Route 135

Updated: November 2005

Delta via Oak City to Forest boundary June 26, 1933. Deleted: Delta to Oak City 1953.

1953 Description:
From Route 125 in Oak City easterly to the forest boundary.

Approved by the 1963 Legislature:

1965 Legislature:
1967 Legislature:

1969 Legislature:
Withdrawn as a State Route in Millard County and reassigned in Sevier County.

1969 Description:
From SR-119 near Richfield northeasterly to SR-24 near Sigurd North City limits.

1975 Legislature: Description remains the same.
1977 Legislature: Description remains the same.
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.

*(A). **1992 Commission Action Feb. 14,1992:**
Deleted Route 135 from the State System of Highways and reassigned the roadway as a portion of SR-118.

* Refers to Resolution index page following.

Route 135

COUNTY/VOLUME & RESOLUTION NO.

A. Sevier Co. 9/11

DESCRIPTION OF RESOLUTION CHANGE

(A). Deletion - Deleted SR-135 as a State Highway Designation.

SR-89
SR-118
SR-258
SR-119
SR-170
(11)

RESOLUTION

Addition, Extension, Deletion and Transfer of Various
State Routes within Sevier County

Designation of State Constructed Frontage and Access Roads
to Various Local Entities
Jurisdiction and Maintenance Transfer of Roadway
used as I-70 Traveled Way in Sevier County,
Joseph and Elsinore
Extension of SR-89 at Sevier Jct.
Transfer portion of SR-258 to SR-118
Extension of SR-118 to include portion of SR-119 and
All of SR-135
Addition of State Route 170
Addition of State Route 259
Designation of State Constructed Frontage and Access Roads
Contained in Projects I-70-1(12)22, RS-0317(2), I-70-1(21)25,
RS-0320(1), I-70-1(22)31, I-70-1(23)36, I-70-1(24)40,
F-069(7), and I-70-1(25)48

Whereas, Section 27-12-27, 27-12-28, and 27-12-30, of the Utah Code 1990, provides for the addition or deletion of highways from the State Highway System, Return to county,city or town, and Designation of state highways in cities and towns and,

Whereas, the completion of Interstate 70, (SR-70) from Sevier Jct. to the South Salina Interchange has created characteristic and Functional Class changes within the State and local Highway System and,

Whereas, The Utah Highway Systems Study indicates the roadway connecting Aurora Town to SR-50, should be placed on the State System of Highways and,

Whereas, the American Association of State Highway and Transportation Officials list the section of roadway on Interstate 70 (SR-70) traversing from the Salina Interchange to the Sevier Interchange as US-89 and Interstate 70 (SR-70) traversing concurrently and,

Whereas, the District 3 Director has reviewed the foregoing changes described and found them to be justified, thus recommends actuation upon compliance with the foregoing statements and,

Whereas, the entities of Sevier County, Joseph, Elsinore, Richfield, Sigurd, Aurora and Salina have been duly notified of the foregoing changes to the State and Federal-aid Systems with consideration of their input as well as their concerns and,

Whereas, the appropriate staff of the Transportation Planning Division has reviewed the request by the District Three Director and concurs with the foregoing statements.

NOW THEREFORE, be it resolved as follows:

1. Roadway that traverses on new alignment from a point 1100 feet south of Sevier Junction in a northerly direction to the west bound on and off ramps of Interstate 70 (SR-70), a distance of 0.84± miles be placed on the State system of Highways as an extension of SR-89, Federal-aid Primary 27, and be Functionally Classified Minor Arterial. This section of new alignment will create duplicate mileposting beginning with M.P. 192.47 and proceeding to M.P. 193.31, the beginning of Interstate 70 (SR-70, W.B. on and off ramps. In order to avoid confusion with the same mile points residing where SR-89 proceeds again in Salina the letter "B" will be affixed to all mile point references from Sevier Jct. to the beginning of the W.B. on and off ramps of Interstate 70 (SR-70).

2. Roadway that was being used as Interstate 70 Traveled Way from Sevier Junction to the junction of SR-258 in the Town of Elsinore a distance of 9.31± miles be placed under the jurisdiction of the following entities, Sevier County 7.64± miles, the Town of Joseph 1.19± miles, the Town of Elsinore 0.48± miles. This mileage will be Functionally Classified local and will not be placed on the Federal-aid System.

3. All signing bearing the US-89 Route Symbol that exists on roadway that was old US-89 which includes the following roads or portions of roads, Interstate 70 Traveled Way, SR-258,120,119,135, and 24 between Sevier Junction and the junction of SR-24 and SR-50, (US-50) be replaced with the appropriate signing along aforementioned roadway.

4. Roadway and portions of roadway known as SR-258, SR-119, and SR-135 will become and extension of SR-118 in the following manner.

Route No.	Distance	Description	
		From	to
SR-258	4.60±	Jct. SR-118	Jct. SR-120
SR-119	0.82±	Jct. SR-120	Jct. SR-135
SR-135	8.68±	Jct. SR-119	Jct. SR-24
Total	14.10±		

This transaction will create a break along SR-118 from where it junctions with SR-120 and (Main Street), in Richfield, to where it will proceed at the current junction of SR-120 and SR-119, (300 North Street) in Richfield. The Functional Classifications on these roadways will retain their present designations, along with their current Federal-aid System designations.

5. The roadway currently residing as Local Federal-aid Secondary Route 322 will be placed onto the State System of Highways as State Route 170 a distance of 4.20± miles, when Sevier County and Aurora Town convey to the Utah Department

of Transportation Right-of-Way Fee Title consisting of no less than 84 foot widths. If curb and gutter are extablished on both sides of afore-mentioned roadway then Right-of-Way Fee Title can consist of no less than 66 foot widths, where afore-mentioned condition exists.The functional class, as well as the Federal-aid System designation will be retained.

