Route 55

Updated: October 2005

Cedar Breaks Junction on 14 to Cedar Breaks, June 17, 1927, by Commission as Forest Project.

1953 Description:
From Cedar Breaks Junction on Route 14 to the south boundary of Cedar Breaks National Monument.

Approved by 1963 Legislature:
Approved by 1965 Legislature:

1967 Legislature:

1969 Legislature:
Withdrawn as a state route (re-designated SR-143 by the **1969 Legislature**).

1975 Description:
*(A) Designated state Route 55 by Commission action 8/8/75.
From the southeast connection with the Price By-Pass northwesterly to Main Street and Carbon Avenue, thence westerly coincident with Carbon Avenue to First North Street, thence westerly coincident with First North Street and the proposed connection to the Price By-Pass.

1977 Legislature -Description:
From Route 27 west of Price easterly coincident with First North Street to Carbon Avenue, thence south coincident with Carbon Avenue to Main Street, thence easterly and southerly to Route 27 near Price southeast incorporate limits.
*(B)
1979 Legislature:
From route 6 west of Price easterly coincident with First North Street to Carbon Avenue; thence south coincident with Carbon Avenue to Main street; thence easterly and southerly to route 6 near Price Southeast Incorporate Limits.

1983 Legislature: Description remains the same.
1985 Legislature: Description remains the same.
1986 Legislature: Description remains the same.
1987 Legislature: Description remains the same.
1988 Legislature: Description remains the same.
1990 Legislature: Description remains the same.

Route 55 Cont.

1992 Legislature: Description remains the same.
1993 Legislature: Description remains the same.
1994 Legislature: Description remains the same.

1995 Legislative Description:
From Route 6 west of Price easterly coincident with First North Street to 3m East Street; thence south coincident with 3rd East Street to Main Street; thence easterly and southerly to Route 6 near Price southeast corporate limits.

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

1998 Legislative Description:
From Route 6 west of Price easterly on First North Street to 3rd East Street; then south on 3rd East Street to Main Street; then easterly and southerly to Route 6 near Price southeast corporate limits.

1999 Legislature: Description remains the same.
2000 Legislature: Description remains the same.
2001 Legislature: Description remains the same.
2002 Legislature: Description remains the same.
2003 Legislature: Description remains the same.
2004 Legislature: Description remains the same.

* Refers to resolution index page following.

Route 55

COUNTYNOLUME & RESOLUTION NO.

A. Carbon Co. 5/33 **B.** Carbon Co. 6/17

DESCRIPTION OF RESOLUTION CHANGE

(A). Addition-	From Connection with Price by Pass and along old alignment of southern connection with Price by Pass.
(B). Re-designation -	From Main Street via Carbon Avenue to 1st North Street to 3rd East Street and from 1st North Street via 3rd East to Main Street.

File

28-54
SR 27.55
Carbon 33

R E S O L U T I O N

Relocation Federal-aid Primary Route 28
Addition Federal-aid Primary Route 54
Relocation State Route 27
Addition State Route 55

4-27-P
4-27-B
4-27-2
4-27-3
4-24-1

WHEREAS, to permit the Planning and Programming of projects in the Price City area, and

WHEREAS, to provide continuity of Federal-aid and State Routes, and

WHEREAS, the designation of these Federal-aid Primary Routes are in keeping with the Functional Classification as outlined in the Federal-aid Highway Act of 1973, and

WHEREAS, the redesignation and designation of State Routes within this area are in keeping with the Utah Highway Code, Section 27-12-27, UCA, 1953, as amended.

NOW THEREFORE, be it resolved as follows:

That Federal-aid Primary Route 28 be relocated to be coincident with the Price By-Pass Route,

That State Route 27 be relocated to be coincident with the relocation of Federal-aid Primary Route 28,

That the portion of the old location of Federal-aid Primary Route 28 from the southeast connection with the Price By-Pass northwesterly to Main Street and Carbon Avenue, thence north on new location coincident with Carbon Avenue to First North Street, thence westerly coincident with First North Street and the proposed connection to the Price By-Pass be designated as Federal-aid Primary Route 54,

That Federal-aid Primary Route 54 be designated as State Route 55,

That the old location of State Route 27 from Carbon Avenue and Main Street northwesterly to a connection with the Price By-Pass at Blue Cut be transferred to the jurisdiction of Price City and Carbon County respectively,

the maintenance will continue as a responsibility of the Department of Transportation until such time as the Price By-Pass is open to traffic,

That by this action Price City "C" System mileage will increase 0.2 + - mile, Carbon County "B" System mileage will increase 3.6 + - miles and the Federal-aid Primary System mileage will increase 2.8 + - miles. The actual Federal-aid System mileage will be reflected upon completion and approval of the Federal-aid System as of July 1, 1976,

That application be made to the Federal Highway Administration to relocate and redesignate the Federal-aid Primary System as heretofore described,

That the letters from Price City and Carbon County indicating their concurrence in these system revisions be hereby incorporated as a part of this submission,

That the map showing the revisions as outlined be hereby incorporated as a part of this submission.

