Route 91

Updated: October 2005

1953 Description:
From Fairview on Route 32 northerly seven and one-half miles to Milburn.

Approved by 1963 Legislature:

1965 Legislature:
1967 Legislature:

1969 Legislature:
Withdrawn as a State Route by the **1969 Legislature.**

*(A) 1977 Commission Action (May 20,1977):
Designated a State Route by Commission Action 5/20/77. State Route 91 traverses the old alignment of State route 85.

1977 Description:
From State Route 15 (1-15) south of Brigham City, thence easterly via Brigham Canyon and Logan to the Utah-Idaho State line near Franklin, Idaho.

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.

*(**B**) **1992 Commission Action (February 14,1992):**
Limited access between Jct. SR-89 in Brigham City and Jct. SR-23 in Wellsville.

1993 Legislature: Description remains the same.

1994 Legislative Description:
From Route 15 south of Brigham City; thence easterly via Brigham Canyon and Logan to the Utah-Idaho state line near Franklin Idaho.

Route 91 Cont.

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

1998 Legislative Description:
From Route 15 south of Brigham City; then easterly through Brigham Canyon and Logan to the Utah- Idaho state line near Franklin, Idaho.

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 91

COUNTY/VOLUME & RESOLUTION NO.

A. Cache Co. 6/2 **B.** Cache Co. 9/14

DESCRIPTION OF RESOLUTION CHANGE

(**A**). Re-designation -	Re-designate US-91 as SR-91.
(**B**). Limited Access -	From Jct. SR-89 in Brigham City to Jct. SR-23 in Wellsville.

R E S O L U T I O N

Relocation U.S. Route 91

WHEREAS, the intent of the A.A.S.H.O. Purpose and Policy "In the Establishment and Development of United States Numbered Highways", is to designate U.S. Routes over the shortest and best roads, and

WHEREAS, Interstate Route 15 does or will supplant U.S. Route 91 as the shortest and best road to 1400 South Street in Brigham where U.S. Route 91 leaves the traveled-way of Interstate Route 15, thence easterly coincident with existing U.S. Route 91 via Brigham Canyon, Logan and Smithfield to the Utah-Idaho State line, and

WHEREAS, multiple signing of U.S. Routes is not in the best interest of the touring public, and

WHEREAS, the application for revision of U.S. Route 91 should be presented to the A.A.S.H.O. U.S. Route Numbering Committee before June, 1971.

NOW THEREFORE, be it resolved as follows:

That application be made to the American Association of State Highway Officials, U.S. Numbering Committee, requesting that the designation of U.S. Route 91 be coincident with all completed portions and traveled-way portions of Interstate Route 15 from the Utah-Arizona State line southwest of St. George, Utah, northerly to 1400 South Street in Brigham, Utah, thence easterly coincident with existing U.S. Route 91 via Brigham Canyon, Logan and Smithfield to the Utah-Idaho State line.

That it be so stipulated that as the traveled-way portions of Interstate Route 15 are replaced with completed Interstate sections between the Utah-Arizona State line and 1400 South Street in Brigham, that the designation of U.S. Route 91 will become coincident with these completed sections of the Interstate route.

That U.S. route designation signs be removed from all traveled-way portions of Interstate Route 15 as construction of the Interstate segments are completed.

Dated this 18th day of December, 1970.

STATE ROAD COMMISSION OF UTAH

RESOLUTION
Relocation U.S. Route 91
Page 2

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

R-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: July 7, 1971

TO : L. R. Jester, P. E.
Chief, Systems Planning Division

FROM : Howard B. Leatham, P. E.
Engineer for Planning and Programming

SUBJECT: U. S. Route Number Changes

The AASHO Numbering Committee has approved our applications for changes on U. S. Routes 30S, 50A, 91 and 189.

Please have the Planning Statistics Section notify all of the District Engineers involved, in order that the proper signing changes can be made in the field.

/bb

ATTACHMENTS

ADM Assoc
AASHO
Route
Numbering

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

PRESIDENT
W. J. Burmeister
State Highway Engineer
Division of Highways
4802 Sheboygan Ave.
Madison, Wisconsin 53702

EXECUTIVE DIRECTOR
A. E. Johnson
341 Nat'l Press Bldg.
Washington, D. C. 20004
Telephone 628-2438

PLEASE REPLY TO ADDRESS
SHOWN ABOVE

June 28, 1971

RECEIVED
JUL 1 1971
UTAH STATE
DEPT. OF HIGHWAYS
CENTRAL FILES

Mr. Henry C. Helland, Director
State Department of Highways
State Office Buildings
Salt Lake City, Utah 84114

Re: U. S. Routes 30S, 50A, 91
and 189

Dear Mr. Helland:

This is to advise that your Department's applications for the relocation of U. S. Route 50A, U. S. Route 91 and U. S. Route 30S, and U. S. Route 189 have been approved by the U. S. Route Numbering Subcommittee at its recent meeting and this decision has been concurred in by the Executive Committee at its meeting on June 22, 1971.

Enclosed herewith please find your copies of these applications for your files.

Yours truly,

A. E. Johnson
Executive Director

H. J. Rhodes
Assistant to the Director

HJR:fms

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

ROUTED TO	INITIAL	ACTION
Helland		

I—Information | R—Return to Director
C—Comment | S—Signature
A—Approval | P—Prepare Reply for
N—Necessary Action | my Signature

Mailed 1/12/71 - K. Durbin

bc: Blaine J. Kay
State Highway Engineer

Howard B. Leatham
Engineer for Planning & Programming

January 12, 1971

Mr. A. E. Johnson, Executive Director
American Association of State Highway Officials
General Offices
341 National Press Building
Washington, D. C. 20004

Dear Mr. Johnson:

Enclosed are the requested number of the official application forms pertaining to the relocation of U.S. Routes 30S, 50A, 91 and 189 in Utah.

Consideration and approval of the relocation of these routes by the Route Numbering Sub-Committee at their next meeting will be appreciated.

Very truly yours,

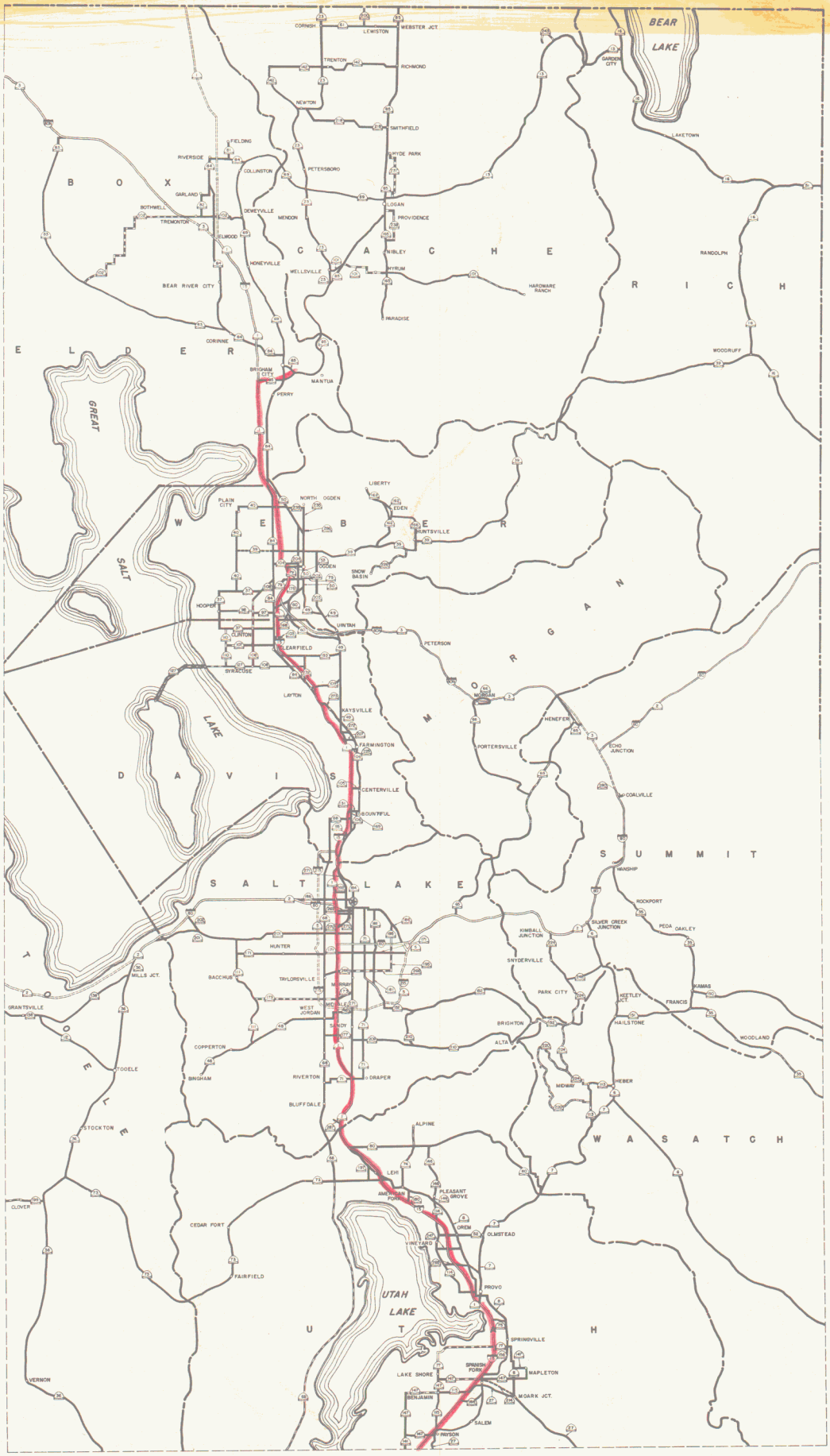
Henry O. Helland

Henry O. Helland
Director of Highways

Enclosure

BDB:WDMears:bt

STATE OF
UTAH
PREPARED BY
UTAH STATE DEPARTMENT OF HIGHWAYS
PLANNING STATISTICS SECTION
IN COOPERATION WITH
U. S. DEPARTMENT OF TRANSPORTATION
BUREAU OF PUBLIC ROADS
SCALE
I D A H O
W Y O M I N G
C O L O R A D O
A R I Z O N A
N E V A D A
B O X E L D E R
C A C H E
R I C H
W E B E R
D A V I S
M O R G A N
S U M M I T
D A G G E T T
S A L T L A K E
T O O E L E
D U C H E S N E
U I N T A H
U T A H
W A S A T C H
J U A B
C A R B O N
E M E R Y
M I L L A R D
S E V I E R
S A N P E T E
G R A N D
B E A V E R
P I U T E
W A Y N E
I R O N
G A R F I E L D
S A N J U A N
W A S H I N G T O N
K A N E
GREAT SALT LAKE
UTAH LAKE
SEVIER LAKE
DUCHESNE RIVER
GREEN RIVER
COLORADO RIVER
SAN JUAN RIVER
ESCALANTE RIVER
BLUFF RIVER
SAN RAFAEL RIVER
TO BURLEY
TO MALAD
TO PRESTON
TO MONTPELIER
TO EVANSTON
TO FORT BRIDGER
TO ELKO
TO DUGWAY
TO DENVER
TO GRAND JUNCTION
TO GUNTE
TO FREDONIA
TO FLAGSTAFF
TO GLEN CANYON DAM
TO KAYENTA
CURLEY JCT.
ROSETTE
SNOWVILLE
CLARKSTON
WEBSTER JCT.
RICHMOND
SMITHFIELD
LOGAN
HYRUM
PARADISE
HINCKLEY RANGE
BOTHWELL
RIVERSIDE
TREMONTON
DESERETT
BRIGHAM CITY
MILLAND
LIBERTY
LEGEN
HUNTSVILLE
OGDEN
CLEARFIELD
LAYTON
FARMINGTON
CENTERVILLE
BOUNTIFUL
SALT LAKE CITY
MORGAN
ECHO
COALVILLE
SHARPSHIP
ROCKPORT
SILVER CR. JCT.
ONEIDA
KIMBALL JCT.
KAMAS
FRANCIS
WOODLAND
HEBER
RANDOLPH
WOODRUFF
LAKETOWN
SAGE CREEK JCT.
GARDEN CITY
BEAR LAKE
MANILA
MANTON
MENDON
TIMPIE JCT.
GRANTSVILLE
MILLS JCT.
SACOBOY
WEST STE. GENEVIEVE
TOOELE
STOCKTON
RIVERTON
BINGHAM
ALPINE
ALTAMONT
PLEASANT GROVE
CEDAR FORT
FAIRFIELD
CLOVER
PROVO
SPRINGVILLE
SPANISH FORK
VERNON
EUREKA
TINTIC
THISTLE
HARRISON
SANTAQUIN
STOCKMORE
TABIONA
NEOLA
MAESER
LA POINT
VERNAL
JENSEN
DINOSAUR NATIONAL MON.
ROOSEVELT
UPALCO
DUCHESNE
OURAY
BONANZA
SOLDIER SUMMIT
MONA
NEPHI
FOUNTAIN GREEN
FAIRVIEW
SCOFIELD
CONSUMERS
CASTLEGATE
HELPER
KENILWORTH
CLEARCREEK
PRICE
WELLINGTON
SUNNYSIDE
DRAGERTON
HIAWATHA
LYNNDYL
LEAMINGTON
MORONI
MT. PLEASANT
VALES
MANTI
PIGEON HOLLOW JCT.
EPHRAIM
DELTA
OAK CITY
HARDING
SCIPIO
HUNTINGTON
CLEVELAND
ORANGEVILLE
ORANGEVILLE JCT.
CASTLE DALE
WOODSIDE
FAYETTE
STERLING
GUNNISON
MAYFIELD
CENTERFIELD
CLEAR LAKE
GOLDEN
FERRON
SAN RAFAEL
GARRISON
FILLMORE
SALINA
EMERY
ELGIN
GREEN RIVER
THOMPSON
CRESCENT JCT.
MEADOW
KANOSH
SIGURD
RICHFIELD
FREMONT JCT.
BLACK ROCK
ELSINORE
JOSEPH
MONROE
COVE FORT
SEVIER JCT.
BOWERY HAVEN RESORT
MOAB
KOOSHAREM
FREMONT
FRISCO
MILFORD
MARYSVALE
GREENWICH
LOA
GILES
HANKSVILLE
LA SAL JCT.
LA SAL
BICKNELL
BEAVER
PUFFER LAKE
JUNCTION
KINGSTON
ANGLE
CAPITOL REEF NATIONAL MONUMENT
CANYONLANDS NATIONAL PARK
MINERSVILLE
CIRCLEVILLE
ANTIMONY
BOULDER
MODENA
PAROWAN
PARAGONAH
PANGUITCH
ESCALANTE
MONTICELLO
VENDURE
NEWCASTLE
CEDAR CITY
CEDAR BREAKS NAT'L. MON.
HATCH
BRYCE CANYON NATIONAL PARK
TROPIC
HENRIEVILLE
CANNONVILLE
NATURAL BRIDGES NATIONAL MONUMENT
BLANDING
ENTERPRISE
LONG VALLEY
GLEN CANYON NATIONAL RECREATION AREA
CENTRAL
VEYO
ZION NATIONAL PARK
GLENDALE
ANDERSON JCT.
TOQUERVILLE
ORDERVILLE
MT. CARMEL
SPRINGDALE
HURRICANE
ST. GEORGE
WASHINGTON
KANAB
MEXICAN HAT