6. A Portion of roadway from a junction with SR-24 to the W.B. on & off ramps of I-70 Sigurd Interchange, built as part of construction plan I-70-1(25)48 (E Line from Engineer Station 70+00 to 93+28), a distance of 0.44± miles be placed on the State System of Highways as SR-259. The Functional Class will become Major Collector and the roadway will be placed on the Federal-aid System and numbered 617.

7. The following frontage and access roads constructed as part of Interstate construction projects within the boundaries of Sevier County, Joseph Town, Elsinore Town, Richfield City, and Sigurd Town be designated as Roadways pertaining to the jurisdiction of these entities as described.

I-70-1(12)22
Sevier County

Map Location & Eng. Sta. No.	Feet Designated as County Road	Total Feet Existing on B System	Total Feet Add or Delete B System
Map 1 & Map 2			
(10) Access Rd. 10+00 to 28+04	1,804'=.34 mi.		
(11) Joseph Mountain Road 202+53 to 222+75	2,022'=.38 mi.	2,022'=.38 mi.	

RS-0317(2)

(12) Joseph Connection 201+13 to 202+53	140'=.03 mi.	140'=.03 mi.	

Joseph Town

Map Location & Eng. Sta. No.	Feet Designated as Town Street	Total Feet Existing On C System	Total Ft. Add or Deleted C System
Map 2			
( ) Cemetery Rd.	283'=.05 mi.	325'=.06 mi.	-42'=.01 mi.

Net loss to Joseph Towns "C" System = 42'=.01 mile.

n, Extension, Deletion and Transfer of Various
Routes within Sevier County
gnation of State Constructed Frontage and Access Roads
Various Local Entities

I-70-1(21)25
Sevier County

Map Location & Eng. Sta. No.	Feet Designated as County Road	Total Feet Existing on B System	Total Ft. Add or Delete B System
Map 3			
(14) Elsinore Mountain Road 0+64 to 21+85	2,121 =.40 mi.	1,475'=.28 mi.	646'=.12 mi.

Net gain to Sevier Counties "B" System + 646'=.12 mile

Elsinore Town

Map Location & Eng. Sta. No.	Feet Designated as Elsinore Town Road	Total Feet Existing on C System	Total Ft. Add or Delete C System
(15) Elsinore Mountain Road 21+85 to 28+35	650' =.12 mi.	650' =.12 mi.	
(17) "Z" Line 0+00 to 5+97	597' =.11 mi.	597' =.11 mi.	

"Z" Line although is indicated as future construction on plan, has since been built.

RS-0320(1)

(16) Elsinore Connection 394+64 to 396+00	136' =.03 mi.	136' =.03 mi.	

Net gain to Elsinore Towns "C" System = 597'=.11 mile

I-70-1(22)31
Sevier County

Map Location & Eng. Sta. No.	Feet Designated as County Road	Total Feet Existing on B System	Total Feet Add or Deleted B System
Map 4 & Map 5			
(17) "P" Line [illegible]00 to 30+00	2,000 =.38 mi.	1,650' =.31 mi.	+350' =.07 mi.
([illegible]) "M" Line 9+00 to 24+00	1,500' =.28 mi.	1,075' =.20 mi.	+425' =.08 mi.

5
nsion, Deletion and Transfer of Various
within Sevier County
of State Constructed Frontage and Access Roads
Local Entities

cation . Sta. No.	Feet Designated as County Road	Total Feet Existing on B System	Total Feet Add or Deleted B System
ap 4 & Map 5			
(19) Frontage Road 3+24 to 51+92	3,398' =.64 mi.		
(22) "Q" Line 26+56 to 46+00	1,944' =.37 mi.		
(23) "R" Line 10+00 to 20+95	1,095' =.21 mi.	762' =.14 mi.	+333' =.06 mi.
(24) "X" Line 10+00 to 18+50	850' =.16 mi.	235' =.04 mi.	+615' =.12 mi.
(25) "Y" Line 5+19 to 16+14	1,095' =.21 mi.		

Net gain to Sevier Counties "B" System = 1723' = .33 mile

Richfield City

Map Location & Eng. Sta. No.	Feet Designated as Richfield Street	Total Feet Existing on C System	Total Feet Add or Deleted C System
Map 5			
(20) Frontage Road	970' =.18 mi.	970' =.18 mi.	
(21) "S" Line 51+92 to 56+81BK 46+39AH to 46+96 42+22 to 51+92	546' =.10 mi.		

I-70-1(23)36
Sevier County

Map Location & Eng. Sta. No.	Feet Designated as Sevier County Road	Total Feet Existing on B System	Total Feet Add or Deleted B System
Map 6			
(26) So. Access Road 9+50 to 20+79	1,129 =.21 mi.		
(27) 5th South Connector 0+00 to 7+10	710' =.13 mi.		

e 6
ension, Deletion and Transfer of Various
s within Sevier County
n of State Constructed Frontage and Access Roads
us Local Entities

Richfield City

Map Location & Eng. Sta. No.	Feet Designated as Richfield City Street	Total Feet Existing on C System	Total Feet Add or Deleted C System
(28) No. Access Road 49+00 to 62+14	1,314' =.25 mi.		
(29) C.C. Road 0+00 to 23+00	2,300' =.44 mi.	2,300' =.44 mi.	

I-70-1(24)40
Sevier County

Map Location & Eng. Sta. No.	Feet Designated as Sevier County Road	Total Feet Existing on B System	Total Feet Add or Deleted B System
Map 7 & Map 8			
(30) Access Rd. 10+00 to 29+65	1,965' =.37 mi.	1,965' =.37 mi.	
(32) Willow Creek Canyon Rd. 0+00 to 9+81	981' =.19 mi.	981' =.19 mi.	
(33) So. Cedar Ridge Road 5+00 to 22+00	1,700' =.32 mi.	1,700' =.32 mi.	
(34) No. Cedar County Road 4+50 to 20+22	1,572' =.30 mi.	1,572' =.30 mi.	

F-069(7)

Map 7			
(31) Richfield Connection 237+47 to 241+61	414' =.08 mi.	414' =.08 mi.	

