Route 33

Updated: October 2005

Castle Gate to Duchesne. Duchesne (formerly Theodore) - Colton, October 12, 1910, revised to connect at Castle Gate May 4, 1912.

1953 Description:
From Castle Gate on Route 8 northeasterly to Duchesne on Route 6.

Approved by 1963 Legislature:
****(***(A) Scanned**)**
Approved by 1965 Legislature:

1967 Legislature:
*(B)
1975 Legislature: Description remains the same.

*(C) 1981 Commission Action 9-4-81
SR-33 withdrawn as a State Route and transferred in its entirety on the same alignment to SR-191.
Approved by 1983 Legislature effective May 10, 1983.

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

Route 33

COUNTY/VOLUME & RESOLUTION NO.

A. Duchesne Co. 1/88	**B**. Duchesne Co. 2/15	**C**. Carbon & Duchesne Co. 6/37

DESCRIPTION OF RESOLUTION CHANGE

(**A**). Relocation/New Alignment - Transferred back to adjacent property owners between Engineer Stations 582 and 758. Also transferred to United States Forest Service old alignment between Engineer Station 758 and 843+50, project No. S-0259(5).

(**B**). Relocation/New Alignment - From Indian Canyon Summit northerly 4.454 miles.

(**C**). Re-designation - SR-33 in its entirety re-designated as a portion of SR-191, also US-191.

SR-33
88

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

RESOLUTION

State Route 33

WHEREAS, with the completion of Project S-0259(5) from the Carbon-Duchesne County line northerly, a distance of 7.105 miles has resulted in the construction on new alignment sections of new roadway and,

WHEREAS, portions of the old alignment will still serve as a public roadway although not justified as a part of the State System of Highways and,

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

WHEREAS, it has been recommended by Mr. Earl A. Johnson, District Engineer, that the road changes be made as follows.

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

1. That all portions of highway constructed on new alignment as a result of Project S-0259(5) be designated as a part of State Route 33.

2. That the old alignment of State Route 33 between Stations 582 +- to 758 +- be abandoned from the State System of Highways.

3. That since the State did not own free title to the land, that portion of old State Route 33 between Engineer Stations 582 +- to 758 +- should revert to the adjacent owner.

4. That the old alignment of State Route 33 between Engineer Stations 758 +- to 843 + 50 be transferred to the jurisdiction of United States Forest Service.

5. That by this action State Highway System mileage will decrease 0.3 +- mile.

6. That Exhibit "A" attached herewith illustrating the action taken here-

with is hereby incorporated as a part of this submission.

Dated this 17th day of December, 1965.

