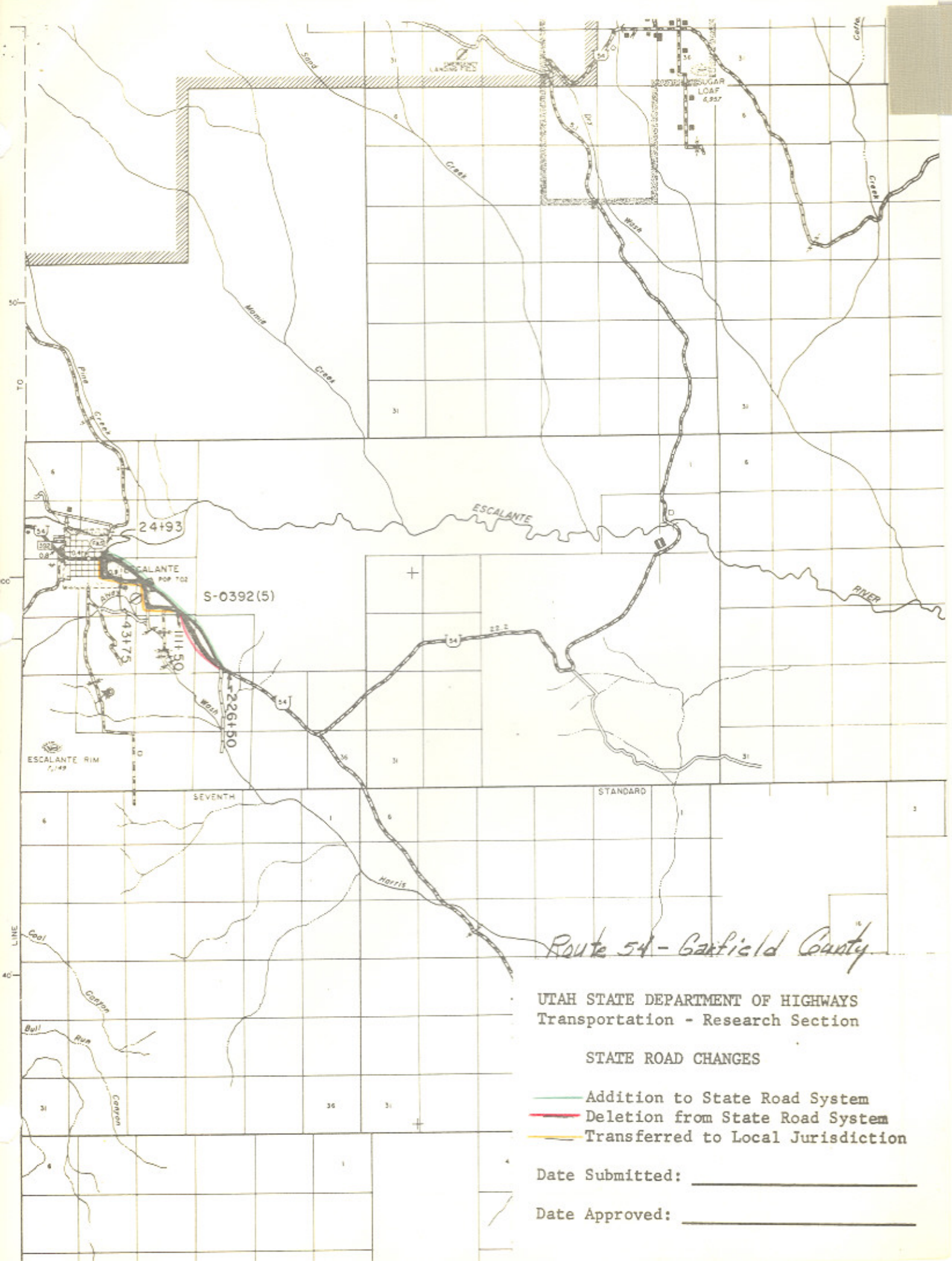
STATE ROAD CHANGES

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

Date Submitted: _____

Date Approved: _____

SR-44



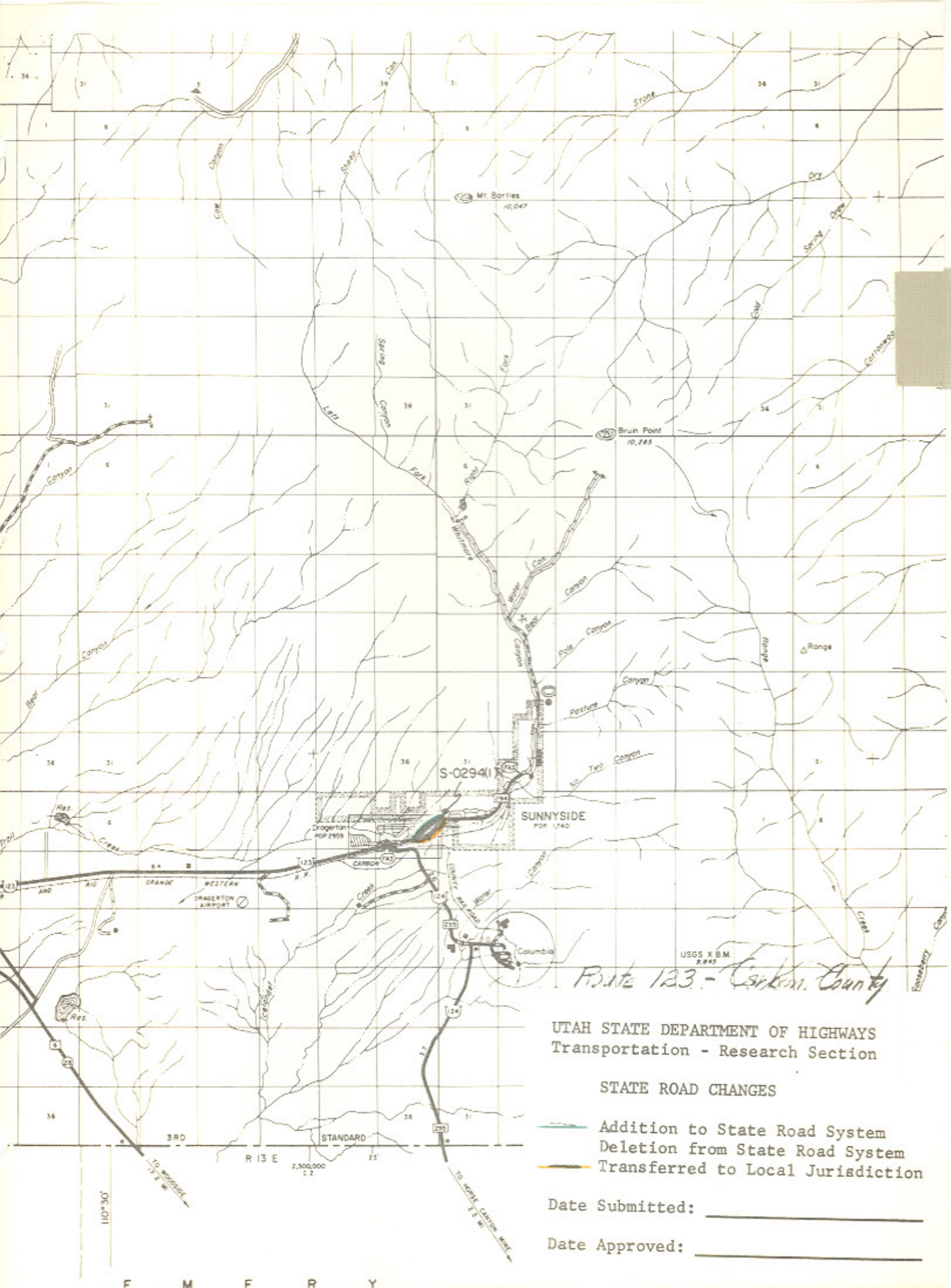
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

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

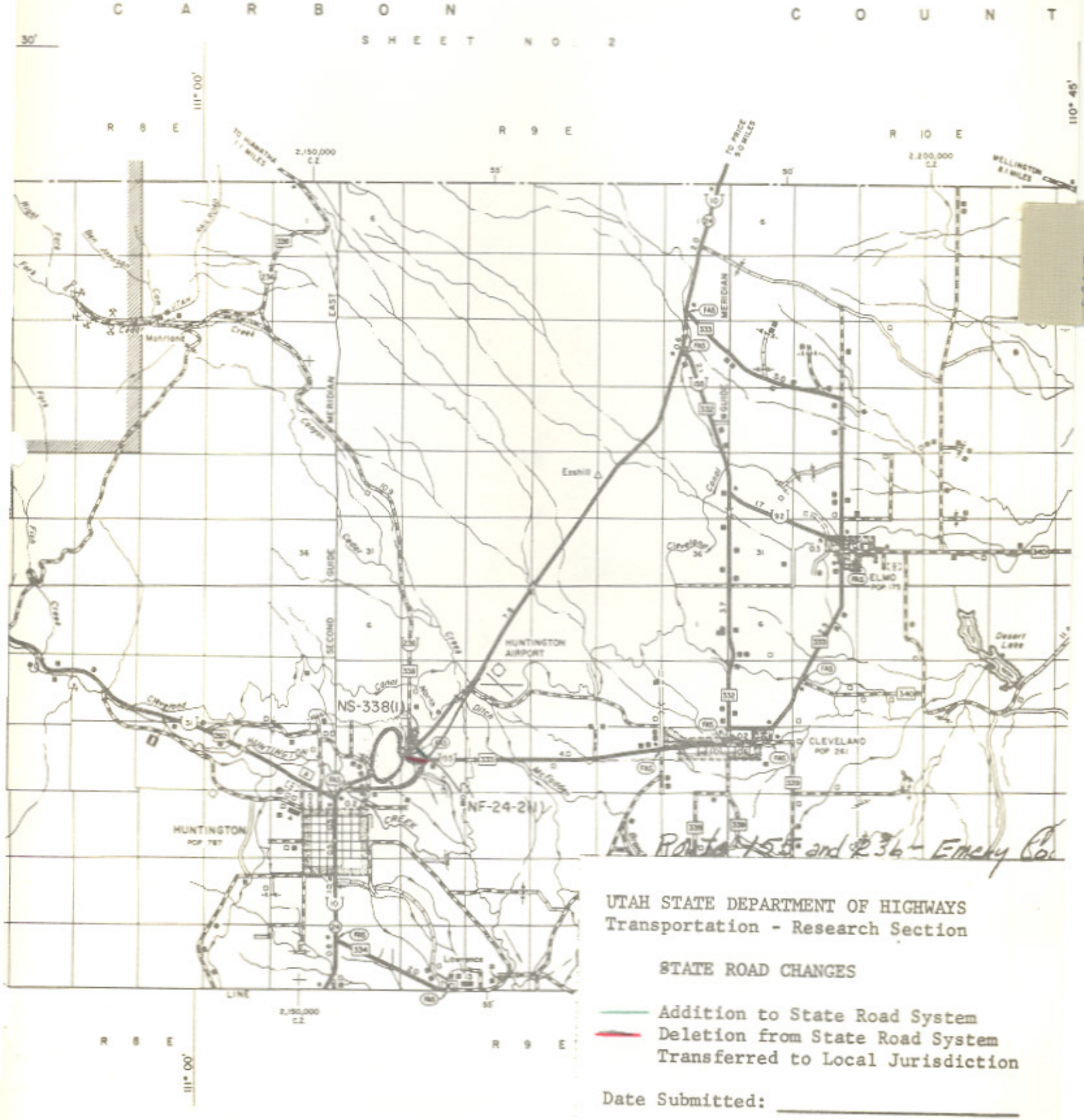
Date Submitted: _____

Date Approved: _____


Mt. Bartles
10,047
Bruin Point
10,885
S-0294(1)
SUNNYSIDE
POP. 1740
Dragerton
POP. 2909
CARBON
DRAGERTON AIRPORT
Columbia
USGS X B.M.
Route 123 - Carbon County
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section
STATE ROAD CHANGES
Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction
Date Submitted:
Date Approved:
3RD
STANDARD
R 13 E
110°30'
E M E R Y

SR-123

Dist. 4



Route 155 and 236 - Emery Co.