T
ansion, Deletion, and Transfer of Various
within Sevier County
of State Constructed Frontage and Access Roads
s Local Entities

I-70-1(25)48
Sevier County

Map Location & Eng. Sta. No.	Feet Designated as Sevier County Road	Total Feet Existing on B System	Total Feet Add or Deleted B System
Map 8 & Map 9			
(38) "G" Line 0+00 to 26+00	2,600' =.49 mi.	1,750' =.33 mi.	+850' =.16 mi.
(39) "F" Line 5+00 to 53+69	4,869' =.92 mi.	5,050' =.96 mi.	-181' =.03 mi.
(40) "M" Line 18+50 to 31+00	1,250' =.24 mi.	1,250' =.24 mi.	

Net gain in Sevier County "B" System = 669' = .13 mile

Sigurd Town

Map Location & Eng. Sta. No.	Feet Designated as Sigurd Town Street	Total Feet Existing on C System	Total Feet Add or Deleted C System
(37) "E" Line 93+28 to 103+00	972' =.18 mi.	972' =.18 mi.	

8. By this action Sevier County "B" System will show a net increase of 0.58± mile.

9. By this action Joseph Town "C" System will show a net loss of 0.01± mile.

10. The aforementioned changes, additions, and deletions will be activated individually upon approval from the Transportation Commission, Federal Highway Administration, where applicable and transfer of Right-of-Way Fee Title as it pertains to item five.

11. The accompanying copies of letters from Sevier County, Town of Joseph, Elsinore Town, Sigurd Town, Memorandums and maps be made part of this resolution.

on Page 8
on, Extension, Deletion and Transfer of Various
Routes within Sevier County
gnation of State Constructed Frontage and Access Roads
Various Local Entities

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: August 29, 1990

TO : Glen Nielsen
Transportation Planner

FROM : Clinton D. Topham, P.E.
Director of Planning

SUBJECT: Resolution on System Designations in Sevier County

UDOT staff members, along with Commissioner Larkin, met with local officials from Sevier County on August 21, 1990, concerning highway designations. As you know, the completion of I-70 and the evaluations from the Utah Highway Systems Study have impacted the system in that county and discussions have continued concerning our earlier resolution.

At our meeting, Commissioner Ashman proposed that the county accept responsibility for the old alignment of US-89 from Sevier Junction to Elsinor, but requested we keep the Elsinor Connection to I-15, through town and out to SR-118. He also proposed a UDOT takeover of the "Aurora Shortcut", a county road that most local people use to access Northern Utah via US-50 and I-15. In addition, he requested that we take over the county road connecting SR-24 and old US-89 through Sigurd.

In Director's Staff Meeting on August 28, 1990, our staff discussed the proposals and have decided to direct you to re-write your earlier resolution to reflect the decisions we reached at that meeting.

1. Transfer the portion of old US-89 between Sevier Junction & Elsinor to the appropriate local agency i.e. Sevier County, Joseph or Elsinor.

2. Designate the connection from I-70 through Elsinor to SR-118 as a state highway and number it as appropriate.

3. Indicate that it is the intent of the Transportation Commission to designate the county road from the existing SR-24 near Aurora, through Aurora and on to SR-50 as a state highway. This transfer will be conditional on Sevier County and Aurora, providing a minimum of an 80' right-of-way, in fee, to facilitate needed widening. This highway would maintain the same Functional Classification, Federal-aid status, and state route designation as the current SR-24.

4. Transfer the existing portion of SR-24 between Aurora and Salina to the appropriate local agency concurrent with UDOT taking the county road on the state system.

5. Be silent on the Sigurd road as it is not our intent to recommend its inclusion on the state system.

6. Include the designation of any other frontage or access roads as county highways as may have been included in your original resolution.

Please notify Sevier County and other loal cities of our proposed actions and have this ready for our Commission Scheduling Meeting on September 14, 1990, if possible.

CDT:ra

Memorandum · UTAH DEPARTMENT OF TRANSPORTATION

DATE: Jan. 23, 1990

TO : John Quick, P.E. Mark Musuris
Statewide Planning Engineer

FROM : Sterling C. Davis, P.E Sterling C. Davis
District Three Director

SUBJECT: Transfer of State Highways
Parallel Routes to Newly Opened I-70

By letters dated November 21, 1989, I notified Sevier County, Joseph Town, Elsinore Town and Sigurd Town of our proposal to take old US-89 from Sevier Junction to Elsinore and SR-135 from northeast Richfield to Sigurd off the State Highway System. Also included were the proposed changes to SR-118 and SR-258. I asked each of these local government units to either concur with the proposed actions or to express other feelings, as appropriate. Based on my letters, I only got a response back from Elsinore Town.

On December 29, 1989, I wrote again to Sevier County, Joseph Town and Sigurd Town and gave them a deadline date of January 19, 1990 to give me their comments. Otherwise, I told them, I would assume they had no comments to make.

I am attaching herewith copies of the responses from Sevier County and from the three towns indicated above. As I expected, all four agencies are opposed to the proposed transfers.

I know we should have had agreements prior to construction of I-70 that indicated that the old state highways parallel to I-70 would automatically become the responsibility of the affected local agency. However, since that wasn't done, I would hope that we can now go ahead with these transfers. It would probably set better with the local agencies if they were informed of the transfers and also given a future date that the transfers would be effective. I believe that all of the agencies somewhat expected the transfers to happen and I think they were a little amused that we were asking for their opinion or concurrance in these proposed actions. I worry a little now that maybe we've left them with the impression that we may not transfer the roads because they are all against the proposals.

Please let me know if I can provide any more input or help on this matter. Thank you for all you've done.