BEAR LAKE
GARDEN CITY
LAKETOWN
CORNISH
LEWISTON
WEBSTER JCT.
TRENTON
RICHMOND
NEWTON
SMITHFIELD
FIELDING
RIVERSIDE
HYDE PARK
COLLINSTON
PETERSBORO
B O X
GARLAND
BOTHWELL
TREMONTON
DEWEYVILLE
MENDON
LOGAN
PROVIDENCE
ELWOOD
C A C H E
NIBLEY
HONEYVILLE
WELLSVILLE
HYRUM
RANDOLPH
BEAR RIVER CITY
HARDWARE RANCH
R I C H
PARADISE
CORINNE
E L D E R
WOODRUFF
BRIGHAM CITY
MANTUA
PERRY
GREAT
LIBERTY
NORTH OGDEN
PLAIN CITY
EDEN
W E B E R
HUNTSVILLE
OGDEN
SNOW BASIN
SALT
HOOPER
LAYTON
UINTAH
CLINTON
CLEARFIELD
PETERSON
SYRACUSE
MORGAN
LAKE
KAYSVILLE
HENEFER
FARMINGTON
PORTERSVILLE
ECHO JUNCTION
D A V I S
CENTERVILLE
COALVILLE
BOUNTIFUL
S U M M I T
SALT LAKE
WANSHIP
ROCKPORT
SILVER CREEK JUNCTION
PEOA
OAKLEY
KIMBALL JUNCTION
HUNTER
SNYDERVILLE
MILLS JCT.
BACCHUS
TAYLORSVILLE
MURRAY
PARK CITY
KEETLEY JCT.
KAMAS
FRANCIS
GRANTSVILLE
WEST JORDAN
MIDVALE
SANDY
HAILSTONE
BRIGHTON
WOODLAND
COPPERTON
ALTA
TOOELE
BINGHAM
RIVERTON
DRAPER
MIDWAY
HEBER
BLUFFDALE
STOCKTON
ALPINE
W A S A T C H
LEHI
AMERICAN FORK
PLEASANT GROVE
CLOVER
OREM
CEDAR FORT
OLMSTEAD
VINEYARD
FAIRFIELD
PROVO
UTAH LAKE
U T A H
SPRINGVILLE
SPANISH FORK
LAKE SHORE
MAPLETON
VERNON
BENJAMIN
MOARK JCT.
SALEM
PAYSON

R E S O L U T I O N

Deletion U. S. Route 91

WHEREAS, U.S. Route 91 is coincident with or in close proximity of Interstate Route 15 from Utah-Arizona State line near St. George, Utah, to Brigham City, Utah, and

WHEREAS, the Interstate Route will supplant U.S. Route 91 as the shortest and best route between the aforementioned points, and

WHEREAS, the simple and logical route signing including the elimination of dual signing wherever possible and decreases confusion and improves safety on our highways, and

WHEREAS, the States of California, Nevada and Arizona concur in the deletion of U.S. Route 91 within their respective states.

NOW THEREFORE, be it resolved as follows:

That application be made to the American Association of State Highway and Transportation Officials, U.S. Numbering Committee, requesting that the designation of U.S. Route 91 be deleted from the Utah-Arizona State line near St. George, northerly to the interchange on 1300 South in Brigham City, Utah,

That in keeping with the resolution adopted by the Utah State Road Commission December 18, 1970, and approved by A.A.S.H.O. June 22, 1971, U.S. Route designation signs be removed from all traveled-way portions of Interstate Route 15 as construction of the Interstate segments are completed,

That the letters from the States of California, Nevada and Arizona, indicating their concurrence in the deletion of this route be hereby incorporated as a part of this submission,

That the map relating the location of present U.S. Route 91 and the ultimate location of the Interstate Route 15 within this area be hereby incorporated as a part of this submission.

Dated this 5th day of April, 1974.

STATE ROAD COMMISSION OF UTAH

RESOLUTION
Deletion U.S. Route 91
Page 2

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

Burningham

ADM assoc
AASHTO
route number

JACK WILLIAMS
GOVERNOR

WALTER W. SURRETT
CHAIRMAN

WALTER A. NELSON
VICE CHAIRMAN

LEN W. MATTICE
MEMBER

BILL ERDMANN
MEMBER

FRANCIS N. CONNOLLY
MEMBER

W. A. ORDWAY
ACTING STATE HIGHWAY DIRECTOR

WM. N. PRICE
STATE HIGHWAY ENGINEER

ARIZONA HIGHWAY DEPARTMENT

13 March 1974

RECEIVED
1974 MAR 15 AM 11:05
UTAH STATE
DEPT. OF HIGHWAYS
CENTRAL FILES

Mr. L. R. Je ter, P. E.
Chief, Systems Planning Division
Utah State Department of Highways
State Office Building
Salt Lake City, Utah 84114

Dear Mr. Jester:

Reference is made to your letter of January 30, 1974, concerning deletion of U.S. Route 91 from the U. S. Numbering System. The State of Arizona concurs with your request. To delete U.S. 91 designation is in the interest of the public necessity and convenience.

A proposal will be submitted to the AASHTO Numbering Committee for their consideration and approval.

Very truly yours,

WM. E. WILLEY
Assistant Director
Planning and Programming

Chas. I. Smith, Jr.

CHAS. I. SMITH, Jr.
Planning Survey Engineer

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

ROUTED TO	INITIAL	ACTION
Jester		
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Secretary [illegible]	Reg Engineers	

CIS-RO-nfc
cc-Dale Burningham
Utah Dept. of Highways

RECEIVED
Utah State Department of Hiways
Transportation Section
MAR 1 [illegible]

Bernie Green

Dept.

DIRECTORS
MIKE O'CALLAGHAN, GOVERNOR, CHAIRMAN
ROBERT LIST, ATTORNEY GENERAL
WILSON McGOWAN, STATE CONTROLLER

STATE OF NEVADA
DEPARTMENT OF HIGHWAYS
CARSON CITY, NEVADA 89701

GRANT BASTIAN
STATE HIGHWAY ENGINEER

February 5, 1974

IN REPLY REFER TO
OPI-HPLE
02054BR

RECEIVED
1974 FEB -7 AM 11:03
DEPT. OF HIGHWAYS
CENTRAL FILES

Mr. L.R. Jester, P.E.
Chief, Systems Planning Division
Utah State Department of Highways
State Office Building
Salt Lake City, Utah 84114

Dear Mr. Jester:

We have received your letter of January 20, 1974 regarding the possible deletion of U.S. Route 91 since it is coincidental with Interstate Route 15.

Our Department is agreeable with your suggestion with the following conditions:

1. We must present this action to the local officials in Clark County for their concurrence.

2. The deletion is not to become effective until after the completion of I-15 in Nevada, in its entirety. (Anticipated as the Fall of 1975)

We feel that this is a valuable suggestion, once the above conditions are met, and will present it to the appropriate local officials for their action. We will inform you of their response.

It is suggested that U.S. Route 40 be considered for the same action since it is coincidental with Interstate Route 80. We would have to meet the same conditions in this regard.

Very truly yours,

Donald J. Crosby, P.E.
Deputy State Highway Engineer

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

ROUTED TO	INITIAL	ACTION

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

DJC-BR-gs

RECEIVED
Utah State Department of Hiways
Transportation Section
FEB 6 1974
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

A-2 Calif.

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY

RONALD REAGAN, Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
1120 N Street
Sacramento, California 95814

RECEIVED
1974 MAR -8 PM 12 39
UTAH STATE DEPT. OF HIGHWAYS
CENTRAL FILES

March 4, 1974

Mr. L. R. Jester
Chief, Systems Planning Div.
Utah State Department of Highways
State Office Building
Salt Lake City, UT 84114

Dear Mr. Jester:

We are pleased to concur with your suggestion to delete designation of U. S. Route 91 from Baker, California to Brigham City, Utah.

California is committed to simple and logical route signing including the elimination of dual posting wherever possible. We believe that such simplification greatly decreases confusion and improves safety on our highways.

Sincerely,

R. J. DATEL
State Highway Engineer

RECEIVED
Utah State Department of Highways
Transportation Section
MAR 11 1974
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

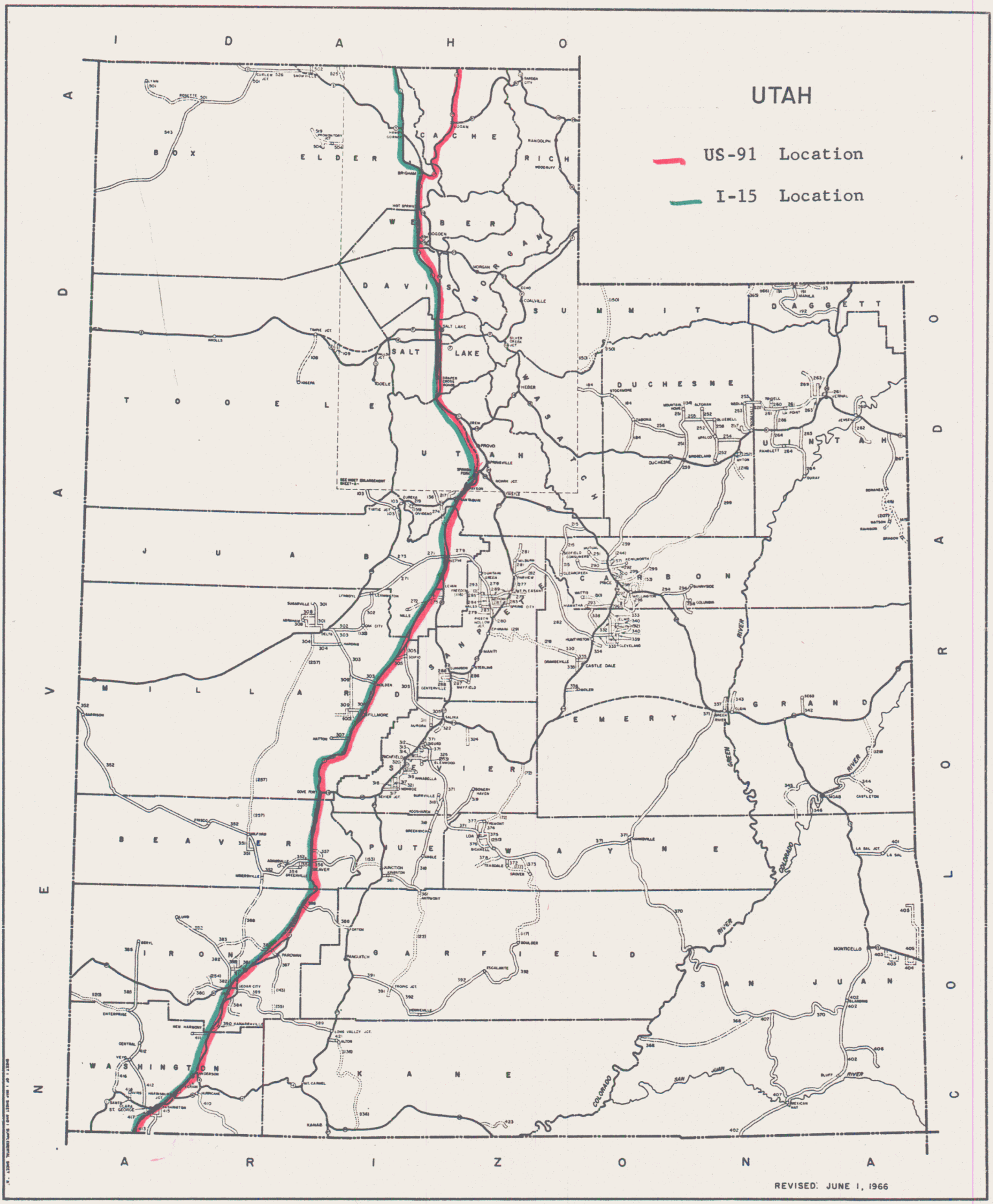
COPY OF LETTER RETAINED IN CENTRAL FILES RET... THIS ORIGINAL TO CENTRAL FILES AFTER ACTION HAS BEEN COMPLETED.

ROUTED TO	INITIAL	ACTION
Jester		

...Calendar

...Reply for

...Necessary Action ... My Signature



REVISED: JUNE 1, 1966

R-234

Central File Copy

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: July 10, 1974

TO : L. R. Jester, P.E., Chief,
Systems Planning Division

FROM : Howard B. Leatham, P. E.
Engineer for Planning and Programming

SUBJECT: U. S. Route Numbering 91

At the U. S. Route Numbering Committee meeting on June 25th, our application delating U. S. Route 91 south of Brigham City was approved.

Please notify all interested parties and amend your records accordingly.

If needed our signing should be changed anywhere on the old U.S. Route 91.

/bb

cc: District Engineer, Bert Taylor
" " , J. Q. Adair
" " , Alex Mansour
" " , E. E. Lovelacca

Hom Assoc 1/3
AASHO
Route numbering

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

PRESIDENT
George H. Andrews, Director of Highways
Washington Department of Highways
Highway Administration Building
Olympia, Washington 98504

EXECUTIVE DIRECTOR
Henrik E. Stafseth
341 Nat'l Press Bldg.
Washington, D.C. 20004
Telephone 623-2458

July 1, 1974

Mr. William Price, State Highway Engineer, Arizona
Mr. Howard Ullrich, Director, California
Mr. Grant Bastian, State Highway Engineer, Nevada
Mr. Blaine Kay, Director, Utah

Gentlemen:

The U.S. Route Numbering Committee, at its meeting on June 25, considered your departments' joint application for the elimination of U.S. Route 91 between Baker, California, and Brigham City, Utah.

Their action was concurred in by the Executive Committee on June 25, to approve your request, and a copy of the approved applications is returned herewith.

Sincerely,

H. J. Rhodes
Deputy Director

HJR:zph

[illegible] CENTRAL FILES [illegible] AFTER ACTION [illegible]
[illegible] COMPLETED Kay

STATE COPY

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

AN APPLICATION

FROM THE STATE HIGHWAY DEPARTMENT OF

UTAH

FOR

- [X] the Elimination of a U.S. Route 91
- [ ] the Establishment of a U.S. Route .....
- [ ] the Relocation of U.S. Route .....
- [ ] the Extension of U.S. Route .....
- [ ] the Establishment of an Alternate U.S. Route .....
- [ ] the Establishment of a Temporary U.S. Route .....
- * [ ] the Recognition of a Business Route on U.S. Route .....
- * [ ] the Recognition of a By-pass Route on U.S. Route .....

BETWEEN

Baker, California and Brigham City, Utah

The Following State or States are Involved:

(In case more than one State is involved, an application must be submitted by each State for that portion within the respective State.)

California

Nevada

Arizona

Date Received	4/22/74
Date application acknowledged	4/23/74
Date to Route Number Committee	5/28/74
Date considered by Executive Committee	6/25/74
Action of Executive Committee	Approved
	71-74
Member Department Notified	

(This block to be completed by AASHO General Office.)

Date Submitted:

April 12, 19 74

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

SUBMIT SIX COPIES

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY RONALD REAGAN, Governor

DEPARTMENT OF TRANSPORTATION
1120 N STREET
SACRAMENTO, CALIFORNIA 95814

May 13, 1974

Mr. Henrik E. Stafseth
Executive Director
American Association of State Highway
and Transportation Officials
341 National Press Building
Washington, DC 20004

Dear Mr. Stafseth:

Attached are six copies of the official application form requesting elimination of the California portion of U.S. Route 91.

