Route 84

Updated: October 2005

Utah Hot Springs on Route 1 to Nye's corner on Route 38, July 13, 1939, by Commission as a Federal-aid project. *Added:* From Nye's Corner to Roy, 1953.

1953 Description:
From Utah Hot Springs on Route 1 southerly, via Nye's Corner to Roy on Route 1.

**(*(A) Scanned) 1962 Description:
From Route 1 in Roy via Hot Springs, Brigham City, Corinne, Elwood, and Riverside east, to Route 1.

1963 Description:
From Route 1 in Roy northerly, via Hot Springs, Willard, Perry, Brigham City, Corinne, Bear River City, Elwood, Haws Corner, Riverside; thence easterly, to FAI-15 (SR-1). This was **approved by Legislature:**

**(*(B) Scanned)

1965 Description:
From Route 1 in Roy northerly via Hot Springs, Willard, Perry, Brigham City, Corinne, Bear River City, Elwood, Haws Corner, Riverside, thence east to Route 1 (Interstate Route 15).

1969 Description:
From the Weber-Box Elder County line northerly via Willard, Perry, Brigham City, Corinne, Bear River City, Elwood, Haws Corner, Riverside, thence easterly to SR-69 north of Collinston (from SR-84 at Riverside east to SR-69 was SR-154 prior to **1969 Legislature**) (From South Layton Interchange north to Weber County line Prior to the **1969 Legislature** was SR-106).

1975 Legislature:
SR-84 relocated to a point 0.2 mile south of Riverside. The old alignment of SR-84 from SR-1 east to SR-81 relinquished to the jurisdiction of Box Elder County.

*(C) 1975 Description:
From SR-1 (I-15) south of Layton northerly via Hot Springs, Brigham City, Bear River and Haws Corner to a point south of Riverside, thence east to SR-69 north of Collinston.
*(D)

Route 84 Cont.

*(E) 1977 Commission Action (August 26, 1977):
The 1975 description of State Route 84 is deleted from the State System and reassigned as State Route 126 and State Route 13. State Route 84 is reassigned to traverse the alignment of Interstate 84 (I-80N).

1977 Description:
From the Utah-Idaho State line near Snowville to a point on State Route 15 (I-15) near Tremonton, thence from another point on State Route 15 (I-15) near Roy to State Route 80 (I-80) near Echo, traversing the alignment of Interstate Route 84 (Former I-80N).

1979 Legislature Description:
From the Utah-Idaho State line near Snowville to a point on Route 15 at Tremonton Interchange; thence from another point on Route 15 near Roy to Route 80 near Echo (traversing the alignment of Interstate Traveled-way will remain state responsibility until these segments are replaced by completed interstate projects.

1981 Legislature: Description remains the same.
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 Legislative Description:
From the Utah-Idaho State line near Snowville to a point on Route 15 at Tremonton Interchange; thence from another point on Route 15 near Roy to Route 80 near Echo, traversing the alignment of Interstate Route 84.

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

Route 84 Cont.

1998 Legislative Description:
From the Utah-Idaho state line near Snowville to a point on Route 15 at the Tremonton Interchange; then from another point on Route 15 near Roy to Route 80 near Echo, traversing the alignment of interstate Route 84.

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

Route 84

COUNTY/VOLUME & RESOLUTION NO.

A. Box Elder Co. 1/44 **B**. Multiple Co. 1/79 **C**. Box Elder Co. 5/26

D. Multiple 6/2 **E**. Multiple 6/4

DESCRIPTION OF RESOLUTION CHANGE

(**A**). Extension -	From Hot Springs along old alignment of Route 1 to Second South in Brigham City; thence along the existing location of SR-41 to a junction with State Route 1 east of Riverside.
(**B**). Policy Change -	Descriptions for revisions in route numbering and signing for US Routes running concurrently with Interstate Routes.
(**C**). Relinquishment -	State Constructed frontage roads.
(**D**). Re-designation -	I-80N re-designated as SR-84.
(**E**). Re-designation -	Old SR-84 re-designated as SR-126.

SR 41
84
85

RECOMMENDED CHANGES IN THE STATE ROUTE SYSTEM

Whereas in keeping with the State Road Commission plan to assign State Statutory Route Numbers to the Interstate System and whereas a portion of the Interstate System from north of Brigham to Elwood is to be open to traffic very soon, the following State Route Number changes are necessary:

THEREFORE BE IT RESOLVED, that the location of State Route 1 be revised as an interim designation subject to the approval of the Legislature, to follow the proposed Interstate line from the junction with State Route 84 near Hot Springs northerly, via the proposed Interstate 15 to the Utah-Idaho State Line near Woodruff, Idaho. BE IT ALSO RESOLVED, that the State Route 84 be extended from its present termini near Hot Springs to follow the old alignment of State Route 1 to Second South Street in Brigham City and thence following the existing location of State Route 41 from Second South Street in Brigham via Corinne and Haws Corner to a junction with State Route 1 east of Riverside.

BE IT ALSO RESOLVED, that State Route 41 be deleted as a State Route and that State Route 85 be extended from its present termini near the mouth of Brigham Canyon following the old alignment of State Route 1 northeasterly, via Mantua, Logan, Smithfield, and Richmond to the Utah-Idaho State Line, with a stub connection from a junction with State Route 84 at Second South Street in Brigham City easterly, to a junction with State Route 85 near the mouth of Brigham Canyon.

Upon the adoption of the aforementioned recommendations, the State Route System mileage will increase 33.3 plus or minus miles which is the mileage for the Interstate System through the area of which 10.6 miles will be existing between Brigham City and Elwood and the remaining miles will be added as the Interstate System is constructed through the area.

44

BE IT RESOLVED by the Utah State Road Commission that there be assigned as an interim designation the following State Route Statutory Numbers as sections of the Interstate System are taken over for maintenance and that these State Routes be described as follows:

State Route (1)	From the Utah-Arizona State Line near St. George through or near Provo, Salt Lake City, Ogden and Tremonton to the Utah-Idaho State Line south of Malad, Idaho.
State Route (2)	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.
State Route (3)	From the Utah-Idaho State Line near Snowville to a point on Interstate Route No. 15 near Elwood. Thence from another point on Federal-aid Interstate Route No. 15 near Roy to Federal-aid Interstate Route No. 80 near Echo.
State Route (4)	From Federal-aid Interstate Route No. 15 at Cove Fort through or near Richfield, Salina and Green River to the Utah-Colorado State Line west of Grand Junction, Colorado.
State Route (5)	From a junction with Interstate Route No. 80 near the mouth of Parleys Canyon southeast of Salt Lake City, southwesterly near the south city limits of Murray, junctioning with Interstate Route No. 15 thence northwesterly, northerly and easterly to a junction with Interstate Route No. 15 north of Salt Lake City.

