Route 126

Updated: November 2005

Greenville Loop on Route 21, May 12, 1931. Deleted: Greenville westerly to Route 21 in 1953.

1953 Description:
From Route 21 west of Beaver southerly to Greenville.

1963 Description:
This route was reversed and **approved by the Legislature.** From Greenville northerly to Route 21 west of Beaver.

Approved by the 1963 Legislature:
Approved by the 1965 Legislature:

1967 Legislature:

Deleted from the State Road System by the **1969 Legislature.**

*(A) 1977 Commission Action (August 26, 1977):
Added to State System by Commission Action 8/26/77. State Route 126 replaces a portion of the old alignment of State Route 84.

1977 Description:
From State Route 15 (I-15) south of Layton northerly to State Route 89 at Hot Springs Junction.

1979 Legislature: Description remains the same.
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.

*(B) 1991 Commission Action (June 7. 1991:
Relinquished roadway adjacent to SR-126 that is being used as parking lots. Relinquished former roadway to adjacent property owners in Layton City.

Route 126 Cont.

1992 Legislative Description:
From Route 15 south of Layton northerly to Route 89 at Hot Springs Junction.

1993 Legislature: Description remains the same.
1994 Legislature: Description remains the same.
1995 Legislature: Description remains the same.
1996 Legislature: Description remains the same.
1997 Legislature: Description remains the same.
1998 Legislature: Description remains the same.
1999 Legislature: Description remains the same.
2000 Legislature: Description remains the same.
2001 Legislature: Description remains the same.
2002 Legislature: Description remains the same.
2003 Legislature: Description remains the same.
2004 Legislature: Description remains the same.

* Refers to resolution index page following.

Route 126

COUNTY/VOLUME & RESOLUTION NO.

A. Multiple Co. 6/4 **B.** Davis Co. 9/5

DESCRIPTION OF RESOLUTION CHANGE

(A). Re-designation - Re-designated SR-84 as SR-126.

(B). Relinquishment - Right-of-way used as parking facility to adjacent property owners in Layton.