Sincerely,

J. F. MALONEY
Deputy Director

HOWARD C. ULLRICH
Director of Transportation

Attachment

cc: Mr. W. N. Price, Arizona
Mr. Grant Bastian, Nevada
Mr. Blaine J. Kay, Utah

ACM Assoc.
AASHTO
Route Numbering

RECEIVED
1974 APR 2[illegible]
UTAH ST[illegible]
DEPT. OF HIGHWAYS
CENTRAL FILES

24 April 1974

Mr. Henrik E. Stafseth
Executive Director
American Association of State Highway
and Transportation Officials
341 National Press Building
Washington, D. C. 20004

Dear Mr. Stafseth:

Enclosed for the committees consideration are six copies of an application for the deletion of a U. S. Route in Arizona. This application is submitted in cooperation with the States of Utah, Nevada and California.

It is requested that U. S. Route 91 be deleted from the Nevada State Line northeasterly over present FAI 15 to Littlefield, thence northerly to the Utah State Line.

There are 16.3 miles in Arizona involved in this U. S. numbered deletion.

Further request is made for twenty blank application forms for future submittals.

Your consideration and approval of this deletion from the U. S. Numbered Highway System will be sincerely appreciated.

Very truly yours,

WM. N. PRICE
State Highway Engineer

[illegible] OF LETTER RETAINED IN CENTRAL FILES [illegible] ORIGINAL TO CENTRAL FILES AFTER ACTION HA[illegible] COMPLETED.

ROUTED TO	INITIAL	ACTION
Kay		

[illegible]ation | Return to [illegible]
[illegible] | Signature
[illegible] | Prepare [illegible]
[illegible] Necessary Action | [illegible]

cc: Blaine J. Kay, Director of Highways
Utah Highway Department

sjn

AAM Assoc
AASHO
Route Numbering

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

PRESIDENT
George H. Andrews, Director of Highways
Washington Department of Highways
Highway Administration Building
Olympia, Washington 98504

EXECUTIVE DIRECTOR
Henrik E. Stafseth
341 Nat'l Press Bldg.
Washington, D. C. 20004
Telephone 628-2438

RECEIVED
1974 APR 25 AM 10 46
DEPT. OF HIGHWAYS
CENTRAL FILES

April 23, 1974

Mr. Blaine J. Kay
Utah State Department of Highways
State Office Building
Salt Lake City, Utah 84114

Dear Mr. Kay:

We received your application for the deletion of U.S. Route 91 from Brigham City to the Utah-Arizona State line. As soon as applications are received from the states of Arizona, Nevada and California this application will be placed on the agenda for the U.S. Route Numbering Committee.

Very truly yours,

H. J. Rhodes
Deputy Director.

cc: Mr. Howard Ullrich
Mr. W. N. Price
Mr. Grant Bastian

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

ROUTINE	INITIAL	ACTION
Kay		

Necessary Action — My Signature

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]

The request from Salt Lake City Corporation for reconstruction of the west parallel taxiway and apron south of Concourse A be approved by the Commission so it can be submitted to the FAA for Federal assistance in the total amount of $7,064,773 - Federal funds would be $6,402,804, and Salt Lake City Corporation would be $661,969, and that

The request from the Wasatch Front Regional Council for funding to continue the Metropolitan Airports System Plan for Salt Lake City, Ogden and Provo be approved for submittal to FAA for Federal assistance in the total amount of $72,061 - $65,576 from Federal funds and $6,485 from the local jurisdiction.

Resolution

Relinquishment of Old US-91 in Washington County

Les Jester explained that this action should have been done several years ago. One of the local utility companies went to the county because they were doing work on old US-91. At that time, they discovered that the roadway was still under jurisdiction of the State. It is requested that the portion of old US-91 from the north boundary of Zion National Park to the New Harmony Interchange, which is a little over one mile, go onto the County System. The mileage is not determined in the resolution, but this will be recorded.

Commissioner Church moved that the resolution, as outlined by Les Jester be approved as submitted, Commissioner Winters seconded the motion, and voting was unanimous that the following resolution be adopted:

RESOLUTION

WHEREAS, the construction of Interstate Highway I-15 at the New Harmony Interchange in Washington County, as Project I-15-1(1)39, was completed in 1959-60, and

WHEREAS, no disposition of the surplus right of way of US Highway 91, east of the New Harmony Interchange, has been made, and

WHEREAS, it has been recommended by Stephen R. Noble, District Five Director, that the old section of roadway between Engineer Stations 3+31± to 69+62±, at the northerly boundary of Zion National Park, on Highway Project No. FAP 55-A be retained as a public road even though not justified as part of the State System of Highways,

NOW THEREFORE, be it resolved as follows:

That the old alignment of U.S. Highway 91 between Engineer Stations 3+31± to 69+62± be relinquished and conveyed to Washington County for their maintenance and control.

That if said highway ceases to be utilized by Washington County for roadway purposes or it is found to be required for the State Highway System, it will be re-conveyed to the Utah Department of Transportation.

That the map showing the area to be conveyed, in the color red, be incorporated as part of the resolution.

Dated this 24th day of February, 1984.

UTAH TRANSPORTATION COMMISSION

/s/ R. LaVaun Cox, Chairman
/s/ Wayne S. Winters, Commissioner
/s/ Samuel J. Taylor, Commissioner
/s/ Clem H. Church, Commissioner

ATTEST:
/s/ Elva H. Anderson
Commission Secretary

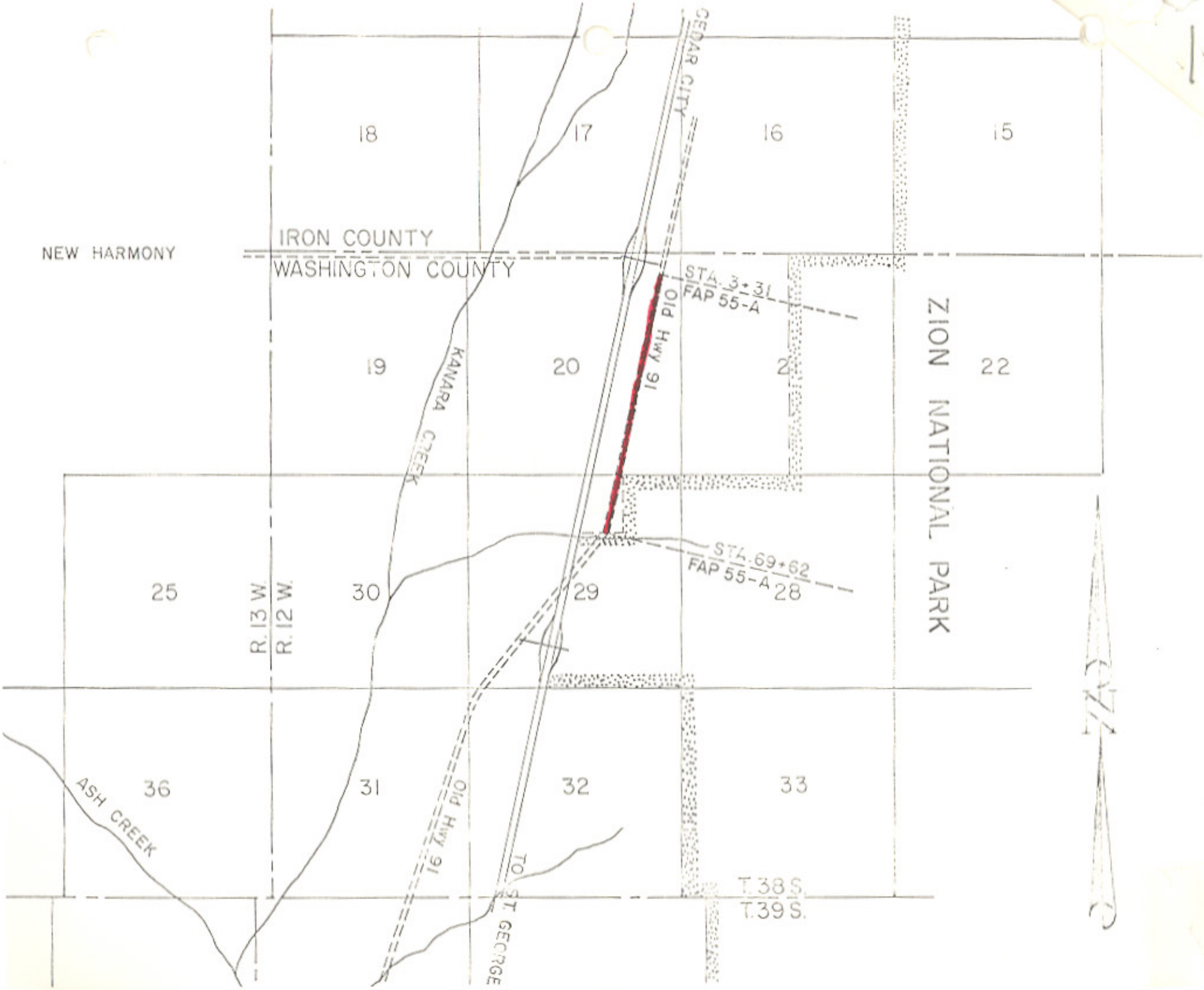
Policy for Commission Action

Policy No. 10-46 - Hand Tools for Trades & Crafts - Gene Sturzenegger explained that the basic reason for this policy is because of a theft of tools owned by the mechanics. The State requires a mechanic to have a certain amount of tools. As a part of our insurance policy it is necessary that we cover the cost of the tools stolen through no fault of their own. This policy lists those tools required for employment and indicates that the Department is not responsible unless it is a reportable claim. This policy sets up reimbursement prices as 85 percent of the original value, as per the Craftsman catalog. There is a procedure set up in each District to inventory and verify tools a mechanic has for any insurance needs.

Commissioner Winters moved that this policy be adopted, Commissioner Taylor seconded the motion, and voting was unanimous that Policy No. 10-46, Hand Tools for Trades and Crafts, be approved as submitted.

Intermountain Power Project

Gene Sturzenegger explained that at the meeting in Bryce Canyon the Commission passed a resolution as to what would happen with the IPP Project. IPP has deposited $2,800,000 in an account, but Millard County cannot use it until the State shows they are going ahead with the bypass. There is no way that need could be met, but it was felt that if the State would send a letter giving an idea of the proposed time frame involved it may help. They will start trucking 200,000 tons of coal, and beginning in 1987 it will increase


NEW HARMONY
IRON COUNTY
WASHINGTON COUNTY
CEDAR CITY
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R. 13 W.
R. 12 W.
T. 38 S.
T. 39 S.
KANARA CREEK
ASH CREEK
Old Hwy 91
TO ST. GEORGE
STA. 3+31
FAP 55-A
STA. 69+62
FAP 55-A
ZION NATIONAL PARK

U.S. 91

U.S. Department of Transportation

Federal Highway Administration

Memorandum

Utah Division

Subject: Functional Classification Action No. 3
FAS System Action No. 3

Date: July 31, 1987

From: Division Administrator
Salt Lake City, Utah 84147

Reply to Attn of: HPP-UT

To: Mr. E. H. Findlay, CPA
Director of Transportation (07-SP)
Salt Lake City, Utah

Reference is made to your July 17, 1987, request for functional classification changes and Federal-aid system changes in Juab County.

With regard to functional classification and Federal-aid system changes on the Interstate system, no actions are required. Both the functional classification and the Federal-aid system approvals have already been made. The only action required by you is to make the appropriate changes in your HPMS records as segments of the Interstate are open to traffic.

With regard to the major collector functional classification change and extension of FAS 276, both changes are approved as described in your request. A copy of the approved description sheet is attached.

J. F. Riddiscomb
for Daniel Dake, P.E.

Attachment

cc:
UDOT 01-AD

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1987 JUL 31 PM 4:0
UTAH STATE
DEPT. OF TRANSPORTATION
CENTRAL FILES

* APPROVED DATE 7/31/87
FHWA-UTAH DIVISION
BY J. F. Biddiscombe
FOR DIVISION ADMINISTRATOR

UTAH DEPARTMENT OF TRANSPORTATION

Federal-aid Secondary System

Route Number Fed Aid	Route Number State or Local	Route Description and Termini	County	Mileage Local	Mileage State	Mileage Total
* 276	SR-78	From FAP-1 (I-15) at Mills Junction Interchange North to FAP-22 (SR-28) in Levan. **Revised July 17, 1987**	Juab		9.2	9.2
277	Local	From FAP-22, 2 miles south of Nephi, west and north, thence east to FAS-278.	Juab	8.9		8.9
278	SR-41	From FAP-1 (I-15) South Nephi Interchange north to FAP-1 (I-15) North Nephi Interchange.	Juab		4.8	4.8
279	SR-132	From FAP-40 at Pigeon Hollow Junction north to FAP-55 in Moroni.	Sanpete		7.3	7.3
282	SR-31	From FAP-40 in Fairview easterly and southeasterly to FAP-24 near Huntington.	Sanpete Emery		18.6 29.1	47.7
283	SR-117 Local	From FAP-40 southwest of Mt. Pleasant southerly via Spring City then westerly and northerly to FAP-55 in Fountain Green.	Sanpete	9.6	12.3	21.9
286	SR-137	From FAS-287 in Mayfield to FAP-40 southwest of Sterling.	Sanpete		3.7	3.7
287	SR-137 Local	FAP-22 in Gunnison easterly to the forest boundary east of Mayfield.	Sanpete	3.5	7.6	11.1
290	Local	From Consumers southeast to FAP-28 near Spring Glen.	Carbon	12.6		12.6
291	Local	From Mutual to FAP-28 at Helper.	Carbon	8.0		8.0
292	SR-139 SR-157	From FAP-28 south of Helper northeasterly to Kenilworth.	Carbon		5.3	5.3

R E S O L U T I O N

State Route 78

Federal-aid Primary Route 1

Federal-aid Secondary Route 276

Relinquishment of State Constructed Frontage and Access Roads

WHEREAS, the completion of projects I-15-5(16)207, I-15-5(15)220 and IG-15-5(22)207 has resulted in the construction on new alignment of a section of Interstate Route 15 from a point near the Mills Jct. Interchange to south Nephi in Juab County, and

WHEREAS, the completion of these projects has resulted in the construction of frontage and access roads within this area and obliteration of old U.S. 91 to Engineer's Station 1686 ± (Originial Survey Line), and

WHEREAS, it has been recommended by the District 6 Director and concurred in by the Juab County Commission that the maintenance responsibilities for the access and frontage roads be relinquished to Juab County, and

WHEREAS, the remaining portion of old U.S. 91 within this area between milepoints 206.84 ± and 212.78 ± will no longer be used as Traveled Way for Interstate Route 15, but will continue to serve as a public road on the State Highway System, and

WHEREAS, the aforementioned U.S. 91 was extended on new alignment from Engineer Stations 46+00± (Line 3) to 68+74± (Line 3) to provide a connection to Interstate Route 15 at the Mills Jct. Interchange, and

WHEREAS, the Planning Staff has reviewed the functional classification of old U.S. 91 from Engineer's Station 1686 ± (Original Survey Line) to the westerly end of Federal-aid Secondary Route 276 and has determined that it be functionally reclassified from Local to Major collector, and that the extension from Engineer Stations 46+00 ± to 68+74± (Line 3) also be functionally classified as Major Collector, and

NOW THEREFORE, pursuant to the authority of Sections 27-12-27 and 27-12-29, UCA, 1953, as amended, be it resolved as follows:

a. That the Transportation Commission relinquishes the maintenance responsibility for the following frontage and access roads to Juab County:

Road Designation	Engineer Station or Location	Length
"K" Line Frontage Road	3+84.54 to 68+30.0	1.20
"K" Line Connection	14+00 to 15+40.52	0.40
"Line 3" Crossroad	25+15.57 to 46+00	0.29
Sage Valley Road	5+00 to 20+06.96	0.21
Sage Valley Access Road	113+00 to 127+00	0.19
Lampson Canyon Road	6+00 to 17+00	0.82
Wide Canyon Frontage Road	76+88 to 120+00	0.03
"J" Line Frontage Road	21+97 to 68+97.17	0.89
"P" Line Access Road	7+44.82 to 21+00	0.26
"M" Line	8+00 to 18+00	0.27

b. That the obliterated portion of U.S. 91 between Engineer Stations 1591± and 1686± be deleted from the State Highway System,

c. That the extension of existing U.S. 91 from Engineer Stations 46+00± (Line 3) to 68+74± (Line 3) be added to the State Highway System,

d. That application be made to the FHWA to extend Federal-aid Secondary Route 276 from its present westerly terminus near Levan, southerly, coincident with old U.S. 91 and its extension to the on and off ramps on the west side of the Mills Jct. Interchange,

e. That the State Route 78 designation be extended from its present westerly terminus, near Levan, to be coincident with the proposed extension of Federal-aid Secondary Route 276 as next above,

f. That by this action Federal-aid Primary System mileage will increase 18.58± miles, and the Federal-aid Secondary mileage will increase 6.44 ± miles,

g. That by this action State Highway System mileage will increase 18.69± miles and Juab County "B" System mileage will be adjusted accordingly,

h. That the letters from the District Director and Juab County be hereby incorporated as a part of this Resolution,

i. That the maps illustrating the action taken herewith be hereby incorporated as a part of this Resolution.