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

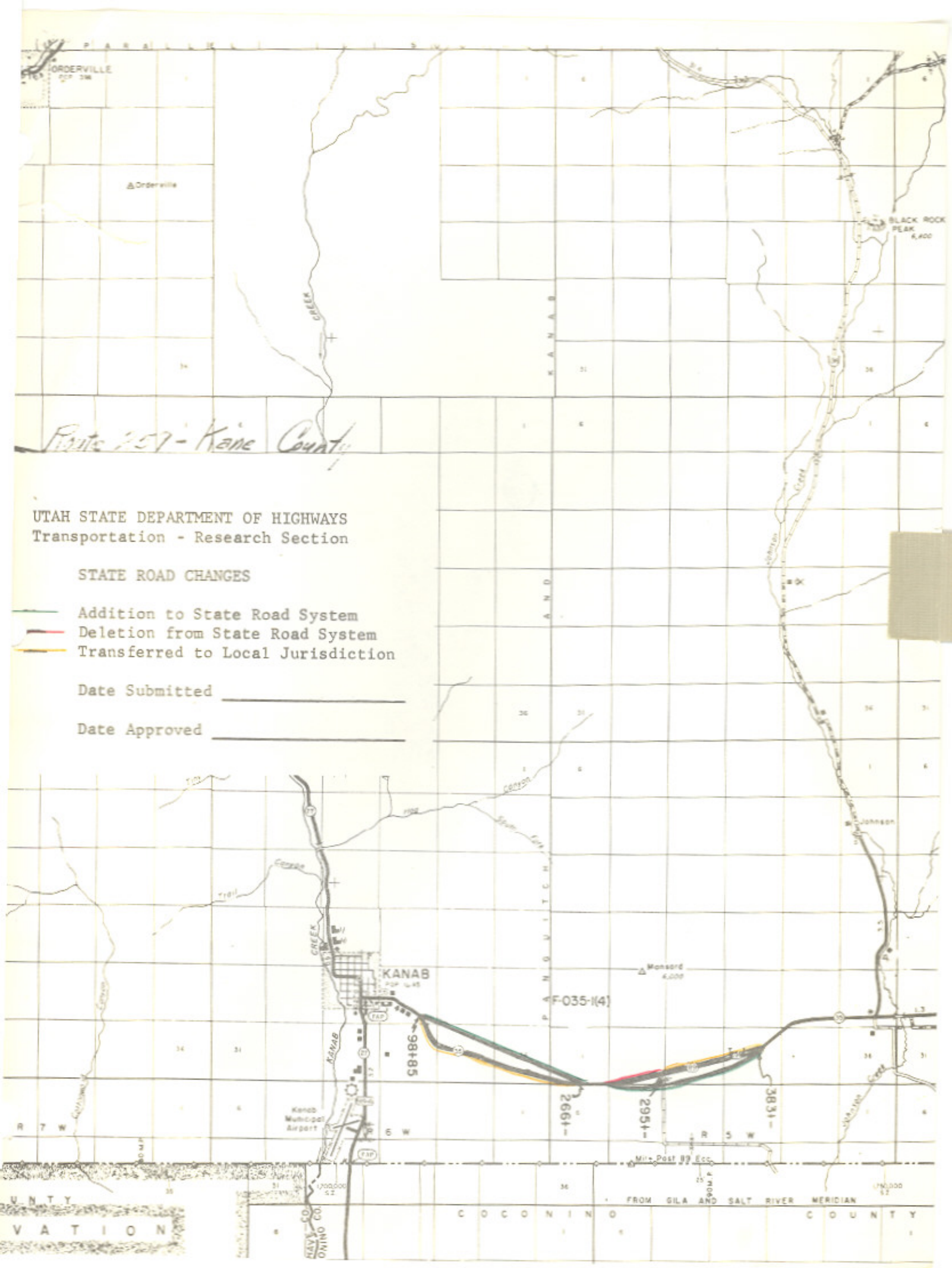
STATE ROAD CHANGES

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

Date Submitted: _____

Date Approved: _____

SR-236
& 155



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

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

Date Submitted _____

Date Approved _____

SR-259

Change and Transfer in State Route Numbers
Authority: Sec. 27-12-27, UCA, 1953, As Amended

18-2-1
18-2-2 old
18-2-2-New
18-267-1

R E S O L U T I O N

State Routes 2 & 267

WHEREAS, the programming of Interstate Construction Projects in Salt Lake County from approximately 4200 West and North Temple Street, east via Interstate Route 80 to Interstate Route 15 has resulted in the completion of Federal-Aid Interstate Project I-IG-80-3(23)118 and,

WHEREAS, to maintain continuity in the State System of Highways, it is necessary to redesignate a portion of State Route 2 from approximately 4200 West to Second West Street in Salt Lake City and,

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission on August 20, 1962, designating Interstate Route 80 as State Route 2, 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 State Route 2 be relocated to traverse the proposed alignment of Interstate Route 80 from approximately 4200 West, east to Redwood Road and then continuing east via the completed portion of Interstate Route 80 (Project I-IG-80-3 (23)118) to Interstate Route 15.

2. That the former location of State Route 2 from approximately 4200 West, east to Second West Street in Salt Lake City be designated as State Route 267.

3. That application be made to the U. S. Department of Commerce, Bureau of Public Roads, to transfer that portion of Federal-Aid Primary Route 2, from approximately 4200 West to Interstate Route 15, to the new location of State Route 2 and extend Federal-Aid Primary Route 34 from Interstate Route 15 west via State Route 267 to a point near 4200 West.

SR-2 & 267
126

4. That by this action State Route and Federal-Aid Primary Route mileage will increase 4.1 + - miles.

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

Dated this 28th day of October, 1966.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

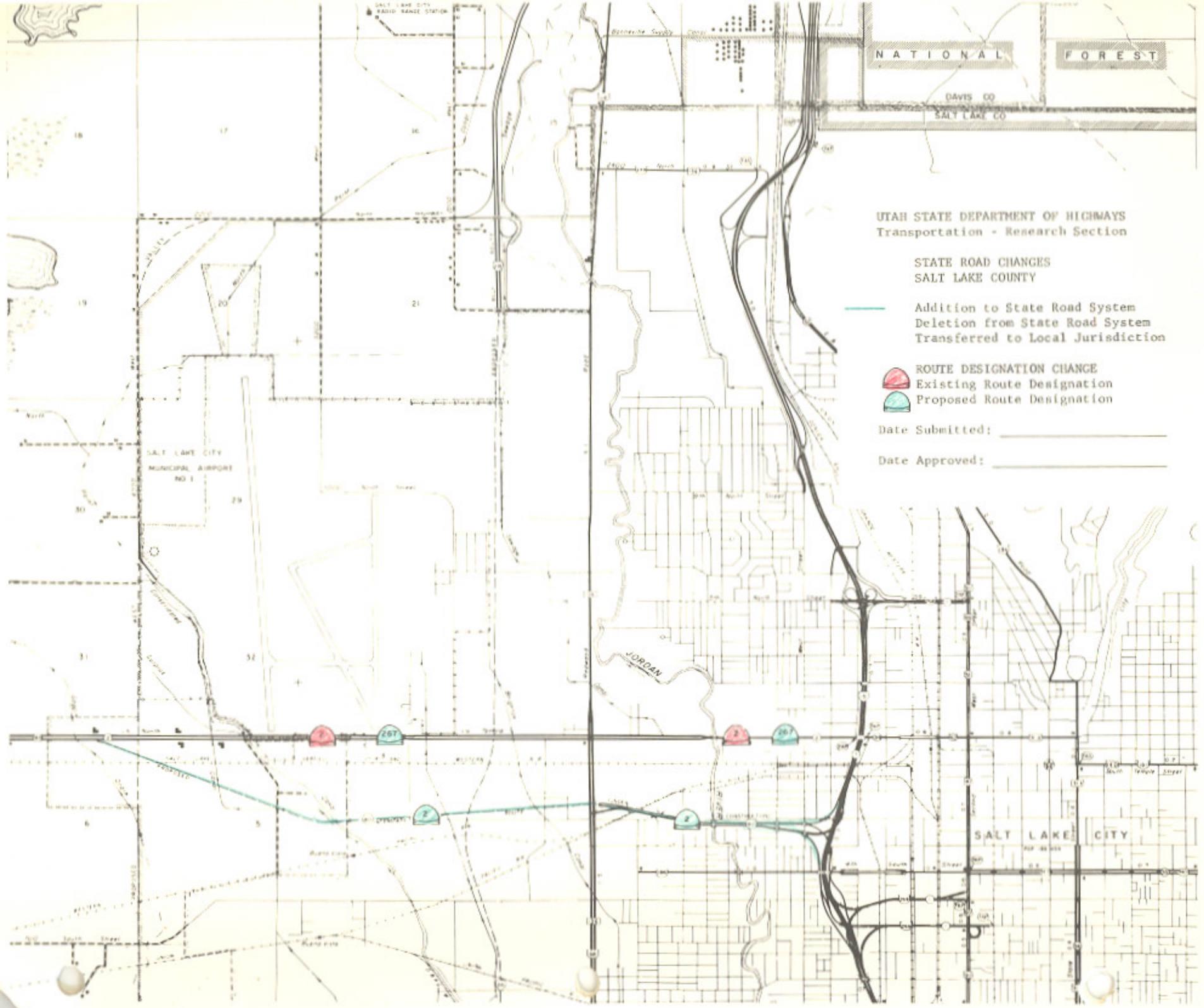
Commissioner

Commissioner

Commissioner

ATTEST:

Secretary


NATIONAL
FOREST
DAVIS CO
SALT LAKE CO
SALT LAKE CITY
MUNICIPAL AIRPORT
NO 1
JORDAN
SALT LAKE CITY
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section
STATE ROAD CHANGES
SALT LAKE COUNTY
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:

R-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: November 7, 1966

TO : Harry E. Wilbert
District #2 Engineer

FROM : B. Dale Burningham
Chief Research Engineer

SUBJECT: Transfer to a new alignment a portion of State Route 2 and addition of State Route 267, in Salt Lake County, to the State System of Highways

Effective October 28, 1966, the State Road Commission adopted a resolution transferring a portion of State Route 2, to traverse the proposed alignment of Federal-Aid Interstate Route 80 from approximately 4200 West, east to Redwood Road and then east via the completed portion of Interstate Route 80 to Federal-Aid Interstate Route 15.

By this action the former alignment of State Route 2 from approximately 4200 West, thence east to Second West Street is designated as State Route 267.

The maintenance responsibility section numbers are as follows:

18-2-1 Tooele County line to State Route 267 at 4200 West.

18-2-2 State Route 267 at 4200 West, east to I-15 and I-80 Interchange at 2nd South.

18-267-1 State Route 2 (I-80) east to State Route 271 at 2nd West.

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

Transmittal

Same Memo Sent To:

W. L. Anderson	Chauncey Powis	Evelyn Crill
Ralph Murdock	R. A. Gillis	Ezra Christensen
Dean R. Steed	John B. Skewes	E. Paul Gilgen
Porter Gooch	Gerald Matthews	R. W. Griffin
James Booth	Wallace J. Liddle	Jim West
Lillian J. Witkowski	David Sargent	Blaine J. Kay
Keith Vorwaller	Eva McEwan	Ellen Wandel
Garn Henderson	Alex E. Mansour	Don Jensen
Bruce Fjeldsted	Keith Rosevear	
Janiel Little	John W. Homer	

ERosevear/blw

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

R E S O L U T I O N

State Route 2

WHEREAS, with the completion of Interstate Project I-80-4(12)165 in Summit County from Echo Junction to east of Emory, a distance of 11.377 miles and,

WHEREAS, the old roadway will still serve as a public service though not justified as part of the State System of Highways and,

WHEREAS, it has been recommended by Mr. W. E. Mickelson, District Engineer, and requested by the Summit County Commission that the old alignment be transferred to the jurisdiction of Summit County and,

WHEREAS, to maintain continuity in the State System of Highways and,

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission on August 20, 1962, designating Interstate Route 80 as State Route 2, 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 Federal-aid Interstate Project I-80-4(12)165 from Echo to Emory be designated as State Route 2.