STATE ROAD COMMISSION OF UTAH

Chas Strong
Acting Chairman

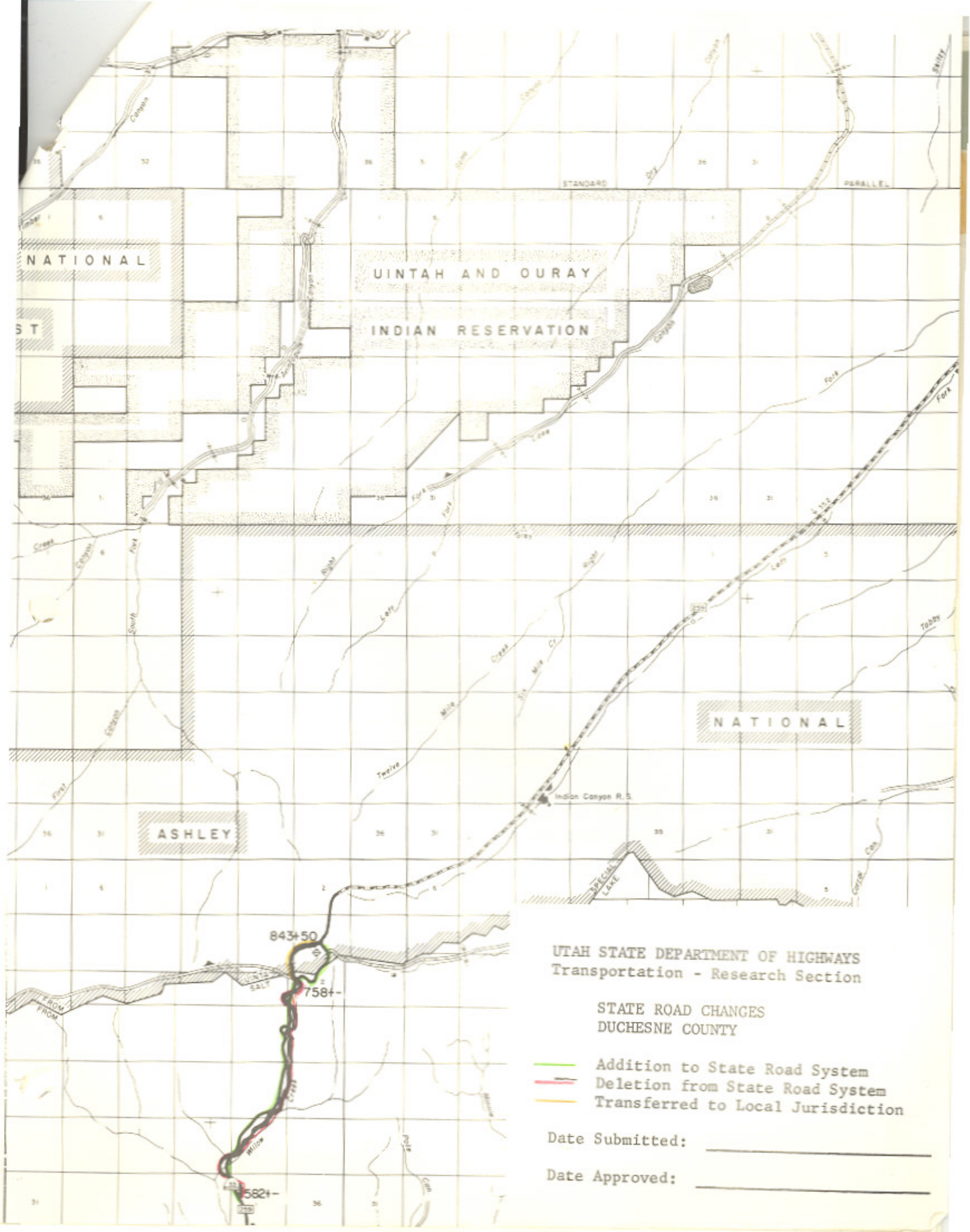
Clem H Church
Commissioner

Ernest H Balch
Commissioner

Francis Tuttle
Commissioner

ATTEST:

Ronald A. Feenley
Secretary


NATIONAL
UINTAH AND OURAY
INDIAN RESERVATION
NATIONAL
ASHLEY
Indian Canyon R.S.
SPECIAL LAKE
843+50
758+-
582+-
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section
STATE ROAD CHANGES
DUCHESNE COUNTY
Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction
Date Submitted:
Date Approved:

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 33

WHEREAS, with the completion of Project S-0259-(7) from Indian Canyon Summit northerly, a distance of 4.454 miles has resulted in the construction on new alignment sections of new roadway and,

WHEREAS, remaining portions of the old alignment will no longer serve as a public roadway and,

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

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

1. That all portions of highway constructed on new alignment as a result of Project S-0259-(7) be designated as a part of State Route 33.

2. That all remaining portions of the old alignment of State Route 33 be abandoned from the State System of Highways.

3. That by this action State Highway System mileage will decrease 0.1 + - mile.

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

Dated this 10th day of February, 1967.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