Attachments
cc: Mark Musuris
Pete Monson

Sevier County

County Courthouse
250 North Main
P.O. Box 517
Richfield, Utah 84701

NERS:
AN
ARDNER
NICE

STEVEN C. WALL, Clerk-Auditor
PAM HENDRICKSON, Assessor
LEDA JENSEN, Treasurer
DORTHY V. HENRIE, Recorder
RULON DON BROWN, Attorney

January 4, 1990

Sterling C. Davis, P.E.
District Director
Utah Department of Transportation
708 South 100 West
Richfield, Utah 84701

Dear Mr. Davis:

Since receipt of your letter and attachments of November 21, 1989, the County has considered at great length the issues relating to the proposed transfer of maintenance responsibility for portions of what has in the past been known as Highway 89 to Sevier County and Joseph and Elsinore Towns.

The Commission is extremely concerned about your proposal and a number of factors, we believe, mandate that jurisdiction remain with the State of Utah.

(1) It is our impression, from information provided by users of the highway, that a significant percentage, if not the majority of vehicular travel originating or terminating in Joseph and Elsinore continues to utilize the highway for access to Richfield, and the road between Richfield and Sigurd is even more heavily traveled.

(2) Sevier County does not have adequate resources to meet present maintenance responsibilities and Joseph and Elsinore have absolutely no capability for maintenance of such a roadway.

(3) Allocating maintenance responsibility among three local entities for fragmented pieces of a roadway of significant and consistent usage will severely impair the integrity of the road and constitute a significant detriment to the traveling public.

(4) The highway continues to be associated with access to the National Parks and will be utilized by tourists and other visitors for many years in the future.

(5) Sevier County is of the opinion that the construction of I-70 does not constitute a re-alignment of Highway 89 and it is not appropriate to treat the issue in such a manner.

The issues have been discussed by County representatives and officials from Joseph and Elsinore Towns and all are of the opinion that the State of Utah should continue to maintain the road.

Sevier County

NERS:
AN
ARDNER
NICE

County Courthouse
250 North Main
P.O. Box 517
Richfield, Utah 84701

STEVEN C. WALL, Clerk-Auditor
PAM HENDRICKSON, Assessor
LEDA JENSEN, Treasurer
DORTHY V. HENRIE, Recorder
RULON DON BROWN, Attorney

January 4, 1990

Sterling C. Davis, P.E.
District Director
Utah Department of Transportation
708 South 100 West
Richfield, Utah 84701

Dear Mr. Davis:

Since receipt of your letter and attachments of November 21, 1989, the County has considered at great length the issues relating to the proposed transfer of maintenance responsibility for portions of what has in the past been known as Highway 89 to Sevier County and Joseph and Elsinore Towns.

The Commission is extremely concerned about your proposal and a number of factors, we believe, mandate that jurisdiction remain with the State of Utah.

(1) It is our impression, from information provided by users of the highway, that a significant percentage, if not the majority of vehicular travel originating or terminating in Joseph and Elsinore continues to utilize the highway for access to Richfield, and the road between Richfield and Sigurd is even more heavily traveled.

(2) Sevier County does not have adequate resources to meet present maintenance responsibilities and Joseph and Elsinore have absolutely no capability for maintenance of such a roadway.

(3) Allocating maintenance responsibility among three local entities for fragmented pieces of a roadway of significant and consistent usage will severely impair the integrity of the road and constitute a significant detriment to the traveling public.

(4) The highway continues to be associated with access to the National Parks and will be utilized by tourists and other visitors for many years in the future.

(5) Sevier County is of the opinion that the construction of I-70 does not constitute a re-alignment of Highway 89 and it is not appropriate to treat the issue in such a manner.

The issues have been discussed by County representatives and officials from Joseph and Elsinore Towns and all are of the opinion that the State of Utah should continue to maintain the road.

We believe that a study of the traffic utilizing the freeway for access to Joseph and Elsinore as compared with the usage of Highway 89 would reveal that the highway continues to be utilized with such frequency that UDOT maintenance is essential.

Thank you for the opportunity to comment on the proposal.

Sincerely,

T. Merlin Ashman
Sevier County Commission Chairman

TMA:aes

cc: Cary Peterson
Joe Moody
Tom Christensen
Joseph Town
Elsinore Town
Richfield Chamber of Commerce

Town of Joseph

Joseph, Utah 84739

Sterling C. Davis
District Three Director
January 02, 1990

Dear Sterling C. Davis:

In answer to your letter of November 21, 1989. The proposal to accept old U.S. 89 through the Town of Joseph is not acceptable to the Town Board. Therefore, we are returning you application unsigned.

Sincerely,

Earl S. Utley

EARL S. UTLEY, MAYOR

ELSINORE TOWN CORPORATION

ELSINORE, UTAH 84724

December 19, 1989

Sterling C. Davis, P.E.
District Three Director
Utah Department of Transportation
708 South 100 West
Richfield, UT 84701