AND BE IT FURTHER RESOLVED that the routes requiring a re-designation of numbe. will be made in accordance with the statewide numbering plan.

Approved: August 20, 1962

Approved August 20, 1962

ALTERNATIVE NO. 1

BE IT RESOLVED, that the Utah State Road Commission hereby adopts a policy by which the following State route numbers shall be assigned to sections of the Interstate System, as maintenance responsibility is assumed;

State Route (1)	From the Utah-Arizona State Line near St. George through or near Provo, Salt Lake City, Ogden and Tremonton to the Utah-Idaho State Line south of Malad, Idaho.
State Route (2)	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.
State Route (3)	From the Utah-Idaho State Line near Snowville to a point on Interstate Route No. 15 near Elwood. Thence from another point on Federal-aid Interstate Route No. 15 near Roy to Federal-aid Interstate Route No. 80 near Echo.
State Route (4)	From Federal-aid Interstate Route No. 15 at Cove Fort through or near Richfield, Salina and Green River to the Utah-Colorado State Line west of Grand Junction, Colorado.
State Route (5)	From a junction with Interstate Route No. 80 near the mouth of Parleys Canyon southeast of Salt Lake City, southwesterly near the south city limits of Murray, junctioning with Interstate Route No. 15; thence northwesterly, northerly and easterly to a junction with Interstate Route No. 15 north of Salt Lake City.

IT BEING UNDERSTOOD that each particular section of Interstate highway, as taken over by the State for maintenance, shall be presented to the State Road Commission for interim designation as a State highway, to be numbered consistent with the policy adopted herein, and with proper re-designation of existing routes where necessary.

RECOMMENDED CHANGES IN STATE ROUTE SYSTEM - BRIGHAM TO ELWOOD

Whereas:

In keeping with the State Road Commission plan to assign State Statutory Route Numbers to the Interstate System and whereas a portion of the Interstate System from north of Brigham to Elwood is to be open to traffic very soon, the following State Route Number changes are necessary:

THEREFORE, BE IT RESOLVED, that the location of State Route 1 be revised as an interim designation subject to the approval of the Legislature, to follow the proposed Interstate line from the junction with State Route 84 near Hot Springs northerly, via the proposed Interstate 15 to the Utah - Idaho State Line near Woodruff, Idaho.

BE IT ALSO RESOLVED, that the State Route 84 be extended from its present termini near Hot Springs to follow the old alignment of State Route 1 to Second South Street in Brigham City and thence following the existing location of State Route 41 from Second South Street in Brigham via Corinne and Haws Corner to a junction with State Route 1 east of Riverside.

BE IT ALSO RESOLVED, that State Route 41 be deleted as a State Route and that State Route 85 be extended from its present termini near the mouth of Brigham Canyon following the old alignment of State Route 1 northeasterly, via Mantua, Logan, Smithfield, and Richmond to the Utah - Idaho State Line, with a stub connection from a junction with State Route 84 at Second South Street in Brigham City easterly, to a junction with State Route 85 near the mouth of Brigham Canyon.

Approved: August 20, 1962.

RECOMMENDED CHANGES IN STATE ROUTE SYSTEM - BRIGHAM TO ELWOOD

SR-1-84-85-41

Whereas:

In keeping with the State Road Commission plan to assign State Statutory Route Numbers to the Interstate System and whereas a portion of the Interstate System from north of Brigham to Elwood is to be open to traffic very soon, the following State Route Number changes are necessary:

THEREFORE, BE IT RESOLVED, that the location of State Route 1 be revised as an interim designation subject to the approval of the Legislature, to follow the proposed Interstate line from the junction with State Route 84 near Hot Springs northerly, via the proposed Interstate 15 to the Utah - Idaho State Line near Woodruff, Idaho.

BE IT ALSO RESOLVED, that the State Route 84 be extended from its present termini near Hot Springs to follow the old alignment of State Route 1 to Second South Street in Brigham City and thence following the existing location of State Route 41 from Second South Street in Brigham via Corinne and Haws Corner to a junction with State Route 1 east of Riverside.

BE IT ALSO RESOLVED, that State Route 41 be deleted as a State Route and that State Route 85 be extended from its present termini near the mouth of Brigham Canyon following the old alignment of State Route 1 northeasterly, via Mantua, Logan, Smithfield, and Richmond to the Utah - Idaho State Line, with a stub connection from a junction with State Route 84 at Second South Street in Brigham City easterly, to a junction with State Route 85 near the mouth of Brigham Canyon.

Approved: August 20, 1962.

SR-1, 84, 85 & 41

R E S O L U T I O N

WHEREAS, with the completion of the Federal-aid Interstate System and portions thereof, there will be a need for revision in route numbering.

NOW, THEREFORE, pursuant to the above need, the policy of the Utah State Road Commission as an interim guide, pending the development of national uniform standards, should be:

1. Where U. S. or State routes coincide with the Interstate location, where Interstate construction is completed, only Interstate route markers will be displayed.

2. Where U. S. routes converge with an Interstate route, and at State borders, signs will be placed indicating that the U. S. or State numbered route will follow the Interstate route involved.

3. Where U. S. or State routes diverge from the Interstate, the normal junction sign will be placed with an arrow indicating the direction the routes take as they leave the Interstate location.

4. Routes into and through communities presently served by U. S. or State routes will be signed with existing U. S. or State route numbers.

5. Business route numbering shall be established for routes principally within the corporate limits of a city.

6. Where the Interstate alignment relocates a U. S. or State numbered route, and such route becomes essentially a local service function and is abandoned to local jurisdiction, the U. S. or State route shall be carried on the Interstate System.

Date this 26th day of May, 1964.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

82, 84
126
4

File

R E S O L U T I O N

Redesignation of State Routes 82, 84 and 126

WHEREAS, the Utah Transportation Commission adopted a resolution on May 20th, 1977, redesignating various state routes to be synonymous with the US Route designation, and

WHEREAS, the Executive Committee of AASHTO on July 7, 1977, approved the redesignation of Interstate Route 80N as Interstate Route 84, and

WHEREAS, in keeping with the policy of designating state routes to be synonymous with US Routes it is necessary to redesignate those State Routes affected by the redesignation of I-80N.