RESOLUTION
State Route 33
Page 2

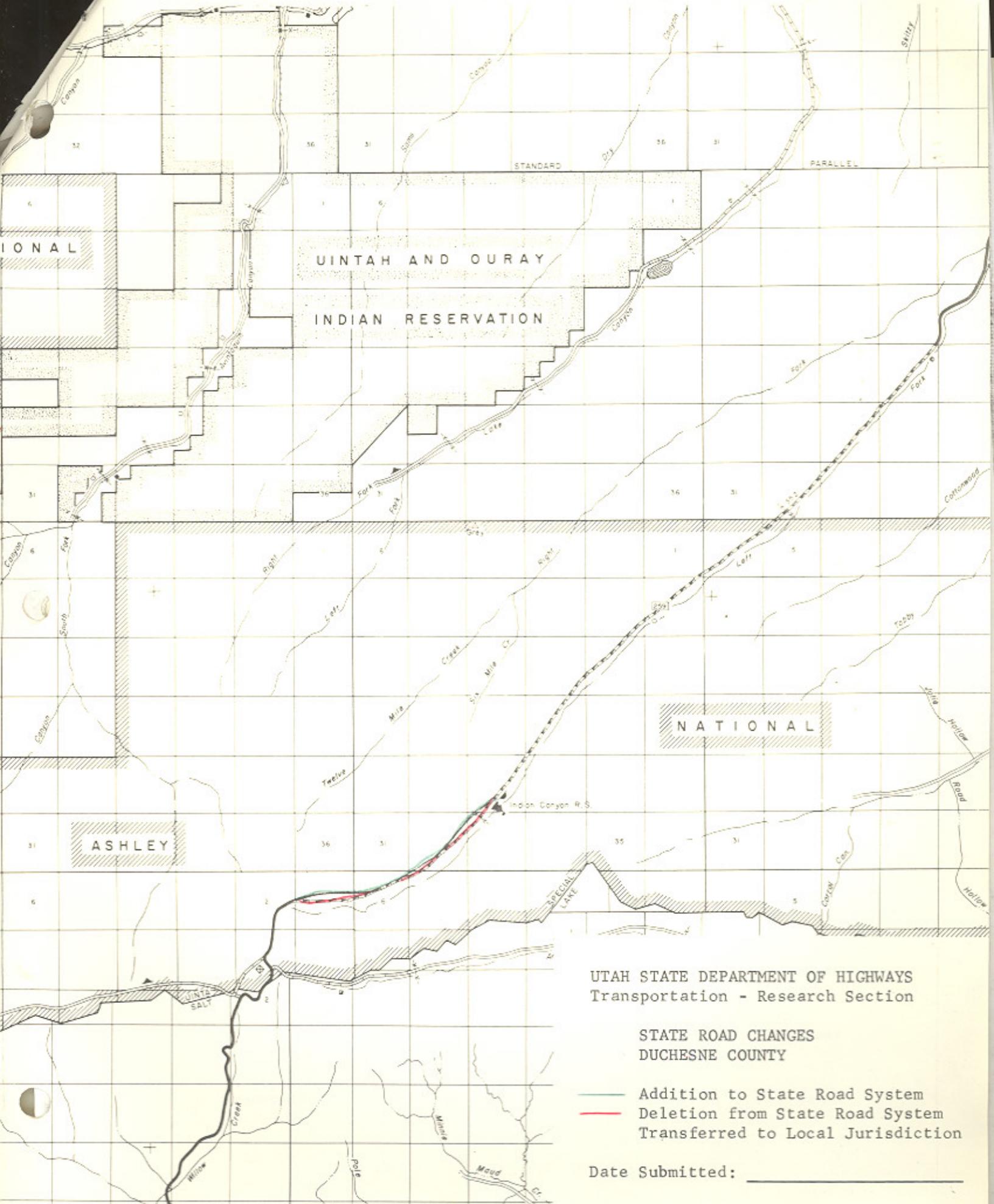
Commissioner

Commissioner

Commissioner

ATTEST:

Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES
DUCHESNE COUNTY

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

Date Submitted: _____

DIRECTOR
HENRY C. HELLAND

09-42.4
70-RE

STATE HIGHWAY ENGINEER
BLAINE J. KAY

Utah State Department of Highways

State Office Building

Salt Lake City, Utah 84114

February 24, 1967

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

Dear Mr. Watt:

Subject: Transfer to a new alignment a portion of State Route 33 in Duchesne County

Effective February 10, 1967, the State Road Commission adopted a resolution transferring a portion of State Route 33 in Duchesne County to a new alignment, from Indian Canyon Summit northerly, a distance of 4.454 miles.