Dated this 8th day of August, 1975.

UTAH DEPARTMENT OF TRANSPORTATION

R. LaVaun Cox
Chairman

Wayne S. Wheeler
Vice-Chairman

RESOLUTION
Relocation Federal-aid Primary Route 28
Addition Federal-aid Primary Route 54
Relocation State Route 27
Addition State Route 55

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

R-234

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: August 14, 1975

TO : George W. Bohn, Division Engineer
08-49.23 Federal Highway Administration

FROM : L. R. Jester, P.E.
07-S Chief, Systems Planning Division

SUBJECT: Revision of Federal-aid Primary Route 28 and Addition of Federal-aid Primary Route 54

The attached resolution adopted by the Utah Department of Transportation Commission on August 8, 1975, indicates the Commission's request for revisions in the subject Federal-aid Routes.

The resolution relates the reasons, justifications and the net mileage revision that would result from the adoption of these recommended changes.

These revisions are in compliance with section 103(c) of Title 23, U.S. Code, regarding cooperation with appropriate local authorities.

Transmitted are the requested number of resolutions and route description sheets pertaining to the revision and addition of these Federal-aid Routes.

Attachment

LRJ:BDB:WDMears:bt

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Utah Division

RECEIVED
1975 SEP 29 AM 11:00

DATE: September 26, 1975

In reply refer to: 08-49.23

SUBJECT: Revision to FAP-28 and Addition of FAP-54 in Carbon County

FROM: Planning and Research Engineer
Salt Lake City, Utah 84147

RECEIVED
SEP 30
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation Section

TO: Mr. Blaine J. Kay, P.E.
07-SP Director of Transportation
Salt Lake City, Utah

Reference is made to Mr. L. R. Jester's August 14, 1975, memorandum concerning the above subject.

The request to relocate FAP-28 coincident with the Price By-pass and to add FAP-54 through Price as described is approved. These changes are consistent with the functional classification recently completed by your office. The documents submitted by the Price Municipal Corporation and Carbon County are accepted as evidence of cooperation with appropriate local officials.

This first primary system action of the year decreases the primary system mileage by 1.0 mile.

A copy of the approved description sheets are attached for your records.

J. F. Biddiscombe
James F. Biddiscombe, P.E.

Attachments

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

FURNISH TO	INITIAL	ACTION
Jester		

I-Information
C-Comment
A-Action
N-Necessary Action

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

STATE OF UTAH

FEDERAL-AID PRIMARY SYSTEM

Proposed Federal-aid Primary Route No. 54

Approved September 26, 1975 Submitted: August 14, 1975

Route Designation		Brief Description of Route and Termini	County	Total Length
F.A.P. Route No.	State Route No.			
54	SR-55	From Federal-aid Primary Route 28 west of Price easterly via Price to Federal-aid Primary Route 28 southeast of Price.	Carbon	2.8

STATE OF UTAH

FEDERAL-AID PRIMARY SYSTEM

Proposed Revision Federal-aid Primary Route No. 28

Approved September 26, 1975 Submitted: August 14, 1975

Route Designation		Brief Description of Route and Termini	County	Total Length
F.A.P. Route No.	State Route No.			
28	SR-214 SR-27	From a point on Federal-aid Primary Route 1 (FAI-15) north of Spanish Fork southeasterly via Moark Junction, Thistle Junction and the Price Bypass to a point on Federal-aid Primary Route 4 (FAI-70) west of Green River.	Utah Wasatch Carbon Emery	46.1 2.7 39.6 37.6
			Total	126.0

Approved November 4, 1955
Revised March 5, 1971

Note: The revision of this route decreases the total length from 129.8 miles to 126.0 miles, a decrease of 3.8 miles.

RECEIVED
1975 JUL 10 AM 10:31
DEPT. Grams
CENTRAL FILES

COAL IS KING

CARBON COUNTY

PRICE, UTAH

July 7, 1975

RF-028-2(17)
see
✓DPF-028-2(16) sent

Utah State Road Commission
%James L. Deaton
District Engineer

Dear Mr. Deaton:

In response to your letter of June 6, 1975, we the Board of Carbon County Commissioners concur with the proposed change as your letter states in reference to highway 50 & 6 road between the Blue Cut and the west Price city limits.

We understand that there will be no responsibility to Carbon County for maintenance of this portion of road until the new by-pass highway is completed to its entirety for public use.