Dated this 8th day of May, 1987.

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

Commissioner

Commissioner

Attest:

Robert A. Malecker
Acting Secretary

James G. Larkin
Commissioner

SPORTATION 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
825 North 9th West
Orem, Utah 84057

WILLIAM D. HURLEY, P.E.
Director
GENE STURZENEGGER, P.E.
Assistant Director
Dan F. Nelson, P.E.
~~C. V. ANDERSON, P.E.~~
District Director

November 20, 1986

Commissioner Tom Fowkes
Juab County Commission
Nephi, Utah 84053

Dear Commissioner Fowkes:

We are presently trying to finalize the operational details relative to the changes in the transportation system created by the recent completion of I-15 through Juab County. While most everyone agrees that it is a relief to a major safety concern that existed for a long time on the old highway, the new section adds maintenance responsibility for Utah Department of Transportation in the Juab County area. We think the results have been very positive relative to the improvement.

Included in the interstate project were several modifications to the local road system. Now that we have completed construction, it is necessary to turn over maintenance responsibility to the County on all crossroads and frontage roads that would normally fall under County jurisdiction.

We are enclosing a list of the roads involved. We request that you respond in writing, indicating your willingness to accept the above-mentioned maintenance responsibilities.

Sincerely,

DAN F. NELSON, P. E.
District Director

Enclosure
DFN/JSH:ch

Copy with enclosure
given to Florence for filing

JUAB COUNTY

THE KEY COUNTY OF
CENTRAL UTAH

NEPHI, UTAH 84648

April 22, 1987

Utah Department of Transportation
4501 South 2700 West
Salt Lake City, Utah 84119

Attn: Gus N. Jackson, P.E. - Planning Statistics Engineer

Re: Utah Transportation Commission Resolution Pertaining to State Route 78 and Federal-aid Secondary Route 276.

Dear Mr. Jackson:

Please be advised that Juab County has reviewed the attached resolution encompassing State Route 78, Federal-aid Primary Route 1, Federal-aid Secondary Route 276 and Relinquishment of State Constructed Frontage and Access Roads as submitted by your office and with recommendation of our county engineer we do concur in this action.

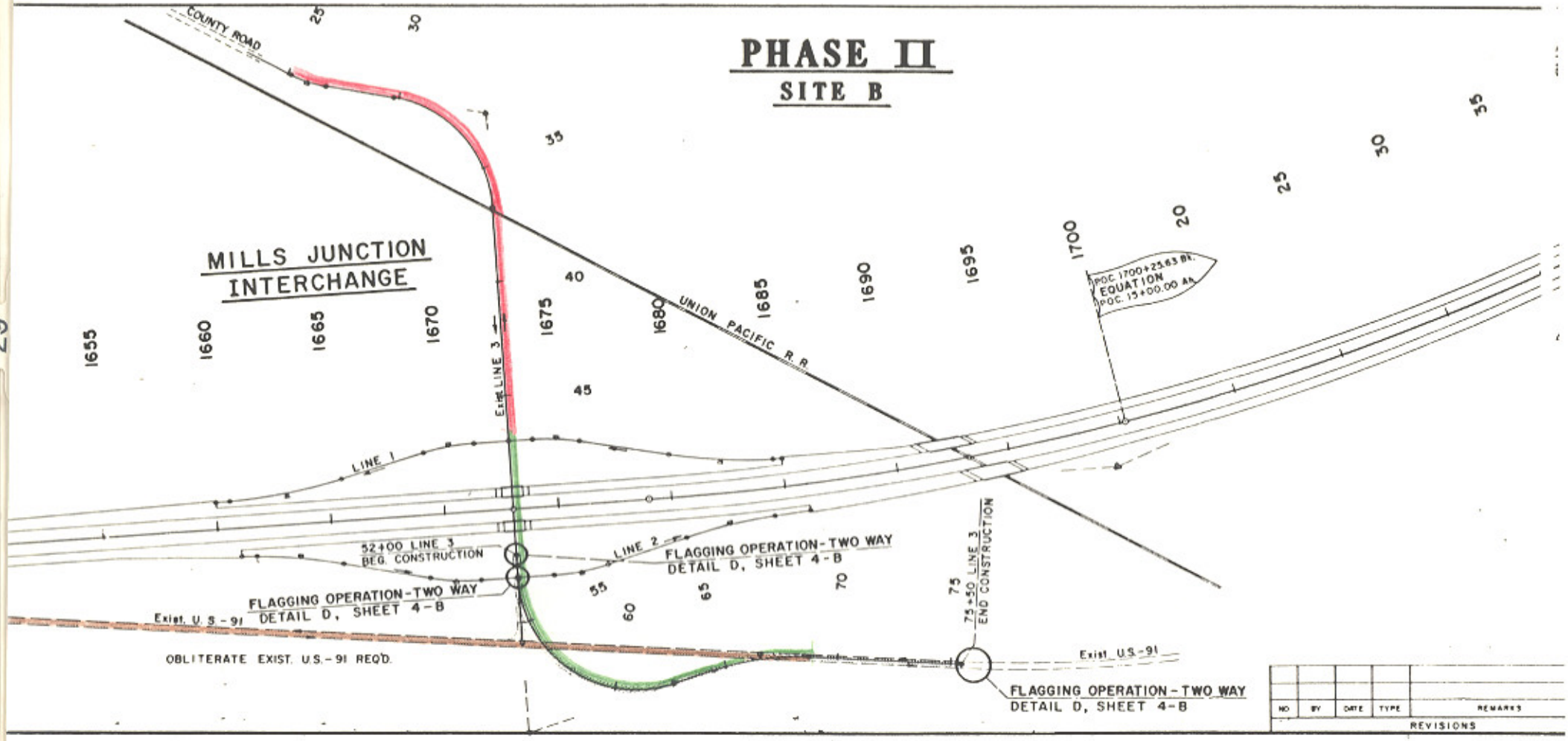
Respectfully,

Joseph Bernini

Joseph Bernini, Chairman
Juab County Commission

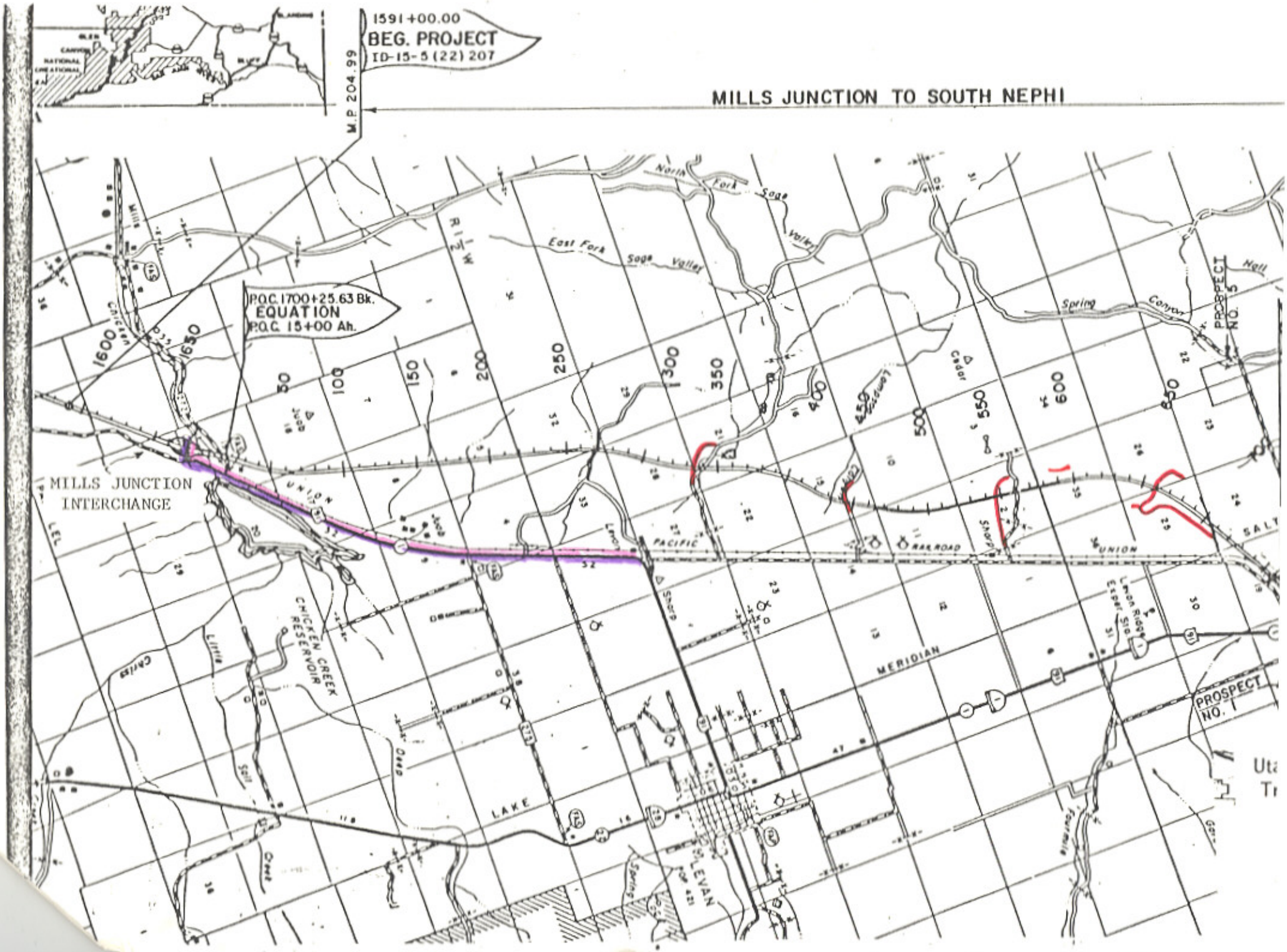
Enclosure

cc: Uintah Engineering, Inc.
Juab County Commission file



Deletion from State System
Addition to State System
Transferred to Juab County

Utah Department of Transportation
Transportation Planning Division


1591+00.00
BEG. PROJECT
ID-15-5 (22) 207
M.P. 204.99
MILLS JUNCTION TO SOUTH NEPHI
P.O.C. 1700+25.63 Bk.
EQUATION
P.O.C. 15+00 Ah.
MILLS JUNCTION
INTERCHANGE
North Fork Sage Valley
East Fork Sage Valley
Spring Canyon
PROSPECT NO. 5
PROSPECT NO. 1
CHICKEN CREEK RESERVOIR
UNION PACIFIC RAILROAD
MERIDIAN
LAKE
LEVAN
Levan Ridge Exper. Sta.
Cedar
Sharp
Little Salt Creek
Deep
Chicken
Mills
1600
1650
50
100
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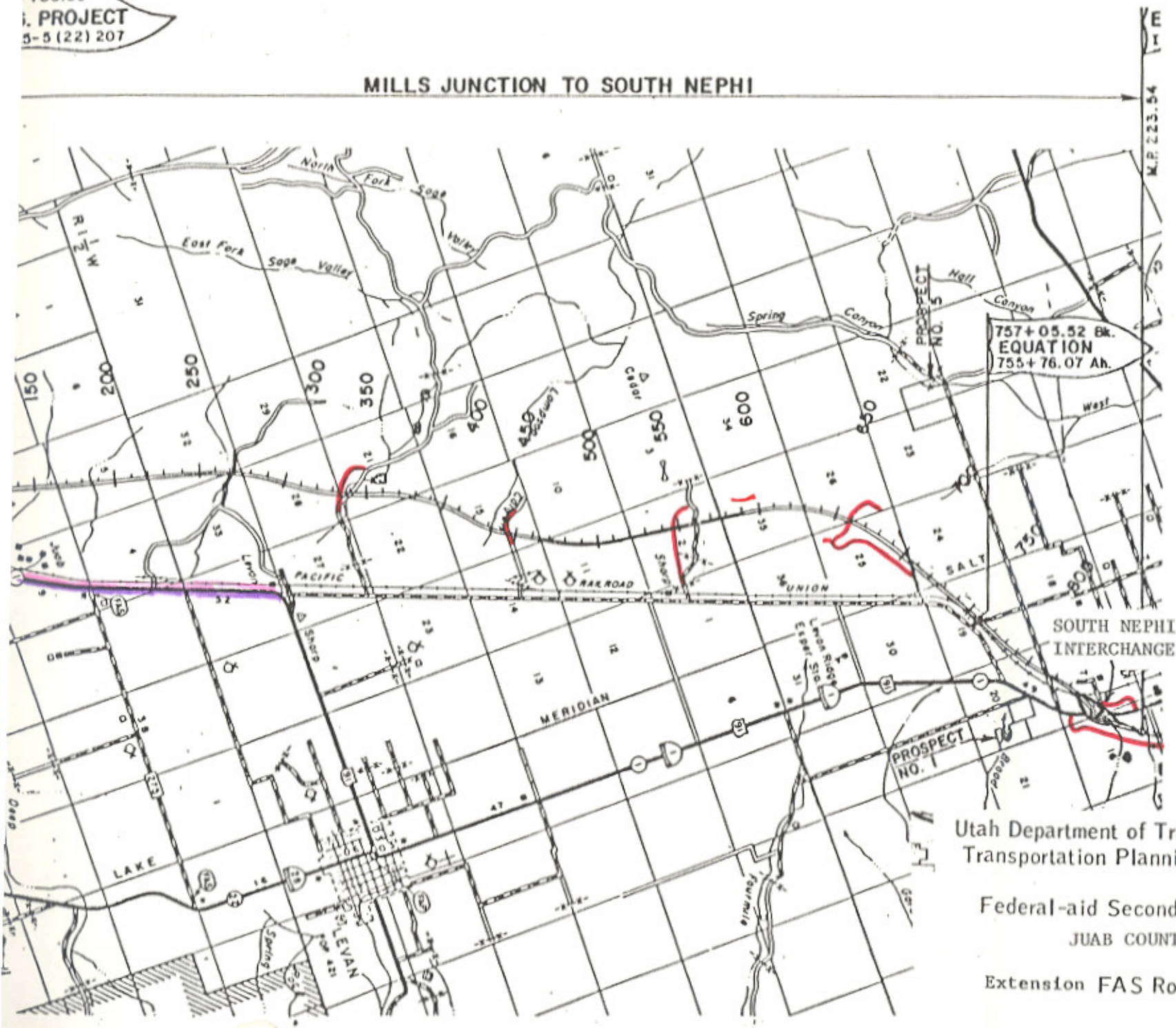
+00.00
. PROJECT
5-5 (22) 207

MILLS JUNCTION TO SOUTH NEPHI



Transferred to Juab County
Extension of FAS-276
Extension of State Route 78

Utah Department of Transportation
Transportation Planning Division

Federal-aid Secondary System
JUAB COUNTY

Extension FAS Route 78

SR-91
(12)

RESOLUTION

Limited Access
SR-91 From Brigham City (Jct. With SR-89)
to Wellsville (Jct. With SR-23)

Whereas, the approved Design Study Report for Project No. F-017(19) indicates the improved facility should have limited access, and

Whereas, this section of highway is the main arterial providing service between Brigham City and Logan, and

Whereas, the Utah Department of Transportation policy indicates access control for an entire route of major portion of route is subject to approval by the Utah Transportation Commission, and

Whereas, the appropriate staff of the Transportation Planning Division has reviewed the proposal for limiting access on stated portion of highway.