The old alignment will no longer serve as a public road and is abandoned from the State System of Highways.

By this action State Highway System mileage is decreased 0.1 + - mile.

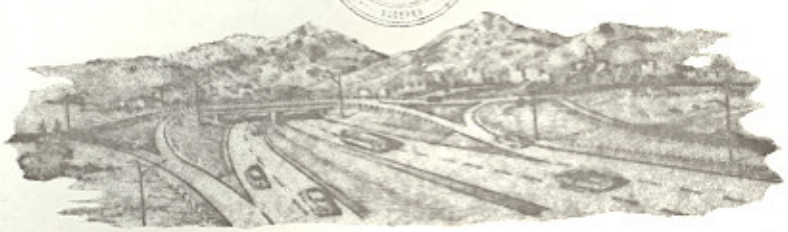
Transmitted is a copy of the resolution and a location map.

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Transmittal

DIRECTOR
HENRY C. HELLAND



STATE HIGHWAY ENGINEER
BLAINE J. KAY

Utah State Department of Highways

State Office Building

Salt Lake City, Utah 84114

February 24, 1967

Wm. J. Ostler, Chairman
Duchesne County Commission
Duchesne, Utah 84021

Dear Mr. Ostler:

Subject: Transfer to a new alignment a portion of State Route 33 in Duchesne County

Effective February 10, 1967, the State Road Commission adopted a resolution transferring a portion of State Route 33 in Duchesne County to a new alignment, from Indian Canyon Summit northerly, a distance of 4.454 miles.

The old alignment will no longer serve as a public road and is abandoned from the State System of Highways.

By this action State Highway System mileage is decreased 0.1 + - mile.

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

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Transmittal

Statewide

RESOLUTION

Addition and Redesignation of Various State Routes

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

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

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

NOW THEREFORE, be it resolved as follows:

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

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

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

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

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

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

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

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

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

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

Dated this 4th day of September, 1981.

UTAH TRANSPORTATION COMMISSION

R. La Vaun Ez
Chairman

Wayne S. Winters
Vice Chairman

Samuel J. Fayle
Commissioner

on and Redesignation of Various State Routes
23

Glen H. Church
Commissioner

Charles Claybaugh
Commissioner

ATTEST:

Elva H. Anderson
Secretary

COMMISSION

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

RONALD A. FERNLEY
SECRETARY

Director
William D. Hurley, P.E.

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

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

Subject: Addition and Redesignation of Various State Routes

Dear Sir:

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

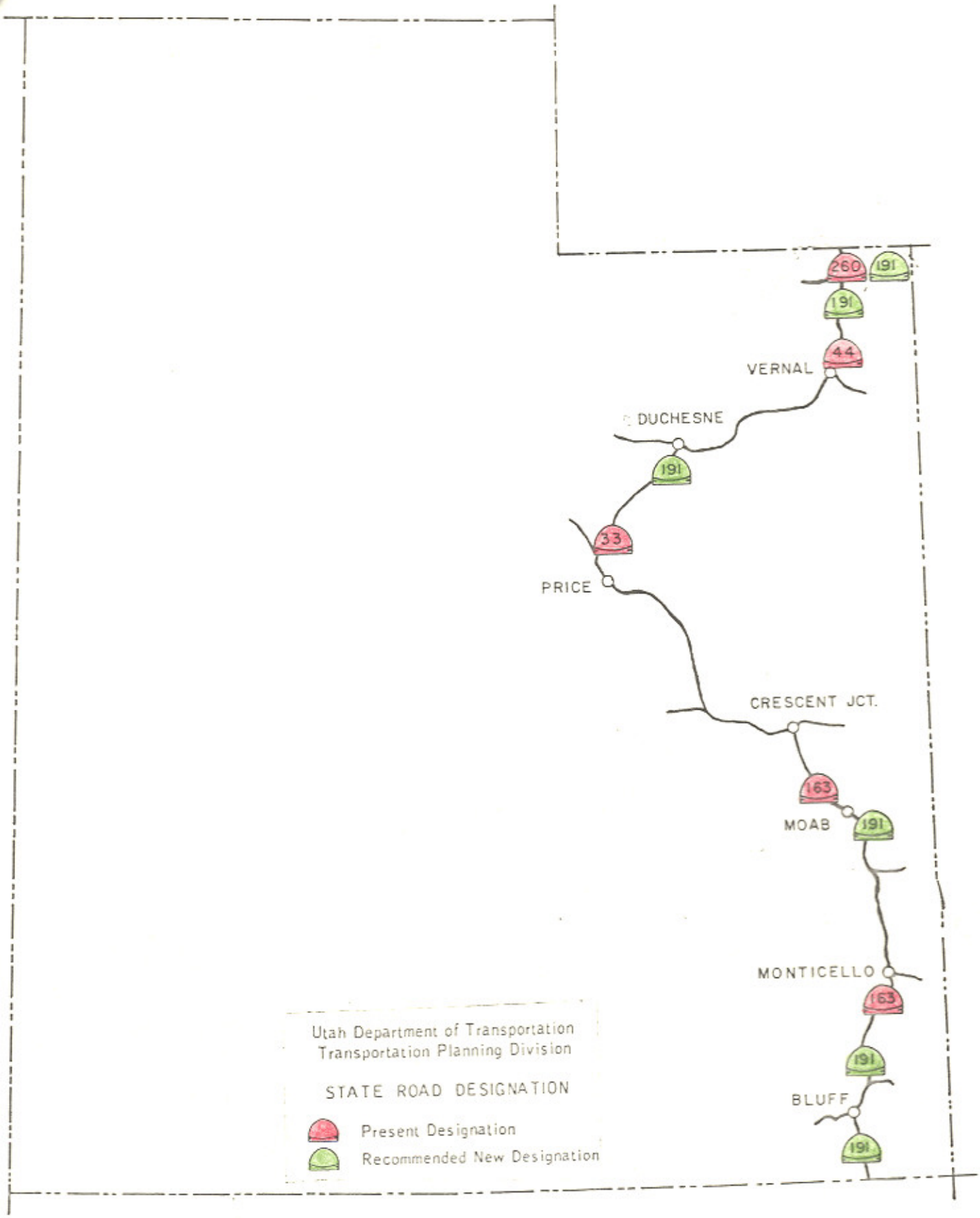
Enclosed is a copy of the resolution and a location map.

Very truly yours,

W. Ronald Delis

W. Ronald Delis
Engineer for Transportation Planning

Enclosure


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

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: October 8, 1981

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

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

SUBJECT: Addition and Redesignation of various State Routes

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

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

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

Attachment

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

AN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

ERSTATE 00

U S 00

AN APPLICATION
FROM THE STATE HIGHWAY OR TRANSPORTATION
DEPARTMENT OF

UTAH

FOR

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

BETWEEN

West Yellowstone
Montana and Chambers, Arizona

The Following
State or States are
Involved:

Montana

Wyoming

Arizona

Date Received 9/19/80

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

Date to Route Number Committee 6/25/81

Date considered by Executive Committee 6/26/81

Action of Executive Committee Extension of US Route 191 PPProved

Member Department Notified 6/30/81

(This block to be completed by AASHTO General Office)

Date Submitted:

September 10, 19 80

* A local vicinity map needed on Page 3. On Page 5 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice. If there are deficiencies, they should be so indicated in accordance with Page 4 instructions.