BOARD OF COUNTY COMMISSIONERS

By: Guido Rachiele
Guido Rachiele, Chairman

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

ROUTED TO	INITIAL	ACTION
Deaton		

I-Information
C-Comment
A-Approval
N-Necessary Action

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

RECEIVED
JUL 11 1975
DIST. FOUR
HIGHWAY DEPT.
PRICE, UTAH

UNITED WE STAND
LD UTAH BURN COAL

WALTER T. AXELGARD
MAYOR
FINANCE-FIRE-POLICE
COUNCILMEN
HAROLD O. PATTERICK
ELECTRIC
AMEL DENISON
STREETS
MARK HANSON
WATER
JAMES L. JENSEN
BUILDINGS-POOL
TOY ATWOOD
PARKS-CEMETERY
RECREATION

PRICE MUNICIPAL CORPORATION

PRICE, UTAH 84501

P. HAMPTON McARTHUR
CITY RECORDER
GARY R. TOMSIC
ADMINISTRATIVE ASSISTANT
ALEX BENE, JR.
CITY TREASURER
LUKE G. PAPPAS
CITY ATTORNEY
A. JOHN RUGGERI
CITY JUDGE
ARTHUR POLONI
POLICE CHIEF
JOHN S. HUEFNER
CITY ENGINEER
GEORGE DUNCAN
BUILDING INSPECTOR

July 15, 1975

James L. Deaton
District Engineer
Department of Transportation
Price, Utah 84501

Dear Mr. Deaton:

In reference to your letter of June 6, 1975, we hereby concur with your request to redesignate the proposed realignment bypass in Price as Highway US 6 & 50. We also concur with the re-establishing of the existing Price City Main Street from the proposed Price Interchange to the east Price interchange as a state maintained business loop which will be given a new state route number.

We also understand that the existing highway from the railroad underpass to the intersection of Carbon Avenue and Main Street will become a city maintenance responsibility.

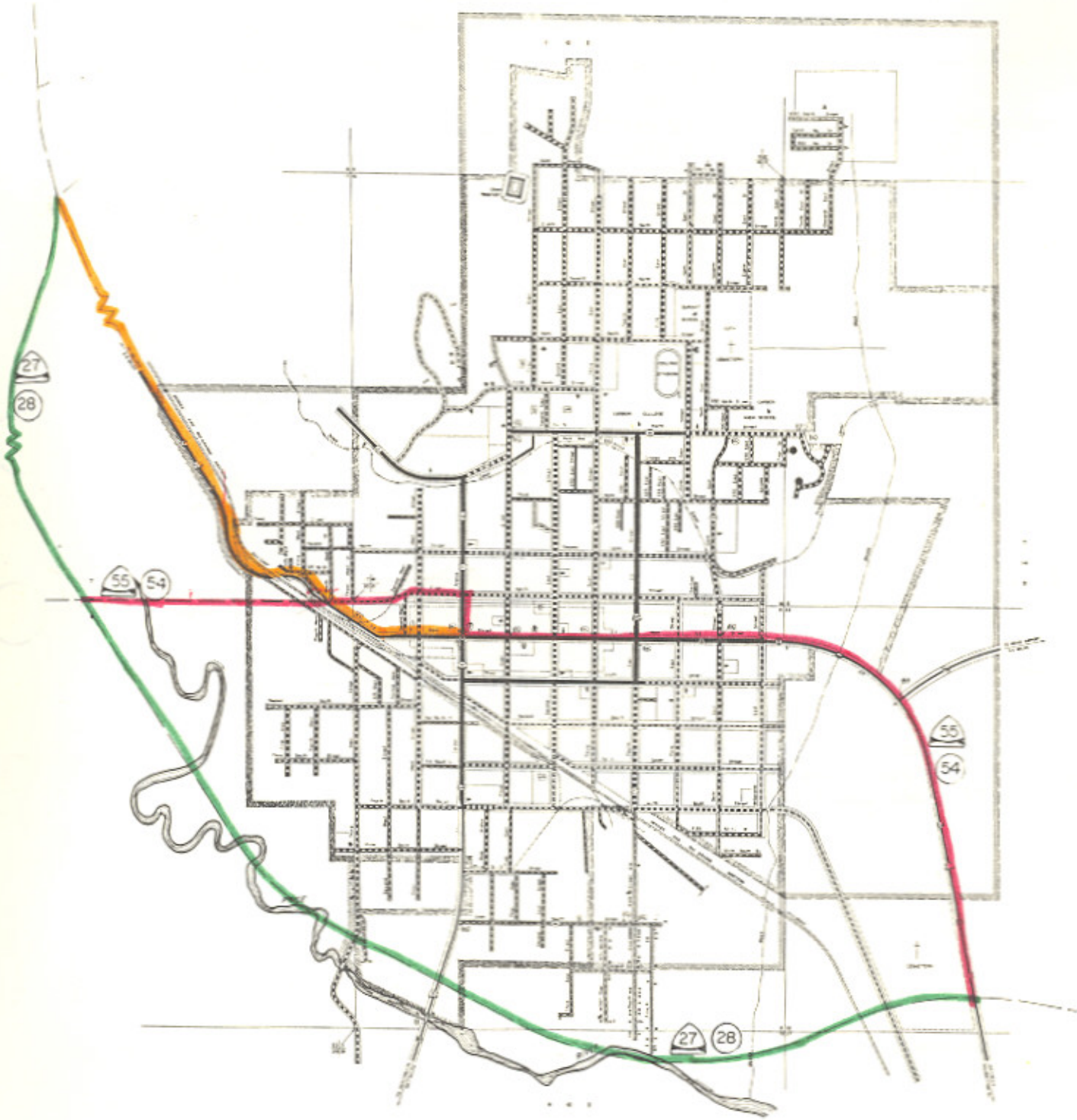
As explained by you, we accept the above proposals, as the agreement stipulates, Price City will not incur any maintenance on the existing highway (US 6 & 50) until such time as the bypass route is completed and under traffic use from the Blue Cut to the east Price interchange.