2. That the remaining portion of the old location of State Route 2, between Engineers Stations 1361 + - to 1917 + - be transferred to the jurisdiction of Summit County.

3. That the remaining portions of the old location of State Route 2, between Engineers Stations 10 + 00 to 18 + - and from Station 1917 + - to 1950 + - be abandoned and obliterated.

4. That application be made to the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads to relocate Federal-aid Primary Route 2 to traverse the new roadway resulting from the construction of Interstate Project I-80-4(12)165.

5. That by this action State Highway System and Federal-aid Primary System mileage will decrease 0.4 + - mile and Summit County "B" mileage will increase 10.9 + - miles.

6. That the letter from the Summit County Commission indicating their desire to transfer the old alignment of State Route 2 to their jurisdiction is hereby incorporated as a part of this submission.

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

Dated this 25th day of January, 1968.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

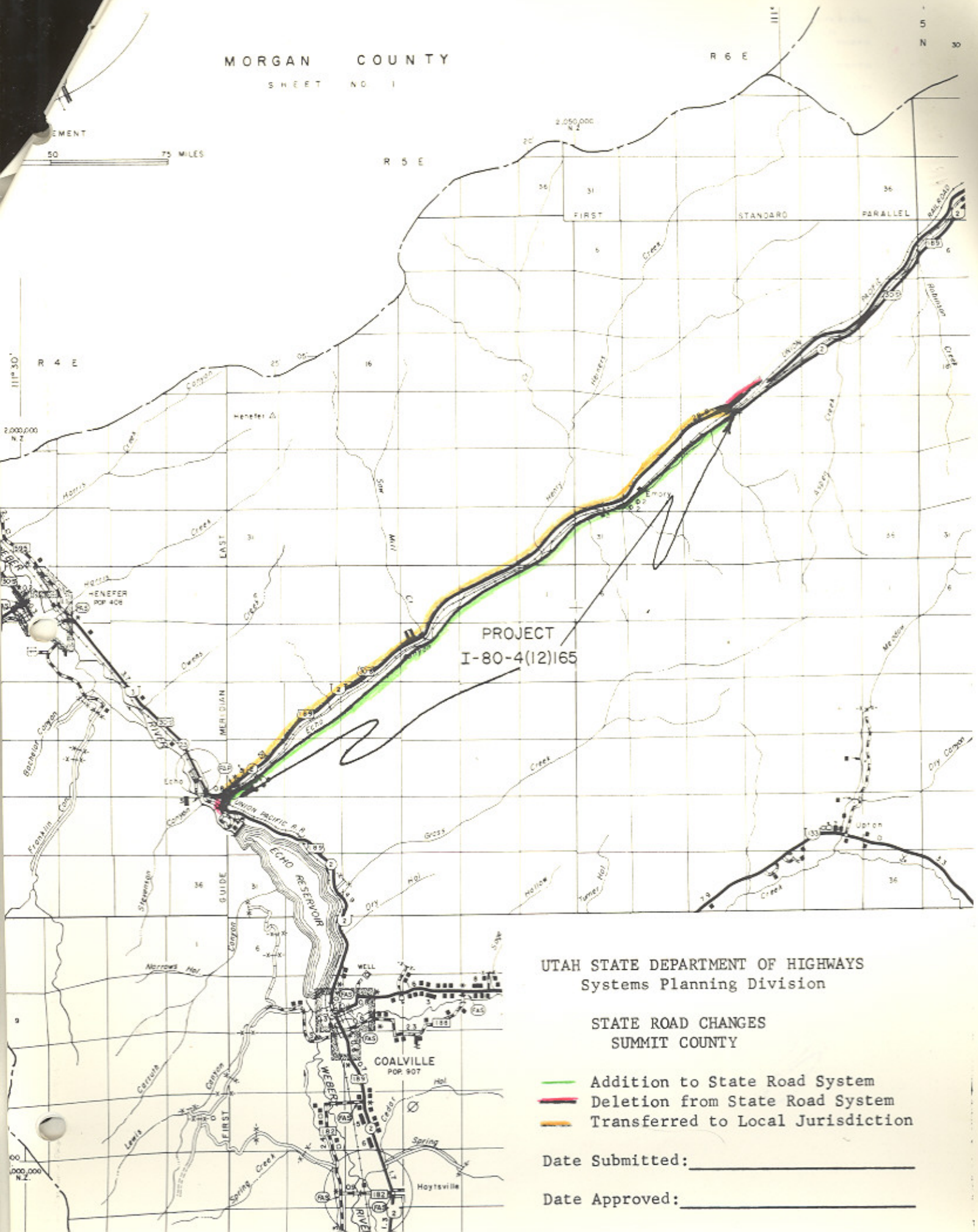
Commissioner

Commissioner

Commissioner

ATTEST:

Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
SUMMIT COUNTY

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

Date Submitted: _____

Date Approved: _____

COMMISSIONERS
[illegible] DUPRANT
[illegible] FOSTER
[illegible] WOOLSTENHULME

Summit County
State of Utah
COALVILLE, UTAH

REED D. PAGE
COUNTY CLERK
BLANCHE R. YOUNG
TREASURER
WANDA [illegible] RIGGS
RECORDER
ROBERT F. ORTON
ATTORNEY
RONALD R. ROBINSON
SHERIFF
SAIL R. SIDDOWAY
ASSESSOR

Jan [illegible], 1968

[illegible]. W. E. Mickelson
District Engineer
[illegible]-17th Street
Ogden, Utah

Dear Sir:

Please be advised that on January 2, 1968, at the regular meeting of the Summit County Commissioners, a motion was made, duly seconded, and passed that Summit County accept a portion of old U. S. highway 30 from Echo Junction to Emory, a distance of approximately 12 miles, as County responsibility for general maintenance and snow removal.

With this approval of acceptance, the Board of County Commissioners of Summit County respectfully request the State Road Commission to put this section of highway on the Class "B" road System of Summit County.

Yours Truly,

[illegible]

Summit County Clerk
Reed D. Page

cc Mr. David Greenwood
Class B Road administrator
State Capitol Bldg
Salt Lake City, Utah

-234

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: Sept. 25, 1967

TO : Blaine J. Kay, State Highway Engineer

FROM : W. E. Mickelson, District Engineer, District One

SUBJECT: State Road Construction Changes

Present US-30S, shown in red on the attached drawing, serves as access to range and grazing land. Completion of the interstate project, Echo to Emory, I-80-4(12)165, in the near future will relegate the function of US-30S to that of a frontage road for access to property lying to the north. This office recommends that it remain intact as a frontage road to serve said area and that total jurisdiction be transferred to Summit County.

Attachment

234

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: Jan. 8, 1968

TO : B. Dale Burningham, Chief Transportation and Research Engineer
Attn: Wallace D. Mears

FROM : W. E. Mickelson, District Engineer, District One

SUBJECT: Transfer of a Portion of Old US-30S in Summit County

Transmitted herewith is a copy of a letter recently received from the Summit County Commissioners wherein they accept responsibility of that portion of old US-30S between Echo Junction and Emory as a result of completion of that portion of I-80.

Attachment

[illegible]

Summit County
State of Utah
COALVILLE, UTAH

REED D. PACE
COUNTY CLERK
BLANCHE R. YOUNG
TREASURER
WANDA Y. [illegible]
RECORDER
ROBERT F. ORTON
ATTORNEY
RONALD R. ROBINSON
SHERIFF
[illegible] R. SIDDOWAY
ASSESSOR

Jan. 5, 1963

[illegible]
[illegible]
[illegible]
[illegible]

Dear Sir:

[illegible] be advised that on January 2, 1963, at the regular meeting of [illegible] County Commissioners, a motion was made, duly seconded, [illegible] that Summit County accept a portion of old U. S. highway 30 [illegible] Junction to Emory, a distance of approximately 12 miles, [illegible] responsibility for general maintenance and snow removal.

With this approval of acceptance, the Board of County Commissioners of Summit County respectfully request the State Road Commission to put this section of highway on the Class "B" road System of Summit County.

Yours Truly,

Reed D. Pace

Summit County Clerk
Reed D. Pace

cc [illegible] Wood
Class B Road Administrator
State Capitol Bldg
Salt Lake City, Utah

UTAH STATE DEPARTMENT OF HIGHWAYS

09-42.4
50-RS

February 7, 1968

C
O
P
Y

Mr. Daniel Watt, 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. Watt:

Subject: Transfer to a new alignment a portion of State Route 2 in Summit County

Effective January 23, 1968, the State Road Commission adopted a resolution transferring a portion of State Route 2, to the new alignment created by the construction of Federal-aid Interstate 80 from Echo to Emory in Summit County.

A portion of the old alignment will still serve as a public road, and that portion, a distance of 10.9 + - miles, is transferred to the jurisdiction of Summit County. The remaining portions of the old location of State Route 2 are abandoned.

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

Transmittal

ER:bt

UTAH STATE DEPARTMENT OF HIGHWAYS

February 7, 1968

C O P Y

Mr. Richard W. Durrant, Chairman
Summit County Commission
Coalville, Utah 84017

Dear Mr. Durrant:

Subject: Transfer to a new alignment a portion of State Route 2 in Summit County

Effective January 23, 1968, the State Road Commission adopted a resolution transferring a portion of State Route 2, to the new alignment created by the construction of Federal-aid Interstate 80 from Echo to Emory in Summit County.

A portion of the old alignment will still serve as a public road, and that portion, a distance of 10.9 + - miles, is transferred to the jurisdiction of Summit County. The remaining portions of the old location of State Route 2 are abandoned.

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

Transmittal

ER:bt

SR-2
41

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

R E S O L U T I O N

State Route 2

WHEREAS, with the construction of Interstate Project I-IG-80-4(10)153 in Summit County from Wanship to Coalville, a distance of 6.54 miles and,

WHEREAS, the old roadway will still serve as a public road though not justified as part of the State System of Highways and,

WHEREAS, to maintain continuity in the State System of Highways and,

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission on August 20, 1962, designating Interstate Route 80 as State Route 2 as maintenance responsibility is assumed.

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

1. That the new alignment created by the construction of Federal-aid Interstate Project I-IG-80-4(10)153 from a point near Wanship to Coalville will be designated as State Route 2.

2. That the old location of State Route 2 from Engineer Station 728+48.5 to Coalville south city limits, be transferred to the jurisdiction of Summit County.

3. That the old location of State Route 2 from Coalville south city limits to State Route 280 in Coalville be transferred to the jurisdiction of Coalville City.

4. That application be made to the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads, to relocate Federal-aid Primary Route 2 to traverse the new roadway resulting from the construction of Interstate Project I-IG-80-4(10)153.

5. That by this action State Highway System mileage will decrease

R-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: 27 December 1967

TO : Blaine J. Kay, State Highway Engineer

FROM : J. Quintin Adair, District Engineer - Dist. Two

SUBJECT: SR-189 from South Coalville City Limits to Wanship @ I-80

County Jurisdiction Proposal

B. DALE BURNINGHAM

For your information, the attached letter dated 20 December 1967, is the Summit County Commission proposal for county jurisdiction of the subject road.

Robert Wheadon, District Maintenance Engineer, is preparing estimates and recommendations from the study now under way in accordance with your memo of 7 December. Plans will be submitted through the District Engineer after the first of the year.

JQA/mmc

cc: D. L. Greenwood
B. Dale Burningham
Robert Wheadon
J. C. Nichols
District File

Attachment

RECEIVED
1967 DEC 28 AM 9 09
UTAH STATE DEPT. OF HIGHWAYS
ATTEST
Secretary

RESOLUTION
State Route 2
Page 2

0.2 + - mile, Summit County "B" mileage will increase 5.2 + - miles, Coalville City "C" mileage will increase 0.7 + - mile, and Federal-aid Primary System mileage will decrease 0.2 + - mile.