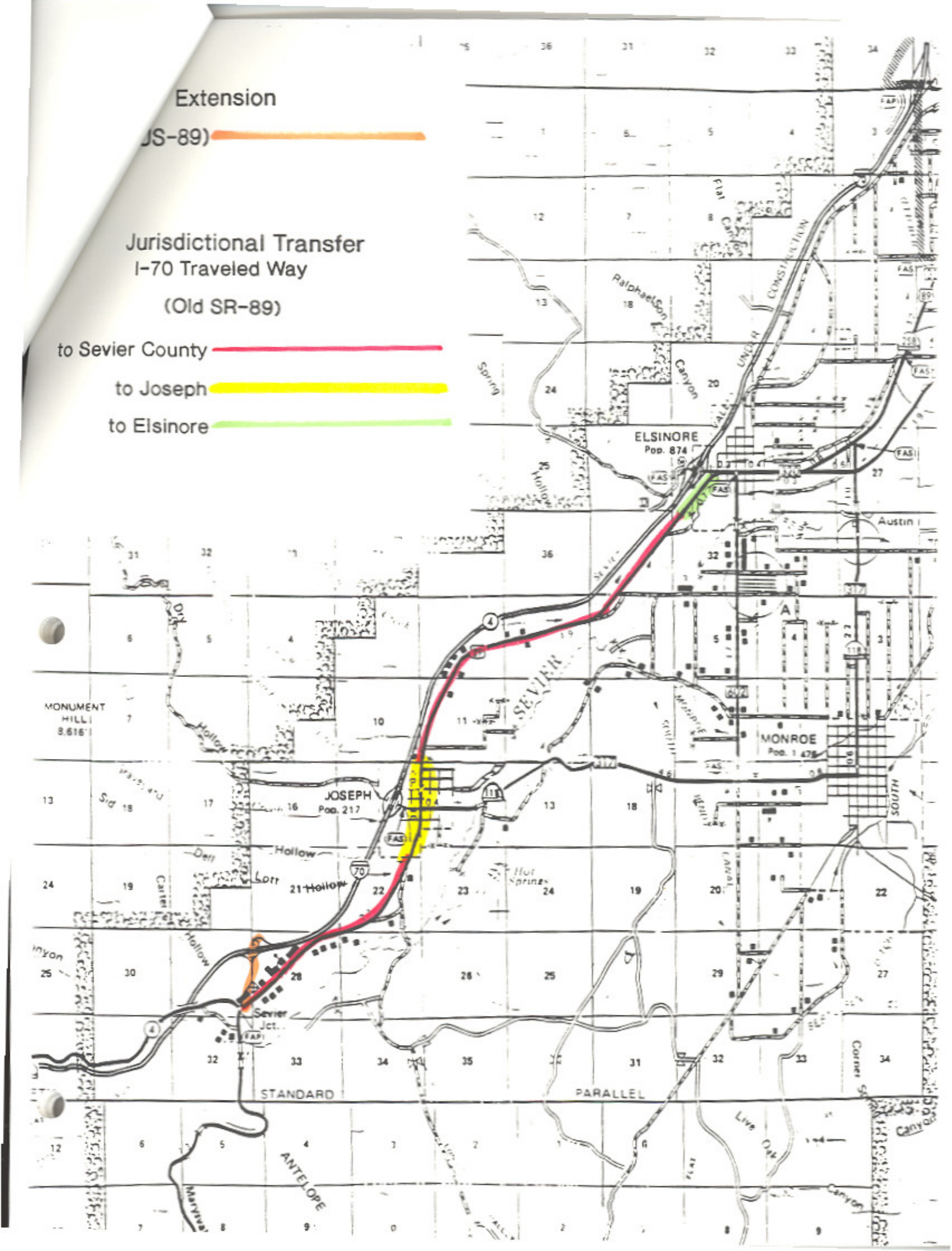
Dear Mr. Davis:

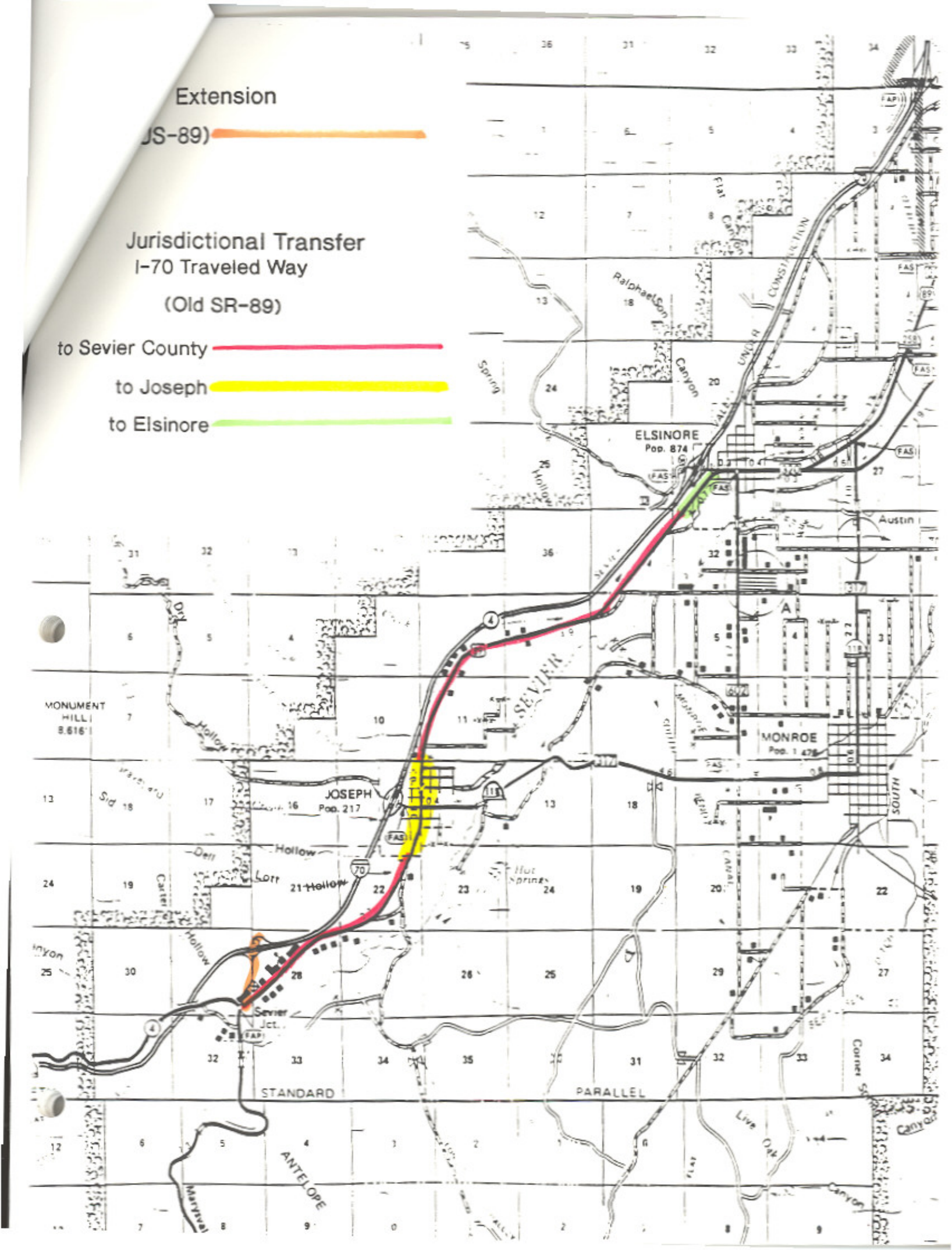
Your posposal for transferring part of HWY 89 to Elsinore Town has been reviewed by the Town Board. This is to advise you that we do not accept your proposal.

