Route 76

Updated: October 2005

From Route 1 east to Sulphurdale May 13, 1941

1953 Description:
From Route 1 about three miles south of Cove Fort easterly to Sulphurdale.

1963 Description:
This route was taken off the State System and **Approved by the Legislature.**

Approved by 1965 Legislature:

1967 Legislature: Withdrawn as a Route Number.

* (A) 1968 Commission *Action:(Added to State System May 10.* 1968)

1968 Description:
From a junction with SR-143 in Parowan northeasterly and north to a junction with Paragonah Interchange.

1969 Legislature:
Withdrawn as a State Route by the **1969 Legislature** (this roadway will be maintained as *Traveled way for SR-1* until the Interstate is completed).

1977 Legislature Description:
From Route 70 easterly to old Fremont Junction on Route 72.
*(B)
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.
1992 Legislature: Description remains the same.
1993 Legislature: Description remains the same.
1994 Legislature: Description remains the same.
1995 Legislature: Description remains the same.

Route 76 Cont.

1996 Legislature: Description remains the same.
1997 Legislature: Description remains the same.
1998 Legislature: Description remains the same.
1999 Legislature: Description remains the same.
2000 Legislature: Description remains the same.
2001 Legislature: Description remains the same.
2002 Legislature: Description remains the same.
2003 Legislature: Description remains the same.
2004 Legislature: Description remains the same.

* Refers to resolution index page following

Route 76

COUNTY/VOLUME & RESOLUTION NO.

A. Iron Co. 2/29 **B**. Iron Co. 6/14

DESCRIPTION OF RESOLUTION CHANGE

(**A**). Addition -	From a junction with SR-143 in Parowan to the Paragonah Interchange of I-15.
(**B**). Addition -	From Ivy Creek Interchange (I-70) to the junction of SR -72.

SR-1,38,76,143
29

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

R E S O L U T I O N

State Routes 1, 38, 76 and 143

11-143-2
11-1-4
11-1-3C
11-38-1
11-76-1

WHEREAS, to enable the programming of Interstate Construction Projects between Summit and north of Paragonah, with the proper State Route and Federal-aid Route designation and,

WHEREAS, to maintain continuity in the State System of Highways, it is necessary to redesignate a portion of State Route 1, from a point near Summit to a point north of Paragonah and,

WHEREAS, it has been recommended by Mr. C. V. Anderson, District Engineer, that the old alignment of State Route 1 be retained as part of the State System of Highways, and that State Route 143 be extended from its present termini in Parowan north to the Parowan Interchange and,

WHEREAS, the extension of State Route 143 is concurred in by the Parowan City Council and,

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission on August 20, 1962, designating Interstate Route 15 as State Route 1, 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 construction of Interstate Route 15, from a point west of Summit northeasterly to a point north of Paragonah, a distance of 12.5 + - miles, will be designated as a part of State Route 1.

2. That State Route 143 be extended from its present termini in Parowan north via Main Street in Parowan to the Parowan Interchange, a distance of 1.1 + - miles.

3. That the old alignment of State Route 1 from the Summit Interchange to a junction with State Route 143 in Parowan, a distance of 7.6 + - miles, be designated as interim State Route 38, subject to the approval of the Legislature and the U.T.S. Action Committee.

4. That the old alignment of State Route 1 from a junction with State Route 143 in Parowan to the Paragonah Interchange, a distance of 5.2 + - miles, be designated as interim State Route 76, subject to the approval of the Legislature and the U.T.S. Action Committee.

5. That application be made to the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads, to extend Federal-aid Secondary Route 387 from its present termini in Parowan, north via State Route 143 to the Parowan Interchange, and that Federal-aid Primary Route 1 be relocated to traverse Interstate Route 15, from a point near Summit northeasterly to the Paragonah Interchange.

6. That by this action State Highway System mileage will increase 13.3 + - miles, Federal-aid Primary System mileage will decrease 0.8 + - mile, and Federal-aid Secondary mileage will increase 1.1 + - miles.

7. That the letter from Parowan City Council relating their concurrence in the extension of State Route 143 is hereby incorporated as a part of this submission.

8. That the communique from Mr. C. V. Anderson, District Engineer, relating his recommendations concerning the retention of the old alignment of State Route 1 on the State System of Highways is hereby incorporated as part of this submission.