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,

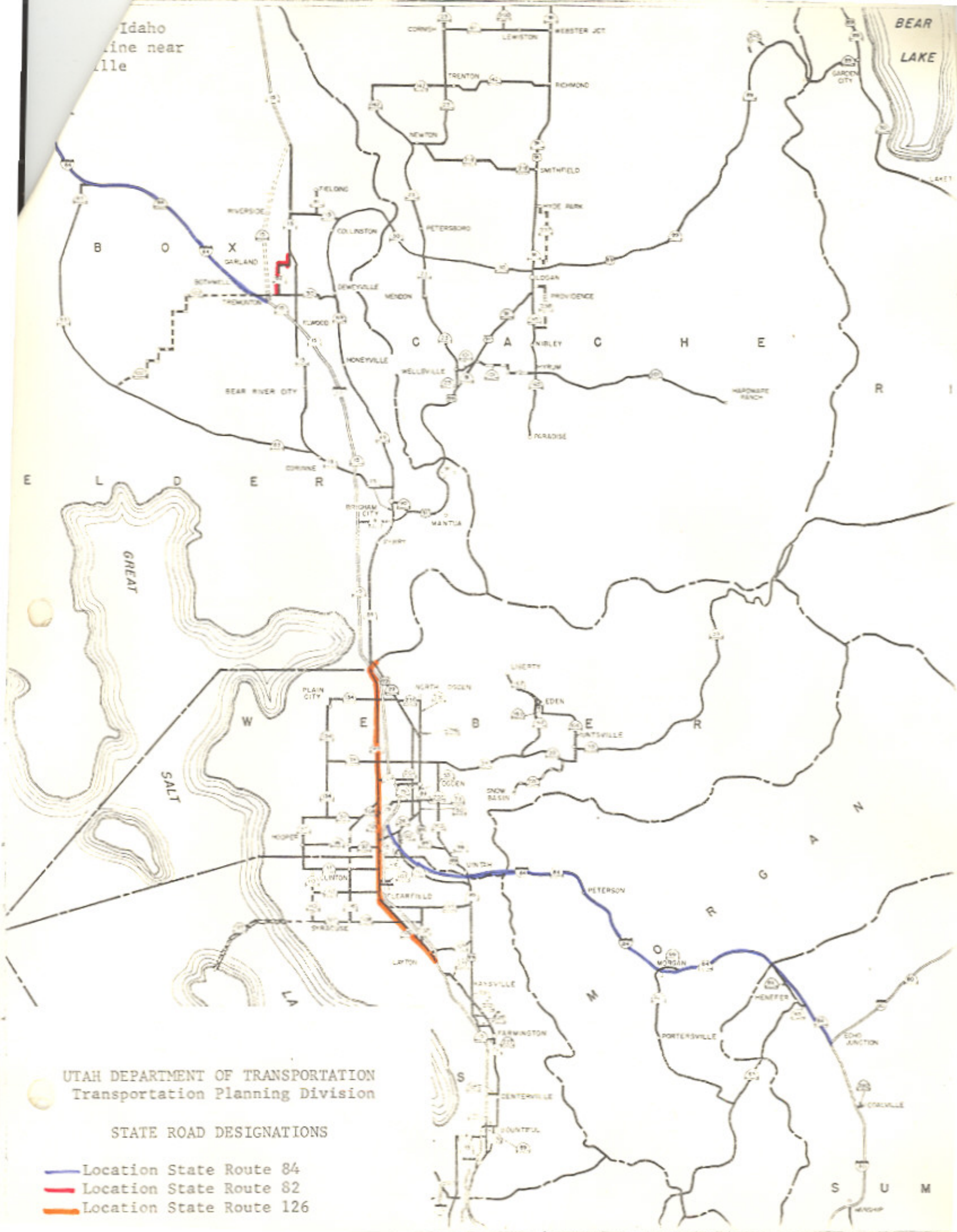
H. J. Rhodes
Deputy Director

HJR:pw

cc: Mr. William Cox
Federal Highway Administrator
Federal Highway Administration

RECEIVED
7-14-77

COPY OF LETTER RETAINED IN CENTRAL FILES. RETU
THE ORIGINAL IN CENTRAL FILES AFTER ACTION H
BEEN COMPLETED



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
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

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]

Parking Area (5)

RESOLUTION

Abandonment of Roadway Adjacent to Reconstruction of SR-126

WHEREAS, the Utah Department of Transportation realigned a portion of State Route 126 between Engineer Station 934+00 and 977+46 on Project Number NM-2005(3), 9729 & 9651, for the purpose of providing greater highway safety and more economical highway operation and maintenance, and

WHEREAS, Section 27-12-29 of the Utah Code empowers the Transportation Commission, at their discretion, to relinquish the remaining portion of said highway to the county, city or town in which it is situated, or to vacate or abandon it, and

WHEREAS, The Transportation Commission has determined that the portions of said roadway currently used as parking areas in the location described above, in which UDOT appears to have an easement interest and are no longer serving as part of the traveled way of State Route 126;

NOW THEREFORE, be it resolved:

The Utah Transportation Commission pursuant to the authority granted in Section 27-12-29 of the Utah Code, relinquishes its interest in the roadway that was part of State Route 126 between engineer Station 934+00 and 977+46 on Project Number NM-2005(3) 9729 & 9651, that is currently used as parking lots, to Layton City, and Layton City having declined the offer, the Commission vacates or abandons the property, leaving it to abutting property owners.

The accompanying maps be made part of this resolution.