SUBMIT SIX COPIES

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

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

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

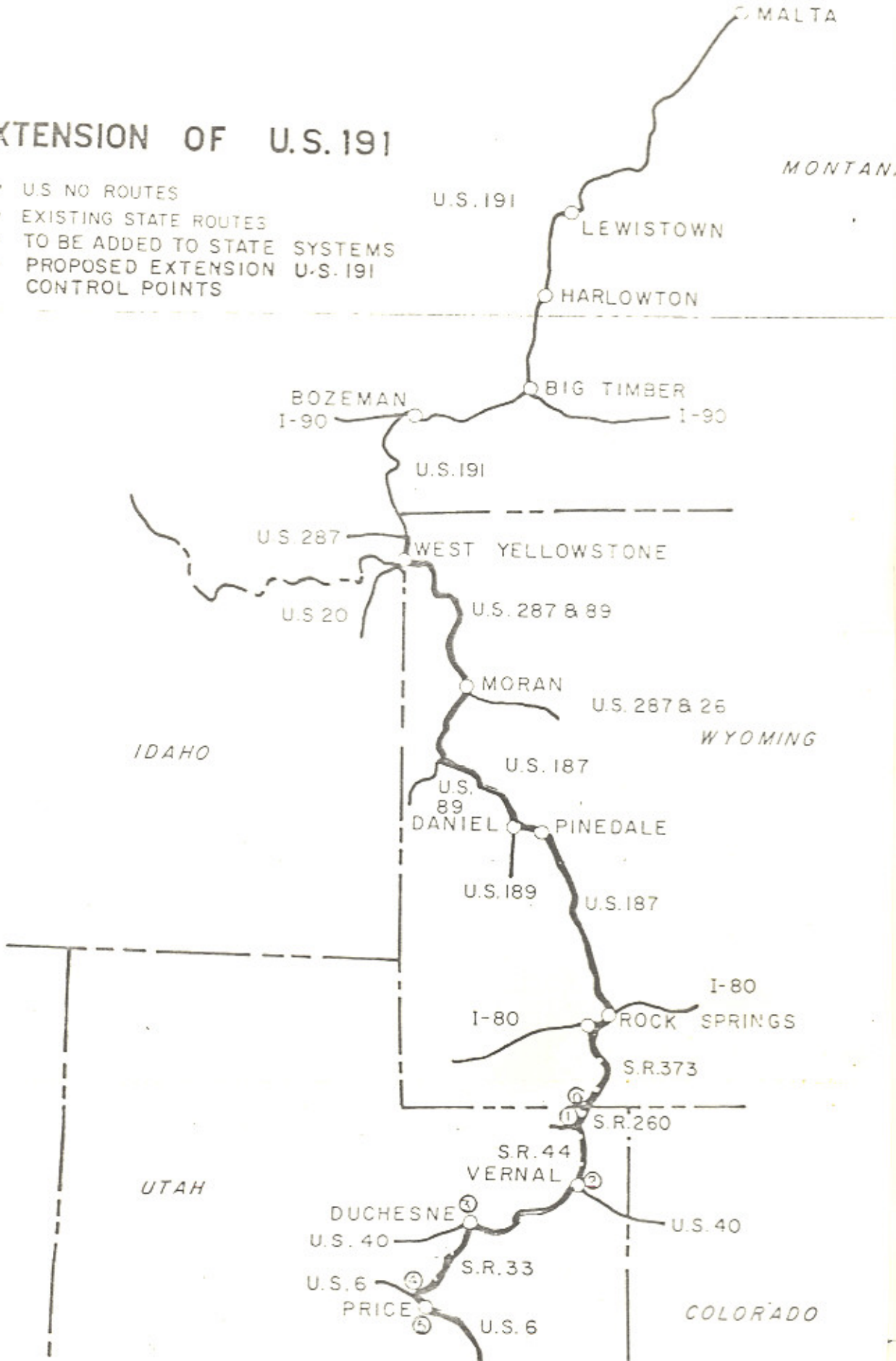
The extension of this route would provide a continuous north and south U.S. route through the eastern part of Utah. Thus, being in keeping with AASHTO Route Numbering policy providing a U.S. route connecting four States, Montana, Wyoming, Utah and Arizona. This extension of U.S. 191 would also result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