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

RESOLUTION
State Routes 1, 38, 76 and 143
Page 3

Dated this 10th day of May, 1968.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

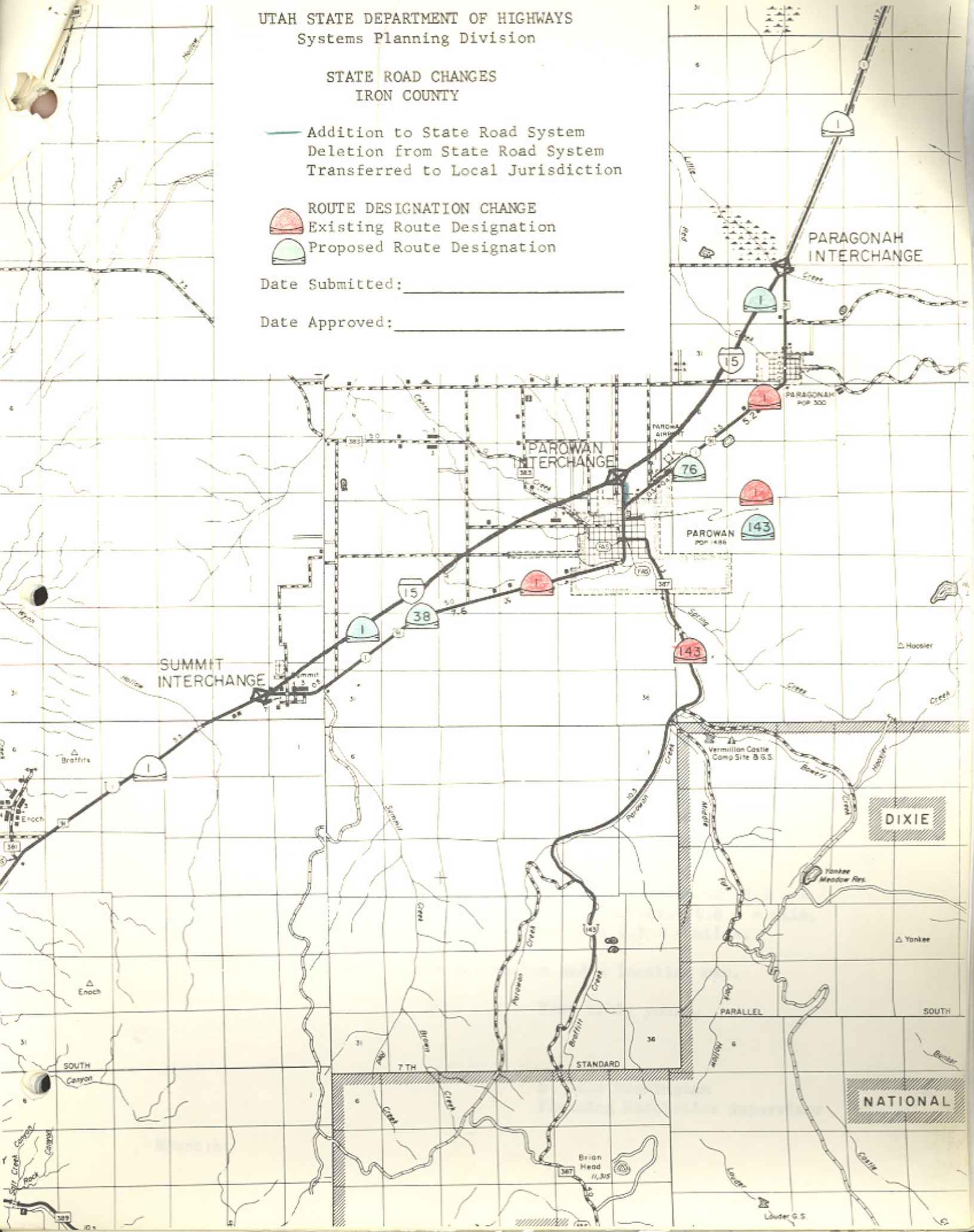
STATE ROAD CHANGES
IRON COUNTY

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: _____



UTAH STATE DEPARTMENT OF HIGHWAYS

C O P Y

May 20, 1968

Mr. Ivan M. Matheson, Chairman
Iron County Commission
R.F.D. #1
Cedar City, Utah 84720

Dear Mr. Matheson:

Subject: Transfer to a new alignment portions of SR-1 to the new alignment of I-15 from Summit to Paragonah, Iron County

Effective May 10, 1968, the State Road Commission adopted a resolution transferring that portion of SR-1 from Summit via Parowan to the I-15 Interchange north of Paragonah to the new alignment of Interstate 15.

That the old alignment of SR-1 from Summit to SR-143 in Parowan be redesignated SR-38 and SR-143 be extended northerly 1.1 + - miles to the Parowan Interchange. That the old alignment of SR-1 from SR-143 in Parowan via Paragonah Interchange be redesignated SR-76.

By this action State Highway mileage will be increased 13.3 + - miles, Federal-aid Primary System mileage will decrease 0.8 + - mile, and Federal-aid Secondary mileage will increase 1.1 + - miles.