Dated on this 7th day of June 1991

UTAH TRANSPORTATION COMMISSION

Samuel J. Taylor
Chairman

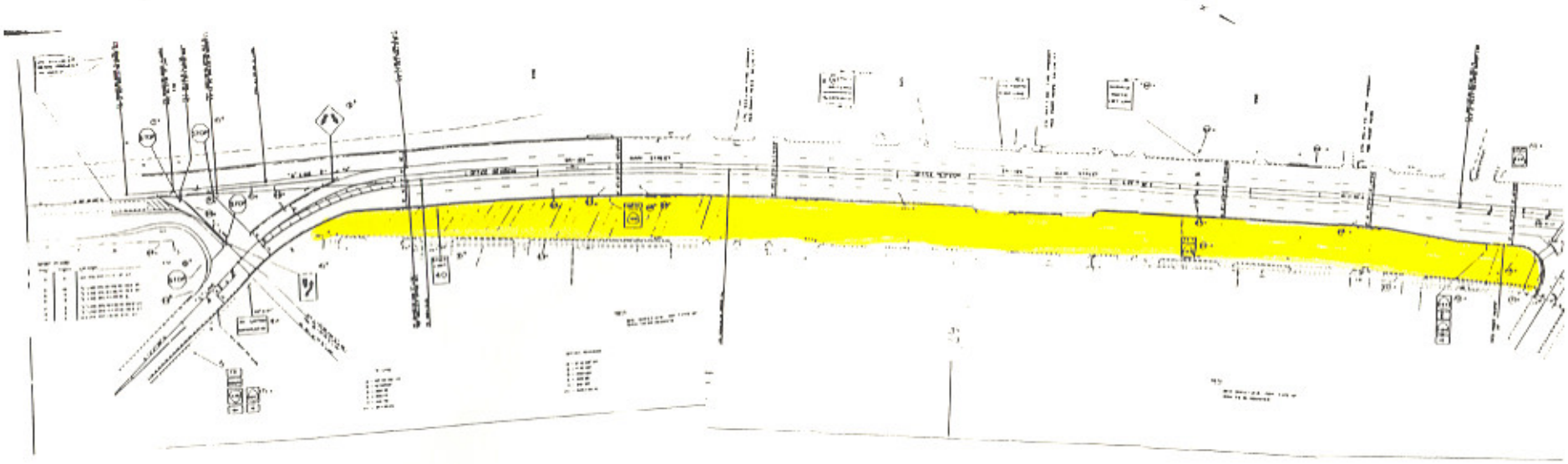
Wayne L. Allenstein
Vice-Chairman

Jode F. Weston
Commissioner

James G. Larkin
Commissioner

[signature]
Commissioner

Attest: Elvon H. Anderson
Secretary



Parking Areas
Abandoned

Map 1

Book "E"

MINUTE BOOK, DAVIS COUNTY.

DATE | BOARD OF COUNTY COMMISSIONERS

REGULAR SESSION.

January 3rd, 1911, at ten o'clock, A. M.

Commissioners met pursuant to adjournment, there being present commissioners Randall, Whitesides and Brown and Hyrum O. Pack, County Clerk.

Minutes of December 19th, 1910, were read and approved.

The bonds of the following Precinct and County Officers were examined and approved, viz; Hyrum O. Pack, County Clerk, Hulda L. Miller, County Recorder, Jens K. Nelson, County Treasurer, Francis M. Nalder, County Assessor, Hubert C. Burton, County Superintendent of Public Instruction, Henry Ellis, Justice of the Peace, Layton Precinct; J. E. Williams, Justice of the Peace, Centerville Precinct; John Hodgson, Constable, Layton Precinct; L. H. Oviatt, Justice of the Peace, Farmington Precinct; I. C. Fraiser, Constable, Clinton Precinct; Charles P. Baus, Justice of the Peace, Clinton Precinct.

The list of claims as allowed of this date is hereby referred to, ordered paid and made a part of these minutes.

The treasurer's report of tax sale redemptions for the month of October, November and December, 1910, was read, examined, approved and warrants ordered drawn in favor of the respective funds, to-wit:-

State & State School Fund,	$31.36
County School Fund,	9.83
School District No. 1,	5.79
School District No. 3,	3.71
School District- Centerville,	1.27
School District No. 8,	5.04
School District No. 11,	.15
School District No. 12,	1.93

Upon motion of Commissioner Brown, it was ordered that Highway commonly known as Highway No. 1, be and the same is hereby designated and set aside to be known as a "State Highway".