NOW THEREFORE, be it resolved as follows:

That Interstate Route 84 be designated as State Route 84 and by this action delete the designation of State Route 82,

That former State Route 82 that was redesignated State Route 126 by the resolution adopted by the Commission on May 20, 1977, be reinstated as State Route 82,

That State Route 84 be redesignated as State Route 126,

That as a result of the aforementioned revisions, the State Routes involved will be described as follows:

Route 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 84). 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 - From Route 30 in Tremonton north via 300 East to Garland, thence east aparoximately 0.8 mile, thence north to Route 13.

Route 126 - From Route 15 (Interstate Route 15) south of Layton northerly to Route 89 at Hot Springs Junction.

That the letter from AASHTO relating to the redesignation of I-80N to I-84 be hereby incorporated as a part of this submission,

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

Dated this 26th day of August, 1977.

UTAH TRANSPORTATION COMMISSION

R. La Dean Cox
Chairman

Wayne S. Winters
Vice-Chairman

Chas. E. Ward
Commissioner

Clem H. Church
Commissioner

Samuel J. Payne
Commissioner

ATTEST:

Ronald A. Fenley
Secretary

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

ROBERT N. HUNTER, President
Chief Engineer
Missouri State Highway Department

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

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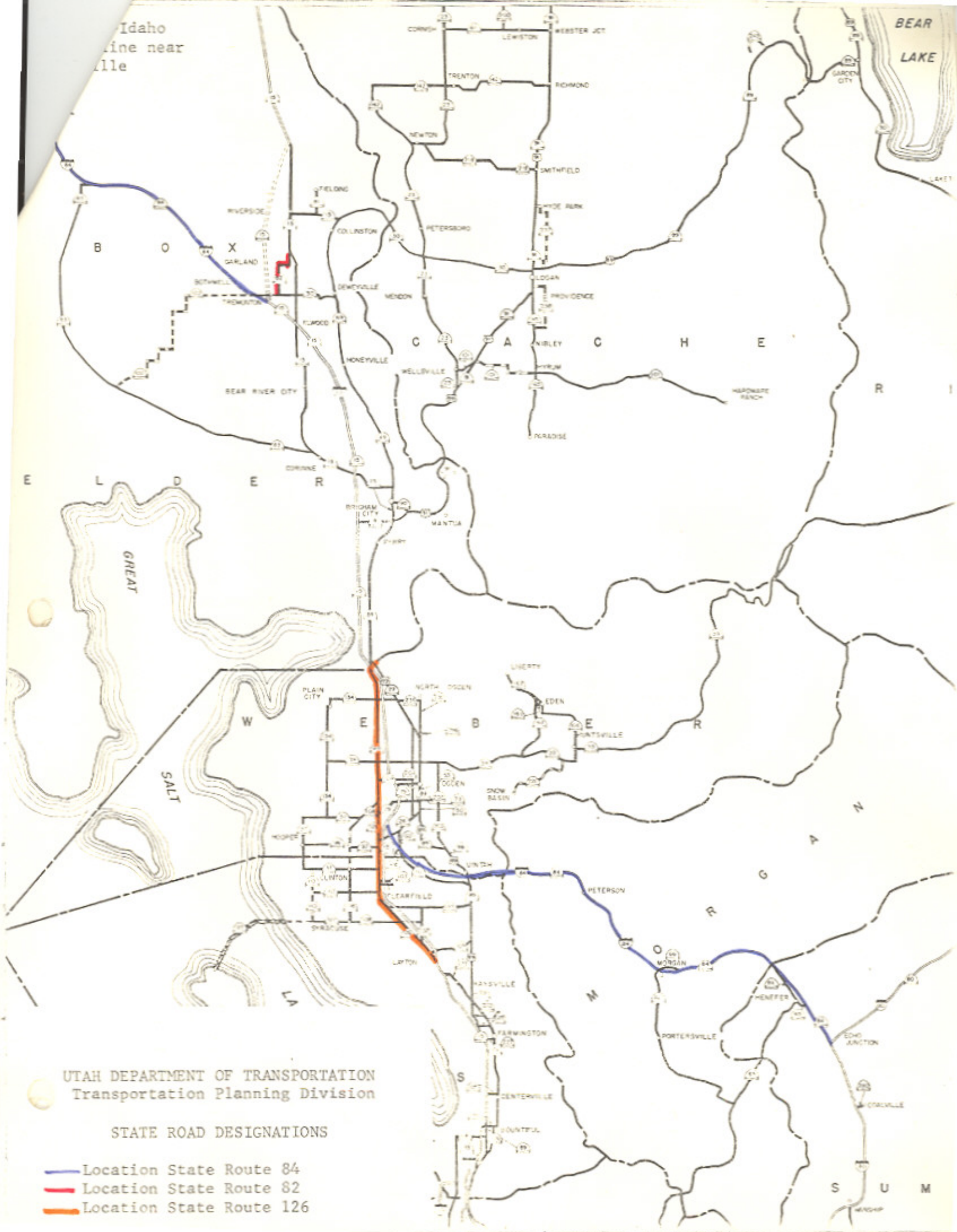

UTAH DEPARTMENT OF TRANSPORTATION
Transportation Planning Division

STATE ROAD DESIGNATIONS

- Location State Route 84
- Location State Route 82
- Location State Route 126

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: August 31, 1977

TO : James Deaton
District #1 Director

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

SUBJECT: Redesignation of State Routes

On August 26, 1977, the Utah Transportation Commission approved the redesignation of State Routes 82, 84 and 126 in Box Elder, Weber, Morgan and Summit Counties 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

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

Same memorandum sent to William D. Hurley, District #2 Director

Information sent to:

Jerry Fenn	W. J. Stephenson	Harold Brown	Charles Bertolina
Ralph Murdock	J. Q. Adair	Ray Behling	E. E. Lovelace
Dennis Spackman	David L. Kennison	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

234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: August 31, 1977

TO : James Deaton
District #1 Director

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

SUBJECT: Redesignation of State Routes

On August 26, 1977, the Utah Transportation Commission approved the redesignation of State Routes 82, 84 and 126 in Box Elder, Weber, Morgan and Summit Counties 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

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

Same memorandum sent to William D. Hurley, District #2 Director

Information sent to:

Jerry Fenn	W. J. Stephenson	Harold Brown	Charles Bertolina
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Robert Wheadon	Robin Hood	John W. Homer	Clarence Bywater
Keith Rosevear	Art Guerts	Jo Ann Slaugh	Ken Riddle

WDM:RDent:bt

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

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 [illegible]
Mr. Ralph [illegible]

Frontage Roads SR-15 Box Elder

38

R E S O L U T I O N
Transfer of State Constructed Roads
at various locations throughout
Box Elder County and Tremonton City
Project I-84-5(7)29
Project I-15-8(68)380
Project I-15-8(61)387

WHEREAS, with the completion of Interstate construction projects in Box Elder County has resulted in the construction of frontage roads along with bypass roads and,

WHEREAS, these roads will serve as public roads though not justified as part of the state system highways and,

WHEREAS, the District 1 Director has requested that these roads be relinquished to the jurisdiction of Box Elder County along with Tremonton City and,

WHEREAS, the Box Elder County Commission and Tremonton City concur with the jurisdictional changes and,

WHEREAS, the appropriate staff of the Planning Division has reviewed the proposal for transfer.