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

BDent:bt

R-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: April 16, 1968

TO : B. Dale Burningham
Planning Statistics Supervisor

FROM : C. V. Anderson C.V.A.
District Five Engineer

SUBJECT: State Route 1 Redesignation

It is my recommendation that the following sections of State Route 1 be given an interim state route redesignation subject to the recommendations of the Utes Action Committee and pending action of the Utah Legislature:

1. Summit Interchange on Interstate 15 to the junction of U-143 in Parowan. (Center Street)

2. From the junction with U-143 in Parowan (approximately 5th North) via Paragonah to the North Paragonah Interchange on Interstate 15.

It is understood that the section north of Cedar City from the junction of U-130 to Summit, will be transferred to local jurisdiction upon completion of Interstate 15 to Summit.

CVA:vg

Parowan City Corporation

PAROWAN, UTAH

December 18, 1967

* RALPH S. ORTON, Mayor
* MORRIS RASMUSSEN
* D ROBINSON
* GLEN S. HOLYOAK
* CHARLES F. BURTON
* EARL BUNN
Councilmen
* JOAN L. MORTENSEN, Recorder
* METTA B. MORTENSEN, Treasurer
* ORVILLE ISOM, Attorney
* ROY T. WILKERSON, Marshal

RECEIVED
DEC 21 1967
STATE ROAD
OFFICE
REGION 5

Utah State Department of Highways
District #5 Engineer
Mr. Charles V. Anderson
880 North Main
Cedar City, Utah

Re: Extension of Highway U-143

Dear Mr. Anderson:

Parowan City Council concurs with the recommendations made by the State Highway Department in regards to extending Highway U-143 from its present termini in Parowan, to a point of intersection with Interstate Highway 15 when it is completed through Parowan Valley.

The City Council discussed this extension in our meeting of November 13, 1967, and are in agreement that we should give your office our full cooperation in this matter.

Sincerely yours,

Ralph S. Orton

Ralph S. Orton
Parowan City Mayor

RSO:jm

R-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: September 21, 1967

TO : Charles V. Anderson
District #5 Engineer

FROM : B. Dale Burningham
Planning Statistics Supervisor

SUBJECT: State Route and Federal-aid Designations in vicinity of Parowan

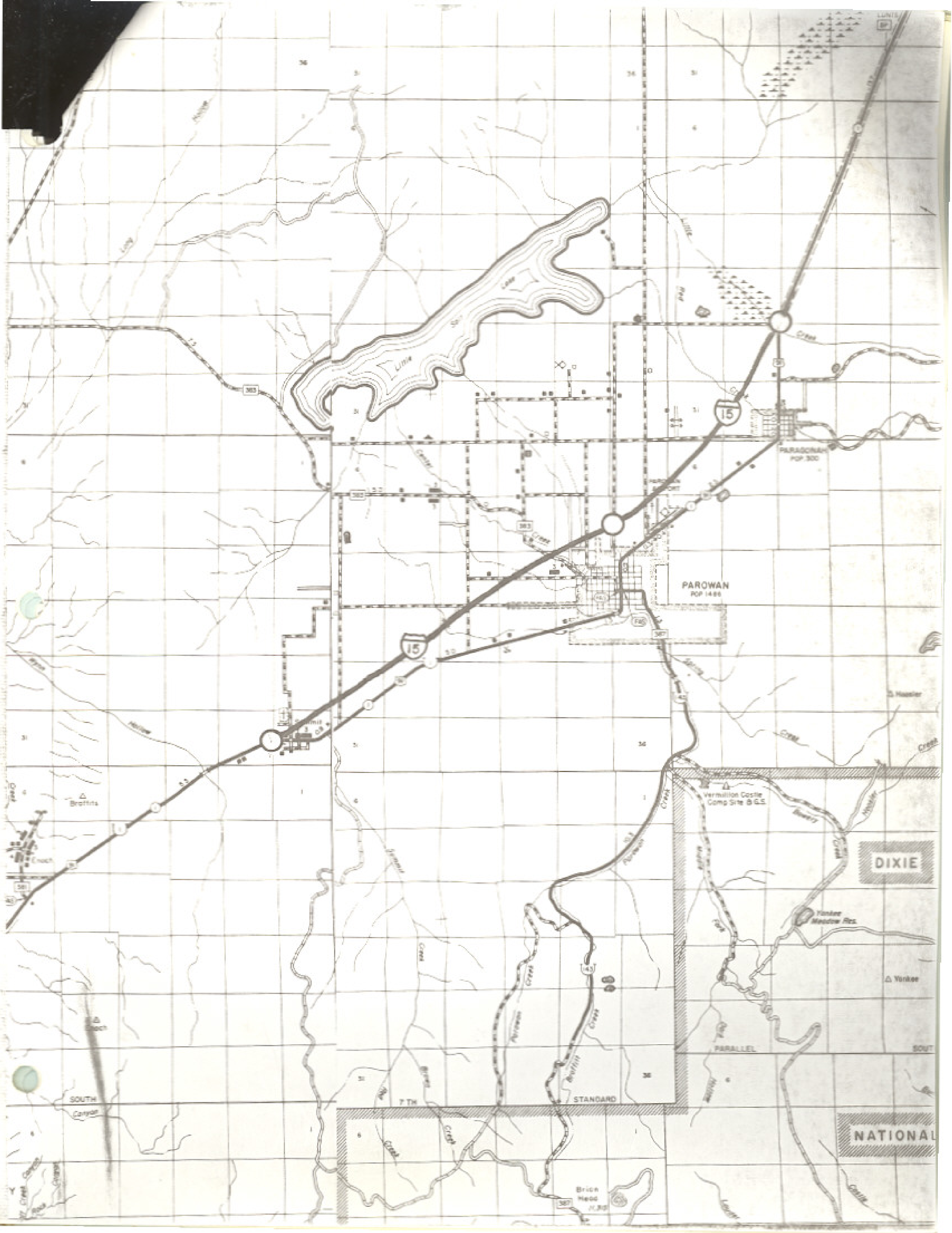
To enable the programming of a connection with I-15, north of Parowan, it is necessary to receive from you, your recommendations documented by letters of concurrence from the local governing agencies.