The foregoing minutes were read and approved, and the table being clear upon motion of commissioner Whitesides the commissioners at 12;00, o'clock, M. adjourned, Sine die.

Hyrum O. Pack, County Clerk, Hulda L. Miller, County Recorder, Jens K. Nelson, County Treasurer, Francis H. Nalder, County Assessor, Hubert C. Burton, County Superintendent of Public Instruction, Henry Ellis, Justice of the Peace, Layton Precinct; J. E. Williams, Justice of the Peace, Centerville Precinct; John Hodgson, Constable, Layton Precinct; L. H. Oviatt, Justice of the Peace, Farmington Precinct; I. C. Fraiser, Constable, Clinton Precinct; Charles P. Baus, Justice of the Peace, Clinton Precinct.

The list of claims as allowed of this date is hereby referred to, ordered paid and made a part of these minutes.

The treasurer's report of tax sale redemptions for the month of October, November and December, 1910, was read, examined, approved and warrants ordered drawn in favor of the respective funds, to-wit:-

State & State School Fund,	$31.36
County School Fund,	9.83
School District No. 1,	5.79
School District No. 3,	3.71
School District- Centerville,	1.27
School District No. 8,	5.04
School District No. 11,	.15
School District No. 12,	1.93

Upon motion of Commissioner Brown, it was ordered that Highway commonly known as Highway No. 1, be and the same is hereby designated and set aside to be known as a "State Highway".

The foregoing minutes were read and approved, and the table being clear upon motion of commissioner Whitesides the commissioners at 12;00, o'clock, M. adjourned, Sine die.

Hyrum O. Pack, County Clerk.

REGULAR SESSION.

January 3rd, 1911, at 1.00 o'clock, P. M.

Commissioners met pursuant to the provisions of the Revised Statutes, there being present commissioners Whitesides, Ford and Cook, and Hyrum O. Pack, County Clerk.

Upon motion Marion M. Whitesides was chosen chairman of the Board.

On motion of commissioner Ford, a vote of thanks was tendered the out going commissioners and other county officers for past services.

It is hereby ordered that the county road, poor and quarantine districts be the same as heretofore and that commissioner Ford be committee on roads, poor and quarantine in the district comprising South, West, Bountiful and Centerville Precincts; that commissioner

COPY

State Dept. of Highways

Fee Paid $No fee

:45F

Date NOV 2 1971

Grace Ben Sweden

Entry Book 471 Page 223 ORIGINAL

SE¼ 20-4N-1W

223

357662

L&T No. 8827
Reference Lease File No. 6-304
Project No. F-59 (4)
Parcel No. F-59:45F

QUITCLAIM DEED

OREGON SHORT LINE RAILROAD COMPANY, a corporation of the State of Utah, GRANTOR, hereby QUITCLAIMS to the STATE ROAD COMMISSION OF UTAH, GRANTEE, for the sum of ONE AND NO/100 DOLLARS ($1.00) and other valuable considerations, the receipt whereof is hereby acknowledged, the following described parcel of land situated in the County of Davis, State of Utah, to-wit:

All those portions of the abandoned right of way of the Oregon Short Line Railroad Company situate in the E½ of SE¼ of Section 20, Township 4 North, Range 1 West of the Salt Lake Meridian, in Davis County, Utah, together bounded and described, as follows:

Commencing at a point in the south line of Section 21, said Township and Range, that is 629.22 feet, more or less, distant east from the southwest corner of said section, said point being 49.5 feet distant southwesterly, measured radially, from the center line of the main track of the Utah Central Railroad Company as formerly constructed and operated;

thence northwesterly along a line parallel with and 49.5 feet distant southwesterly, measured at right angles and/or radially, from said center line of former main track a distance of 1104 feet, more or less, to a point in the west line of Section 21;

thence north along the west line of said Section 21 a distance of 4.1 feet, more or less, to a point 46.9 feet distant southwesterly, measured at right angles, from said center line of former main track, said point being the point of beginning;

thence continuing north along the west line of section 21 a distance of 153.2 feet, more or less, to a point 50.0 feet distant northeasterly, measured at right angles, from said center line of main track of Utah Central Railroad Company as formerly constructed and operated;