Very truly yours,

P. Hampton McArthur

P. Hampton McArthur
City Recorder

PHM:vg



UTAH DEPARTMENT OF TRANSPORTATION
Systems Planning Division

STATE AND FEDERAL-AID ROUTE REVISIONS

- Relocation SR-27
- Relocation FAP-28
- Addition SR-55
- Addition FAP-54
- Transfer to Local Jurisdiction

CITY STREET MAP
PRICE
CARBON COUNTY
UTAH
PREPARED BY THE
UTAH STATE DEPARTMENT OF HIGHWAYS
SYSTEMS PLANNING DIVISION
PLANNING STATISTICS SECTION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1974

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Policy & Systems Planning

Same letter sent to: Mr. Guido Rachiele, Chairman, Carbon County Commission

Information sent to: James L. Deaton, District #4 Engineer

Jerry Fenn	Clarence Stephens	Ellen Wandell	Charles Bertolina
Ralph Murdock	Evelyn Crill	Harold Brown	Jim West
Dean Steed	W. J. Stephenson	Ray Behling	Don Jensen
Robert Wheadon	J. Q. Adair	Bonnie Garcia	Clarence Bywater
Keith Rosevear	David L. Kennison	John W. Homer	Ken Riddle
Robert Walsh	Robin Hood	Jo Ann Slough	Ezra Christensen
Lillian Witkowski			

October 8, 1975

COPY

The Honorable Walter T. Axelgard
Mayor of Price City
Price City Offices
Price, Utah 84501

Dear Mayor Axelgard:

Subject: Relocation of Federal-aid Primary Route 28 and State Route 27, Addition of Federal-aid Primary Route 54 and State Route 55 in Price City and Carbon County

Effective September 26, 1975, the Federal Highway Administration concurred in the relocation of Federal-aid Primary Route 28 and State Route 27, also the addition of Federal-aid Primary Route 54 and State Route 55 as described in the enclosed resolution.

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

Very truly yours,

L. R. Jester, P.E.
Engineer for Transportation Planning

Enclosure

SR-283, 55 and 10 Price Carbon

17

R E S O L U T I O N

Realignment of State Route 283, Realignment of State Route 55, Addition to State Route 10

WHEREAS, the Utah Department of Transportation is in the process of reconstructing US 6 around Price, Utah, and

WHEREAS, The Department, in the construction of the highway project, finds it necessary to make changes in State Route 55, State Route 10, and State Route 283 in Price, and

WHEREAS, Price City agrees to the realignment of US 6 and the realignment of State Route 55, State Route 10 and State Route 283.

NOW THEREFORE BE IT RESOLVED THAT, the Utah Transportation Commission conveys that section of State Route 55 from Carbon Avenue along Main Street to 3rd East Street to Price City; who will assume all administrative and maintenance responsibilities, and

BE IT RESOLVED THAT, State Route 283 from Main Street along 4th East Street to 4th North Street be abandoned from the State System and Price City will assume all administrative and maintenance responsibilities, and

BE IT RESOLVED THAT, Price City may not abandon these roads without prior approval of the Utah Transportation Commission and Federal Highway Administration, and

BE IT FURTHER RESOLVED THAT, the portion of State Route 55 from Main Street along Carbon Avenue to 1st North Street be dropped from State Route 55 and added to State Route 10, and

BE IT RESOLVED, that State Route 55 be realigned from Carbon Avenue along 1st North Street to 3rd East Street from 1st North Street along 3rd East Street to Main Street, and

SR-283, 55 and 10

BE IT RESOLVED THAT, State Route 283 proceed from 1st North Street along 3rd East Street to 6th North Street, from 3rd East Street along 6th North Street to 6th East Street from 6th North Street along 6th East Street to 4th North Street and from 6th East Street along 4th North Street to 3rd East Street, and

BE IT FURTHER RESOLVED THAT, the attached maps, correspondence and agreement be a part of this document, and

FINALLY THAT, by this action, Price City "C" mileage will decrease 0.42 miles, increasing the State's mileage by 0.42 miles.