NOW THEREFORE, be it resolved as follows:

1. The following frontage and bypass roads constructed as part of the Interstate construction projects within the boundary of Box Elder County and Tremonton City be transferred to the jurisdiction of these entities as follows:

I-84-5(7)29

Map Location	Transferred to County	Total Feet Existing on B System	Total Feet Add to B System
Map 1			
(10) J Line	2,443'=.46 mi.	550'=.10 mi.	1,893'=.36 mi.
(11) H Line	2,050'=.39 mi.	175'=.03 mi.	1,875'=.36 mi.
(12) E Line	16,968=3.21 mi.		16,968'=3.21 mi.
(13) K Line	1,836'=.35 mi.	1,836'=.35 mi.	
(14) L Line	934'=.18 mi.	250'=.05 mi.	684'=.13 mi.
(15) M Line	1,214'=.23 mi.	300'=.06 mi.	914'=.17 mi.
(16) F Line	4,500'=.85 mi.		4,500'=.85 mi.

Map Location	Transferred to County	Total Feet Existing on B System	Total Feet Add to B System
Map 2			
(17) Q Line	2,704'=.51 mi.	600'=.11 mi.	2,104'=.40 mi.
(18) U Line	9,612'=1.82 mi.	_____	9,612'=1.82 mi.
Totals	42,261'=8.00 mi.	3,711'=.70	38,550'=7.30 mi.

Footage deleted from previous "B" routes = 8,725'=1.65 miles

Net gain of "B" Footage = 29,825'=5.65 miles

I-15-8(68)380

Tremonton City

Map Location	Transferred to City	Total Feet Existing on C System	Total Feet Add to C System
(20) T Line	1,795'=.34 mi.		1,795'=.34 mi.
(21) Z Line	1,025'=.19 mi.		1,025'=.19 mi.
(22) Y Line	775'=.15 mi.	(port. of Y Line in Co.)	775'=.15 mi.
Totals	3,595'=.68 mi.		3,595'=.68 mi.

Footage deleted from previous "B" routes = 1,795'=.34 miles

Net loss of "B" footage 1,795'=.34 miles (Box Elder County footage that has become Tremonton City footage and placed on the "C" system)

Box Elder County

Map Location	Transferred to County	Total Feet Existing on B System	Total Feet Add to B System
(22) Y Line	1,675'=.32 mi.	575'=.11 mi.	1,100'=.21 mi.
(23) J Line	4,072'=.77 mi.	300'=.06 mi.	3,772'=.71 mi.
(24) L Line	1,820'=.35 mi.	_____	1,820'=.35 mi.
Totals	7,567'=1.44 mi.	875'=.17 mi.	6,692'=1.27 mi.

Footage Deleted from previous "B" routes 800' .15 miles

Net Gain of "B" Footage 5,892'=1.12 miles

Map Location	Transferred to County	Total Feet Existing on B System	Total Feet Add to B System
(30) E Line	729'=.14 mi.		729'=.14 mi.
(31) S Line	5,830'=1.10 mi.		5,830'=1.10 mi.
(32) K Line	3,150'=.60 mi.	3,150'=.60 mi.	
(33) P Line	13,440'=2.55 mi.	4,150'=.79 mi.	9,290'=1.76 mi.
(34) F Line	1,429'=.27 mi.	1,429'=.27 mi.	
Total	24,578'=4.65 mi.	8,729'=1.65 mi.	15,849'=3.00 mi.

Footage deleted from previous "B" routes = 2,900'=.55 miles

Net gain of "B" footage = 12,949'=2.45 miles

2. By this action Box Elder County B System will show a net increase of 8.88± miles.

3. By this action Tremonton City C mileage will increase 0.68 ± miles.

4. In order to maintain continuity of the Functional Classification system, Major Collector mileage will increase 2.55 ± miles along P line project I-15-8(61)387, also a portion of F line will become Functionally Classified Major Collector a distance of 0.07 ± miles to the connection of State Route 13 at the south bound on and off ramps of SR-15.

5. All other roadways aforementioned that are not currently residing on the B system will have a Functional Classification of Local a distance of 11.56 ± miles.

6. The changeover in control, operation and maintenance of the aforementioned roadways will become effective upon completion of that segment of Interstate highway.

7. The accompanying letters and maps be made part of this resolution.

Attest:

Secretary

Roads
SR-15
Box Elder
38

R E S O L U T I O N
Transfer of State Constructed Roads
at various locations throughout
Box Elder County and Tremonton City
Project I-84-5(7)29
Project I-15-8(68)380
Project I-15-8(61)387

Dated this 16th day of September, 1988

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

Attest:

Secretary

R-234

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: 8/24/88

TO : Glen Nielsen

FROM : John Quick P.E.

SUBJECT: Classification of I-15 frontage road transfers

That section of the I-15 "P" line north of the "F" line should be classified as Major Collector. The function of the roadway in this area is that of a major collector and this will preserve the continuity with SR-13 as a major collector. If this line does not connect with SR-13 then the connecting portion of the "F" line should also be classified as a major collector.

Clint 8-16-88

Eugene R. Brauer
Vice President

Kenneth E. Gardner
Dodd M. Greer
Craig A. Peterson
Lorin T. Powell
Boyd A. Wilson

ARIX

ARIX Corporation
Engineers Architects Planners

Greeley, CO • Grand Junction, CO
Provo, UT • Ogden, UT • Phoenix, AZ
Laramie, WY • Riverton, WY

August 12, 1988

Mr. Clinton D. Topham, P.E.
District One Director
State of Utah
Department of Transportation
P. O. Box 2747
Ogden, UT 84404

Dear Mr. Topham:

Tremonton City has received your letter requesting designation of certain roads within the Tremonton City jurisdiction. We have reviewed the proposed streets and certified that we will accept them as designated.