Plotted ☐ Abstracted ☐
Checked ☐ Indexed ☐
Compared ☐ Entered ☑

($1.00) and other valuable considerations, the receipt whereof is hereby acknowledged, the following described parcel of land situated in the County of Davis, State of Utah, to-wit:

All those portions of the abandoned right of way of the Oregon Short Line Railroad Company situate in the E½ of SE¼ of Section 20, Township 4 North, Range 1 West of the Salt Lake Meridian, in Davis County, Utah, together bounded and described, as follows:

Commencing at a point in the south line of Section 21, said Township and Range, that is 629.22 feet, more or less, distant east from the southwest corner of said section, said point being 49.5 feet distant southwesterly, measured radially, from the center line of the main track of the Utah Central Railroad Company as formerly constructed and operated;

thence northwesterly along a line parallel with and 49.5 feet distant southwesterly, measured at right angles and/or radially, from said center line of former main track a distance of 1104 feet, more or less, to a point in the west line of Section 21;

thence north along the west line of said Section 21 a distance of 4.1 feet, more or less, to a point 46.9 feet distant southwesterly, measured at right angles, from said center line of former main track, said point being the point of beginning;

thence continuing north along the west line of section 21 a distance of 153.2 feet, more or less, to a point 50.0 feet distant northeasterly, measured at right angles, from said center line of main track of Utah Central Railroad Company as formerly constructed and operated;

thence northwesterly along a straight line parallel with and 50.0 feet distant northeasterly, measured at right angles, from said center line of former main track, a distance of 697 feet, more or less, to a corner in the easterly boundary line of that certain parcel of land which was heretofore conveyed by the Oregon Short Line Railroad Company to Joseph J. Bugger by quitclaim deed dated September 11, 1935;

thence southwesterly, at right angles, along the easterly boundary line of said parcel of land heretofore conveyed to Joseph J. Bugger, a distance of 96.9 feet to a corner in said easterly boundary line that is 46.9 feet distant southwesterly, measured at right angles from said center line of former main track;

thence southeasterly, at right angles, along a straight line parallel with and 46.9 feet distant southwesterly, measured at right angles, from said center line of main track of Utah Central Railroad Company as formerly constructed and operated a distance of 815.7 feet to a point in the west line of said Section 21, said point being the point of beginning.

Containing an area of 1.68 acres, more or less.

Any and all water rights pertaining to the above described land are hereby reserved by the Grantor, and the Grantee shall not be liable for any water assessments now due or which shall become due.

IN WITNESS WHEREOF, the said Grantor has caused these presents to be executed by its Vice President and Assistant Secretary, thereunto duly authorized, on the 30th day of July, 1971.

OREGON SHORT LINE RAILROAD COMPANY

By _____
Vice President

Attest:

_____
Assistant Secretary

STATE OF NEBRASKA)
: ss
County of Douglas)

On the 30th day of July, 1971, before me, a Notary Public in and for said County, personally appeared W. J. FOX, to me personally known to be Vice President of OREGON SHORT LINE RAILROAD COMPANY, who being duly sworn did say that the seal affixed to the foregoing instrument is the corporate seal of said corporation, and that the said instrument was signed, sealed and executed in behalf of said corporation by authority duly conferred by its By-Laws, and acknowledged to me said instrument to be the free act and deed of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first in this, my certificate, written.