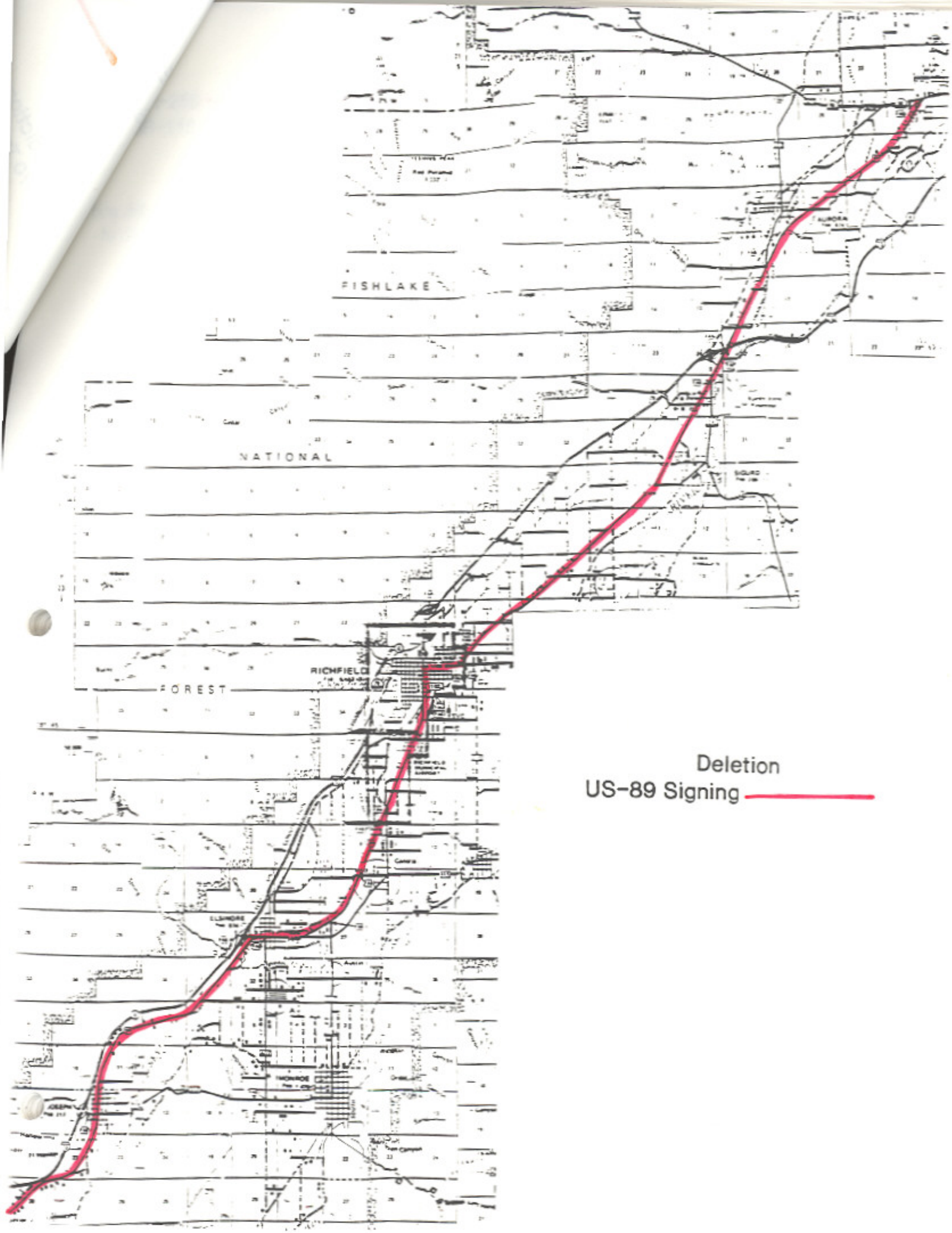
Sincerely,

Lathael F. Winn

Lathael F. Winn, Mayor
Elsinore Town Corporation


Extension
US-89)
Jurisdictional Transfer
I-70 Traveled Way
(Old SR-89)
to Sevier County
to Joseph
to Elsinore
ELSINORE
Pop. 874
JOSEPH
Pop. 217
MONROE
MONUMENT HILL
8,616'
SEVIER
Austin
Hot Springs
Sevier Jct.
STANDARD
PARALLEL
ANTELOPE
Live Oak
Canyon
Flat Canyon
Ralphael Son Canyon
Spring
Hollow
Dry
Lott
Carter
Dell
Sid
Hollow
Canyon
Corner
SOUTH
CANAL
UNDER CONSTRUCTION
FAS
FAP
70
4
118
317
89
258