I do apologize for the delay in documenting our site review and acceptance. Please keep us informed and provide further documentation of the further designation once it's completed.

Sincerely,

Kenneth E. Gardner

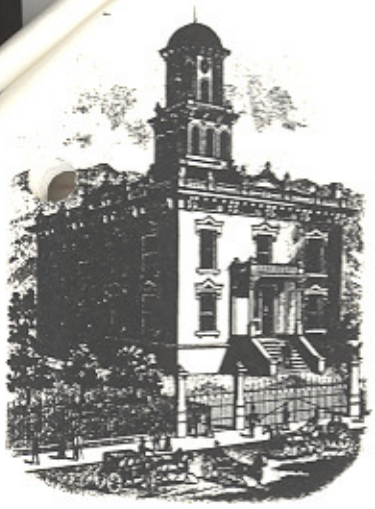
Kenneth E. Gardner, P.E.
Tremonton City Engineer

tds
86118.00

RECEIVED
AUG 15 1988
UTAH DEPT. OF TRANS.
DISTRICT 1

2155 North 200 West Provo, UT 84604 801-373-2749

Clint 6-20-88



CIRCA 1890'S

Box Elder County,

STATE OF UTAH.

COUNTY COMMISSIONERS
FRANK O. NISHIGUCHI
ROBERT G. VALENTINE
JAMES J. WHITE

CIRCA 1980'S

OFFICERS
AFTON R. DARNELL, COUNTY TREASURER
JAY R. HIRSCHI, COUNTY CLERK
ROBERT E. LIMB, COUNTY SHERIFF
MARIE G. KORTH, COUNTY RECORDER
JON J. BUNDERSON, COUNTY ATTORNEY
VON R. CURTIS, COUNTY ASSESSOR
DENTON BEECHER, COUNTY SURVEYOR
DORIS L. OLSEN, COUNTY AUDITOR

June 14, 1988

Clinton D. Topham
State of Utah
Utah Department of Transportation
169 North Wall Avenue
P. O. Box 2747
Ogden, Utah 84404

JUN 16 1988
TRANS.

Dear Clint:

We are in receipt of your letter dated June 8, 1988, wherein you are asking for our concurrence to take over the frontage roads of I-84 and I-15 when the system is finished.

Based upon our latest discussions and the revised drawings, we do concur with the frontage roads. We still reserve the right to reject 13600 North, west of the Garland Cemetery, if agreements are not reached regarding the gates and cattle movements in the area.

When the final resolutions are reached and the changes made, we would appreciate a final of the mileage.

Thank you for your assistance.

Respectfully,

Denton H. Beecher

Denton H. Beecher
Box Elder County Surveyor

DHB:msm

Box Elder
38

Ron D.

State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

E. H. Findlay
Director
Gene Sturzenegger, P.E.
Assistant Director
H. H. Richardson, P.E.
District Director

169 North Wall Avenue
P.O. Box 2747
Ogden, Utah 84404

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

April 28, 1988

City of Tremonton
102 South Tremont Street
Tremonton, Utah 84337

Re: Tremonton to Riverside I-15-8(68)380
Transfer of Frontage Roads

Attn: Mr. Richard Woodworth, City Manager

Gentlemen:

As you know, the grading contract for I-15 in the Tremonton area is well underway. This work is expected to be completed by this Fall or early Winter.

Following closely on the completion of the grading work will be one or more contracts which will include all of the structures, concrete paving, signing, painting and all features to put this section in service. It is expected that this work may require two years to complete.

As a consequence of the interstate construction, it is necessary to reconstruct, realign and relocate several local non-State roads. This relocation construction cost is being borne entirely by State and Federal funds. The roads will be in as good or better condition/quality than when in their former and undisturbed locations.

After all of our highway construction is complete we will return them to the jurisdictions of Tremonton City for their continued operation. The attached summary sheet and map depicts the roads so affected. Their length and type of surfacing are listed so they can be entered upon your official inventory maintained at our headquarters for gas tax revenue eligibility.

Your written concurrence in this action is requested at this time so an appropriate resolution can be executed by our Transportation Commission to insure the smooth transfer at the completion of the project and continued revenue generation.

Please call if you desire a clarification on any of these matters.

Sincerely yours,

H. H. Richardson

H. H. Richardson, P. E.
District One Director

HHR/jw/0318J
Attachment

cc: Lynn Zollinger, District Preconstruction Engineer
Ron Delis, Engineer for Planning and Programming
Luke Mildon, Project Engineer

an equal opportunity employer

Ron D.

State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

E. H. Findlay
Director
Gene Sturzenegger, P.E.
Assistant Director
H. H. Richardson, P.E.
District Director

169 North Wall Avenue
P.O. Box 2747
Ogden, Utah 84404

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

April 25, 1988

The Honorable Box Elder County Commission
Courthouse
Brigham City, Utah 84301

Re: Frontage Road Transfers in Box Elder County
I-84-5(7)29 West Tremonton to Blue Creek Summit
I-15-8(61)387 Riverside to Plymouth
I-15-8(68)380 Tremonton to Riverside

Attn: Mr. Denton H. Beecher, County Surveyor

Gentlemen:

Thank you for your comments contained in your March 16, 1988, letter regarding transfer of frontage/access roads to Box Elder County. After some additional study on this matter, and also taking the recommendations of the Highway System Study into consideration we offer the following comments to your questions addresing them in the same order:

1. On I-84 "E" line, no delineators, guardrail or jersey barrier was required on the contract plans. Near the end of the construction project our local maintenance supervisor at Bothwell placed about 6 delineators to satisfy Mr. Egglis complaint. Nothing more than delineators is warranted with respect to speed and traffic volume. A few delineators could be added if desired, but are not critical.

2. During the I-15 surfacing contract, which will begin in the Fall of 1988, we will provide a 100' diameter or suitable turn around for all dead end roads. This will include "L", "J", "E" lines and the north end of temp I-15 near the Riverside North Garland well house.