R. E. Hobinberg
Notary Public

Residing at Omaha, Nebraska

My commission expires:

MARCH 11, 1975

COPY

F-59(4) SW¼ 21-4N-1W
NW¼ 28-4N-1W

45:D

219
ORIGINAL

Recorded at request of State Dept. of Highways Fee Paid $No fee
Date NOV 2 1971 9 20 A M Recorded Book 471 Page 819 Records of Davis County
BY Grace Van Sweden

I&T 8831-2
Lease File No. 6-304
Project No. F-59(4)
Parcel No. F-59:45D

357661

QUITCLAIM DEED

UNION PACIFIC LAND RESOURCES CORPORATION, a corporation of the state of Utah, GRANTOR, hereby QUITCLAIMS to STATE ROAD COMMISSION OF UTAH GRANTEE, for the sum of ONE AND NO/100 DOLLARS ($1.00) and other valuable considerations, the receipt whereof is hereby acknowledged, the following described parcel of land situated in the County of Davis, State of Utah, to-wit:

All those portions of the abandoned right of way of the Oregon Short Line Railroad Company situate in the SW¼ of SW¼ of Section 21 and the NW¼ of Section 28, all of Township 4 North, Range 1 West of the Salt Lake Meridian, in Davis County, Utah, together bounded and described, as follows:

Beginning at a point in the south line of said Section 21 that is 628.65 feet, more or less, distant east from the southwest corner of said section, said point being 50.0 feet distant southwesterly, measured radially, from the center line of the main track of the Utah Central Railroad Company as formerly constructed and operated;

thence southeasterly along a line parallel with and 50.0 feet distant southwesterly, measured at right angles and/or radially, from said center line of former main track a distance of 1554 feet, more or less, to a point 110.0 feet distant northeasterly, from the center line between double main tracks of the Oregon Short Line Railroad Company as now constructed and operated measured along a straight line drawn radially to said center line between double main tracks from Railroad Survey Station 783+92.0 which is a point in said center line that is 1690.2 feet distant southeasterly from the west line of said Section 28, measured along said center line between double main tracks;

thence southwesterly along said straight line drawn radially to center line between double main tracks a distance of 10.0 feet;

thence southeasterly along a straight line a distance of 972 feet, more or less, to a point in a straight line drawn radially to said center line between double main tracks from Railroad Survey Station 793+00 thereon and that is 50.0 feet distant northeasterly, measured at right angles, from the southeasterly extension of said center line of former main track of Utah Central Railroad Company, said point also being approximately 73 feet distant northeasterly from said center line between double main tracks, measured along said radial

Platted ☐ Abstracted ☐ ☐
Checked ☐ Indexed ☐ ☐
Filmed ☐ ☐

considerations, the receipt whereof is hereby acknowledged, the following described parcel of land situated in the County of Davis, State of Utah, to-wit:

All those portions of the abandoned right of way of the Oregon Short Line Railroad Company situate in the SW¼ of SW¼ of Section 21 and the NW¼ of Section 28, all of Township 4 North, Range 1 West of the Salt Lake Meridian, in Davis County, Utah, together bounded and described, as follows:

Beginning at a point in the south line of said Section 21 that is 628.65 feet, more or less, distant east from the southwest corner of said section, said point being 50.0 feet distant southwesterly, measured radially, from the center line of the main track of the Utah Central Railroad Company as formerly constructed and operated;

thence southeasterly along a line parallel with and 50.0 feet distant southwesterly, measured at right angles and/or radially, from said center line of former main track a distance of 1554 feet, more or less, to a point 110.0 feet distant northeasterly, from the center line between double main tracks of the Oregon Short Line Railroad Company as now constructed and operated measured along a straight line drawn radially to said center line between double main tracks from Railroad Survey Station 783+92.0 which is a point in said center line that is 1690.2 feet distant southeasterly from the west line of said Section 28, measured along said center line between double main tracks;

thence southwesterly along said straight line drawn radially to center line between double main tracks a distance of 10.0 feet;

thence southeasterly along a straight line a distance of 922 feet, more or less, to a point in a straight line drawn radially to said center line between double main tracks from Railroad Survey Station 793+00 thereon and that is 50.0 feet distant northeasterly, measured at right angles, from the southeasterly extension of said center line of former main track of Utah Central Railroad Company, said point also being approximately 73 feet distant northeasterly from said center line between double main tracks, measured along said radial line;

thence northwesterly along a line parallel with and 50.0 feet distant northeasterly, measured at right angles and/or radially, from said center line of former main track of Utah Central Railroad Company a distance of 2437 feet, more or less, to a point in said south line of Section 21;