This action becomes effective upon the approval by the Federal Highway Administration.

Dated this 21st day of April, 1978

UTAH TRANSPORTATION COMMISSION

R. La Jaun Cox
Chairman

Wayne S. Winters
Vice-Chairman

Commissioner

Glenn A. Schmidt
Commissioner

Samuel J. Taylor
Commissioner

ATTEST:

Donald A. Feinley
Secretary

SR-283, 55 and 10

W. AXELGARD
MAYOR
COUNCILMEN
MARK HANSON
TOY ATWOOD
JAMES L. JENSEN
AMEL DENISON
BARNEY DEVIETTI

PRICE MUNICIPAL CORPORATION

PRICE, UTAH
A.D. 1914
PRICE, UTAH 84501
CORPORATE SEAL

GARY R. TOMSIC
ADMINISTRATIVE OFFICER
RECORDER
P. HAMPTON McARTHUR
FINANCE OFFICER-TREASURER
LUKE G. PAPPAS
CITY ATTORNEY
A. JOHN RUGGERI
CITY JUDGE
ARTHUR POLONI
POLICE CHIEF
JOHN G. HUEFNER
CITY ENGINEER

November 11, 1977

Mr. Archie Hamilton
UDOT
District #4
P.O. Drawer "R"
Price, UT 84501

Dear Mr. Hamilton:

With work progressing on the Price By-pass, we thought now an opportunity to renew a request made to the Department of Transportation last year. We request that the present state designation on Fourth East from Main Street to Fourth North be changed to Third East from Main Street to Sixth North, thence east to Sixth East to Fourth North, thence west back to Third East. Such a designation would encompass all of the streets around the College of Eastern Utah.

Price City believes this change would best facilitate our proposed First North west entrance into the City. Third East Street is the only north-south collector in the City running from Eighth North to Main Street. It is a primary traffic carrier and will continue to be so when the west entrance onto First North Street is completed. As traffic enters on First North, it will proceed to Third East where it will be directed either north or south back to U.S. 50 & 6 (Main Street).

We will appreciate your favorable consideration of this request.

Sincerely,

PRICE MUNICIPAL CORPORATION

Walter T. Axelgard

Walter T. Axelgard
Mayor

WTA:kk

SR-28.3, 55 and 10

AXELGARD
MAYOR
COUNCILMEN
MARK HANSON
TOY ATWOOD
JAMES L. JENSEN
AMEL DENISON
BARNEY DEVIETTI

PRICE MUNICIPAL CORPORATION

PRICE, UTAH
A.D. 1914
CORPORATE SEAL

GARY R. TOMSIC
ADMINISTRATIVE OFFICER
RECORDER
P. HAMPTON MCARTHUR
FINANCE OFFICER-TREASURER
LUKE O. PAPPAS
CITY ATTORNEY
A. JOHN RUGGERI
CITY JUDGE
ARTHUR POLONI
POLICE CHIEF
JOHN S. HUEFNER
CITY ENGINEER

Sept. 28, 1977

Archie Hamilton, Pre-construction Engineer
Utah Dept. of Transportation
District #4 Office
P.O. Box 'R'
Price, Utah 84501

Dear Mr. Hamilton:

Pursuant to telephone conversation of September 28, 1977 I am writing to set forth our preference as to the new by-pass's First North Street entrance into Price City.

As you will recall, last year a contingency of businessmen and myself met with the State Highway Commission to discuss moving the freeways West Price entrance onto First North and continue the State designation to either Third or Fourth East before dropping traffic back onto Main Street. The original proposal called for traffic to re-enter Main Street on Carbon Avenue.

After studying the proposal Price City requests that the traffic re-enter Main Street via Third East Street. We believe this proposal to be consistent with our future plans to up-grade Third East from First North to Fifth North (CEU Campus) and have that designated as a State Highway. Fourth East to CEU is presently on the State system.

Thank you for your consideration of this matter.

Sincerely,

Walter T. Axelgard

Walter T. Axelgard
Mayor

SK-283, 55 and 10

Project No. RF-028(2)17

A G R E E M E N T

In accordance with Sections 27-12-27, 27-12-28, 27-12-29 and 27-12-102 of the Utah Code Annotated 1953 as amended.