NOW THEREFORE, be it resolved as follows:

1. The portion of SR-91 between Brigham City, (the junction of SR-90), M.P. 3.68 traversing easterly and northeasterly, to Wellsville, (the junction of SR-101) M.P. 19.18 a distance of 15.50± miles, be designated a limited access roadway.

2. The attached memorandums, Utah Department of Transportation Policy, and map be made part of this resolution.

Dated on this 14th day of February 1992

Utah Transportation Commission

Chairman

Vice Chairman

Commissioner

Commissioner

Commissioner

Attest:

Secretary

MEMORANDUM

UTAH DEPARTMENT OF TRANSPORTATION

DATE: January 15, 1992

TO: Mark Musuris
Engineer for Transportation Planning

FROM: Lynn R. Zollinger, P.E.
Assistant District Director

SUBJECT: SR-91, Brigham to Wellsville
F-017(19)

The above project is advancing through the design and right-of-way stages. Existing right-of-way design provides for access control by way of a limited access right-of-way designation with openings allowed at specified locations. The new right-of-way design will maintain the current right-of-way designation.

UDOT policy requires commission approval to establish any type of access control. The existing access control was established in the late forties, which may have pre-dated the current policy.

Would you please determine if the proper certification has been granted so that the limited access (L/A) may be continued in the present project. If the files are inadequate on this issue, please prepare a request for commission approval, which would obtain approval to establish control on this route.

LRZ/cs

cc: Dale E. Petersen
Dyke M. LeFevre
Marv McLean
Bruce W. Swenson
Larry Simer, FHWA

SR-91

R-234

MEMORANDUM UTAH DEPARTMENT OF TRANSPORTATION

DATE: January 28, 1992

TO: Lynn R. Zollinger, P.E.
Assistant District Director

FROM: Mark Musuris, P.E. Mark
Engineer for Transportation Planning

SUBJECT: SR-91, Brigham to Wellsville
F-017(19)

Our records were searched in response to your memo of January 15, 1992. No record was found to indicate that SR-91, Brigham to Wellsville has been designated as a limited access (L/A) highway.

A resolution will be prepared for Commission action to designate this section of highway project F-017(19) as a limited access (L/A) highway. We plan to have the resolution presented to the Commission during the regular meeting of February 14, 1992.

cc: Dyke LeFevre
Clint Topham
✓Glen Nielsen

Utah Department of Transportation *Policy*

ACCESS CONTROL FOR HIGHWAYS OTHER
THAN INTERSTATE HIGHWAYS AND EXPRESSWAYS

Partial access control for functionally classified Principal Arterial Highways other than the Interstate System and Expressways shall be obtained in all rural areas and in urban areas if the highway is being constructed on new alignment or if the existing highway is in sparsely developed areas where control is desirable and economically feasible. Control in urban areas on existing alignment is generally not recommended.

In addition to the partial access control of Principal Arterial Highways, a limited mileage of high volume (over 700 DHV) Minor Arterial Highways may justify limited access control, especially if on new alignment and if adjacent to a freeway interchange. Except for a Minor Arterial Highway adjacent to a freeway interchange, control is not recommended if the road is less than one mile in length. Access, if desirable and economically feasible on such roads, shall be determined on an individual basis and is subject to approval of Utah Transportation Commission.

Under partial access control, the following limitations shall apply:

(1) The maximum feasible and economic access control shall always be obtained.

(2) On bypasses of cities and towns, all property access shall be prohibited except where the bypass is of a low population town with little or no business and inadequate public crossroads for property access.

(3) On other than bypass roads, a maximum of five accesses (including public road access) per mile on each side may be granted. It is very desirable that the accesses to property on each side be opposite of each other; however, access to the opposite side should not be granted unless justified under this policy.

Revised January 29, 1982

(4) Where any one property has access to another public road or roads, no access shall be given closer than one-half mile from the public road nor shall any two granted accesses be closer than one-half mile with the following exception:

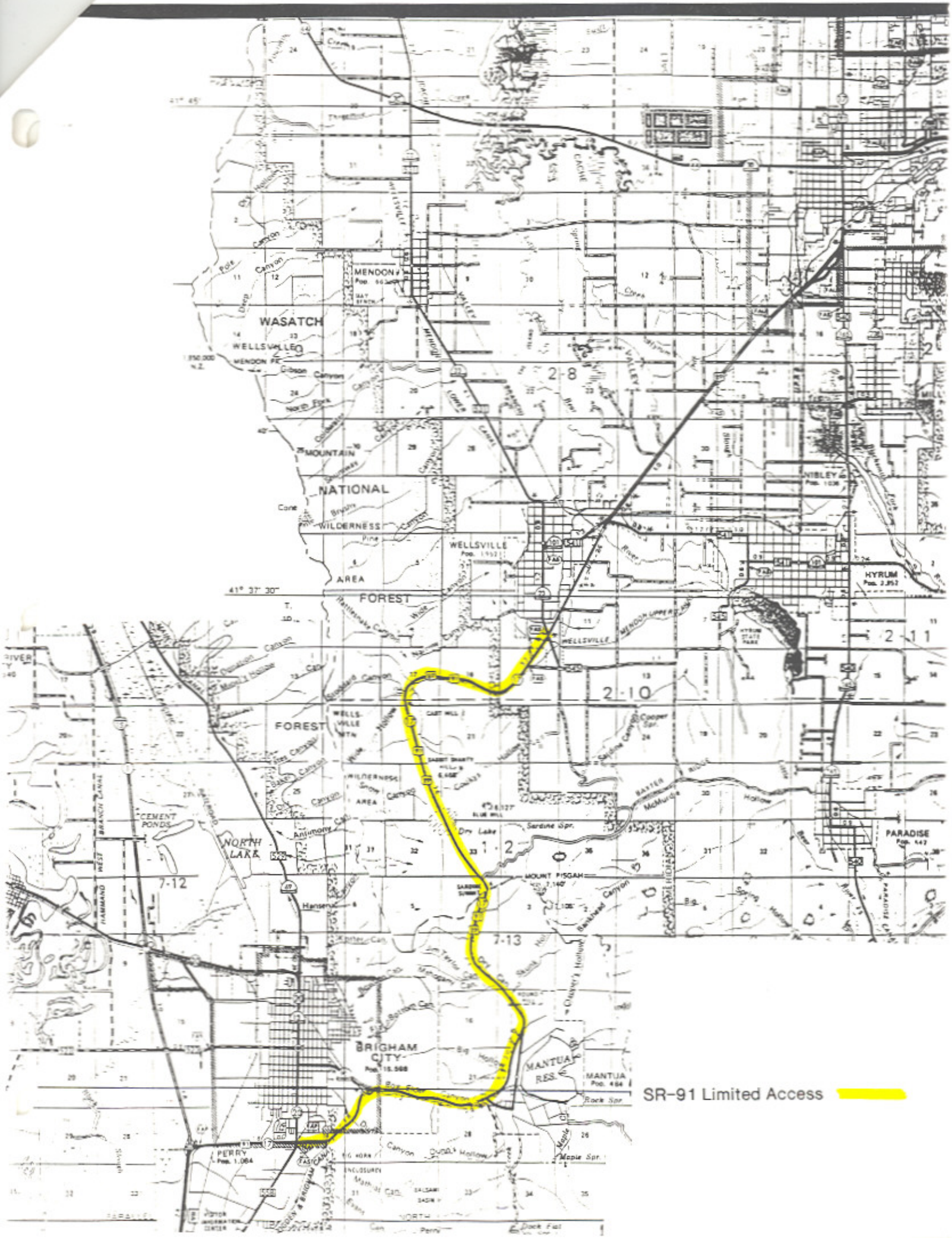
The proposed project involves reconstruction on, or near to, an existing highway where a home, business or other property development is located and lack of direct access to them would involve excessive property damage and added construction costs, in which case access openings can be provided within the other stated limitations.

(5) No property access shall be closer than 500 feet and preferably 800 feet from another property or public road access.

(6) In order to eliminate public road access, study shall be made in conjunction with local authorities as to feasibility of dead ending or rerouting of intersecting roads.

(7) Private access openings recommended are 16 feet for residences, 30 feet for farms or other areas where large equipment is used, and 50 feet for commercial and industrial areas.

Exceptions to the above limitations shall only be made if a careful appraisal reveals extensive damage or if needed frontage roads would involve excessive right-of-way costs or, in canyons, excessive construction costs. Detailed reports of costs and justification for variance shall be submitted by the design engineer. Variations shall require the approval of the Assistant Director.


MENDON
WASATCH
WELLSVILLE
MOUNTAIN
NATIONAL
WILDERNESS
AREA
FOREST
WELLSVILLE
HYRUM
PARADISE
NORTH LAKE
CEMENT PONDS
MOUNT PISGAH
BRIGHAM CITY
MANTUA RES.
MANTUA
PERRY
2-8
2-11
2-10
7-12
7-13
SR-91 Limited Access

1042 Claim SR-1 SR-91

R-234

MEMORANDUM

UTAH DEPARTMENT OF TRANSPORTATION

DATE: March 3, 1994

TO: Pete Monson, P.E.
Right of Way Engineer

FROM: Glen M. Nielsen
Transportation Records Manager

SUBJECT: Resolution transferring old US 91 (SR-1)

This is the only resolution I could find regarding the area that we discussed yesterday. I doubt this will resolve any of the questions regarding ownership of Right of Way. The only suggestion I would have with regards to ownership, is to contact our Right of Way Division on the fourth floor.

Enclosures

Relinquishment of Realigned Highway
Change and Transfer in State and Federal-Aid Route Numbers
(Authority: Sec. 27-12-29, UCA, 1953, as Amended)

RESOLUTION

State Route 1
State Route 212

WHEREAS, with the near completion of Project I-15-1(15)9 from Middleton to south of Leeds, Washington County and

WHEREAS, to maintain continuity in the State Road System and Federal-aid System and

WHEREAS, a portion of the old alignment of State Route 1 will no longer be justified as a part of the State Highway System but, nevertheless, will still serve as a public road.

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

1. That State Route 1 be transferred to the new roadway created by the completion of Project I-15-1(15)9.

2. That State Route 212 be extended from its present termini in Washington Town westerly, traversing a portion of the old alignment of State Route 1, to Washington Interchange.

3. That the old alignment of State Route 1 between Enginneers Station 585 + - to 173 + - Project I-15-1(15)9, with the exception of that portion re-designated State Route 212, be transferred to the jurisdiction of Washington County and Washington Town respectively.

4. That application be made to the U. S. Department of Commerce, Bureau of Public Roads to relocate Federal-aid Primary Route 1 and extend Federal-aid Secondary Route 415 as a result of the aforementioned State Route changes.

5. That by this action, State Highway System mileage will be increased

approximately 1.4 miles, Washington County "B" mileage will be increased approximately 6.0 miles and Washington Town "C" mileage will be increased 1.0 mile, at such time as the new alignment is placed in traffic service.

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

Dated this 10th day of July, 1964.

STATE ROAD COMMISSION OF UTAH

Ernest H Baker
Chairman

Francis Feltch
Commissioner

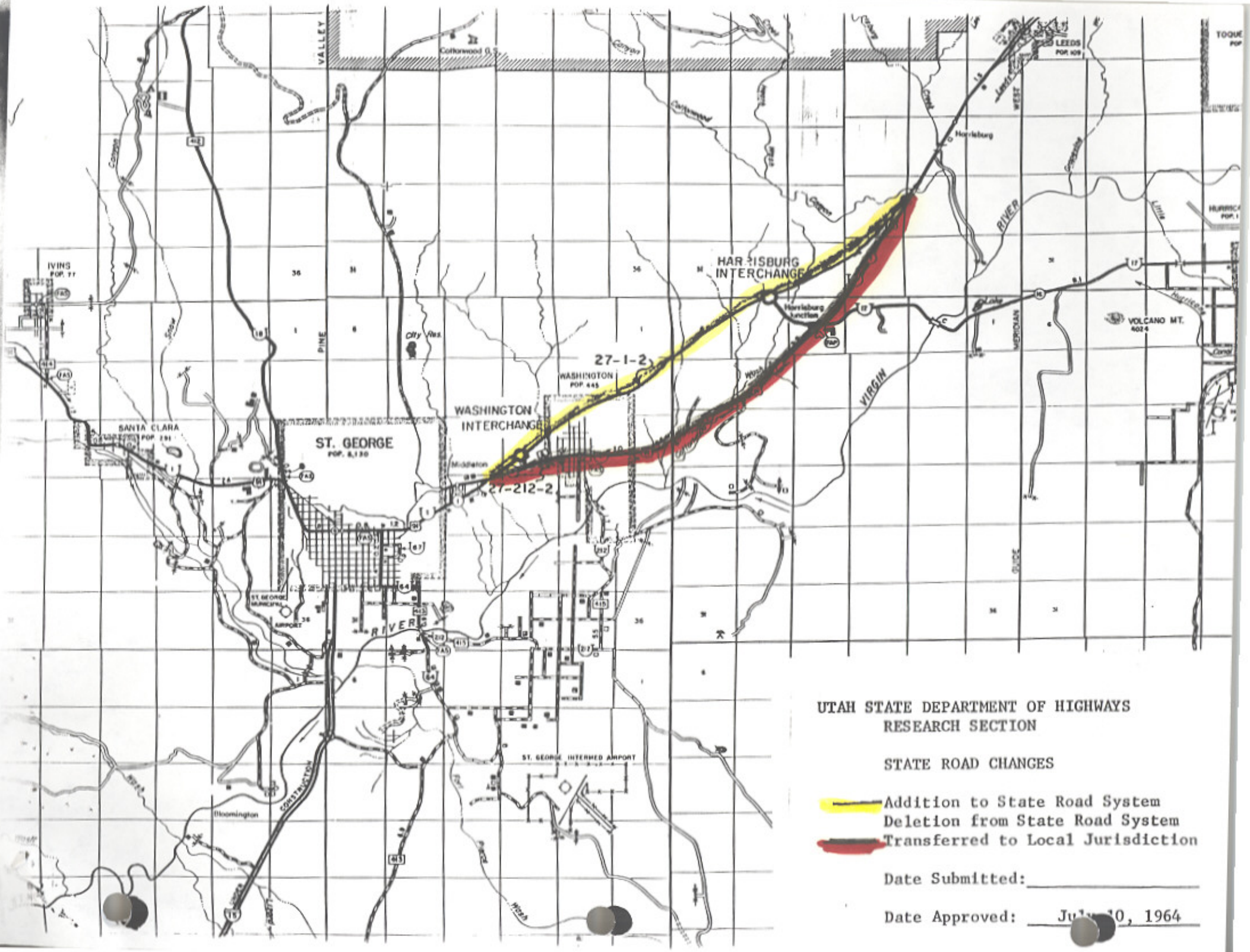
Elias Strong
Commissioner

Ames K Bagley
Commissioner

W J Smith
Commissioner

ATTEST:

Clarence J Allred
Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION

STATE ROAD CHANGES

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

Date Submitted: _____

Date Approved: July 10, 1964

Southern Utah Title Company

February 15, 1995

ALPHA ENGINEERING
Attn: Brent Gardner
148 East Tabernacle
St. George, UT 84770

FAX 628-6553

Brent:

In confirmation of our telephone conversation this afternoon, please ask ~~Scott Hirschi~~ U.D.O.T. to give us a letter, as follows:

"The State of Utah hereby disclaims any right, title, and interest in and to the old roadway roadbed of Highway 91 as the same lies within All of GATEWAY NORTH INDUSTRIAL PARK PHASE I AMENDED situated in Washington County, State of Utah."

_____."

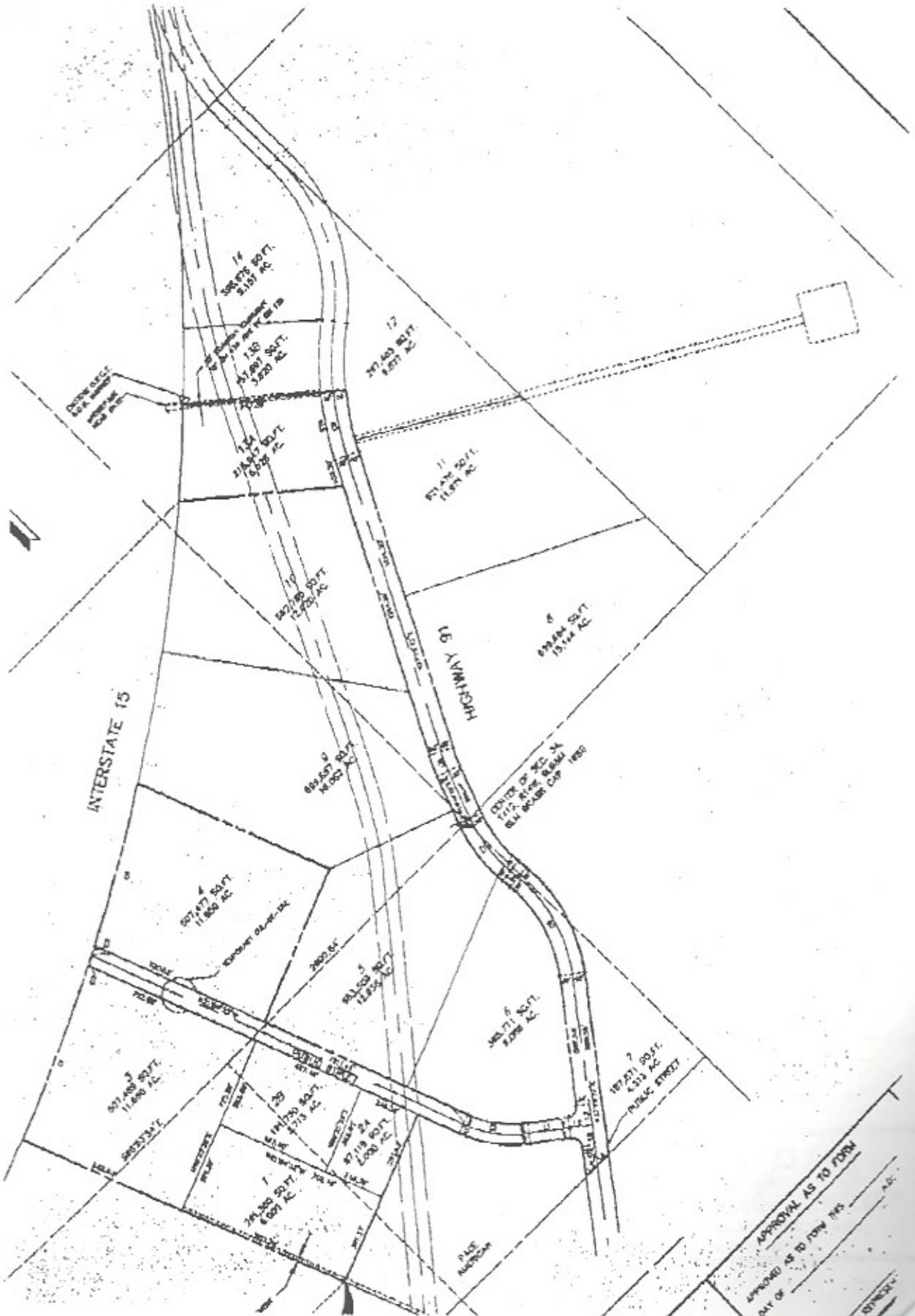
By so doing our underwriter has authorized us to remove as an exception to title reports in said Subdivision (and those lots so affected by the old roadbed), any reference to the prescriptive Easement for old Highway 91.

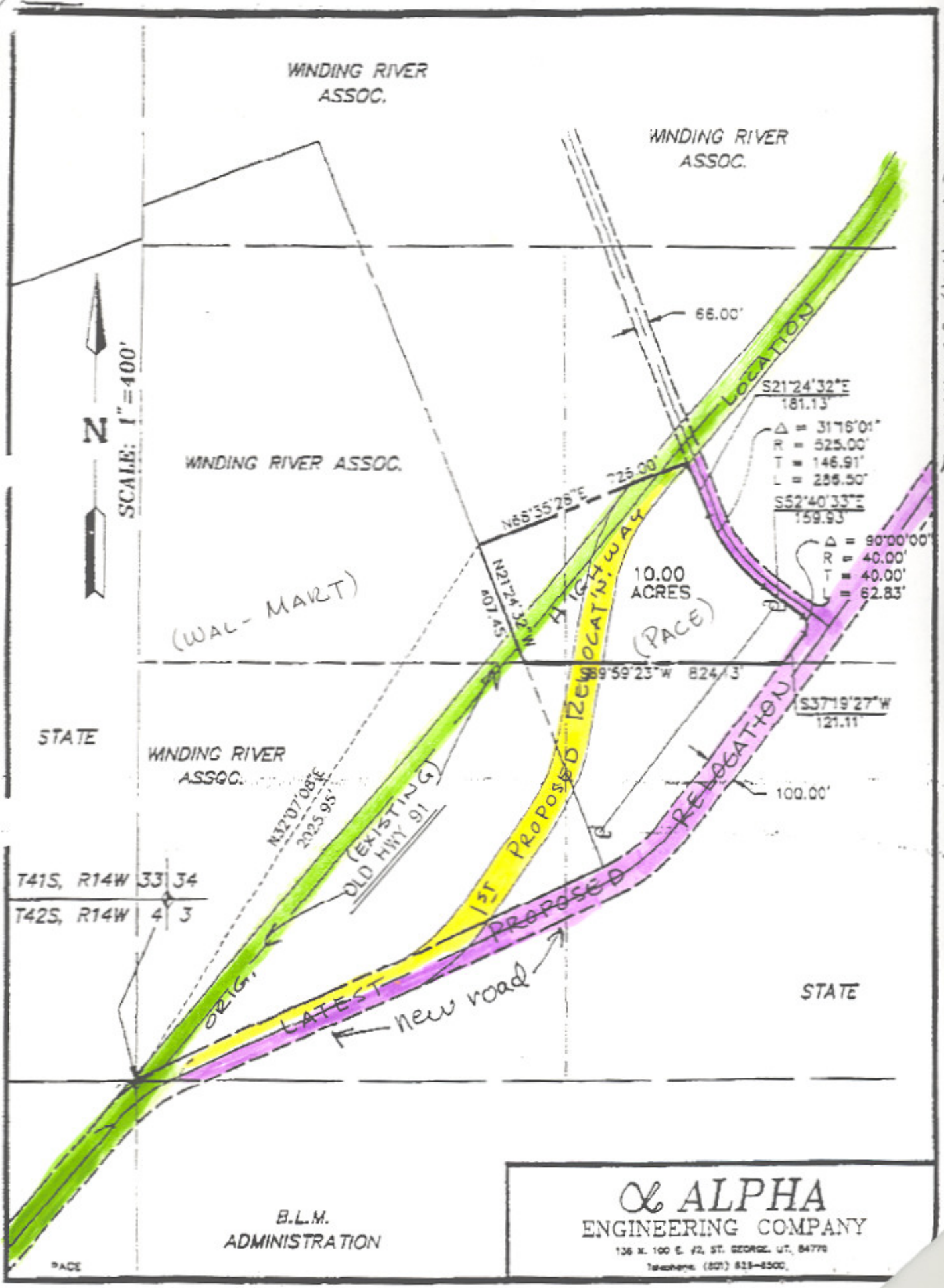
I was under the impression we received such a letter when we closed the original Pace American purchase, but after reviewing the file I found that such disclaimer applied only as to that site alone.

Very Truly Yours,

SOUTHERN UTAH TITLE COMPANY
H. Allan Carter, Director

40 SOUTH 100 EAST, P.O. BOX 190, ST. GEORGE, UTAH 84770 TELEPHONE (801) 628-0404 FAX (801) 628-6581


INTERSTATE 15
HIGHWAY 91
APPROVAL AS TO FORM



WHERE (& HOW) DOES THIS TIE BACK IN WITH EXIST

TOTA

3-6-95
8.

Michael O. Leavitt
Governor

W. Craig Zwick
Executive Director

Clint Topham
Deputy Director

Dana A. Meier
District Engineer

State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

Cedar City District
P.O. Box 1009
1470 North Airport Road
Cedar City, Utah 84721-1009
(801) 586-4491
Fax: (801) 586-8268

Transportation Commission
Glen E. Brown
Chairman
Todd G. Weston
Vice Chairman
James G. Larkin
Ted D. Lewis
Hal M. Clyde
Shirley J. Iverson
Secretary

March 3, 1995

Mr. H. Allan Carter, Director
Southern Utah Title Company
40 South 100 East
St. George, Utah 84770

RE: U.D.O.T. Relinquishment of Title on Old US-91 north of Wal-Mart Warehouse Facility, Washington County

Dear Mr. Carter:

As a follow-up to your letter of February 15, 1995 to Brent Gardner of Alpha Engineering, the Utah Department of Transportation (UDOT) hereby disclaims any right, title or interest to the old existing Highway 91 roadway and right of way lying within the boundaries of **Gateway North Industrial Park Phase I Amended,** situated north of State Road 9 in Washington County, Utah.

This corridor has been prescriptive right of way and the jurisdiction to maintain the roadway was transferred to Washington County by the State Road Commission on July 10, 1964. We understand the subject corridor has all been included by annexation into Hurricane City now.

We support the improvements made on the new, re-located alignment and, as long as the proposal conforms to Hurricane City's Master Street Plan and re-connects with old US-91 to perpetuate public access to the Harrisburg area, we have no objection.

UTAH CENTENNIAL 1896-1996

an equal opportunity employer

This request has been reviewed and approved by the UDOT Regional Director and right of way staff. We trust this provides the information and approval you need to process the re-alignment as proposed. If there is anything else we can help with, let us know.

Yours truly,

Dana A. Meier, P.E.
Cedar District Engineer

DAM\jls

cc: Hurricane City Corporation

David Nuffer, Attorney
Snow, Nuffer, Engstrom & Drake
P.O. 400
St. George, UT 84771-0400

Dale E. Peterson, P.E.
Region Four Director

Pete K. Monson, P.E.
Right of Way Engineer

(DRAFT)

March 3, 1995

H. Allan Carter, Director
Southern Utah Title Co.
40 South 100 East
St. George, Utah 84770

Dear Mr. Carter,

Subject: U.D.O.T. Relinquishment of Title on Old US-91 north of Wal-Mart Warehouse Facility, Washington County.

As a followup to your letter of February 15, 1995 to Brent Gardner of Alpha Engineering, the Utah Department of Transportation (UDOT) hereby disclaims any right, title or interest to the old existing Highway 91 roadway and right of way lying within the boundaries of GATEWAY NORTH INDUSTRIAL PARK PHASE I AMENDED, situated north of State Road 9 in Washington County, Utah.

This corridor has been prescriptive right of way and the jurisdiction to maintain the roadway was transferred to Washington County by the State Road Commission on July 10, 1964. We understand the subject corridor has all been included by annexation into Hurricane City now.

We support the improvements made on the new, re-located alignment and, as long as the proposal conforms to Hurricane City's Master Street Plan and re-connects with old US-91 to perpetuate public access to the Harrisburg area, we have no objection.

This request has been reviewed and approved by the UDOT Regional Director and right of way staff. We trust this provides the information and approval you need to process the realignment as proposed. If there is anything else we can help with, let us know.

Very truly yours,

Cedar District Engineer

cc: Hurricane City Corp.
(2 spaces) David Nuffer, Attorney
Snow, Nuffer, Engstrom & Drake
P.O. Box 400
St. George, Ut. 84771-0400

DM/

(PKM DRAFT FOR DANA TO SEND TO TITLE CO. - DROPPED OFF TO HIM @ D-5 3-3-95)

Utah Department of Transportation
1470 North Airport Road
Cedar City, Utah 84720
(801) 586-4491 ext 500
Fax: (801) 586-8268

fax transmittal

PLEASE DISREGARD PREVIOUS FAX, I SENT THE WRONG ONE.

to: Pete Monson

989-4200

fax: 896-6405

from: Dana A. Meier, P.E.

date: February 28, 1995

re: Old Highway 91 Right-of-Way

pages: 4, including cover sheet.

NOTES: The title company would like to know if we still have any rights to this property. If not, they would like a letter stating so. I believe the property in question is no longer needed since we realigned the road as a part of the SR-9 project. Please review the documents and let me know what you think as soon as possible, the title company would like to have a closing on this property.

Thanks for your help.