Platted ☐ Abstracted ☐
On Margin ☐ Indexed ☐
Compared ☐ Entered ☐

thence west along the south line of said Section 21 a distance of 0.57 of a foot, more or less, to a point 49.5 feet distant northeasterly, measured radially, from said center line of former main track;

thence northwesterly along a line curving to the left, concentric with and 49.5 feet distant northeasterly, measured radially, from said center line of former main track of the Utah Central Railroad Company a distance of 64 feet, more or less, to the most easterly corner of that certain tract of land which was heretofore conveyed by the Oregon Short Line Railroad Company to Utah Oil Refining Company by deed dated October 25, 1932;

thence southwesterly along the southeasterly boundary line of said tract heretofore conveyed to Utah Oil Refining Company, which is in a straight line drawn radially to the center line of Track No. 5 of the Oregon Short Line Railroad Company as formerly constructed and operated a distance of 56.5 feet to the most southerly corner of said tract heretofore conveyed;

thence northwesterly along the southwesterly boundary line of said tract heretofore conveyed to Utah Oil Refining Company which is a line curving to the left, having a radius of 5738.1 feet and which is concentric with and 8.5 feet distant northeasterly, measured radially, from said center line of Track No. 5 as formerly constructed and operated a distance of 170 feet to the most westerly corner of said tract heretofore conveyed;

thence northeasterly along the northwesterly boundary line of said tract heretofore conveyed to Utah Oil Refining Company which is in a straight line drawn radially to said center line of Track No. 5 as formerly constructed and operated a distance of 56.5 feet to the most northerly corner of said tract heretofore conveyed, which is 49.5 feet distant northeasterly measured radially from said center line of former main track of the Utah Central Railroad Company;

thence northwesterly along a line parallel with and 49.5 feet distant northeasterly, measured radially and/or at right angles, from said center line of former main track of the Utah Central Railroad Company a distance of 1050 feet, more or less, to a point in the west line of said Section 21;

thence south along the west line of Section 21 a distance of 156.52 feet, more or less, to a point 49.5 feet distant southwesterly, measured at right angles, from said center line of main track of Utah Central Railroad Company as formerly constructed and operated;

thence southeasterly along a line parallel with and 49.5 feet distant southwesterly, measured at right angles and/or

land which was heretofore conveyed by the Oregon Short Line Railroad Company to Utah Oil Refining Company by deed dated October 25, 1932;

thence southwesterly along the southeasterly boundary line of said tract heretofore conveyed to Utah Oil Refining Company, which is in a straight line drawn radially to the center line of Track No. 5 of the Oregon Short Line Railroad Company as formerly constructed and operated a distance of 56.5 feet to the most southerly corner of said tract heretofore conveyed;

thence northwesterly along the southwesterly boundary line of said tract heretofore conveyed to Utah Oil Refining Company which is a line curving to the left, having a radius of 5738.1 feet and which is concentric with and 8.5 feet distant northeasterly, measured radially, from said center line of Track No. 5 as formerly constructed and operated a distance of 120 feet to the most westerly corner of said tract heretofore conveyed;

thence northeasterly along the northwesterly boundary line of said tract heretofore conveyed to Utah Oil Refining Company which is in a straight line drawn radially to said center line of Track No. 5 as formerly constructed and operated a distance of 56.5 feet to the most northerly corner of said tract heretofore conveyed, which is 49.5 feet distant northeasterly measured radially from said center line of former main track of the Utah Central Railroad Company;