THIS AGREEMENT, made and entered into this 8 day of February 19 78, by and between the Utah Department of Transportation, hereinafter called the "Department" and the Authorized Officials of Price City (City, County, etc.) hereinafter called "Price City (City, County, etc.)."

WITNESSETH:

WHEREAS, the Department proposes the construction of a highway between Blue Cut and East Price known as Project No. RF-028(2)17, and has prepared a plan showing that portion of the highway within the limits of and/or affecting the roads of Price City (City, County, etc.).

The plan which is attached to and becomes a part of this agreement shows the location of the proposed highway, the location of proposed access and frontage roads and the roads which cross or connect with existing roads in Price City (City, County, etc.).

The plan is marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility, and

NOW THEREFORE, it is agreed:

1. The Department, in the construction of the highway project, will at the expense of the Department, make the changes in the roads of Price City (City, County, etc.) in accordance with the plan, or as may hereafter be agreed between the parties hereto.

2. Price City (City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with City (City, County, etc.) roads as shown on the plan; also, to the closing, relocation, abandonment, or transfer of the roads as shown by the special markings on the plan.

3. The Department will retain control and maintenance of the roads which are adopted or recommended for adoption by the Department or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan. Price City

... of the proposed highway, the location of proposed access and frontage roads and the roads which cross or connect with existing roads in Price City.
(City, County, etc.)

The plan is marked to show roads to be realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility, and

NOW THEREFORE, it is agreed:

1. The Department, in the construction of the highway project, will at the expense of the Department, make the changes in the roads of Price City (City, County, etc.) in accordance with the plan, or as may hereafter be agreed between the parties hereto.

2. Price City (City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with City (City, County, etc.) roads as shown on the plan; also, to the closing, relocation, abandonment, or transfer of the roads as shown by the special markings on the plan.

3. The Department will retain control and maintenance of the roads which are adopted or recommended for adoption by the Department or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan. Price City (City, County, etc.) will assume control and maintenance of all other roads which are within its jurisdiction, and as marked on the plan upon notice from the Department. Notification will be given by the Department at the time maintenance responsibility is to be assumed by Price City (City, County, etc.).

4. This agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary in the public interest.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized officers on the day and year listed above.