6. That the letter from the Summit County Commission indicating their desire as to the disposition of the aforementioned roadways is hereby incorporated as a part of this submission.

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

Dated this 27th day of September, 1968.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

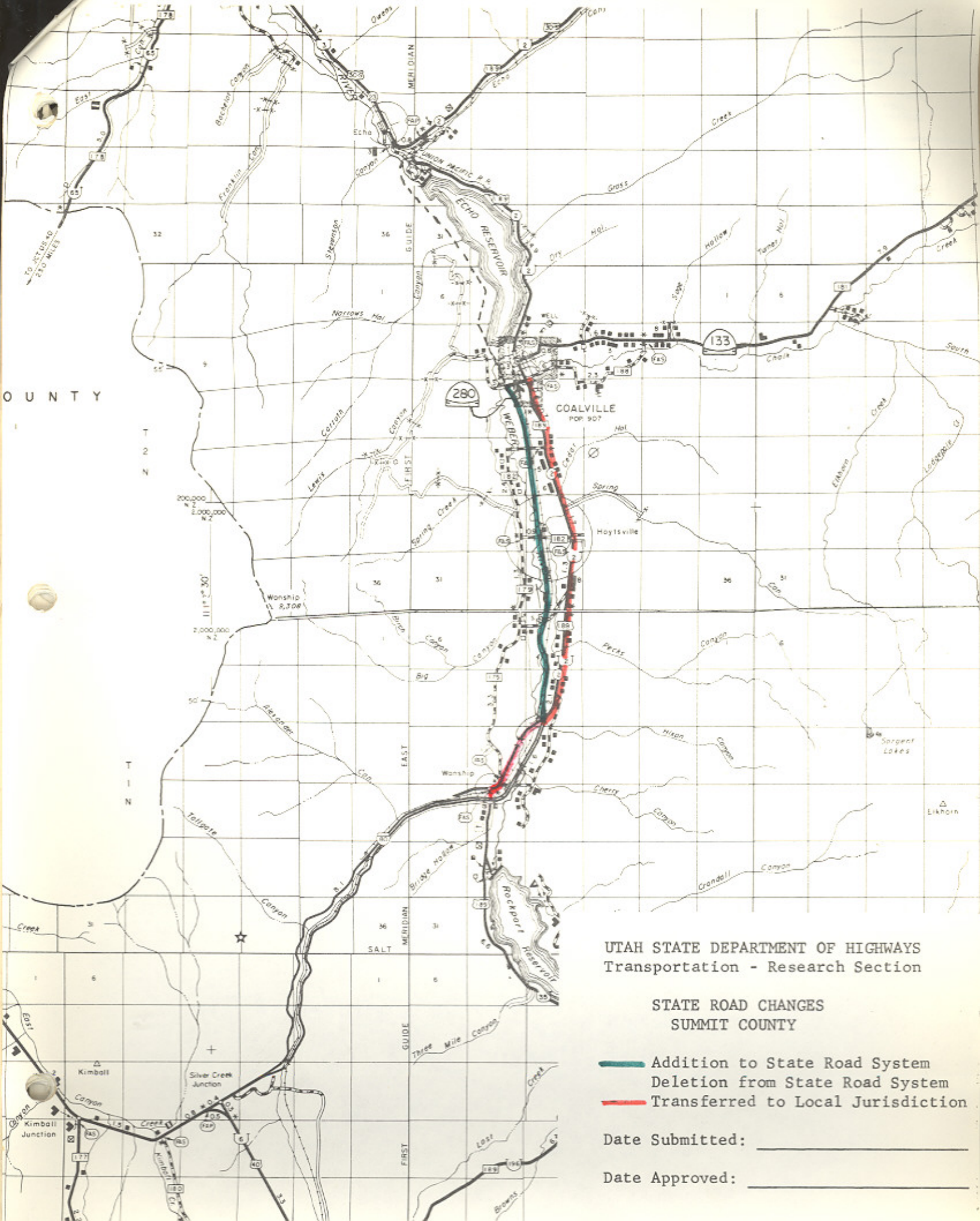
Commissioner

Commissioner

Commissioner

ATTEST:

Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES
SUMMIT COUNTY

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

Date Submitted: _____

Date Approved: _____

SR-2

41

COMMISSIONERS
RICHARD W. DURRANT
CARLOS L. PORTER
KENNETH E. WOOLSTENHULME

Summit County
State of Utah
COALVILLE, UTAH

REED D. PACE
COUNTY CLERK
BLANCHE R. YOUNG
TREASURER
WANDA Y. SPRIGGS
RECORDER
ROBERT F. ORTON
ATTORNEY
RONALD R. ROBINSON
SHERIFF
GAIL R. SIDDOWAY
ASSESSOR

December 20, 1967

B. Dale Burning Lane

District Engineer's Office
525 West 13th South
Salt Lake City, Utah

Attention: Quenten Adair, District Engineer

Gentlemen:

This is to advise you that Summit County will accept as a county road State Road 189 from the South Coalville city limits to Wanship where said State Road 189 joins Interstate 80, the same being approximately 7 miles in length, only upon the condition that the State Highway Commission resurface said road with road mix or plant mix to a thickness of 1½" to 2" and a width of 24' by no later than the spring of 1968.

If you have any questions with reference to anything discussed herein please feel free to contact us at your convenience.

Very truly yours,

SUMMIT COUNTY COMMISSION

By R. W. Durrant
R. W. Durrant, Chairman

cc: Summit County Clerk

SR-2
43

COMMISSIONERS
RICHARD W. DURRANT
CARLOS L. PORTER
KENNETH E. WOOLSTENHULME

Summit County
State of Utah
COALVILLE, UTAH

REED D. PACE
COUNTY CLERK
BLANCHE R. YOUNG
TREASURER
WANDA Y. SPRIGGS
RECORDER
ROBERT F. ORTON
ATTORNEY
RONALD R. ROBINSON
SHERIFF
GAIL R. SIDDOWAY
ASSESSOR

Jan. 11, 1968

District Engineer
Mr. Q. Adair
525 West 13 So.
Salt Lake City, Utah

Dear Sir:

The board of Summit County Commissioners will accept as County responsibility, the maintenance and snow removal of a portion of old highway 189, from Coalvill City limits south to Wanship, a distance of approximately 7 miles.

With this acceptance, we respectfully request that this portion of highway be placed on the Class "B" system of Summit County. Since we have been taking care of the snow removal for the past year and 1/2, we are hopeful of getting this on the system this year, 1968.

We would appreciate any help that the State Road Commission can give in re-finishing portions of this highway that is badly in need of repair.

Yours Truly,

Reed D. Pace

Summit County Clerk
Reed D. Pace

cc. Mr. David Greenwood

Dave Greenwood

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: March 2, 1967

TO : Mr. Harry E. Wilbert
District #2 Engineer

FROM : B. Dale Burningham
Chief Research Engineer

SUBJECT: Disposition of Frontage Roads

There are numerous frontage roads and realignments of existing local roads that have been constructed as part of interstate projects within your district. Because of the fact that these roads were never intended to be part of the State System of Highways and were constructed for local service only, it is necessary to formally, through Road Commission action, transfer these state constructed roads to their proper jurisdiction.

To expidite these transfers we must receive your recommendations as to the disposition of these roads, accompanied by documents from those local governing agencies concerned, indicating their concurrence with your recommendations.

Same Memo Sent To:

W. E. Mickelson, District #1
Joseph Q. Adair, District #4
Charles V. Anderson, District #5

WDMears/blw

cc: Howard Leatham

R-234

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: May 11, 1967

TO : W. E. Mickelson
100-0 District #1 Engineer

FROM : B. Dale Burningham
50-RS Planning Statistics Supervisor

SUBJECT: State Route Changes Enacted by the 1967 Legislature

Transmitted for your information are two (2) copies each of a summary of changes in the State Road System, abstracted from the 1967 House Bill 259, a summary of changes in the State Route System, due to construction on new location and the Master State Highway Plan, Engrossed Copy, House Bill No. 259.

Changes in "B" or "C" mileage where applicable as a result of the aforementioned changes have been made in our records.

It should be noted that by Legislative action that State Statutory Routes 1, 2, 3, 4 and 5 will traverse all completed construction projects on these routes, therefore as these projects are completed and opened to traffic, the state route designation automatically is transferred to the new alignment of the completed project. As a result of this action, it is recommended that any remaining portions of the old alignment be redesignated as a state route, transferred to local jurisdiction or abandoned prior to the opening of any new section or sections of highways, as there will not be maintenance road section designation to enable charges to be made for these sections of highway. If a situation of this nature is in existence within your District at the present time, your recommendation as to the disposition of said road or roads should be forwarded to this office immediately with appropriate documentation from local authorities, when applicable to enable us to expedite the correction of this situation.

Transmittal (2)

Same Memo Sent To:

Harry E. Wilbert, District #2 Engineer
Wallace J. Stephenson, District #3 Engineer
J. Q. Adair, District #4 Engineer
C. V. Anderson, District #5 Engineer
Earl A. Johnson, District #6 Engineer

WDMears/blw

234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: July 17, 1967

TO : Harry E. Wilbert
200-SL District #2 Engineer

FROM : B. Dale Burningham
50-RS Planning Statistics Supervisor

SUBJECT: Transfer of Jurisdiction, old State Route 2, Wanship to Coalville

At a recent meeting of representatives of this department and the Summit County Commission, we were informed that Summit County has assumed maintenance responsibility and jurisdiction of the old alignment of State Route 2 from Wanship to Coalville.

In keeping with the policy and procedure for the transfer, abandonment, and redesignation of highways resulting from the construction of highways on new location, adopted by the Utah State Road Commission, it is necessary that you obtain a letter from the Summit County Commission indicating their concurrence in the transfer of jurisdiction of the aforementioned roadway.

Upon receipt of this letter, this department will prepare the necessary documents for presentation to the State Road Commission to enable the formal transfer of this roadway to the jurisdiction of Summit County.

cc: Howard B. Leatham

SR-2

R-234

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: October 3, 1967

TO : Dave Greenwood
B & C Funds Administrator

FROM : E. Paul Gilgen
Secondary Roads Engineer

SUBJECT: Summit County "B" Fund Matters

On October 2, 1967, District Engineer J. Q. Adair and I visited the County Commission of Summit County to review with them various County and State Road matters in their County.

One question they had, which you can help them on, was when can they expect to begin receiving Class "B" funds on the old section of Highway 189 south of Coalville, 8 miles ± to Wanship.

This road has been turned back to the County, and as yet they have recovered no Class "B" funds on it.

Also, will you advise them that the new General Highway map for Summit County is awaiting approval from the Bureau, and will be sent to them as soon as it is returned to us, and the Research Department can get one colored up for them.

EPGILGEN/bb

cc: H. B. Leatham
J. Q. Adair
Wally Mears

RECEIVED
1967 OCT 4 AM 8 52
UTAH STATE
DEPT. OF HIGHWAYS

R-234

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: October 6, 1967

TO : Blaine J. Kay, State Highway Engineer

FROM : J. Q. Adair, District Engineer, Dist. Two

SUBJECT: State Road Construction Changes

Your memorandum, above subject, dated September 14, 1967, requested the recommendations of District Two for the disposition of roads or portions thereof rendered obsolete by the completion of Project No. S-0135(3) and Project No. I-IG-80-4(10)153.

One of the actions required of the District by the "Procedure For Redesignation, Transfer and Abandonment of Highways, Resulting from Construction Projects" is to obtain documents from local agencies when a road is being transferred to their jurisdiction, indicating their concurrence.

These documents will be obtained as soon as possible and together with the District recommendations forwarded to the Planning Statistics Supervisor.

JQA:JWP/bjp

CC: John W. Pritchard
Dale Burningham
District File

RECEIVED
1967 OCT 17 AM 8 56
UTAH STATE
DEPT. OF HIGHWAYS

SR-2

R-234

Central File Copy

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: November 1, 1966

TO : Mr. Harry E. Wilbert
District #2 Engineer

FROM : B. Dale Burningham
Chief Research Engineer

SUBJECT: Change in Jurisdiction of Present State Route 2
Between Wanship and Coalville

Attached is a resolution, location map and a memorandum from Mr. Blaine J. Kay, State Highway Engineer, indicating the necessary action to be taken before adoption of said resolution by the Utah State Road Commission.