Alpha Engineering

148 East Tabernacle
St. George, Utah 84770
(801) 628-6500
Fax: (801) 628-6553

FAX TRANSMISSION COVER SHEET

Date: *February 27, 1995*

To: *Dana ~~Myers~~ Meier, U.D.O.T. Cedar City*

Fax: *(801) 586-8268*

Subject: *Old Highway 91 Abandonment*

Sender: *Brent Gardner*

YOU SHOULD RECEIVE THREE PAGE(S), INCLUDING THIS COVER SHEET.
IF YOU DO NOT RECEIVE ALL THE PAGES, PLEASE CALL (801) 628-6500.

COMMENTS:

Attached is map showing the new location of Highway 91 in relation to the old alignment and a letter of request from Southern Utah Title. Could you please send the necessary documentation?

Thanks

Southern Utah Title Company

February 15, 1995

ALPHA ENGINEERING
Attn: Brent Gardner
148 East Tabernacle
St. George, UT 84770

FAX 628-6553

Brent:

In confirmation of our telephone conversation this afternoon, please ask ~~Scott Hirschi~~ U.D.O.T. to give us a letter, as follows:

"The State of Utah hereby disclaims any right, title, and interest in and to the old roadway roadbed of Highway 91 as the same lies within All of GATEWAY NORTH INDUSTRIAL PARK PHASE 1 AMENDED situated in Washington County, State of Utah."

_____."

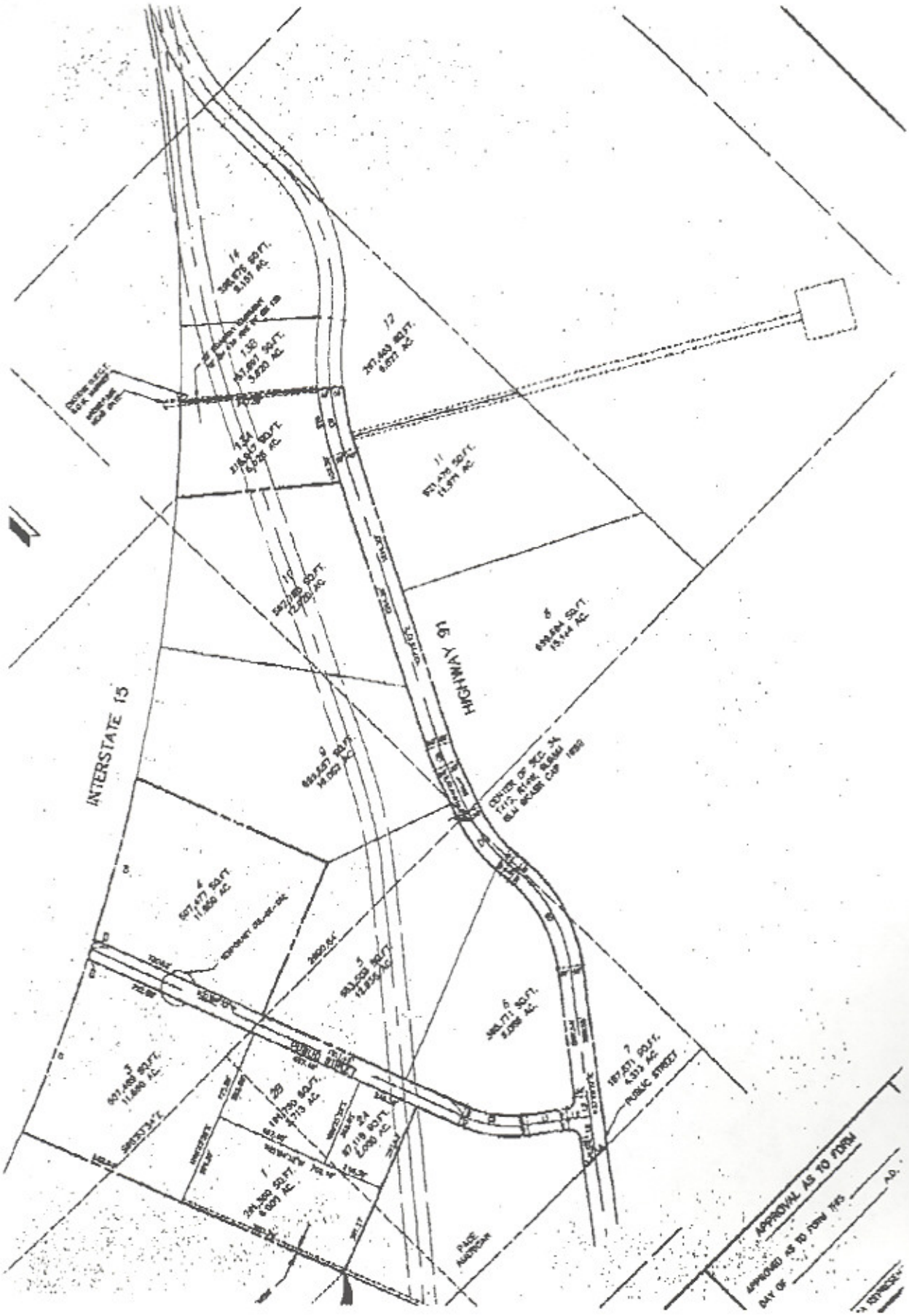
By so doing our underwriter has authorized us to remove as an exception to title reports in said Subdivision (and those lots so affected by the old roadbed), any reference to the prescriptive Easement for old Highway 91.

I was under the impression we received such a letter when we closed the original Pace American purchase, but after reviewing the file I found that such disclaimer applied only as to that site alone.

Very Truly Yours,

SOUTHERN UTAH TITLE COMPANY
H. Allan Carter, Director

40 SOUTH 100 EAST, P.O. BOX 190, ST. GEORGE, UTAH 84770 TELEPHONE (801) 628-0404 FAX (801) 628-6681


INTERSTATE 15
HIGHWAY 91
PUBLIC STREET
APPROVAL AS TO FORM

State of Utah
UTAH DEPARTMENT OF TRANSPORTATION

Michael O. Leavitt
Governor
W. Craig Zwick
Executive Director

4501 South 2700 West
Salt Lake City, Utah 84119-5998
(801) 965-4000
FAX: (801) 965-4338

Transportation Commission
Samuel J. Taylor
Chairman
Wayne S. Winters
Vice Chairman
Todd G. Weston
James G. Larkin
Ted D. Lewis
Shirley J. Iverson
Secretary

December 21, 1993

Ms. Jill Jones, Paralegal
Jones, Waldo, Holbrook & McDonough
The Tabernacle Tower Bldg.
249 East Tabernacle
St. George, Utah 84770-2978

Dear Ms. Jones:

Enclosed is the signed Escrow Agreement (revised) and Quit Claim Deed regarding the Pace American, Inc., land purchase in Hurricane, Utah.

If you need anything further, please contact me.

Sincerely,

H.H. Richardson, P.E.
Assistant Director

HHR/jbl

Enclosure

cc: Dan F. Nelson, Southern Region Director
J.R. Chamberlain, District Five Director
L. Robert Fox, Chief, Right of Way Division

Post-It™ brand fax transmittal memo 7671	# of pages ▸ 11
To GREG SANT	From PETE MONSON
Co. SANT - PACIFIC	Co. UTAH - DOT
Dept.	Phone # 596-8501 (EXT. 108)
Fax # (801) 674-2580	Fax # 896-6456

an equal opportunity employer

ESCROW AGREEMENT

TO: Southern Utah Title Company, Inc.
40 South 100 East
St. George, UT 84770

FROM: (1) UTAH DEPARTMENT OF TRANSPORTATION
4501 South 2700 West
Salt Lake City, UT 84119-5998 ("STATE")

(2) WASHINGTON COUNTY
197 East Tabernacle Street
St. George, UT 84770 ("COUNTY")

(3) HURRICANE CITY and HURRICANE REDEVELOPMENT AGENCY
202 East State Street
Hurricane, UT 84737 ("CITY/AGENCY")

(4) WINDING RIVER ASSOCIATES
c/o Jeff Starkey
Snow, Nuffer, Engstrom & Drake
90 East 200 North
St. George, UT 84770 ("SELLER")

(5) PACE AMERICAN OF UTAH, INC.
11550 Harter Drive
Middlebury, IN 46540 ("BUYER")

It has been brought to our attention that a sale of real property is in Escrow at your company between Winding River Associates and Pace American of Utah, Inc. covering the property described on the Attached Preliminary Title Report. On Schedule B, Section 2 of the Preliminary Title Report, the following exceptions are included:

> 16. The herein described premises do not appear to abut a public road or highway. The Policy, when issued, will not insure either access or access rights or title to adjoining property which would provide access to a public road or highway.
>
> 20. Subject to the rights of the State of Utah, Washington County and Hurricane City, and the public and in those portions of the land lying within old U.S. Highway 91, (affects a portion).

Buyer represents that it is a utility trailer manufacturer and due to its own business reasons, it must commence construction of its trailer manufacturing facility on the property at the earliest

opportunity. Accordingly, you are hereby provided certain special escrow instructions intended to facilitate the clearing of exceptions 16 and 20 listed above as follows:

(I) Delivered herewith into your possession are three original executed Quit Claim Deeds to the 10.00 acre parcel, described in the Preliminary Title Report referred to above.

(a) Quit-Claim Deed: Hurricane City, a Municipal Corporation of the State of Utah to Winding River Associates.

(b) Quit-Claim Deed: Hurricane Redevelopment Agency, a political subdivision of the State of Utah to Winding River Associates.

(c) Quit-Claim Deed: Washington County, a Political Subdivision of the State of Utah to Winding River Associates.

(d) Quit Claim Deed: The State of Utah, through the Utah Department of Transportation to Winding River Associates.

(II) You are instructed to hold these Quit-Claim Deeds and record them:

(a) upon the written certification by Brent Gardner of Alpha Engineering, project manager for the road realignment project of old U.S. 91, that the old U.S. 91 right of way has been rerouted around the 10.00 acre parcel Schedule A, and that the improvement of the realigned right of way is of a quality equal to or better than that which existed prior to the realignment. Certification shall also show that realignment required above follows the roadway realignment set forth in red on the attached Map, Schedule B, and that it is in conformity with all design and construction maps and drawings provided by the project engineer;

(III) Following the recordation of the Quit-Claim Deeds, the State of Utah shall commence the process for an Abandonment Resolution (either specific to old U.S. 91 on the 10.00 acre parcel, Schedule A, or as a part of the larger realignment of old U.S. 91 on other parcels in the area, at the discretion of the State) as to the portion of old U.S. 91 that was within the boundaries of the 10.00 acre parcel, Schedule A, and upon the completion and recording thereof, you shall issue an amended ALTA Policy of Title Insurance to the Buyer showing the removal of the exceptions referenced above as disposed of and removed all together as an exception from Schedule B to the Policy of Title Insurance.

Escrow fees associated with this Escrow Agreement shall be considered costs of closing of the sale from Winding River Associates to Pace American of Utah, Inc. and shall be borne by Winding River Associates up to two hundred fifty dollars ($250.00). Any costs in excess shall be split by the parties as set forth in their separate sales and closing agreements.

The State's participation in this Escrow Agreement is done as an accommodation to the respective parties to the real estate sales transaction in the interests of resolving their proposal to clear the above referenced exceptions from the title to the property. By executing this agreement, the State does not provide any warranty, representation or guarantee that the title issues will be resolved to the satisfaction of the parties to the sale. Furthermore, the parties to the sale, and each of them agree to hold the State harmless for its respective participation in this agreement.

If for any reason the conditions for recording set forth in Section II above are not met within six (6) months of the date hereof, you shall return all Quit Claim Deeds to the respective Grantors thereof and this Escrow Agreement shall be deemed canceled.

Each of the persons executing this agreement hereby represents that he is fully authorized to so act on behalf of the entity on whose behalf the signature is made and that if the signature is given on behalf of a public body, agency or entity, that authorization was given by the appropriate Board governing the same.

It is agreed further by the parties executing this agreement that the same may be executed in counterpart.

DATED this _____ day of December, 1993,

UTAH DEPARTMENT OF TRANSPORTATION

BY _____
W. Craig Zwick

PACE AMERICAN OF UTAH, INC.

BY _____
Its _____

WINDING RIVER ASSOCIATES
by Winding River Properties,
a Utah corporation,
General Partner

_____
H. C. Cannon

WASHINGTON COUNTY

BY _____
E. Royden Christian

HURRICANE CITY

By _____
Del Stout

Acknowledged and accepted:
SOUTHERN UTAH TITLE COMPANY

_____
H. Allan Carter

C:\Pace\es.agt

Mail Tax Notice to
11550 Harter Drive
Middlebury, IN 46540

QUIT-CLAIM DEED

The Utah Department of Transportation, GRANTOR, hereby Quit Claims to **Winding River Associates, GRANTEE,** for the sum of Ten Dollars ($10.00) and other good and valuable consideration the following described tract of land in Washington County State of Utah:

(See Attachment A)

Those who sign this deed hereby certify that this deed and the transfer represented thereby was duly authorized under under the laws of the State by Utah an agent of the State of Utah.

In witness whereof, the grantor has caused its hand this 21st day of December, 19 93.

UTAH DEPARTMENT OF TRANSPORTATION

By _____
W. Craig Zwick, Director

Attest:

_____

STATE OF UTAH)
: ss.
COUNTY OF SALT LAKE)

On the 21st day of December, 1993, personally appeared before me, W. Craig Zwick, who, being by me duly sworn, did say that he is the Director of the Utah Department of Transportation, that said instrument was signed in behalf of the State of Utah Department of Transportation and that said W. Craig Zwick acknowledged to me that said State of Utah executed the same.

_____
NOTARY PUBLIC
Residing at: Salt Lake County

My Commission Expires:

5-5-96

C:\pace\QCDUDOT

NOTARY PUBLIC
Shirley J. Iverson
4501 South 2700 West
Salt Lake City, Utah 84119
My Commission Expires
May 5, 1996
STATE OF UTAH

T-307

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: January 26, 1994

TO : Ken Adair, P. E.
Southern Region Preconstruction Engineer

FROM : J. R. Chamberlain, P. E.
District Five Director

SUBJECT: Request for Documents to Abandon Old U.S. 91 Right-of-way

Would you please prepare the necessary documents to have the section highlighted on the attached map abandoned. This is a section of old U.S. 91 beginning at SR-9 and going northwesterly towards Harrisburg.

A review of the right-of-way books in this office indicates this is an old prescriptive right-of-way 100 feet wide 50 feet each side of the center line. There were no parcel numbers to reference the right-of-way to an old project.

When you have the necessary documents prepared would you either forward to Dyke Lefevre, with a request for commission action to abandon or return to me and I will request the abandonment.

Jerry Lunceford is likely to be very familiar with this area and the right-of-way.

Thank you for your assistance.

JRC:djas

cc: Howard Richardson
Pete Monson
Jerry Lunceford

STATE OF UTAH

OFFICE OF THE ATTORNEY GENERAL

JAN GRAHAM
ATTORNEY GENERAL

JOHN F. CLARK
Counsel to the Attorney General

CAROL CLAWSON
Solicitor General

REED RICHARDS
Chief Deputy Attorney General

PALMER DEPAULIS
Director of Public Policy & Communications

OFFICE OF THE ATTORNEY GENERAL

MEMORANDUM

TO: DAN NELSON, P.E.
REGIONAL DIRECTOR
DISTRICT SIX

FROM: DONALD S. COLEMAN
ASSISTANT ATTORNEY GENERAL

DATE: November 22, 1993

RE: Vacation of Segment of U.S. 91 in Hurricane

Please find enclosed a request from Attorney David Nuffer regarding the vacation of a segment of Old U.S. 91 in Hurricane, Utah. Please review this request and advise me of UDOT's position regarding the request.