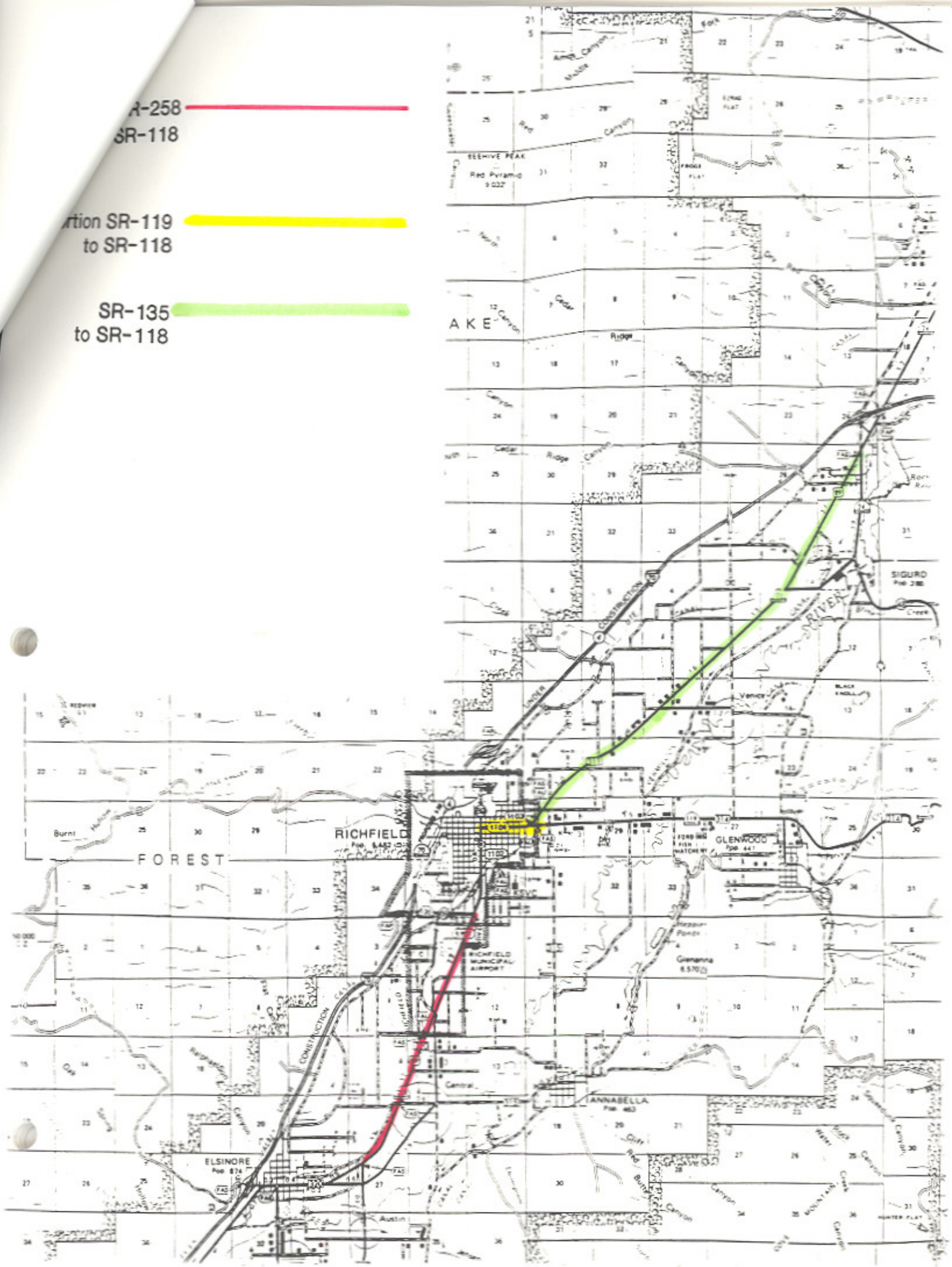

Extension
US-89)
Jurisdictional Transfer
I-70 Traveled Way
(Old SR-89)
to Sevier County
to Joseph
to Elsinore
ELSINORE
Pop. 874
JOSEPH
Pop. 217
MONROE
MONUMENT HILL
8,616'
SEVIER
Austin
Sevier Jct.
STANDARD
PARALLEL
ANTELOPE
Hot Springs
Live Oak
Canyon
Ralphael Son
Flat Canyon
Spring
Hollow
Dry
Lott
Carter
Dell
Sid
Marysval
Corner
SOUTH
CANAL
UNDER CONSTRUCTION
FAS
FAP
70
4
118
317
89