It has been recommended that State Route 143 be extended from its present termini in Parowan, north traversing a portion of State Route 1 to the Parowan Interchange, with the Federal-aid Secondary Route 387 being extended to traverse this same routing.

By legislative action during the 1967 Legislature, the State Route Statutory designation of 1 is transferred to the alignment of I-15 upon a completion of any segment of this route when it is opened for public use, therefore the disposition of that portion of the old alignment from the Summit Interchange to the Paragonah Interchange should be determined prior to the opening of the Interstate Route between these two points.

We would like to receive your recommendations for presentation to staff at your earliest convenience.

BDB:WDM:blw



PAROWAN
POP 1486
PARAGONAH
POP 300
DIXIE
NATIONAL
Vermillion Castle
Camp Site & G.S.
Yankee Meadow Res.
Yankee
Braffits
Enoch
SOUTH
7 TH
STANDARD
PARALLEL
Brian Head
15

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: January 2, 1968

TO : Howard Leatham, Engineer for Planning and Programming
ATTN: Dale Burningham, Planning Statistics Supervisor

FROM : C. V. Anderson, District Five Engineer C.V.A.

SUBJECT: State Route and Federal-Aid Designations in the Vicinity of Parowan

Enclosed is a letter from the Parowan City Corporation concurring in the recommendation that SR-143 be extended to the north Parowan interchange, with F.A.S. route 387 being extended to traverse this same route.

It is my recommendation that all of old SR-1 from the north Cedar City interchange to the north Paragonah interchange revert to local jurisdiction upon completion of I-15. The Iron County Commission will probably not agree with this recommendation, since they feel that Parowan should have an additional interchange on the south side of the city.

Transfer of these sections is not critical at the present time, so it is probably better to request concurrence from the Iron County Commission when needed.

CVA:vg
Enclosure

JAN 8
STATE ROAD COMMISSION OF UTAH

Office Memorandum • UTAH STATE DEPARTMENT OF HIGHWAYS

TO : Dale Burningham, Chief Research Engineer DATE: March 17, 1965

FROM : J. Edward Johnston, Deputy Director of Highways - Planning & Traffic

SUBJECT: S-0387(4) Parowan Connection

Please note Mr. Anderson's memorandum of March 16 in regard to the Parowan Connection. Prepare the necessary resolution for placing this connection on the State system.

Also, see me about placing on the State system, a connecter road on 5300 South; 7200 South; and 90th South in Salt Lake County.
173 48 177

JEJ/em
Attachment

R.W. miles? St.

Office Memorandum • UTAH STATE DEPARTMENT OF HIGHWAYS

TO : J. Edward Johnston, Deputy Director, Planning & Traffic Division

DATE: March 16, 1965

FROM : W. L. Anderson, Chief Planning and Programming Engineer

SUBJECT: S-0387(4) Parowan Connection

Approximately .4 mile of approach road will be required to connect present road to interchange with I-15 at Parowan.