County of _____, State of Utah

By _____
Chairman of Board of Co. Commissioners

ATTEST _____
County Clerk

By _____
Mayor or Town President

ATTEST _____
City or Town Clerk

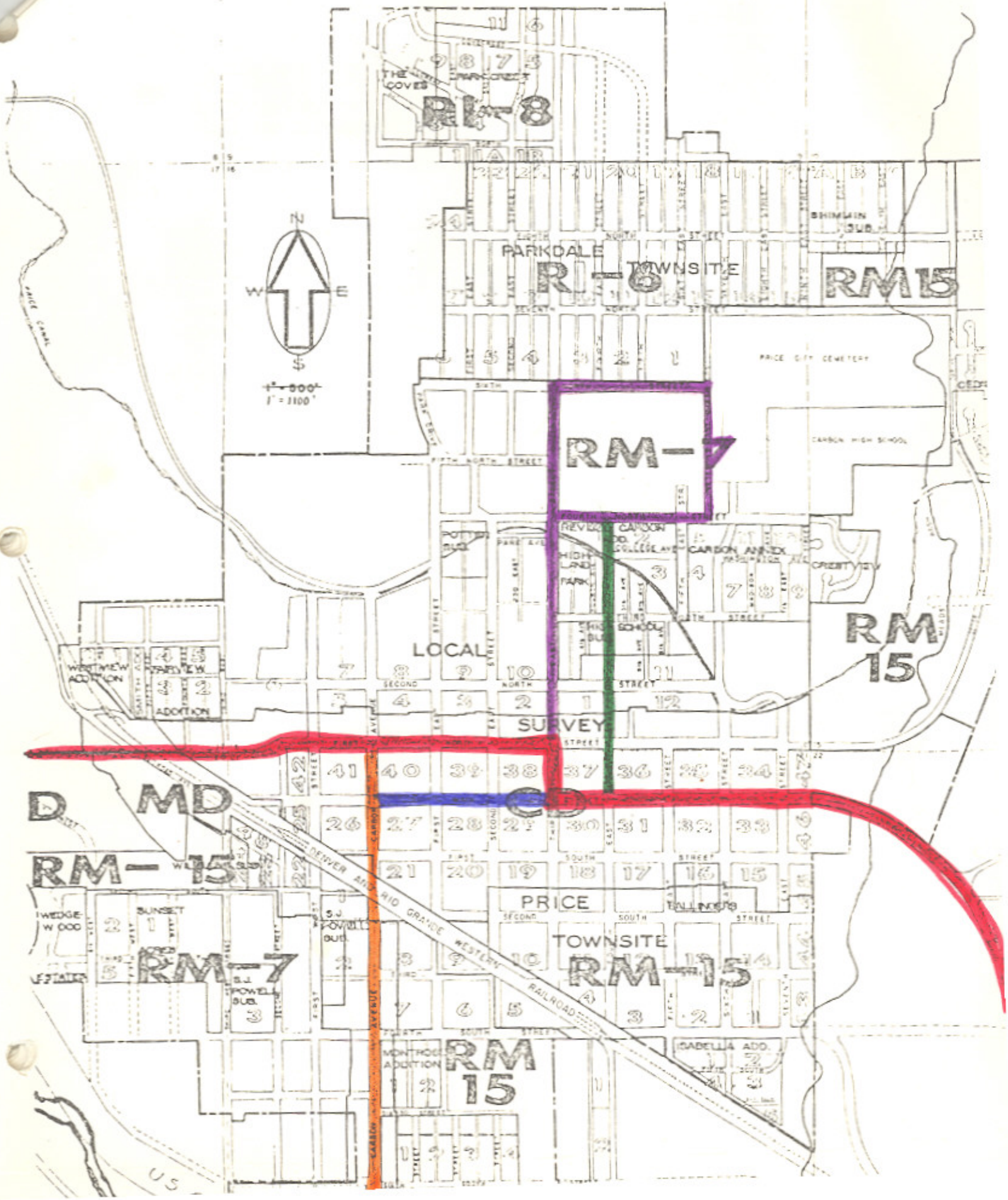
UTAH DEPARTMENT OF TRANSPORTATION

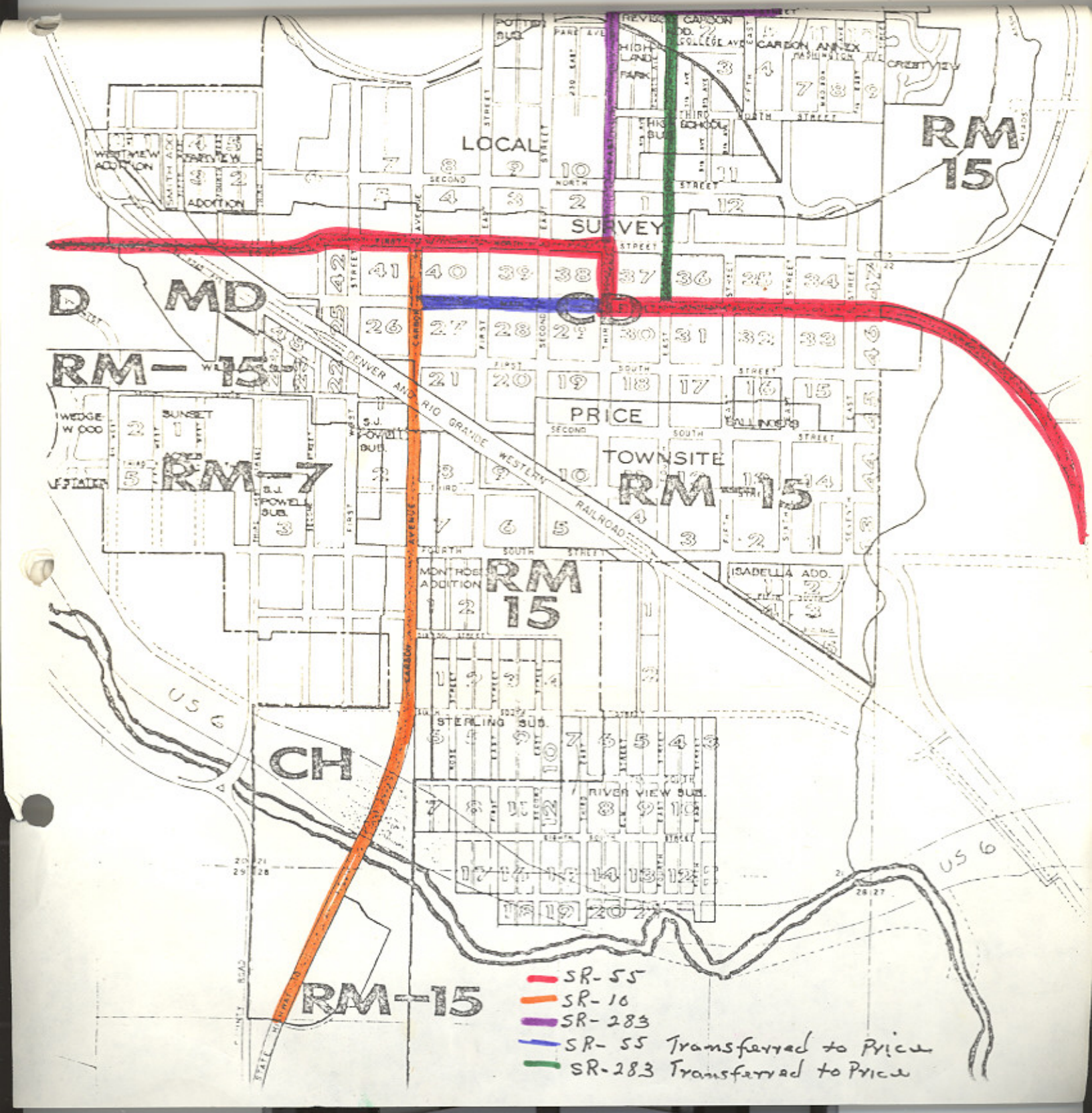
By _____
Director of Department of Transportation