3. "U" line at Whites Valley only goes to the south side of the large culvert and does not include any roadway under I-84

4. You are correct on I-15 "E" line. This is an extension of SR-129 from Collinston and proceeds westerly to the westerly no-access line at the Riverside interchange.

an equal opportunity employer

5. The county was sent recently a letter from Mr. Clinton Topham, our new district one director, stating the desire of UDOT to extend the mileposting and routing of SR-13 from its present north terminus at SR-129 in Riverside, northerly, along the present temporary I-15, to the Nucor Road Intersection, then westerly along the Nucor Road (County road at present) to the westerly no-access line of I-15. This would mean that only that part of temporary I-15 extending northerly from the Nucor Road to the Riverside-North Garland well house access would be transferred to Box Elder County.

6. The area of jurisdiction of Tremonton has been clarified and the roads appropriately sorted to the respective governmental entity. As listed on the attached maps "T" and "Z" lines go to Tremonton. "Y" line is divided with part to Tremonton and part to Box Elder County.

7. "J" line turn around will be constructed as described in No. 2 above. "JB" line is a private access and is being deleted from the road transfer summary.

8. We believe that UDOT's design criteria for the structure over the westerly extension of the Garland Cemetery Road was based on this being a public route because the structure is a bridge rather than a farm underpass. We believe the fencing and gates will need to be redesigned and relocated to provide the public access to the west side of I-15. We will work out this fencing adjustment with the owners during the contract period, in consultation with our attorneys and yourself, so there will be a clear understanding of the final outcome.

We will also discuss the drainage with you at this location as it affects the Garland Cemetary Road so would you analyze what appropriate solutions should be considered. This, of course, is separate and apart from the road transfer.

Please review the revised maps attached herewith in keeping with our original letters of February 18, 1988, and our additional comments above and advise if we now have your approval on what is to be transferred to Box Elder County.

Sincerely yours,

H. H. Richardson

H. H. Richardson, P. E.
District One Director

HHR/jw/0308J

Attachments

cc: Lynn Zollinger, District Preconstruction Engineer
Ron Delis, Engineer for Planning and Programming
Luke Mildon, Project Engineer
Don Johnston, Project Engineer

Frontage Roads SR-15 Box Elder

38

CIRCA 1890'S

Box Elder County

COUNTY COMMISSIONERS
DON E. CHASE
GLEN R. CURTIS
JAMES J. WHITE

BRIGHAM CITY, UTAH 84302

OFFICERS

GLEN S. FIFE, COUNTY TREASURER
JAY R. HIRSCHI, COUNTY CLERK
ROBERT E. LIMB, COUNTY SHERIFF
MARIE G. KORTH, COUNTY RECORDER
JON J. BUNDERSON, COUNTY ATTORNEY
VON R. CURTIS, COUNTY ASSESSOR
DENTON BEECHER, COUNTY SURVEYOR
DORIS L. OLSEN, COUNTY AUDITOR

CIRCA 1980'S

March 16, 1988

Howard Richardson
District One Engineer
P.O. Box 2747
Ogden, Utah 84404

RE: Frontage road transfers in Box Elder County

Dear Howard

We have reviewed the proposed transfer of frontage roads on the I-84 and I-15 systems. We concurr with the proposal except for the following comments.

1. On I-84 "E" Line we understood that there was going to be placed delinators along the fill that fronts Floyd Egglis' property or a beam guard rail to protect from going off the fill.
2. All dead end roads should have a turn around of not less than 100 foot diameter.
3. At Whites Valley exit,"U" Line,does this include under I-84 and to the gate or to the south entrance of the structure?
4. On I-15 "E" Line sheet A, it is our understanding that this is SR129 from the interchange to 6000 West and not a county road, the only portion that might be county is a short section west of the on and off ramp.
5. We are not in favor of the state turning Temp.I-15 from Riverside to Plymouth or I-15. This move would leave I-15 as the only State route through this area and would deleate the state route for the people in this portion of the county to obtain access to I-15.
6. On sheet 1B of I-15 there are several errors, parts of this area has been annexed to Tremonton, see map enclosed. Therefore those section within Tremonton City should go on their system.

Frontage Roads SR-15 Box Elder

7. Again on Sheet 1B "J" Line should include a turnaround not less than 100 feet in diameter for access at the end. Also, we are unclear what the purpose of the "JB" Line is. This has no purpose that serves the county.

8. On Sheet 1-C of I-15 "L" Line is very controversial; we feel that the county road should end at the west line of the cemetary and that the remainder be turned over to the private sector as they seem to want to control access with locked gates. We are still concerned about the run-off factor at this point and the lack of concern by the Department of Transportation for the washing effect that this funnell will create on this road. If this is to be turned over to the county, there can not be locked gates and there should be a turn-around not less than a 100 foot diameter at the end. The gates shall then be installed to provide access to each individual owners.

We understand that all frontage roads etc. on I-15 will not be turned over to the county until final acceptance has been completed. If we need to discuss these with you further please let us know and we will be happy to meet with you.

Respectfully.

Denton H. Beecher

Denton H. Beecher
County Serveyor

DHB/sg

cc: Commissioner Valentine

Frontage Roads SR-15 Box Elder

38

TRANSPORTATION COMMISSION

SAMUEL J. TAYLOR
CHAIRMAN
WAYNE S. WINTERS
VICE CHAIRMAN
CLEM H. CHURCH
R. LAVAUN COX
TODD G. WESTON

ELVA H. ANDERSON
SECRETARY

UTAH DEPARTMENT OF TRANSPORTATION
169 North Wall Avenue
Box 2747
Ogden, Utah 84404

WILLIAM D. HURLEY, P.E.
Director

GENE STURZENEGGER, P.E.
Assistant Director

H. H. RICHARDSON
District Director

February 18, 1988

The Honorable Box Elder County Commission
Box Elder County Courthouse
Brigham City, Utah 84302

Re: Transfer of Frontage/Access Roads in Box Elder County
I-84-5(7)29, West Tremonton to Blue Creek Summit
I-15-8(61)387, Riverside to Plymouth
I-15-8(68)380, Tremonton to Riverside

Attention: Mr. Denton Beecher, County Engineer

Gentlemen:

During the past several years, the Utah Department of Transportation (UDOT) has been heavily involved in the construction of I-84 and I-15 in the Tremonton area of Box Elder County. As a consequence of this construction, there have been certain existing county roads that have been relocated and/or reconstructed to maintain services and access to private property. Some of these roads are now in service and some are presently being constructed as part of current contracts underway and future contracts to be awarded within the next few months.

A summary is attached, for each of the three projects referenced above, showing the length, width, surface type, etc for each roadway. Color coded maps are also attached to aid in identifying each roadway.