Will you please notify me when a meeting with the Summit County Commission has been arranged to discuss this transfer of jurisdiction.

Attachment

WDMears/blw

R-234

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: October 27, 1966

TO : B. Dale Burningham, Chief Research Engineer

FROM : Blaine J. Kay, State Highway Engineer BJK

SUBJECT: Resolution for Change in Jurisdiction of Present State Route 2 Between Wanship and Coalville

It has been Commission policy that a change in jurisdiction on a major section of highway from state to local would not be effected until concurrence by the local officials had been obtained. For this reason the resolution which you had prepared on the subject route is being returned.

It is requested that you arrange and coordinate with the District a meeting with the Summit County Commission to discuss this plan requesting their concurrence.

Attachment
cc: W. E. Mickelson
BJKay/ljt

COMMISSIONERS
HARD W. DURRANT
ARLOS L. PORTER
KENNETH E. WOOLSTENHULME

Summit County
State of Utah
COALVILLE, UTAH

REED D. PACE
COUNTY CLERK
BLANCHE R. YOUNG
TREASURER
WANDA Y. SPRIGGS
RECORDER
ROBERT F. ORTON
ATTORNEY
RONALD R. ROBINSON
SHERIFF
GAIL R. SIDDOWAY
ASSESSOR

October 18, 1967

Mr. David R. Greenwood
Class "B" & "C" Road Aministrator
State Office Bldg.
Salt Lake City, Utah

Dear Mr. Greenwood;

On February 13, 1967, the State of Utah turned over to Summit County a portion of highway 189, from Wanship to Coalville.

Summit County will formally accept this road for maintenance and snow removal, but we feel that the STate of Utah should keep their promise to us, that of resurfacing this portion of highway.

A great part of this highway was broken up during construction of the freeway-nearly all of the gravel was heuled from the Harvey Pace gravel pit in Wanship and the heavy loads caused considerable amount of damage to nearly all of this section.

We also urge you to have this section of highway placed on our Class "B" System, as we removed the snow from it after February 13, 1967.

Your cooperation will be greatly appreciated.

Yours truly,

Summit County Commission
R.W. Durrant
Chairman

R.W. Durrant

Dave Greenwood

RECEIVED
1967 OCT 23 AM 9 57
UTAH STATE
DEPT. OF HIGHWAYS

R-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: 16 Sept. 1968

TO : D. L. Greenwood, Adm. Coordinator
B & C Funds

FROM : J. Quintin Adair, District Engineer - Dist. Two

SUBJECT: Change in Jurisdiction of Road - Summit County
SR-189 - Wanship to Coalville

The Maintenance Section has repaired SR-189 from Wanship to Coalville by patching and chipping the surface.

I talked with Richard W. Durrant, Summit County Commissioner, by telephone on Wednesday, 11 September 1968, at which time he felt that the county could accept the road to be placed on their system for receiving their portion of Class "B" funds.

A copy of letter from Summit County dated 18 October 1967 (attached) indicated that now it is satisfactory to take appropriate action for transfer of the above captioned road.

JQA/mmc

Attachment (1)

cc: Francis Feltch, Commissioner - SRC
B. Dale Burningham, Planning Statistics Supervisor
E. Paul Gilgen, Secondary Roads Engineer
District File

R-234

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: 16 Sept. 1968

TO : D. L. Greenwood, Adm. Coordinator
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SUBJECT: Change in Jurisdiction of Road - Summit County
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A copy of letter from Summit County dated 16 October 1967 (attached) indicated that now it is satisfactory to take appropriate action for transfer of the above captioned road.

JQA/mmc

Attachment (1)

cc: Francis Feltch, Commissioner - SRC
B. Dale Burningham, Planning Statistics Supervisor
E. Paul Gilgen, Secondary Roads Engineer
District File

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming
Same Letter sent to: Copley Walker, Mayor of Coalville City
Norm Hancock, Utah State Fish & Game Department

Resolution & Location
Maps sent to:

J. Quintin Adair	Chauncey Powis	Robert Walsh
Robert Kirby, B.P.R.	Evelyn Crill	Lillian Witkowski
W. L. Anderson	Charles Bertolina	Garn Henderson
Bruce Fjeldsted	Robin Hood	Maurice RiChey
Keith Rosevear	Harold Brown	Wallace J. Liddle
Ken Riddle	David Greenwood	David Sargent
Ralph Murdock	Lucy Ann Bean	Eva McEwan
Janiel Little	Porter M. Gooch	Alex E. Mansour
John Homer	James Booth	Ezra Christensen
Dean R. Steed	E. Paul Gilgen	Jim West
		Ellen Wandell
		Don Jensen
		Winston Neiman
		Robert Weadon

October 4, 1968

C

O

P

Y

Mr. Richard W. Durrant, Chairman
Summit County Commission
Summit County Courthouse
Coalville, Utah 84017

Dear Mr. Durrant:

Subject: Transfer of old State Route 2 to local jurisdiction in Summit County

Effective September 27, 1968, the State Road Commission adopted a resolution to transfer that part of old State Route 2 from Engineer. Station 726 + 48.5 to Coalville south city limits, to the jurisdiction of Summit County and from Coalville south city limits to State Route 280 in Coalville, to the jurisdiction of Coalville City.

By this action Summit County "B" mileage will increase 5.2 + - miles, Coalville City "C" mileage will increase 0.7 + - mile.

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

UTAH STATE DEPARTMENT OF HIGHWAYS

bcc: Jim West, State Maintenance Engr.
E. Paul Gilgen, Secondary Roads Engr.
J. Clark Elmer, County Liaison & B&C Funds Admn.
Paul Dart, B&C Auditor
B. Dale Burningham, Chief Research Engineer
J. C. Nichols, Dist. Two Maintenance Supv.
Harry Pennybaker, Shed #11 - Wanship
L. H. Bolte, Dist. Two Controls & Permits Officer
District File

3 January 1967

COPY

Chairman, Summit County Commission
Coalville, Utah 84017

Gentlemen:

The State Highway Department has recently completed Interstate 80 from Wanship to Coalville. This facility is two-lanes each way which, for all practical purposes, substantially increases State Highway maintenance responsibilities. This new freeway practically eliminates Interstate and Through travel traffic, which formerly used US-189 Alternate. Considerable portions of the local traffic also use the freeway.

It has been the policy of the State Road Commission, under similar circumstances, to relinquish the old highways to local authorities for continued maintenance and upkeep. This policy is an effort to keep State Highway mileages within the prescribed amount. The highway which parallels I-80 between these towns, is essentially considered a Local Road type.

It is desired that your organization will accept the maintenance responsibility of old US-189 within the local boundaries. This will increase your B & C road allotments by equivalent mileage. It would also be desired that a definite date for transfer of responsibility be established. The District Engineer suggests 13 February 1967 at 12 o'clock noon as an appropriate date and time.

It would appear to be advantageous for a joint inspection to be made by the District Engineer and representatives of the local government to determine minor changes, such as removal of route markers, exchange of information and similar types of activities, to be consummated. If some exceptions or changes become apparent from such an inspection, these could be made a matter of note in the formal transfer.

Yours truly,

H. E. WILBERT
District Engineer

HEW/mmc

UTAH STATE DEPARTMENT OF HIGHWAYS

bcc: Jim West, State Maintenance Engr.
E. Paul Gligen, Secondary Roads Engr.
J. Clark Elmer, County Liaison & B&C Funds Admn.
Paul Dart, B&C Auditor
→ B. Dale Burninghem, Chief Research Engineer
J. C. Nichols, Dist. Two Maintenance Supv.
Harry Pennybaker, Shed 11 - Wanship
L. H. Bolte, Dist. Two Controls & Permits Officer
District File

3 January 1967

COPY

Honorable Copley Walker
Mayor of Coalville - Summit County
Coalville, Utah

Dear Mayor Walker:

The State Highway Department has recently completed Interstate 80 from Wanship to Coalville. This facility is two-lanes each way which, for all practical purposes, substantially increases State Highway maintenance responsibilities. This new freeway practically eliminates Interstate and Through travel traffic, which formerly used US-189 Alternate. Considerable portions of the local traffic also use the freeway.

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It is desired that your organization will accept the maintenance responsibility of old US-189 within the local boundaries. This will increase your B & C road allotments by equivalent mileage. It would also be desired that a definite date for transfer of responsibility be established. The District Engineer suggests 13 February 1967 at 12 o'clock noon as an appropriate date and time.

It would appear to be adventageous for a joint inspection to be made by the District Engineer and representatives of the local government to determine minor changes, such as removal of route markers, exchange of information and similar types of activities, to be consummated. If some exceptions or changes become apparent from such an inspection, these could be made a matter of note in the formal transfer.

Yours truly,

H. E. WILBERT
District Engineer

HEW/emc

UTAH STATE DEPARTMENT OF HIGHWAYS

bcc: Francis Feltch, Commissioner - Utah State Road Commission
D. L. Greenwood, Adm. Coord. - B & C Funds
B. Dale Burningham, Planning Statistics Supervisor
E. Paul Gilgen, Secondary Roads Engineer
District File

COPY

16 September 1968

Richard W. Durrant, Commissioner
Summit County Commission
Park City, Utah 84060

Dear Commissioner Durrant:

CHANGE IN JURISDICTION OF ROAD - SUMMIT COUNTY
SR-189 - WANSHIP TO COALVILLE

Since talking to you on the phone Wednesday, 11 September 1968, we have submitted through the Department the transfer of SR-189 - Wanship to Coalville to the Summit County "B" System so that you will be able to receive funds for its maintenance.

Thank you for your courtesy and consideration in this matter. If we can be of further help, please let me know. My new phone number is through the State Office switchboard, 328-6251 and 6252.

Sincerely yours,

J. QUINTIN ADAIR
District Engineer

JQA/mmc

File

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

R E S O L U T I O N

State Route 2

Relinquishment of State Constructed Frontage Roads

WHEREAS, the completion of Interstate Project I-80-4(17)141 has resulted in the construction on new alignment, a new roadway from a point west of Kimball Junction to a point east of Silver Creek Junction in Summit County, and

WHEREAS, the construction of this project has resulted in the construction of frontage roads within this area, and

WHEREAS, the remaining alignment of the old roadway will serve as a frontage road, and

WHEREAS, the constructed frontage roads will serve as public roads though not justified as a part of the State System of Highways, and

WHEREAS, it has been recommended by Mr. J. Q. Adair, District Engineer, and concurred in by the Summit County Commission that these frontage roads be relinquished and conveyed to the jurisdiction of Summit County, and

WHEREAS, these frontage roads are within the right of way of the Interstate Project, and

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission designating Interstate Route 80 as State Route 2 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:

That all portions of highway constructed as a result of Project I-80-4(17) 141 be designated as a part of State Route 2.

That the Utah State Road Commission relinquishes and conveys the frontage

roads as noted on the attached map to Summit County for use as public highways, subject to the following conditions:

a. That Summit County may not abandon these roads as public roads without prior approval of the Utah State Road Commission and the Bureau of Public Roads.

b. That should it be found at any time that any part of the facilities relinquished are required for the safe and proper operation of the Federal-aid highway, the facilities will revert to the State Road Commission without cost.

That the maps showing the roadways to be relinquished are hereby incorporated as a part of this submission.

That the letter from Mr. J. Q. Adair to Carlos L. Porter, Chairman, Summit County Commission, relating to the roads to be transferred to the jurisdiction of Summit County be hereby incorporated as a part of this submission.

That the letter of acceptance and resolution from the Summit County Commission be hereby incorporated as a part of this submission.

That by this action Summit County "B" mileage will increase 7.6 + - miles.

That the relinquishment and conveyance of these frontage roads become effective upon the approval of the Bureau of Public Roads indicating concurrence in the aforementioned relinquishment and conveyance of roads in accordance with Policy and Procedure Memorandum 80-5.

Dated this 13th day of February, 1970.