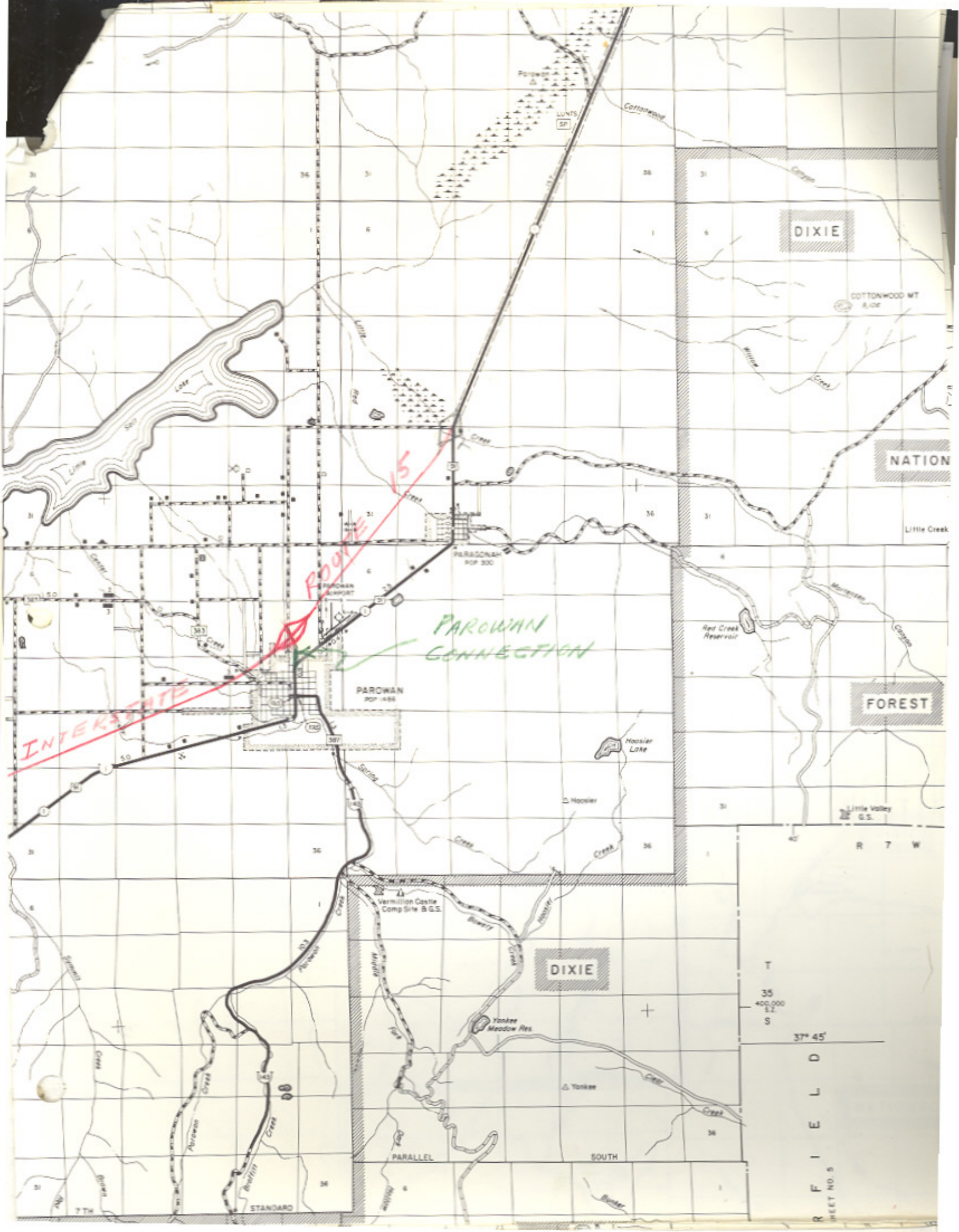
This will require the addition of this section to the State Road System and Federal Secondary System.

It is suggested the FAS 387 from Parowan Canyon be extended to the interchange and also follow the present US 91 from Parowan through Paragonah to interchange at North Paragonah.

The present US 91 from Parowan to Summit should be abandoned as State road and revert to County.

WLANDERSON/ds

cc/Dale Burningham
John Homer



INTERSTATE ROUTE 15
PAROWAN CONNECTION
PAROWAN
PARAGONAH
PAROWAN AIRPORT
DIXIE
NATION
FOREST
DIXIE
COTTONWOOD MT
Little Creek
Red Creek Reservoir
Hoosier Lake
Hoosier
Little Valley G.S.
Vermillion Castle Camp Site & G.S.
Yankee Meadow Res.
Yankee
PARALLEL
SOUTH
STANDARD
7TH
R 7 W
T 35 S
37° 45'

UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

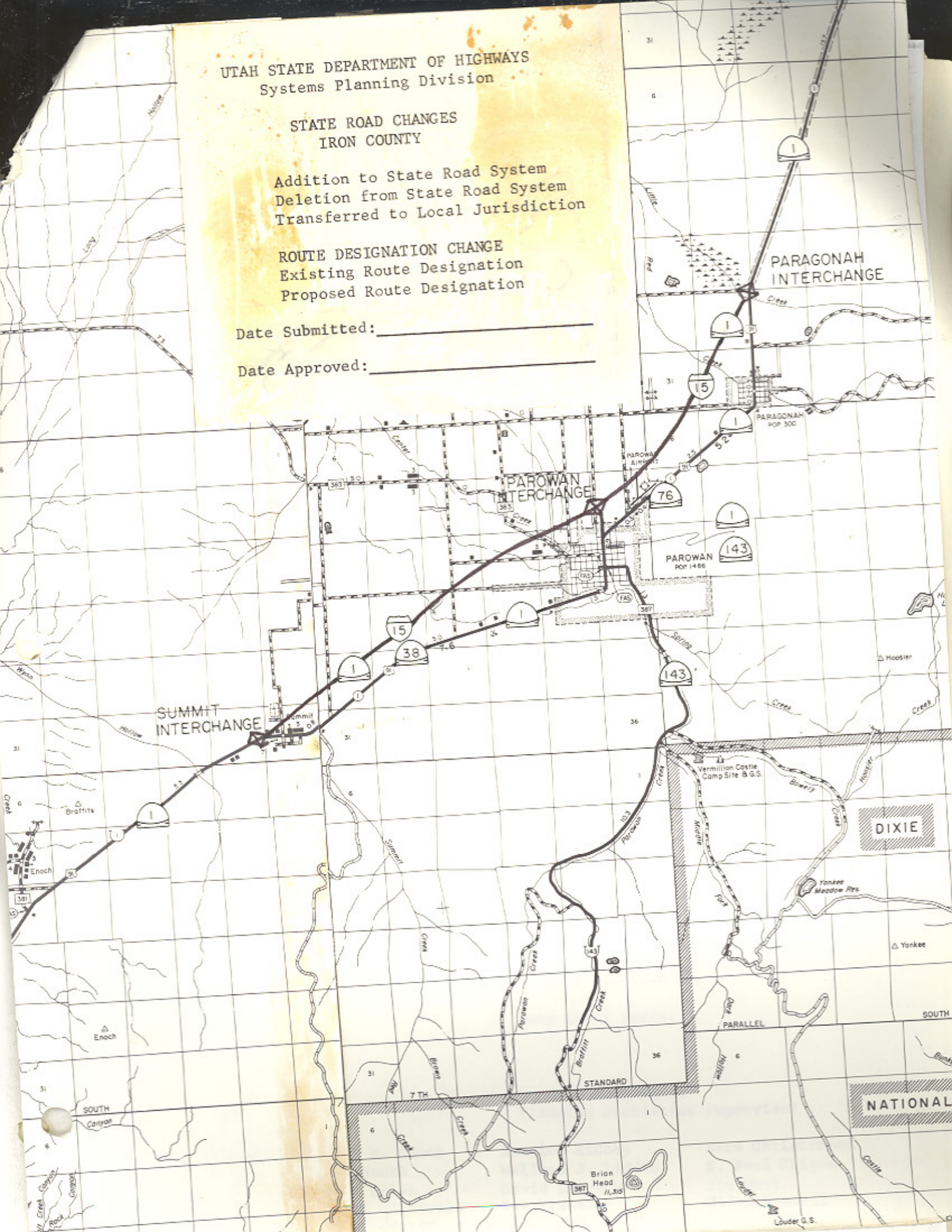
STATE ROAD CHANGES
IRON COUNTY

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: _____



UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham

Same letter sent to: Ivan M. Matheson
Norm Hancock

Resolution & Location Maps sent to:
Robert Kirby, BPR
W. L. Anderson
Bruce Fjeldsted
Keith Rosevear
Ken Riddle
Ralph Murdock
Janiel Little
John W. Homer
Dean R. Steed
Chauncey Powis
Evelyn Crill
(continued below)

May 20, 1968

C O P Y

The Honorable Ralph S. Orton
Mayor of Parowan City
Parowan City Corporation
Parowan, Utah 84761

Dear Mayor Orton:

Subject: Transfer to a new alignment portions of SR-1 to the new alignment of I-15 from Summit to Paragonah, Iron County

Effective May 10, 1968, the State Road Commission adopted a resolution transferring that portion of SR-1 from Summit via Parowan to the I-15 Interchange north of Paragonah to the new alignment of Interstate 15.

That the old alignment of SR-1 from Summit to SR-143 in Parowan be redesignated SR-38 and SR-143 be extended northerly 1.1 + - miles to the Parowan Interchange. That the old alignment of SR-1 from SR-143 in Parowan via Paragonah Interchange be redesignated SR-76.