State statutes provide for the roads to become part of the local road system upon completion of their construction. It is the desire of the Transportation Commission to transfer such

Frontage Roads SR-15 Box Elder

be transferred upon receiving written notices from this office after the resolution is executed and after the roads are completed and placed in service.

Your letter of concurrence is hereby requested. The attached color coded maps, one for each of the three projects, will be helpful in identifying the location of each of the roads to become part of the county system.

Please contact me if you have any questions about this procedure.

Sincerely yours,

H. H. Richardson, P. E.
District One Director

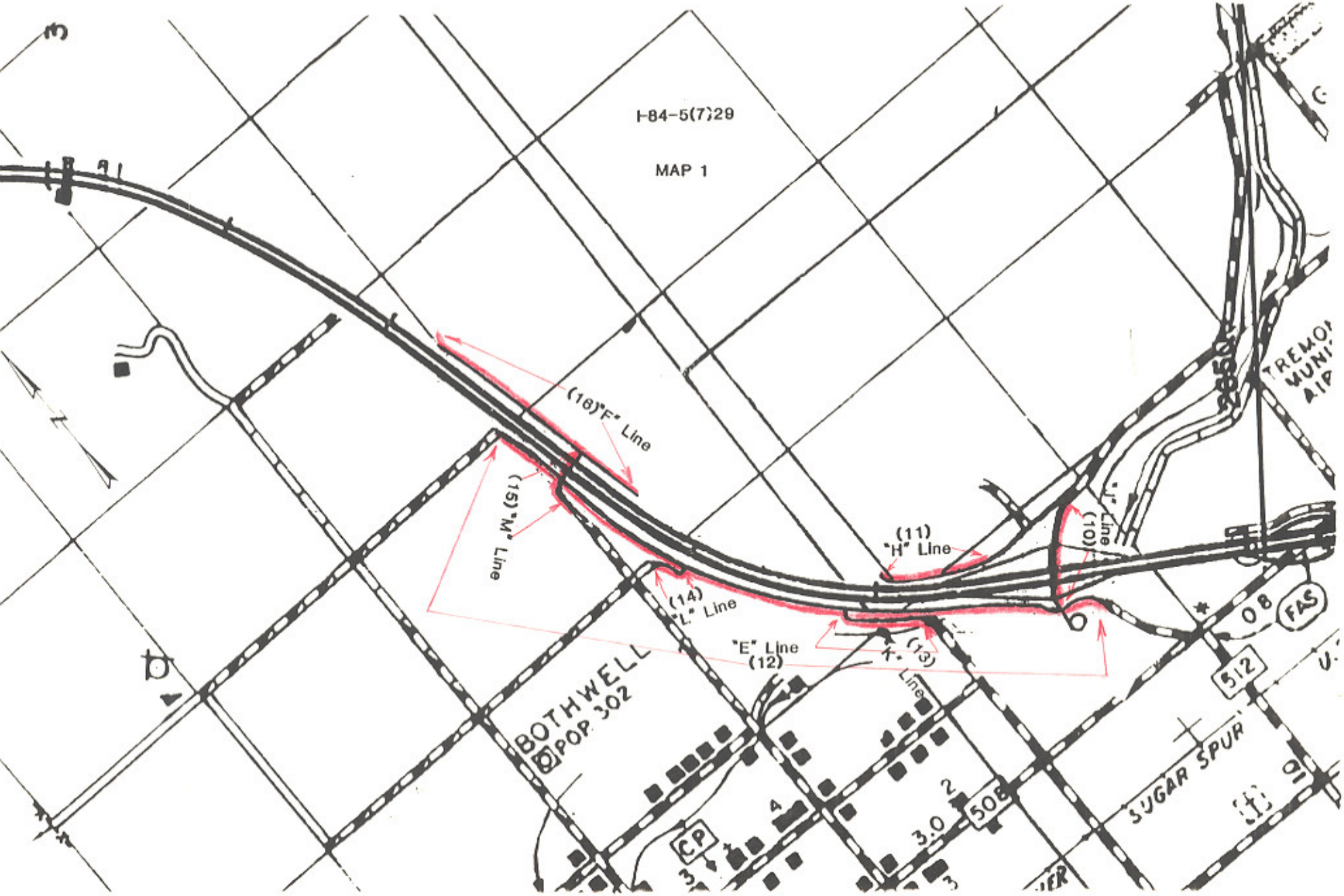
HHR:mo

Attachment

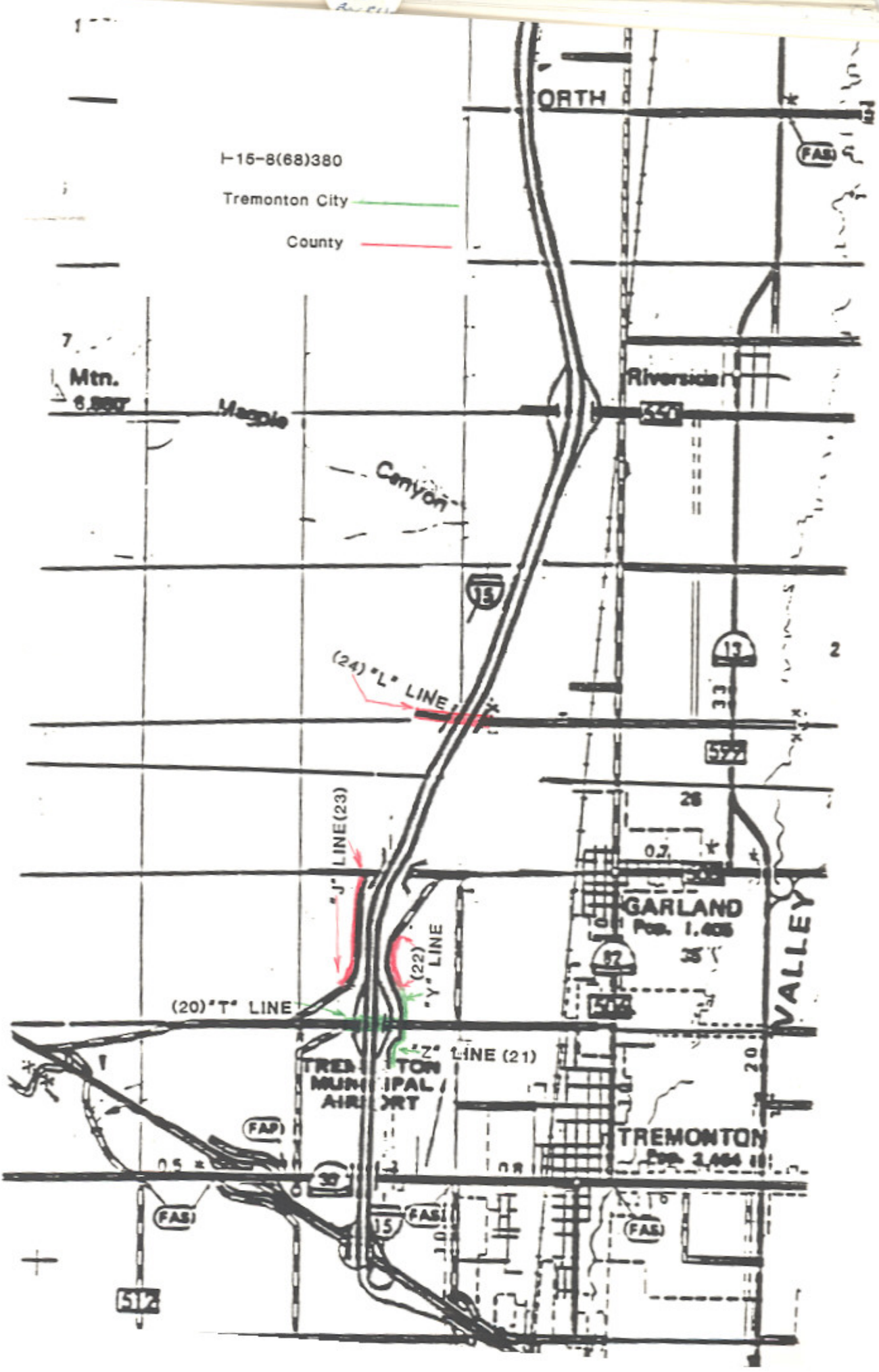
cc: Lynn Zollinger, District Preconstruction Engineer
Ron Delis, Engineer for Planning and Programming