STATE ROAD COMMISSION OF UTAH

Spencer H. Church
Chairman

B. LaVaun Cox
Vice-Chairman

Wayne S. Wheeler
Commissioner

Ross H. Plant
Commissioner

Irwin Fitch
Commissioner

ATTEST:

Donald A. Finley
Secretary

COMMISSIONERS
CARLOS L. PORTER
KENNETH E. WOOLSTENHULME
JAMES F. MURNIN

Summit County
State of Utah

COALVILLE, UTAH
84017

REED D. PACE
COUNTY CLERK
BLANCHE R. YOUNG
TREASURER
WANDA T. SPRIGGS
RECORDER
ROBERT F. ORTON
ATTORNEY
RONALD R. ROBINSON
SHERIFF
GAIL R. SIDDOWAY
ASSESSOR

Jan. 14, ~~1969~~ 1970

Utah State Dept. of Highways
525 West 13th So.
Salt Lake City,Utah

Gentlemen;

The Board of County Commissioners of Summit County will accept as County responsibility for maintenance the following roads in Summit County;

The frontage road on both the north and south sides of I-80 from west of Kimball's Junction to east of Silver Creek Junction for a distance of approximately 6 3/4 miles.

The frontage road on the west side of I-80 between Coalville and Wanship for a distance of approximately 4 miles.

An additional 1.04 miles in Summit Park sub-division.

With this acceptance, we respectfully request that these roads be placed on the Class "B" system of Summit County.

Yours Truly,

Reed D Pace

Summit County Clerk
Reed D. Pace

cc Mr. David Greenwood
room 629 State office bldg
Salt Lake City,Utah

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN THIS ORIGINAL TO CENTRAL FILES AFTER ACTION HAS BEEN COMPLETED.

	INITIAL	ACTION
Greenwood		

R Return to Sender
S Signature
P Prepare Reply for my Signature

B Dale Burningham

UTAH STATE DEPARTMENT OF HIGHWAYS

bcc: Wayne E. Winters, State Road Commissioner
D. L. Greenwood, B & C Roads Administrator
B. Dale Burningham, Planning Statistics Supv.
J. W. Pritchard, Dist. Preconstruction Engr.
Kenneth Hepworth, Dist. Construction Engr.
Robert Wheadon, District Maintenance Engr,
District File
Central File

COPY

7 November 1969

Carlos L. Porter, Chairman
Summit County Commission
Coalville, Utah 84017

Dear Commissioner Porter:

DISPOSITION OF STATE CONSTRUCTED FRONTAGE ROAD
SILVER CREEK JCT. to KIMBALL'S JCT.

The State Road Commission is interested in transferring the following section of road to Summit County for maintenance responsibility: (See attached map, road section marked in red.

> The frontage road on both the north and south sides of I-80 from west of Kimball's Junction to east of Silver Creek Junction for a distance of approximately 6 3/4 miles.

If Summit County approves the acceptance of this section of road, we would appreciate receiving a letter of your approval at an early date. Then, as soon as the State Highway Department approves the transaction, you will be credited with "B" funds for its future maintenance.

Yours truly,

J. QUINTIN ADAIR
District Engineer

JQA/mmc

cc: Reed D. Pace, Summit County Clerk

Attachment (1)

UTAH STATE DEPARTMENT OF HIGHWAYS

09-42.4
07-S

C O P Y

March 2, 1970

Mr. George W. Bohn, 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. Bohn:

Subject: Transfer of Frontage Roads in Summit County

On February 13, 1970, the Utah State Road Commission adopted a resolution proposing that the frontage roads constructed as a part of projects I-80-4(17)141 and I-IG-80-4(10)153 in Summit County be relinquished and conveyed to the jurisdiction of Summit County, subject to the conditions outlined in the resolution.

As indicated in the resolution, this action will become effective upon concurrence of the Bureau of Public Roads in the relinquishment and conveyance of these frontage roads to the jurisdiction of Summit County.

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Transmittal

BDB:WDMears:bt

FORM PR-121 (5-68)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED

MAR 6 1970

UTAH STATE DEPT. OF HIGHWAYS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
UTAH DIVISION

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

DATE: March 5, 1970

In reply refer to: 09-42.71

FROM : George W. Bohn
Division Engineer
Salt Lake City, Utah

SUBJECT: Transfer of Frontage Roads in Summit County

We have reviewed the resolution adopted by the Road Commission on February 13, 1970, whereby certain frontage roads on Projects I-80-4(17)141 and I-IG-80-4(10)153, are relinquished to the jurisdiction of Summit County.

Under the conditions outlined in the resolution, we concur with the action taken by the Road Commission.

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN THIS ORIGINAL TO CENTRAL FILES AFTER ACTION HAS BEEN COMPLETED.

Dale Burningham

	INITIAL	ACTION

R-Return to Sender
S-Signature
P-Prepare Reply for my Signature

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

UTAH STATE DEPARTMENT OF HIGHWAYS

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

Same letter sent to: Mr. Norm Hancock, Game Management Section, Fish & Game

Resolutions & Location
Maps sent to:

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

March 12, 1970

C O P Y

Mr. Carlos L. Porter, Chairman
Summit County Commission
Summit County Courthouse
Coalville, Utah 84017

Dear Mr. Porter:

Subject: Transfer of Frontage Roads in Summit County

Effective March 5, 1970, the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads, approved the transfer of those frontage roads in Summit County constructed as a part of Projects I-80-4(17)141 and I-IG-80-4(10)153 to the jurisdiction of Summit County.

By this action Summit County "B" mileage will increase 4.2 miles on Project I-IG-4(10)153 and 7.6 miles on Project I-80-4(17)141, a total of 11.8 + - miles.

Attached are the copies of the resolutions and location maps.

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Attachment

WDM:RDent:bt

UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
SUMMIT COUNTY

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

File

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

RESOLUTION

State Route 2 cpk 22-2-3

WHEREAS, with the completion of Interstate Project I-80-4(9)160 from Coalville to Echo Junction in Summit County, a distance of 5.198 miles, and

WHEREAS, the State law relates that State Route 2 will traverse the alignment of Interstate Route 80, and

WHEREAS, the State law relates that state routes used as interstate traveled-way will remain state responsibility until these segments are replaced by completed interstate projects, and

WHEREAS, the old alignment of State Route 2 will still serve as a public road though not justified as a part of the State System of Highways, and

WHEREAS, to maintain continuity in the State and Federal-aid System of Highways, the necessary action must be taken.

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

That the highway constructed on new alignment as a result of Project I-80-4 (9)160 be designated as a part of State Route 2.

That the old alignment of State Route 2 from the junction with State Route 280 northerly to the north city limits of Coalville be transferred to the jurisdiction of Coalville City.

That the old alignment of State Route 2 from Coalville north city limits northerly to a junction with State Route 2 (I-80) at Echo Junction be transferred to the jurisdiction of Summit County.

That by this action Coalville City "C" System mileage will increase 0.8 + - mile, Summit County "B" System mileage will increase 4.6 + - miles and State Highway System mileage will decrease 0.2 + - mile.

That application be made to the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads, to relocate Federal-aid Primary Route 2 to be coincident with the new location of State Route 2 between Coalville and Echo Junction.

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

Dated this 24th day of June, 1970.

STATE ROAD COMMISSION OF UTAH

Chairman

Vice-Chairman

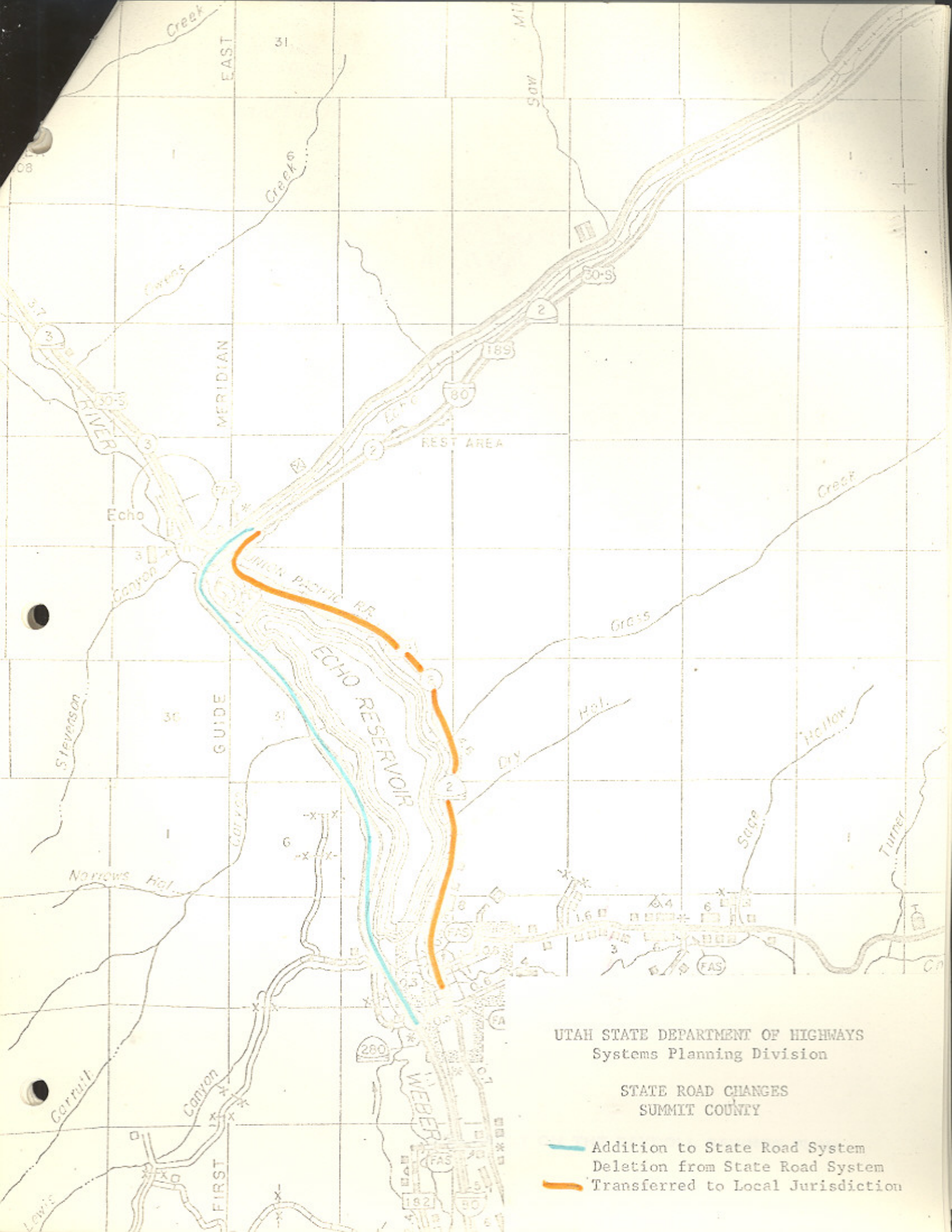
Commissioner

Commissioner

Commissioner

ATTEST:

Secretary



Creek
EAST
Saw
Creek
Owens
MERIDIAN
RIVER
Echo
Canyon
REST AREA
UNION PACIFIC RR
ECHO RESERVOIR
Grass
Creek
Dry Hol.
Hollow
Sage
Turner
Stevenson
GUIDE
Canyon
Narrows Hol.
Carruth
Canyon
FIRST
WEBER
Lewis
30-S
189
80
280
192
FAS
UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division
STATE ROAD CHANGES
SUMMIT COUNTY
Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
UTAH DIVISION

RECEIVED
JUL 21 1970
UTAH STATE
DEPT. OF HIGHWAYS

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

DATE: July 20, 1970

In reply refer to: 09-42.4

FROM : George W. Bohn
for Division Engineer C. A. Culp
Salt Lake City, Utah

SUBJECT: Utah Systems - Relocation of Federal-aid Primary Route 2
in Summit County

As requested in your July 2 memorandum the transfer of FAP Route 2 to the new location created by construction of Interstate Project I-80-4(9)160 from Coalville northerly coincident with Interstate Route 80 to Echo Junction is approved.