By this action State Highway mileage will be increased 13.3 + - miles, Federal-aid Primary System mileage will decrease 0.8 + - mile, and Federal-aid Secondary mileage will increase 1.1 + - miles.

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

P

Charles Bertolina	Porter M. Gooch	Maurice RiChey	Ezra Christensen
Robbin Hood	James Booth	Wallace J. Liddle	E. Paul Gilgen
Harold Brown	Robert Walsh	David Sargent	Jim West
David Greenwood	Lillian Witkowski	Eva McEwan	Ellen Wandell
Lucy Ann Bean	Garn Henderson	Alex E. Mansour	Don Jensen

R E S O L U T I O N

Addition of State Route 76

WHEREAS, the Commission relinquished control and maintenance of the frontage and access roads where federal money had been used, described in the resolution of March 26, 1976, to Sevier County and Salina City, and

WHEREAS, the construction of SR-70 (Interstate 70) necessitated a change in the north terminus of SR-72 by extending the highway 1.8 miles to the junction of SR-10 and 70, and

WHEREAS, the District 3 Director recommends that it is in the best interest of the State to maintain the highway from the Ivy Creek Interchange to SR-70 to the intersection of SR-72, thereby serving the Ivy Creek rest area from both directions and providing western access to and from SR-72, and

WHEREAS, the staff of the Statewide Transportation Planning Section agrees with the District 3 Director's recommendation and has functionally classified the highway as a Minor Collector.

NOW THEREFORE, be it resolved that the 2.7 miles of highway, as shown by the attached drawing, from the Ivy Creek Interchange on SR-70 to the intersection of SR-72 revert back to the State Highway System and be designated as SR-76, subject to the approval of the State Legislature, and

Be it further resolved that the Sevier County "B" System mileage will decrease 2.7 miles, and

That the attached letters and map be submitted as a part of this resolution.

SR-76
Sevier

Dated this 16th day of June, 1978.

UTAH TRANSPORTATION COMMISSION

R. LaVaun Cox
Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

SR-76
Sevier
14

Sevier County

RICHFIELD, UTAH

COMMISSIONERS
IVAN MILLS
DEAN C. NIELSEN
ELMO R. HERRING

DE VON POULSON, Clerk
STANFORD FILLMORE, Assessor
LEDA JENSEN, Treasurer
BESSIE CURTIS, Recorder
K.L. McIFF, Attorney
REX L. HUNTSMAN, Sheriff

May 18, 1978

H.H. Richardson, P.E.
Dsitrict #3 Director
Utah Department of Transportation
Richfield, Utah 84701

Dear Mr. Richardson,

In Commission meeting held May 15, 1978 on motion of Commissioner Dean C. Nielsen, second of Commissioner Elmo R. Herring, it was unanimously approved that 2.4 miles of road, in the Fremont Junction area, should be turned back to the State. Refer to your letter of February 6, 1978. (Attached)

Sincerely,

DeVon Poulson

DeVon Poulson
County Clerk-Auditor

DP/ljt

R-234

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

RECEIVED

DATE: 1-26-78

JAN 31 1978

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

FROM : H.H. Richardson, P.E.
District Director

SUBJECT: Resolution of North Terminus of State Route 72 in Sevier County

State Route 72 begins on S.R. 24 in Wayne County, near Loa, and traverses northerly to a junction with S.R. 4 (I-70) in Sevier County.

The recent construction of I-70 has not provided for a direct connection. Rather, S.R. 72 must be extended along a frontage road (old S.R. 4) easterly to the Price interchange (1.8 miles)or westerly to the Ivy Creek interchange (2.4 miles) to be connected to I-70 and reestablish continuity in the state road system.

Our analysis has shown that the preferred route for travel would be to go the 1.8 miles easterly to the Price interchange since most of the Wayne County traffic using S.R. 72 has destinations in Emery and Carbon counties.

One problem remains however which causes a hardship on Sevier County. The segment to the West would ordinarily revert to the county and in this case the road, being part of the old highway, is hardsurfaced. This is the only section of hardsurfaced frontage road in all of Salina Canyon. All the rest is gravel surfaced. Further, the State would have to maintain 0.25 miles of this 2.4 mile west leg to provide access to the Ivy Creek Rest Area which is part of the interstate construction.