ATTEST _____
Secretary

OFFICIAL CITY MAP
PRICE, UTAH

Adopted this ___ day
Price City
Mayor





LOCAL
SURVEY
PRICE
TOWNSITE
RM 15
RM-15
RM-7
MD
CD
CH
US 6
DENVER AND RIO GRANDE WESTERN RAILROAD
CARBON ANNEX
CREST VIEW
WESTVIEW ADDITION
SUNSET
S.J. POWELL SUB.
MONTROSE ADDITION
ISABELLA ADD.
STERLING SUB.
RIVER VIEW SUB.
SR-55
SR-10
SR-283
SR-55 Transferred to Price
SR-283 Transferred to Price

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: April 3, 1978

TO : Ron Fernley
Commission Secretary

FROM : L. R. Jester, P.E.
Engineer for Transportation Planning

SUBJECT: Resolutions Affecting SR-139 and SR-55, 10, 283

Howard Leatham will present resolutions affecting SR-139 in Carbon County and SR-55, SR-10 and SR-283 in Price City to the Transportation Commission on April 14, 1978. I have attached three agreements signed by the proper local officials. Would you please have these agreements signed if the Commission approves the resolutions and return them to Wally Mears, of my Division, for distribution.

Attachments

SR-283, 55 and 10

Project No. [illegible]

UTAH STATE DEPARTMENT OF HIGHWAYS

May 1, 1978

C O P Y

The Honorable Walter T. Axelgard
Mayor of Price
Price City Offices
Price, Utah 84501

Dear Mayor Axelgard:

Subject: Realignment, addition and transfer of State Routes in Price City

On April 21, 1978, the Utah Transportation Commission approved the realignment of State Route 283, State Route 55 and the addition to State Route 10 in Price City.

The old alignments of State Routes 55 and 283 are transferred to the jurisdiction of Price City.

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

Very truly yours,

L. R. Jester, P.E.
Engineer for Transportation Planning

Enclosure

Same letter sent to: Sterling Davis, District #4 Director
Howard B. Leatham, Engineer for Policy & Systems Planning

Jerry Fenn	W. J. Stephenson	Martin Cutler	Charles Bertolina
Ralph Murdock	J. Q. Adair	Ray Behling	E. E. Lovelace
Dennis Spackman	James Naegle	Bonnie Garcia	Don Jensen
Robert Wheadon	Robin Hood	John W. Homer	Clarence Bywater
Keith Rosevear	Art Guerts	Jo Ann Slaugh	Ken Riddle

WDM:RDent:bt

SR-283, 55 and 10

ATES GOVERNMENT

emorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Utah Division

DATE: October 2, 1978

In reply refer to: HRP-UT

SUBJECT: FAP System Change No. 1 - FAP Routes 24 and 54 in Price

RECEIVED
Utah State Department of Transportation
Transportation Planning Division
OCT 1978
AM 7,8,9,10,11,12,1,2,3,4,5 PM

FROM : Division Administrator
Salt Lake City, Utah 84147

TO : Mr. William D. Hurley, P.E.
07-SP Director of Transportation
Salt Lake City, Utah 84114

Reference is made to your September 12 and 21, memorandums on the above subject.

Your request to change the functional classification of portions of First North, Third East, and Main Street in Price as outlined in the above referenced memorandums is approved. This change increases the "other principal arterial" mileage by 0.1 mile and decreases the "local" mileage by 0.1 mile for current totals of 681.1 and 31,343.6 miles respectively.

Your request to relocate a portion of FAP 54 and extend FAP 24 by 0.1 mile as described in the above referenced memorandums and attachments is also approved. This change will increase FAP mileage by 0.1 mile for a total FAP mileage of 2,584.6 miles.

George W. Bohn, P.E.