Approval of this transfer does not change the approved route description but will decrease the State highway mileage by about 0.2 mile.

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN THIS ORIGINAL TO CENTRAL FILES AFTER ACTION HAS BEEN COMPLETED.

	INITIAL	ACTION

I-Initial	R-Return to Sender
C-Comment	S-Signature
A-Approval	P-Prepare Reply for
N-Necessary Action	My Signature

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

UTAH STATE DEPARTMENT OF HIGHWAYS

09-42.41
07-S

C

O

P

Y

July 2, 1970

Mr. George W. Bohn, 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. Bohn:

Subject: Relocation of Federal-aid Primary Route 2 in Summit County

On June 26, 1970, the Utah State Road Commission adopted a resolution transferring the designation of State Route 2 from Coalville northerly coincident with Interstate Route 80 to Echo Junction.

To maintain continuity in the Federal-aid Primary System of Highways we hereby request that the designation of Federal-aid Primary Route 2 be relocated to be coincident with the new location of State Route 2 between Coalville and Echo Junction. Relocation of this route will result in an increase of 0.2 + - mile in the Federal-aid Primary System of Highways.

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Attachments

WDMears:bt

UTAH STATE DEPARTMENT OF HIGHWAYS

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

Same letter sent to: Mayor Edwin LaVar Judd, Coalville City

Resolution & location map sent to:

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

August 4, 1970

C O P Y

Mr. Carlos L. Porter, Chairman
Summit County Commission
Summit County Courthouse
Coalville, Utah 84017

Dear Mr. Porter:

Subject: Transfer of old State Route 2 to local jurisdiction in Coalville City and Summit County

Effective June 26, 1970, the State Road Commission adopted a resolution to transfer a portion of old State Route 2 from State Route 230 in Coalville, north to Echo Junction to the jurisdiction of Coalville City and Summit County.

On July 20, 1970, the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads, approved the transfer of Federal-aid Primary Route 2 on this section to the new alignment of Interstate Route 80.

By this action Coalville City "C" mileage will increase 0.3 + - mile, Summit County "B" mileage will increase 4.6 + - miles.

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

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Attachment

SR-2 #58
35

Relinquishment of Realigned Highways
Authority: Sec. 27-12-29, UCA, 1953, As Amended

R E S O L U T I O N

State Routes 2 and 58

Relinquishment of State Constructed Access Roads

WHEREAS, the construction of interstate project I-80-1(7)1, first and second contracts, from Wendover to Knolls in Tooele County has resulted in the construction on new alignment sections of new roadway and access roads, and

WHEREAS, the old alignment of State Route 2 will serve as a public road though not justified as part of the state system of highways, and

WHEREAS, the access roads were constructed to provide access to existing roads and the Bonneville Salt Flats race track area, and

WHEREAS, it has been recommended by Mr. J. Quintin Adair, District Engineer, and concurred in by the Tooele County Commission that the old alignment of State Route 2 from State Route 58 east of Wendover to a point near Knolls and the access roads designated as county roads numbers 1 and 2, be transferred to the jurisdiction of Tooele County.

NOW THEREFORE, pursuant to the Authority of Section 27-12-29, UCA, 1953, As Amended, it is hereby resolved as follows:

That the portion of highway constructed on new alignment from engineers station 92+00 E.B.L. to 2156+00 W.B.L. on project I-80-1(7)1 be designated as a part of State Route 2.

That the portion of highway constructed on new alignment from engineers station 84+21 to 63+76 "L" line, 7+49 to 32+00 "S" line and 3+44 to 26+67 "R" line on project I-80-1(7)1 be designated as part of State Route 58, providing a connection between Wendover and Interstate Route 80.

That the old alignment of State Route 2 between engineers station 84+21 on

the "L" line east to 71+67 on the "M" line and from 27+37 on the "F-1" line easterly to the new alignment of State Route 2, be abandoned and obliterated.

That the remaining old alignment of State Route 2, the new connection "M" line to State Route 58 and the new connection "F-1" line to the new alignment of State Route 2 near Knolls be transferred to the jurisdiction of Tooele County.

That the Utah State Road Commission relinquishes and conveys the access roads designated as county roads numbers 1 and 2 (as noted on the attached map sheet) to Tooele County for use as public roads.

That by this action State Highway System mileage will increase 0.4 + - mile and Tooele County "B" System mileage will increase 46.5 + - miles.

That the letter from the Tooele County Commission and the memorandum from Mr. J. Quintin Adair, pertaining to the disposition of the subject Roads, be hereby incorporated as a part of the original submission.

That the map attached illustrating the action taken herewith be hereby incorporated as a part of the original submission.

Dated this 22nd day of May, 1970.

STATE ROAD COMMISSION OF UTAH

Chairman

Vice-Chairman

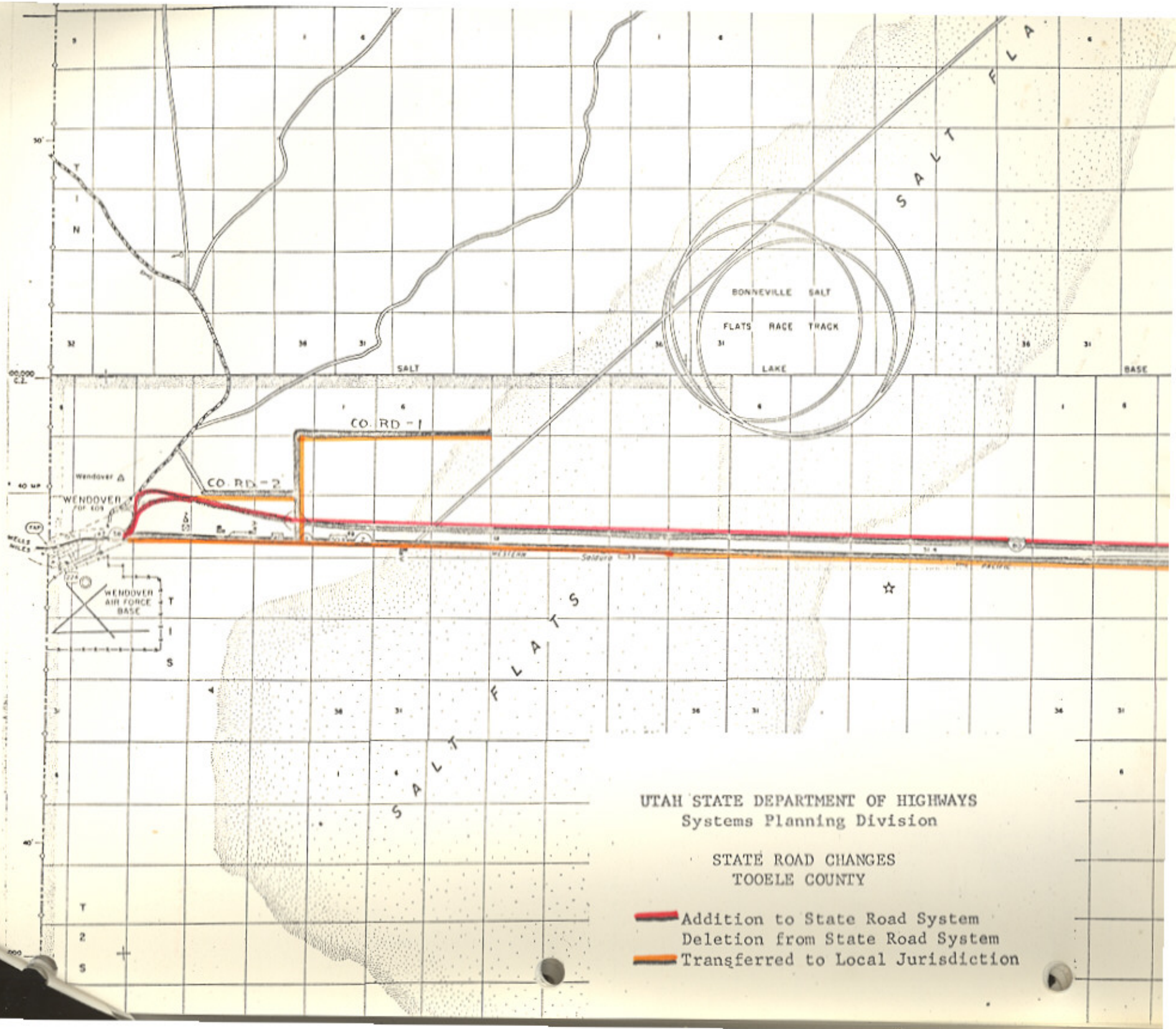
Commissioner

Commissioner

Commissioner

ATTEST:

Secretary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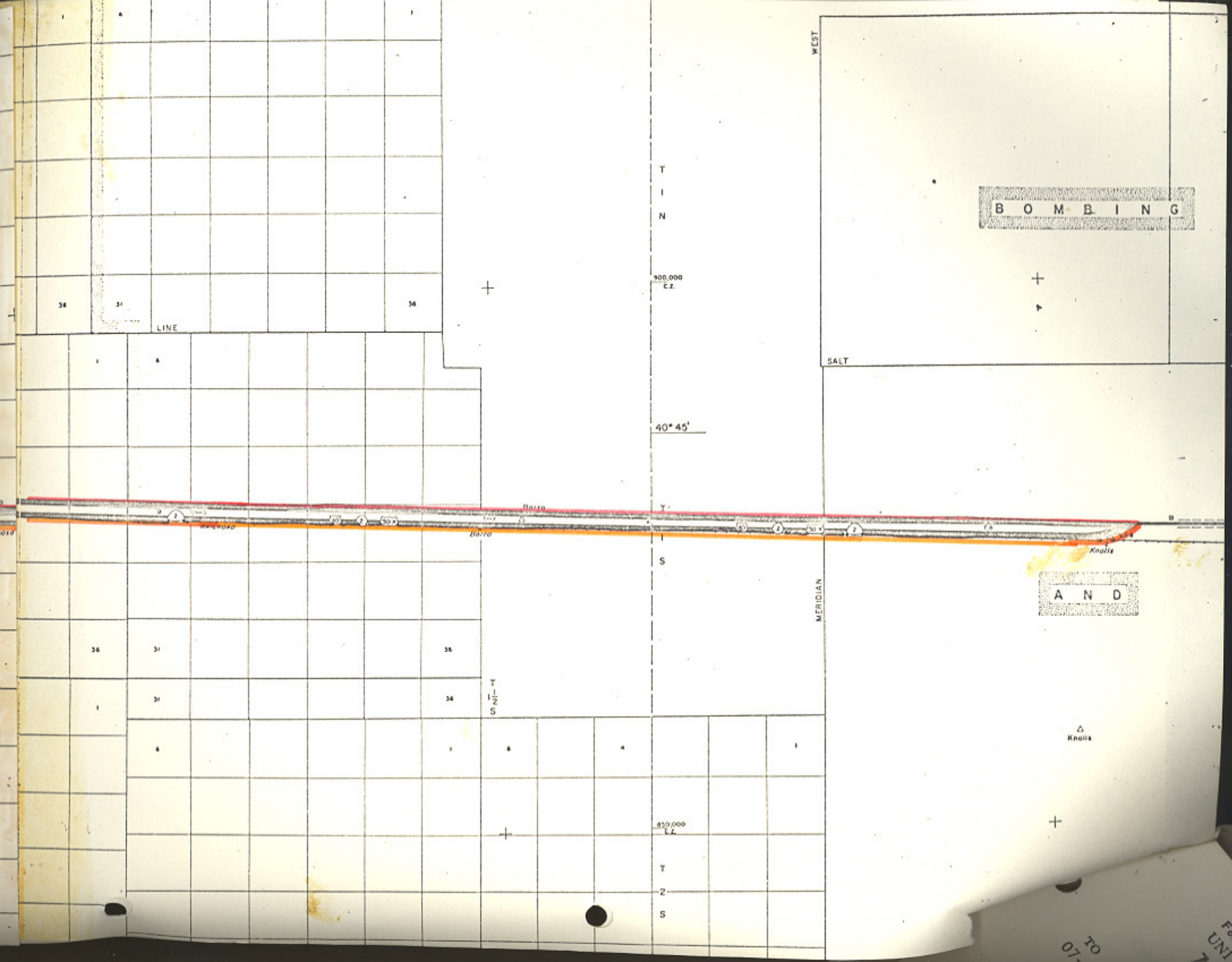
UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division
STATE ROAD CHANGES
TOOELE COUNTY
Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction



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Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
UTAH DIVISION

RECEIVED
JUN 10 1970
UTAH STATE
DEPT. OF HIGHWAYS
FILES

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

DATE: June 9, 1970

In reply refer to: 09-42.4

FROM : George W. Bohn
Division Engineer
Salt Lake City, Utah

SUBJECT: Utah Systems - Federal-aid Primary Route 2 in Tooele County - Relocation of FAP 2 and Relinquishment of State Constructed Access Roads

As requested in your June 2 memorandum the transfer of FAP Route 2 to the new location created by construction of Interstate Project I-80-1(7)1, between Wendover and Knolls in Tooele County, is approved.