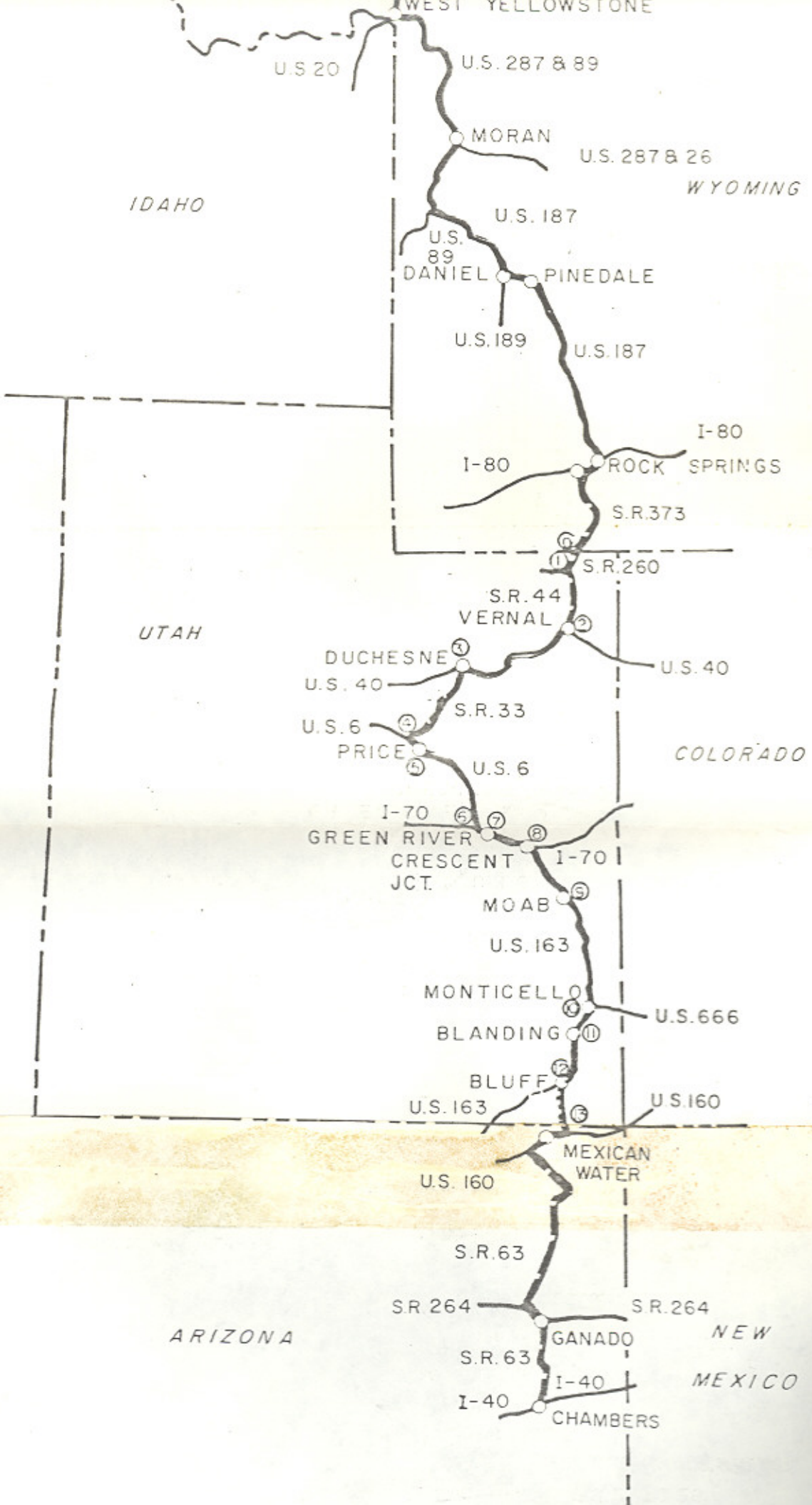
Date facility available to traffic The section of highway from Bluff to US-160 will be open to traffic by November 1980. All other sections are open to traffic now.

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

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

PROPOSED EXTENSION OF U.S. 191




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

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

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

US-191

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

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

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

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

(Signature)

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

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

US 191 PROPOSAL

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

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

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

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

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

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