I-84-5(7)29

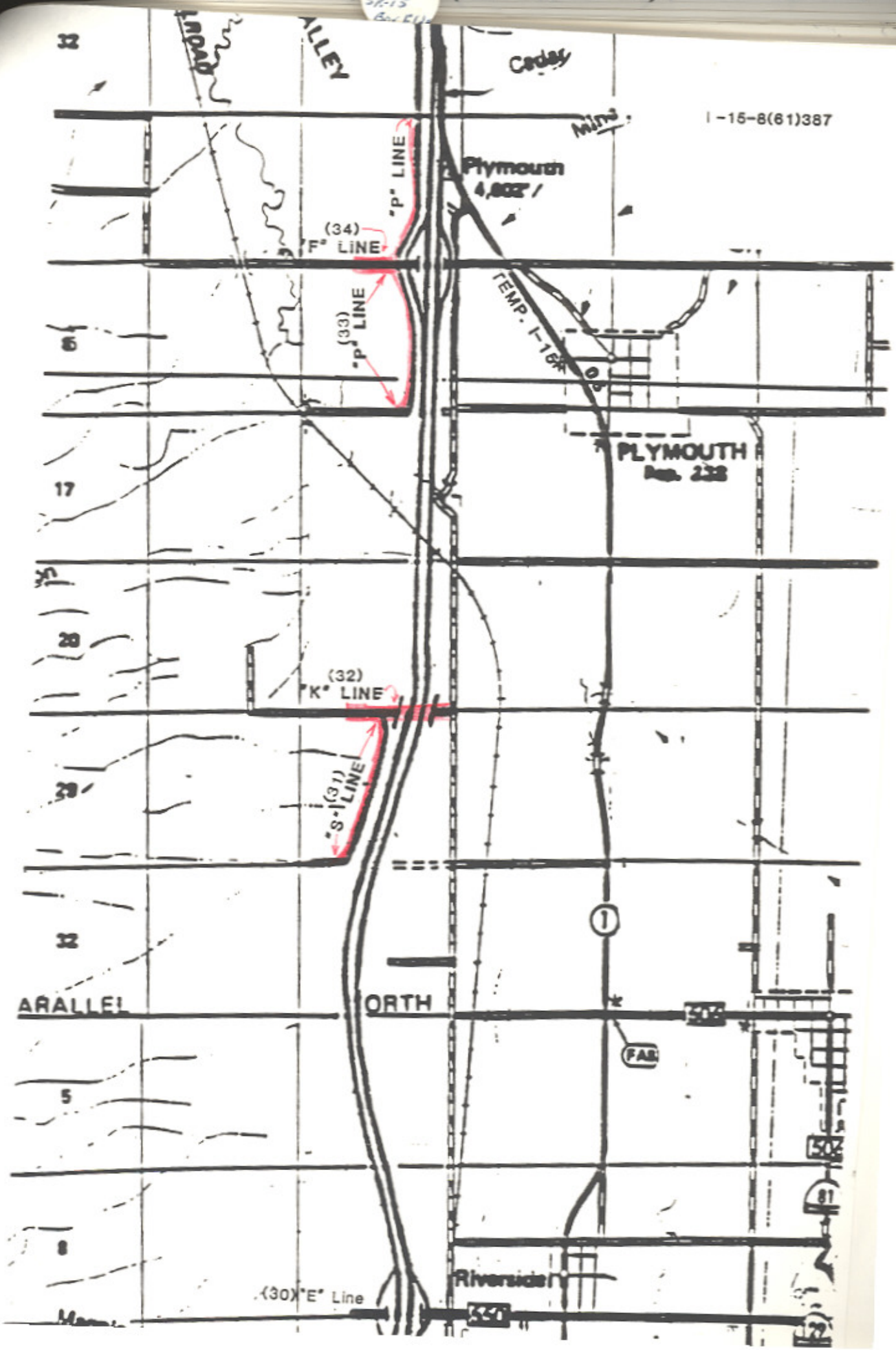
MAP 1



Frontage Roads SR-15 Box Elder



I-15-8(68)380
Tremonton City
County
ORTH
Mtn.
Maple
Canyon
Riverside
(24) "L" LINE
"J" LINE (23)
(22) "Y" LINE
(20) "T" LINE
"Z" LINE (21)
GARLAND
VALLEY
TREMONTON
FAS
FAP


I-15-8(61)387
Plymouth
4,802'
"P" LINE
(34)
"F" LINE
(33)
"P" LINE
TEMP. I-15
PLYMOUTH
Pop. 232
(32)
"K" LINE
(31)
"S" LINE
ARALLEL
ORTH
FAS
Riverside
(30) "E" Line