Approval of this transfer does not change the approved route description but increases the Federal-aid Primary System mileage in Utah by about 0.4 mile.

We also concur with the Utah State Road Commission's May 22 resolution that State constructed access roads on the subject project be relinquished to Tooele County. This change will increase the "B" System mileage in Tooele County by about 46.5 miles.

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN THIS ORIGINAL TO CENTRAL FILES AFTER ACTION HAS BEEN COMPLETED.

Dale Burningham

ROUTED TO	INITIAL	ACTION
I-Information		
C-Comment	R-Return to Sender	
A-Approval	S-Signature	
N-Necessary Action	P-Prepare Reply for my Signature	

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

UTAH STATE DEPARTMENT OF HIGHWAYS

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

Same letter sent to: Clem Church, Chairman
Francis Feltch, Commissioner
Ross Plant, Commissioner
Wayne S. Winters, Commissioner

C O P Y

May 15, 1970

Mr. R. Levaun Cox, Vice-Chairman
Utah State Road Commission
Utah Petroleum Council
10 West 3rd South
Salt Lake City, Utah 84101

Dear Mr. Cox:

Enclosed for your information is a resolution pertaining to the transfer of State constructed roads in Tooele County that will be presented at the next Commission meeting.

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Enclosure

WDMears:bt

SR-2958

Tooele County

Home of the World Famous Bonneville Salt Flats

47 South Main Street, Tooele, Utah, 84074

May 4, 1970

COPY

DISTRICT ENGINEER	
PRE-CONSTRUCTION ENGR.	
CONSTRUCTION ENGR.	
MAINTENANCE ENGR.	
ADMINISTRATION MANAGER	
MOTOR POOL COORDINATOR	
SAFETY COORDINATOR	
DIST. FILES	
PROJECT FILE	
INFO	
SMITH	

COMMISSIONERS

George W. Smith, Chairman
R. Sterling Holladay
George Buzianis

OFFICIALS

Clerk-Auditor
J. Rex Kirk Sr.

Recorder
Ida J. Long

Attorney
Gordon R. Hall

Sheriff
[illegible] Gillette

Treasurer
Norval H. Adams

Assessor
Wendell H. Anderson

Surveyor
Jess W. Duffin

Utah State Department of Highways
J. Quintin Adair, District Engineer
2410 West 21st South
Salt Lake City, Utah

Dear Quintin:

In reference to your letter of April 17, 1970 in regards to the disposition of the frontage road from Wells to Wendover, Utah. I am sorry this letter was not sent to you on your first request but we had discussed this matter with Dave Greenwood in February by telephone, which at this time, Tooele County did accept the responsibility of maintenance of this particular section.

It was my understanding at this time with Mr. Greenwood that it would be included in the 1970 B Road allocation. If this has not been done, I would appreciate your notifying me. We have recently inspected the above mentioned road and found it to be in need of some repairs. As you are well aware, Tooele County is in no position to spend any large sums of money to upgrade this frontage road.

Kindest Regards,

George Buzianis

GEORGE BUZIANIS
Tooele County Commissioner

GB/sc

RECEIVED 1970

-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: May 7, 1970

TO : B. Dale Burningham, Planning Statistics Supervisor

FROM : J. Quintin Adair, District Engineer, District Two

SUBJECT: Frontage Road, US-40

Tooele County has concurred in taking over the frontage roads as shown on the two attached maps. We would like to have your department process this as soon as possible so Tooele County may receive their class "B" funds for the coming year.

/bm

Attachments

cc: David Greenwood
J. Rex Kirk, Tooele County Clerk

UTAH STATE DEPARTMENT OF HIGHWAYS

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

Same letter sent to: Norm Hancock, Game Management Section

Resolution & location map sent to:

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

June 16, 1970

C O P Y

Mr. George Willis Smith, Chairman
Tooele County Commission
Tooele County Courthouse
Tooele, Utah 84017

Dear Mr. Smith:

Subject: Transfer of Federal-aid Primary Route 2 and State Constructed Access Roads in Tooele County

Effective June 10, 1970, the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads, approved the transfer of Federal-aid Primary Route 2, from the old alignment of US-40 to the new alignment of Interstate Route 80 from Wendover to Knolls.

Effective this same date, the Bureau of Public Roads approved the transfer of those state constructed frontage and access roads created by the construction of Project I-80-1(7)1, to the jurisdiction of Tooele County.

By this action Tooele County "B" System mileage will increase 46.5 + - miles.

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

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Attachment

Frontage Roads Summit Co

38

Dale

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

R E S O L U T I O N

State Route 2

Relinquishment of State Constructed Frontage Roads

WHEREAS, the completion of Interstate Project I-80-4(17)141 has resulted in the construction on new alignment, a new roadway from a point west of Kimball Junction to a point east of Silver Creek Junction in Summit County, and

WHEREAS, the construction of this project has resulted in the construction of frontage roads within this area, and

WHEREAS, the remaining alignment of the old roadway will serve as a frontage road, and

WHEREAS, the constructed frontage roads will serve as public roads though not justified as a part of the State System of Highways, and

WHEREAS, it has been recommended by Mr. J. Q. Adair, District Engineer, and concurred in by the Summit County Commission that these frontage roads be relinquished and conveyed to the jurisdiction of Summit County, and

WHEREAS, these frontage roads are within the right of way of the Interstate Project, and

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission designating Interstate Route 80 as State Route 2 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:

That all portions of highway constructed as a result of Project I-80-4(17) 141 be designated as a part of State Route 2.

That the Utah State Road Commission relinquishes and conveys the frontage

roads as noted on the attached map to Summit County for use as public highways, subject to the following conditions:

a. That Summit County may not abandon these roads as public roads without prior approval of the Utah State Road Commission and the Bureau of Public Roads.

b. That should it be found at any time that any part of the facilities relinquished are required for the safe and proper operation of the Federal-aid highway, the facilities will revert to the State Road Commission without cost.

That the maps showing the roadways to be relinquished are hereby incorporated as a part of this submission.

That the letter from Mr. J. Q. Adair to Carlos L. Porter, Chairman, Summit County Commission, relating to the roads to be transferred to the jurisdiction of Summit County be hereby incorporated as a part of this submission.

That the letter of acceptance and resolution from the Summit County Commission be hereby incorporated as a part of this submission.

That by this action Summit County "B" mileage will increase 7.6 + - miles.

That the relinquishment and conveyance of these frontage roads become effective upon the approval of the Bureau of Public Roads indicating concurrence in the aforementioned relinquishment and conveyance of roads in accordance with Policy and Procedure Memorandum 80-5.

Dated this 15th day of February, 1970.

STATE ROAD COMMISSION OF UTAH

Glen H. Church
Chairman

R. LaVaun Cox
Vice-Chairman

Wayne S. Wunder
Commissioner

Ross H. Plant
Commissioner

Travis Feltch
Commissioner

ATTEST:

Donald A. Beasley
Secretary

...SIONERS
...RTER
...E. WOOLSTENHULME
...MURNIN

Summit County
State of Utah

COALVILLE, UTAH
84017

REED D. PACE COUNTY CLERK
BLANCHE R. YOUNG TREASURER
WANDA Y. SPRIGGS RECORDER
ROBERT F. ORTON ATTORNEY
RONALD R. ROBINSON SHERIFF
GAIL R. SIDDOWAY ASSESSOR

Jan. 14, ~~1969~~ 1970

Utah State Dept. of Highways
525 West 13th So.
Salt Lake City,Utah

RECEIVED
JAN 16 1970
UTAH STATE
DEPT. OF HIGHWAYS
CENTRAL FILES

Gentlemen;

The Board of County Commissioners of Summit County will accept as County responsibility for maintenance the following roads in Summit County;

The frontage road on both the north and south sides of I-80 from west of Kimball's Junction to east of Silver Creek Junction for a distance of approximately 6 3/4 miles.

The frontage road on the west side of I-80 between Coalville and Wanship for a distance of approximately 4 miles.

An additional 1.04 miles in Summit Park sub-division.

With this acceptance, we respectfully request that these roads be placed on the Class "B" system of Summit County.

Yours Truly,

Reed D Pace
Summit County Clerk
Reed D. Pace

cc Mr. David Greenwood
room 629 State office bldg
Salt Lake City,Utah

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN THIS ORIGINAL TO CENTRAL FILES AFTER ACTION HAS BEEN COMPLETED.

	INITIAL	ACTION
Greenwood		

I-Information
C-Comment
A-Approval
N-Necessary Action
R-Return to Sender
S-Signature
P-Prepare Reply for my Signature

FORM PR-121 (5-68)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED

MAR 6 1970

UTAH STATE
DEPT. OF HIGHWAYS
CENTRAL FILES

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
UTAH DIVISION

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

DATE: March 5, 1970

In reply refer to: 09-42.71

FROM : George W. Bohn
Division Engineer
Salt Lake City, Utah

SUBJECT: Transfer of Frontage Roads in Summit County

We have reviewed the resolution adopted by the Road Commission on February 13, 1970, whereby certain frontage roads on Projects I-80-4(17)141 and I-IG-80-4(10)153, are relinquished to the jurisdiction of Summit County.

Under the conditions outlined in the resolution, we concur with the action taken by the Road Commission.

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN THIS ORIGINAL TO CENTRAL FILES AFTER ACTION HAS BEEN COMPLETED.

Dale Burningham

	INITIAL	ACTION

R–Return to Sender
S–Signature
P–Prepare Reply for my Signature

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

UTAH STATE DEPARTMENT OF HIGHWAYS

bcc: Wayne S. Winters, State Road Commissioner
D. L. Greenwood, B & C Roads Administrator
B. Dale Burningham, Planning Statistics Supv.
J. W. Pritchard, Dist. Preconstruction Engr.
Kenneth Hepworth, Dist. Construction Engr.
Robert Wheadon, District Maintenance Engr,
District File
Central File

B Dale Burningham

COPY

7 November 1969

Carlos L. Porter, Chairman
Summit County Commission
Coalville, Utah 84017

Dear Commissioner Porter:

DISPOSITION OF STATE CONSTRUCTED FRONTAGE ROAD
SILVER CREEK JCT. to KIMBALL'S JCT.

The State Road Commission is interested in transferring the following section of road to Summit County for maintenance responsibility: (See attached map, road section marked in red.)

> The frontage road on both the north and south sides of I-80 from west of Kimball's Junction to east of Silver Creek Junction for a distance of approximately 6 3/4 miles.

If Summit County approves the acceptance of this section of road, we would appreciate receiving a letter of your approval at an early date. Then, as soon as the State Highway Department approves the transaction, you will be credited with "B" funds for its future maintenance.

Yours truly,

J. QUINTIN ADAIR
District Engineer

JQA/mmc

cc: Reed D. Pace, Summit County Clerk

Attachment (1)

UTAH STATE DEPARTMENT OF HIGHWAYS
Statewide Planning Division

STATE ROAD CHANGES
SUMMIT COUNTY

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

UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
SUMMIT COUNTY

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

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

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Engineer for Transportation Planning

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Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin [illegible]
Mr. Ralph [illegible]