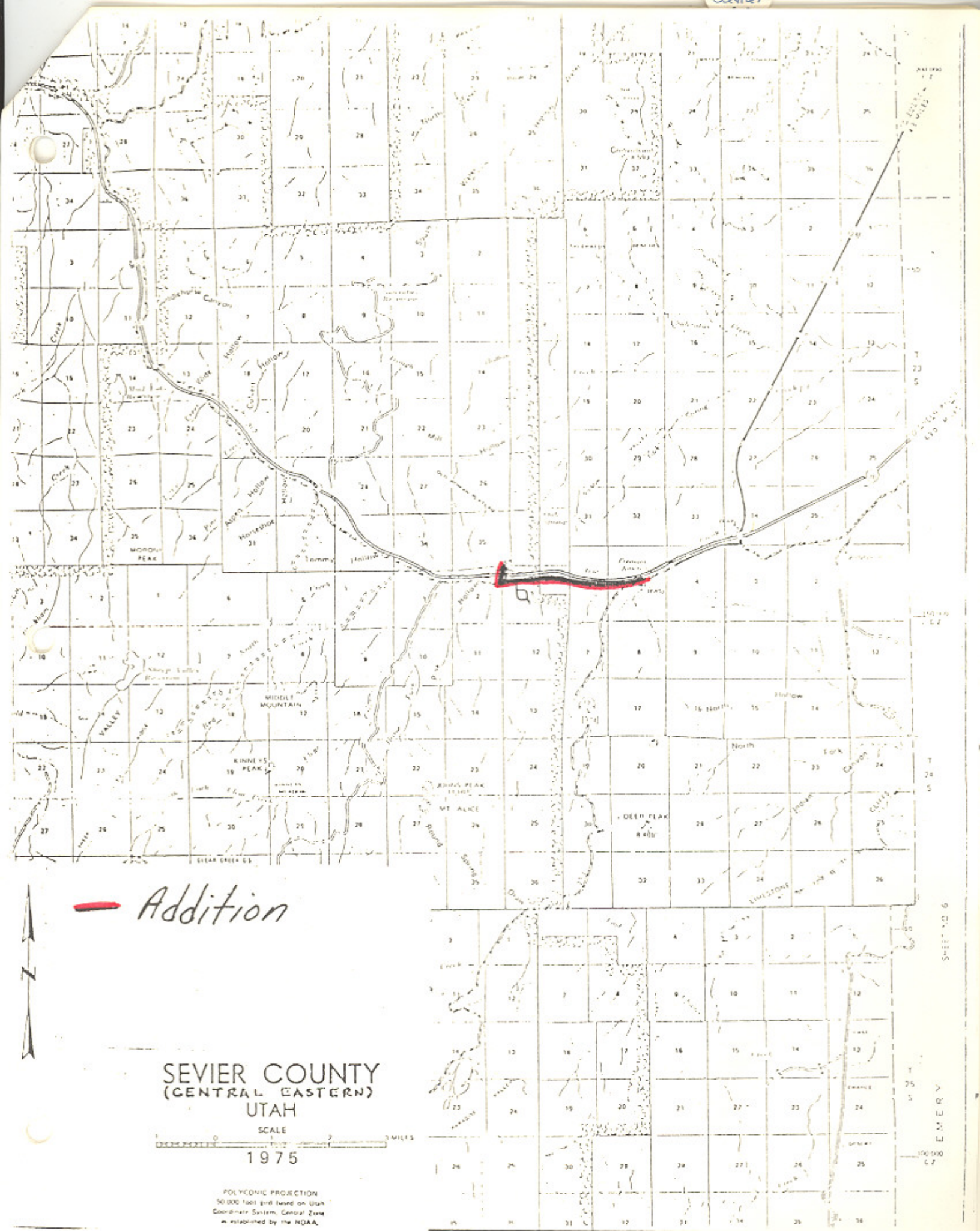
We have consequently concluded that it would be scarcely any consequence to retain both legs on the state system with the east leg being an extension of S.R. 72 and the other leg being assigned a new number, or if possible, to also be considered as part of S.R. 72.

Having both legs on the state system actually simplifies some of our maintenance procedures and travel in this area.

Would you please review the foregoing and make the appropriate revisions to the state system. Please advise if further information is needed.

bc
Attachments
cc: C.V. Anderson, Assistant Director

SR-76
Sevier


Addition
SEVIER COUNTY
(CENTRAL EASTERN)
UTAH
SCALE
1975
POLYCONIC PROJECTION
50,000 foot grid based on Utah Coordinate System, Central Zone as established by the NOAA.
MIDDLE MOUNTAIN
KINNEYS PEAK
MT. ALICE
DEER PEAK
EMERY

SR-76
Sevier

UTAH STATE DEPARTMENT OF HIGHWAYS

June 29, 1978

C O P Y

Mr. Ivan Mills, Chairman
Sevier County Commission
Sevier County Courthouse
Richfield, Utah 84701

Dear Commissioner Mills:

Subject: Addition to State System in Sevier County

Effective June 16, 1978, the Utah Transportation Commission approved the addition of State Route 76 near Fremont Junction as a part of the State System of Highways 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

Same letter sent to: H. H. Richardson, District #3 Director
Howard B. Leatham, Engineer for Planning & Programming

Information sent to:

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