thence northwesterly along a line parallel with and 49.5 feet distant northeasterly, measured radially and/or at right angles, from said center line of former main track of the Utah Central Railroad Company a distance of 1050 feet, more or less, to a point in the west line of said Section 21;

thence south along the west line of Section 21 a distance of 156.52 feet, more or less, to a point 49.5 feet distant southwesterly, measured at right angles, from said center line of main track of Utah Central Railroad Company as formerly constructed and operated;

thence southeasterly along a line parallel with and 49.5 feet distant southwesterly, measured at right angles and/or radially, from said center line of main track of the Utah Central Railroad Company as formerly constructed and operated a distance of 1104 feet, more or less, to a point in the south line of said Section 21;

thence west along the south line of Section 21 a distance of 0.57 of a foot to the point of beginning.

Containing an area of 7.12 acres, more or less.

Any and all water rights pertaining to the above described land are hereby reserved by the Grantor, and the Grantee shall not be liable for any water assessments now due or which shall become due.

IN WITNESS WHEREOF, the said Grantor has caused these presents to be executed by its _____ President and Assistant Secretary, thereunto duly authorized, on the 30 day of July, 1971.

UNION PACIFIC LAND RESOURCES CORPORATION

By _____
President

Attest:

_____
Assistant Secretary

UNION PACIFIC LAND RESOURCES CORPORATION
SEAL
1972
UTAH

(5)

222

STATE OF NEBRASKA)
: ss
County of Douglas)

On the 30 day of July, 1971, before me, a Notary Public in and for said County, personally appeared J. F. [illegible], to me personally known to be the _____ President of UNION PACIFIC LAND RESOURCES CORPORATION, who being duly sworn did say that the seal affixed to the foregoing instrument is the corporate seal of said corporation, and that the said instrument was signed, sealed and executed in behalf of said corporation by authority duly conferred by its By-Laws, and acknowledged to me said instrument to be the free act and deed of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first in this, my certificate, written.

M. R. Sheridan
Notary Public

Residing at Omaha, Nebraska

My commission expires:
March 11, 1974

Glen Nielsen -
TRANS Planning
Please file this with
S.R. 126 Reso recently
Passed
Clint

PAUL VAN DAM (3312)
Attorney General
RALPH L. FINLAYSON (1067)
Assistant Attorney General
Attorneys for Defendant
236 State Capitol
Salt Lake City, Utah 84114
Telephone: (801) 538-1017

IN THE SECOND JUDICIAL DISTRICT COURT IN AND FOR

DAVIS COUNTY, STATE OF UTAH

LAYTON CITY,	:	
Plaintiff,	:	AFFIDAVIT OF CLINTON D. TOPHAM
vs.	:	Civil No. 46260
STATE OF UTAH,	:	Judge Rodney S. Page
Defendant.	:	

I, Clinton D. Topham, being first duly sworn under oath, depose and say:

1. The statements made herein are based on my own direct knowledge of the matters to which said statements pertain.

2. On June 7, 1991 the Utah Transportation Commission passed a resolution vacating or abandoning all its interest in the roadway that was part of State Route 126 between engineer Station 934 + 00 and 977 + 46 on Project Number NM-2005(3) 9729 & 9651, that is currently used as parking areas, to abutting property owners.

3. The State's records show that the State (UDOT) had only an easement interest in the said property.

4. Prior to vacating or abandoning the said interest to the abutting property owners, UDOT had offered to relinquish that interest to Layton City, but Layton City declined to accept it.

DATED this 17th day of June, 1991.

CLINTON D. TOPHAM

On this 17th day of June, 1991, personally appeared before me Clinton D. Topham, who is known to be the individual who executed the foregoing instrument and acknowledged to me that he executed the same.

NOTARY PUBLIC
Residing at Salt Lake County

My Commission Expires:
1-15-93

Notary Public
CORAL CALL
236 State Capitol
Salt Lake City, Utah 84114
My Commission Expires
January 15, 1993
State of Utah