DSC/dp
Enclosure

cc: Howard Richardson
J.R. Chamberlain

11-29 11:45

Post-It™ brand fax transmittal memo 7671	# of pages ▸ 3
To BOB FOX	From PETE MONSON
Co. R/W ADM.	Co. UDOT R-7
Dept.	Phone # 896-9501
Fax # 965-4796	Fax # EXT. 708

4120 State Office Building • SALT LAKE CITY, UTAH 84114-0811 • TEL: 801-538-9500 • FAX: 538-3442

SNOW, NUFFER, ENGSTROM & DRAKE

A PROFESSIONAL CORPORATION

STEVEN E. SNOW
DAVID NUFFER*
CHRIS L. ENGSTROM
LYLE R. DRAKE
TERRY L. WADE +
RANDALL R. SMART
JEFFREY N. STARKEY +
PATRICIA G. BRACKEN
E. SCOTT AWERKAMP
MICHAEL A. DAY

* Also Admitted in Arizona
+ Also Admitted in Nevada

ATTORNEYS AT LAW

90 East 200 North
P.O. Box 400
St. George, Utah 84771 0400

(801) 674-0400

FAX (801) 628-1610

SALT LAKE CITY OFFICE:

341 South Main St. Suite 201
Salt Lake City, Utah 84101
(801) 538-0400
FAX: (801) 538-0423

November 19, 1993

Donald S. Coleman, Esq.
236 State Capitol
Salt Lake City, UT 84114

Re: Road Vacation on Old Highway 91

Dear Don:

You helped me out with a road problem in Kanab a few years ago. Now we have a similar problem in Hurricane.

Old Highway 91 near I-15 on the west boundary of Hurricane near the new Walmart Distribution Facility was never formally dedicated or deeded. The road was informally abandoned as a state highway but never vacated of record. The physical location of the asphalt has been changed in connection with the development of the Walmart site. It is necessary to vacate the old road location in order to convey clear title to purchasers.

I enclose a map showing the old road and the realignment. The realignment has been established by new documents.

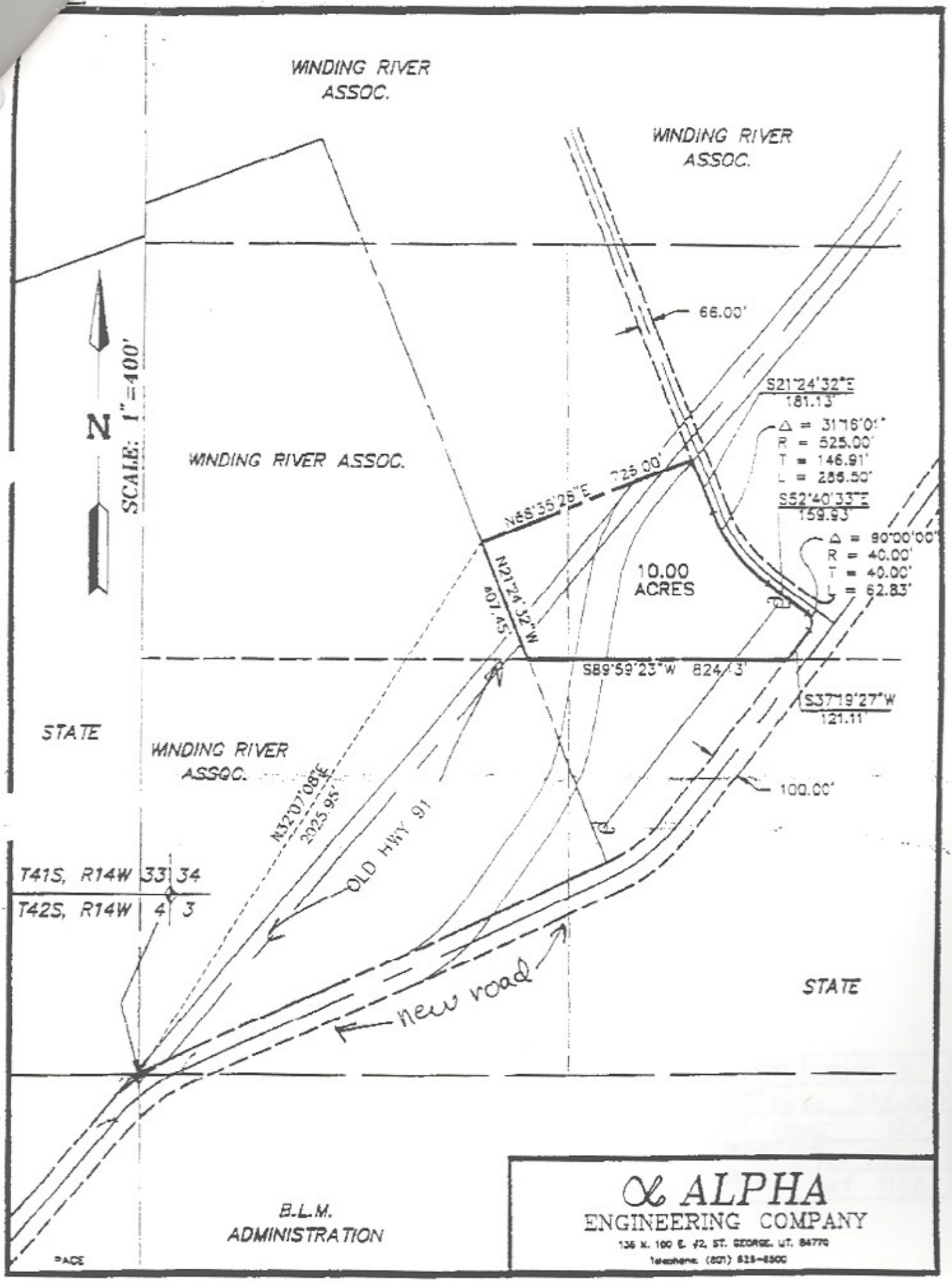
Can we arrange to move this through the process of approval by the Commission?

Sincerely,

SNOW, NUFFER, ENGSTROM & DRAKE

David Nuffer

MC/DC/DN:W:WRA 288606 Harrisburg:letdac 111993 288606 dn


WINDING RIVER ASSOC.
WINDING RIVER ASSOC.
WINDING RIVER ASSOC.
WINDING RIVER ASSOC.
WINDING RIVER ASSOC.
N
SCALE: 1"=400'
66.00'
S21°24'32"E
181.13'
Δ = 31°16'01"
R = 525.00'
T = 146.91'
L = 286.50'
S52°40'33"E
159.93'
Δ = 90°00'00"
R = 40.00'
T = 40.00'
L = 62.83'
N66°35'28"E 725.00'
N21°24'32"W
607.45'
10.00 ACRES
S89°59'23"W 824.13'
S37°19'27"W
121.11'
100.00'
N32°07'08"E
2025.95'
OLD HWY 91
new road
STATE
STATE
T41S, R14W 33 34
T42S, R14W 4 3
B.L.M. ADMINISTRATION
ALPHA ENGINEERING COMPANY
136 N. 100 E. #2, ST. GEORGE, UT. 84770
Telephone: (801) 628-6300

State of Utah
UTAH DEPARTMENT OF TRANSPORTATION

Michael O. Leavitt
Governor
W. Craig Zwick
Executive Director

4501 South 2700 West
Salt Lake City, Utah 84119-5998
(801) 965-4000
FAX: (801) 965-4338

Transportation Commission
Samuel J. Taylor
Chairman
Wayne S. Winters
Vice Chairman
Todd G. Weston
James G. Larkin
Ted D. Lewis
Shirley J. Iverson
Secretary

December 16, 1993

Mr. Alan Carter
Southern Utah Title Company
40 South 100 East
St. George, Utah 84770

Dear Mr. Carter:

SUBJECT: Escrow Agreement and Quit Claim Deed for Pace American, Inc.

Transmitted herewith is an escrow agreement and quit claim deed executed by Mr. W. Craig Zwick, our Executive Director.

These instruments are being forwarded as requested by Mr. Timothy B. Anderson of Jones, Waldo, Holbrook & McDonough, for your use in connection with the Pace American initiative to acquire property for a manufacturing site and relocate certain existing public highways.

Sincerely,

H.H. Richardson, P.E.
Assistant Director

HHR/jbl

Attachment

cc: L. Robert Fox, Chief, Right of Way Division
J.R. Chamberlain, District Five Director
Dan F. Nelson, Southern Region Director

an equal opportunity employer

T-307

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: January 26, 1994

TO : Ken Adair, P. E.
Southern Region Preconstruction Engineer

FROM : J. R. Chamberlain, P. E.
District Five Director

SUBJECT: Request for Documents to Abandon Old U.S. 91 Right-of-way

Would you please prepare the necessary documents to have the section highlighted on the attached map abandoned. This is a section of old U.S. 91 beginning at SR-9 and going northwesterly towards Harrisburg.

A review of the right-of-way books in this office indicates this is an old prescriptive right-of-way 100 feet wide 50 feet each side of the center line. There were no parcel numbers to reference the right-of-way to an old project.

When you have the necessary documents prepared would you either forward to Dyke Lefevre, with a request for commission action to abandon or return to me and I will request the abandonment.

Jerry Lunceford is likely to be very familiar with this area and the right-of-way.

Thank you for your assistance.

Pete

GET ABANDONM'T DOCUMENTS SO TITLE CAN CLOSE OFF CO. RECORDS.

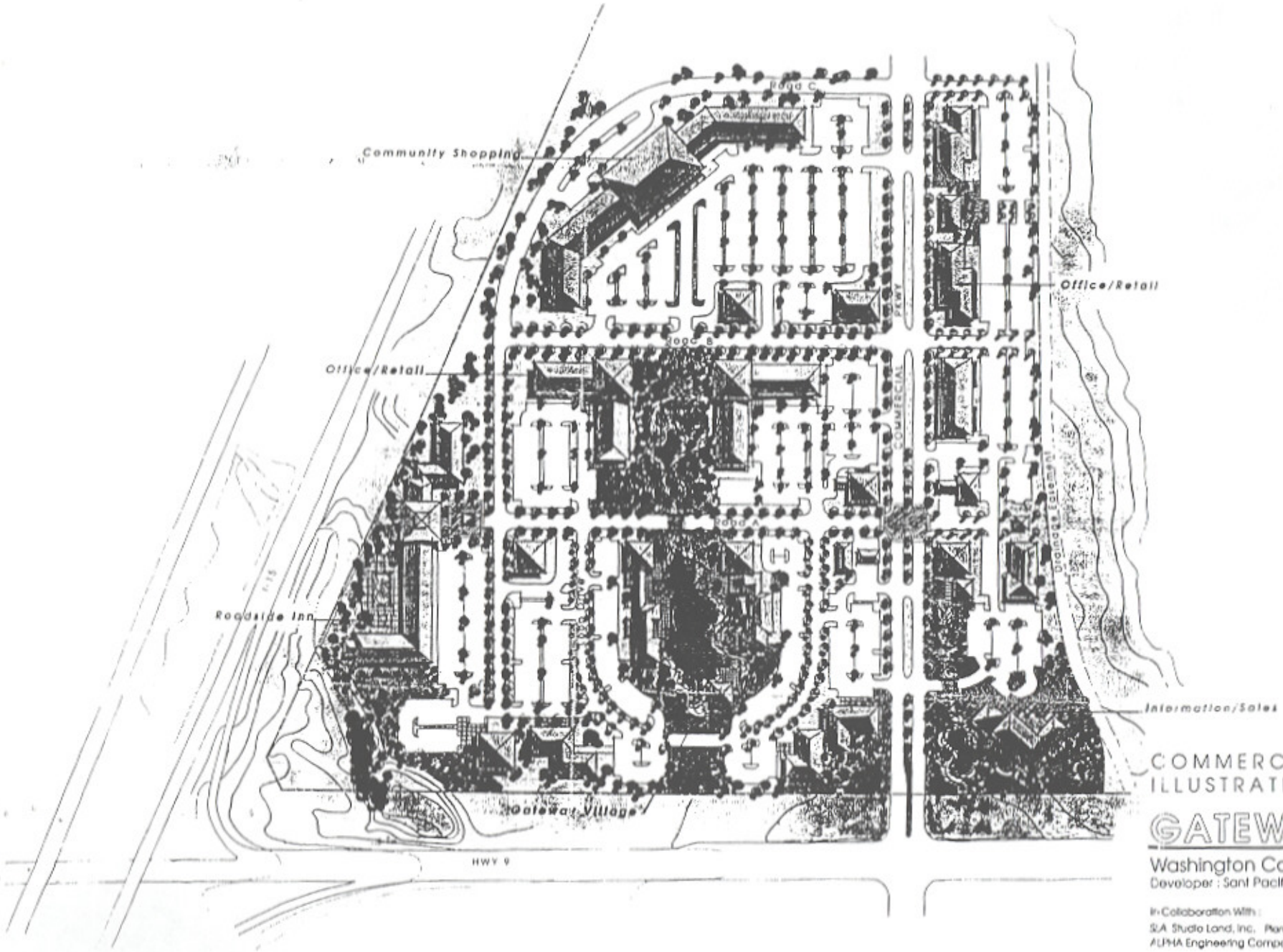
Will you review this and arrange to have it completed.

Ken

JRC:djas

cc: Howard Richardson
Pete Monson
Jerry Lunceford

w/ Dan & Ken



COMMERCIAL HIGH
ILLUSTRATIVE PLAN

GATEWAY CE

Washington County, Utah
Developer : Sant Pacific Group

In Collaboration With :
SLA Studio Land, Inc. Planners / Landscape Archite
ALPHA Engineering Company Civil Engineers

0 50 100 200

State of Utah
UTAH DEPARTMENT OF TRANSPORTATION

Norman H. Bangerter
Governor

Eugene H. Findlay, C.P.A.
Director

Howard H. Richardson, P.E.
Assistant Director

Dan F. Nelson
Southern Region Director

1345 South 350 West
P.O. Box 700
Richfield, Utah 84701
(801) 896-9501
Fax (801) 896-6958

Transportation Commission
Samuel J. Taylor
Chairman
Wayne S. Winters
Vice Chairman
Todd G. Weston
James G. Larkin
Ted D. Lewis
Shirley Iverson
Secretary

FEB. 1, '93

~~January 26~~ 27, 1993

Sant Pacific Group
c/o Rick Sant
One Lakeshore Centre
3281 East Guasti Road
Ontario, California 91761

Dear Mr. Sant,

Could you or one of your co-workers please give me a call regarding some highway items at the junction of Old Highway 91 with State Road 9 (the Wal-Mart intersection) in Washington Co. Utah.

We have tried repeatedly the last couple of days to reach you by telephone, but the line is always busy.

Our questions also include some access problems Utah Power and Light is having in locating their power sub-station to serve the new development in the area.

Thank you,

P.K. Monson

P.K. (Pete) Monson, P.E.
UDOT Regional R/W Engineer
Richfield, Utah 84701
Telephone: (801) 896-9501 Ext. 708

PKM/nn

an equal opportunity employer

NEVER COULD GET FAX THRU -