FISHLAKE
NATIONAL
FOREST
RICHFIELD
Deletion
US-89 Signing

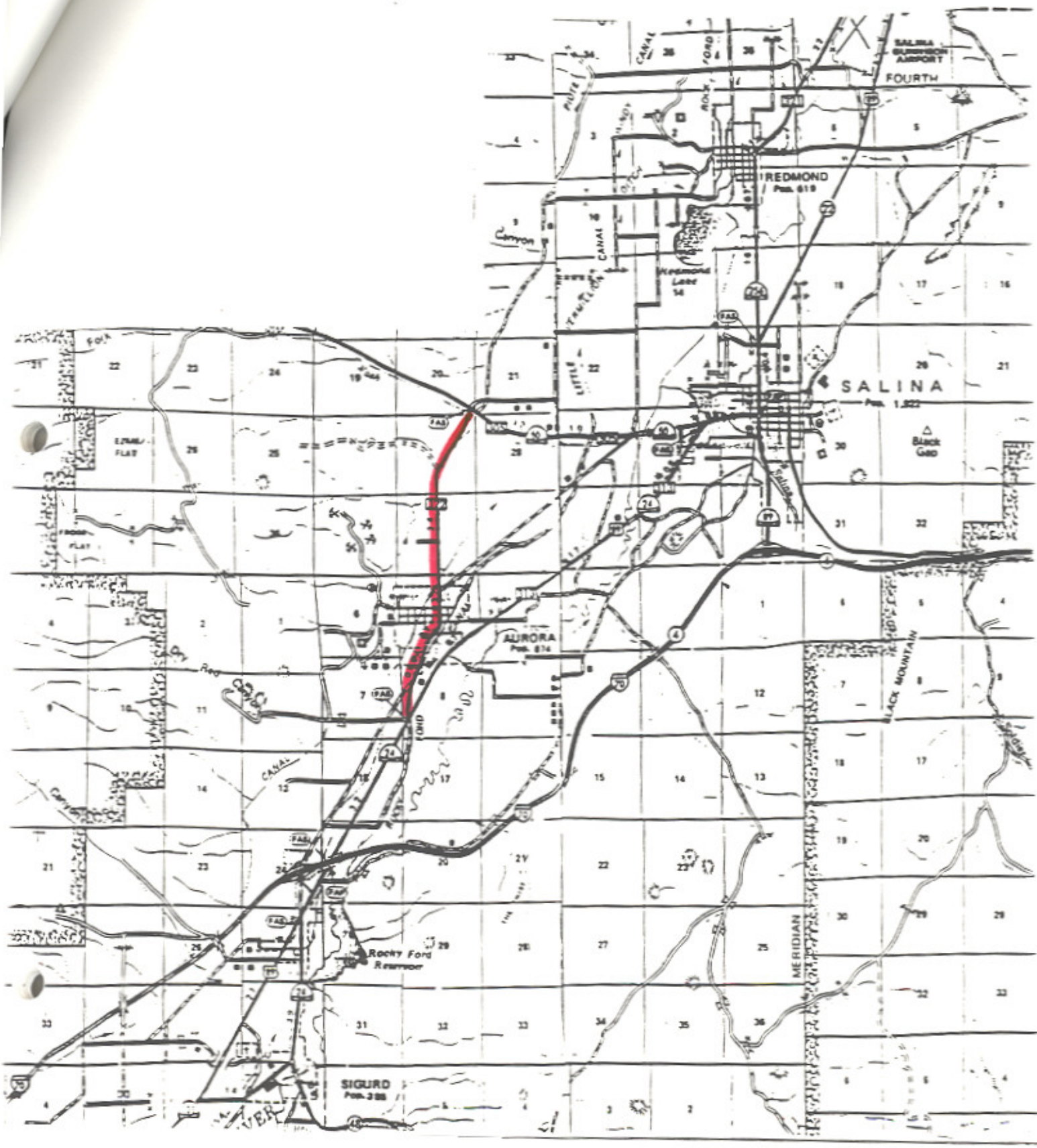
R-258
SR-118

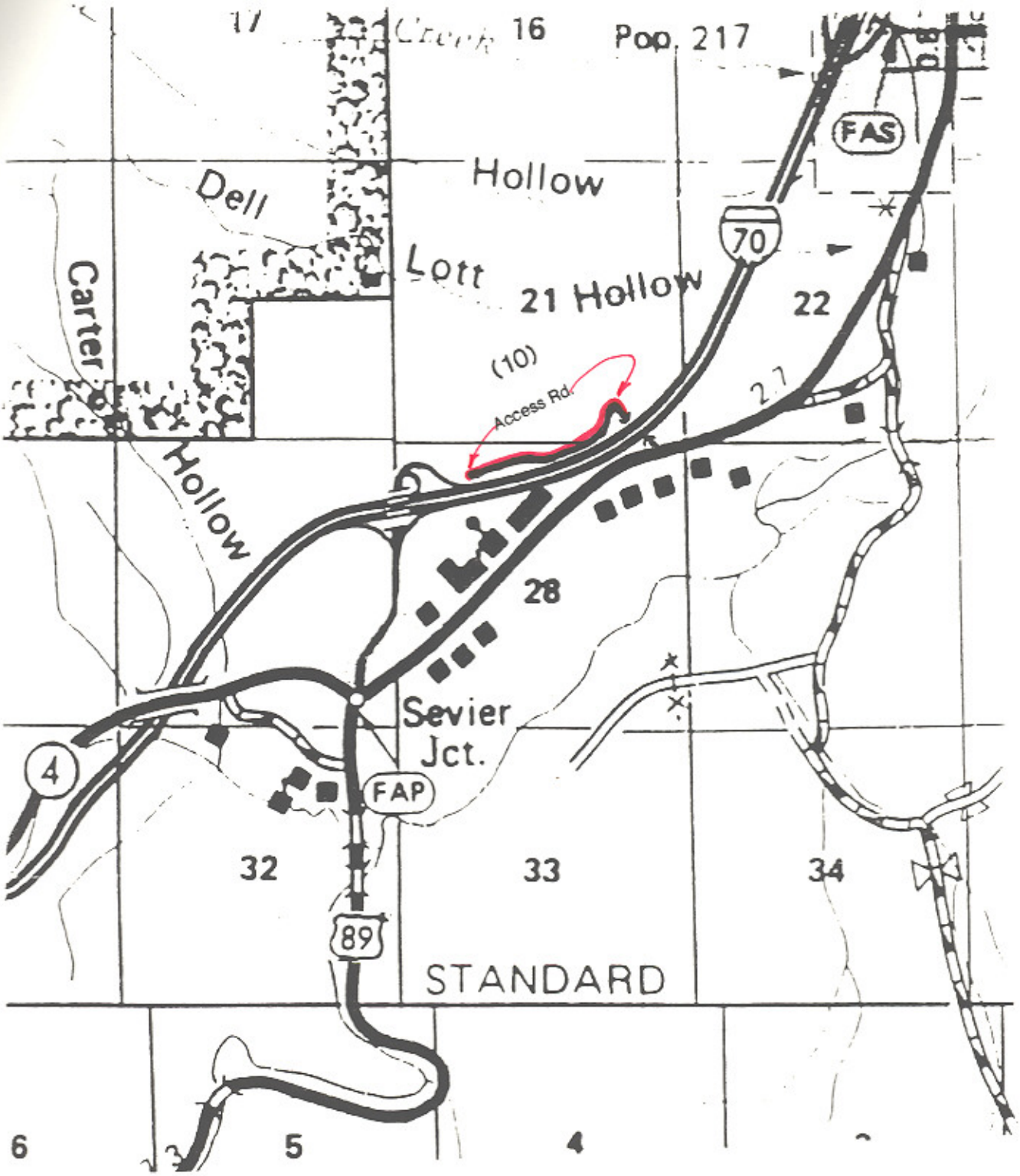
rtion SR-119
to SR-118

SR-135
to SR-118



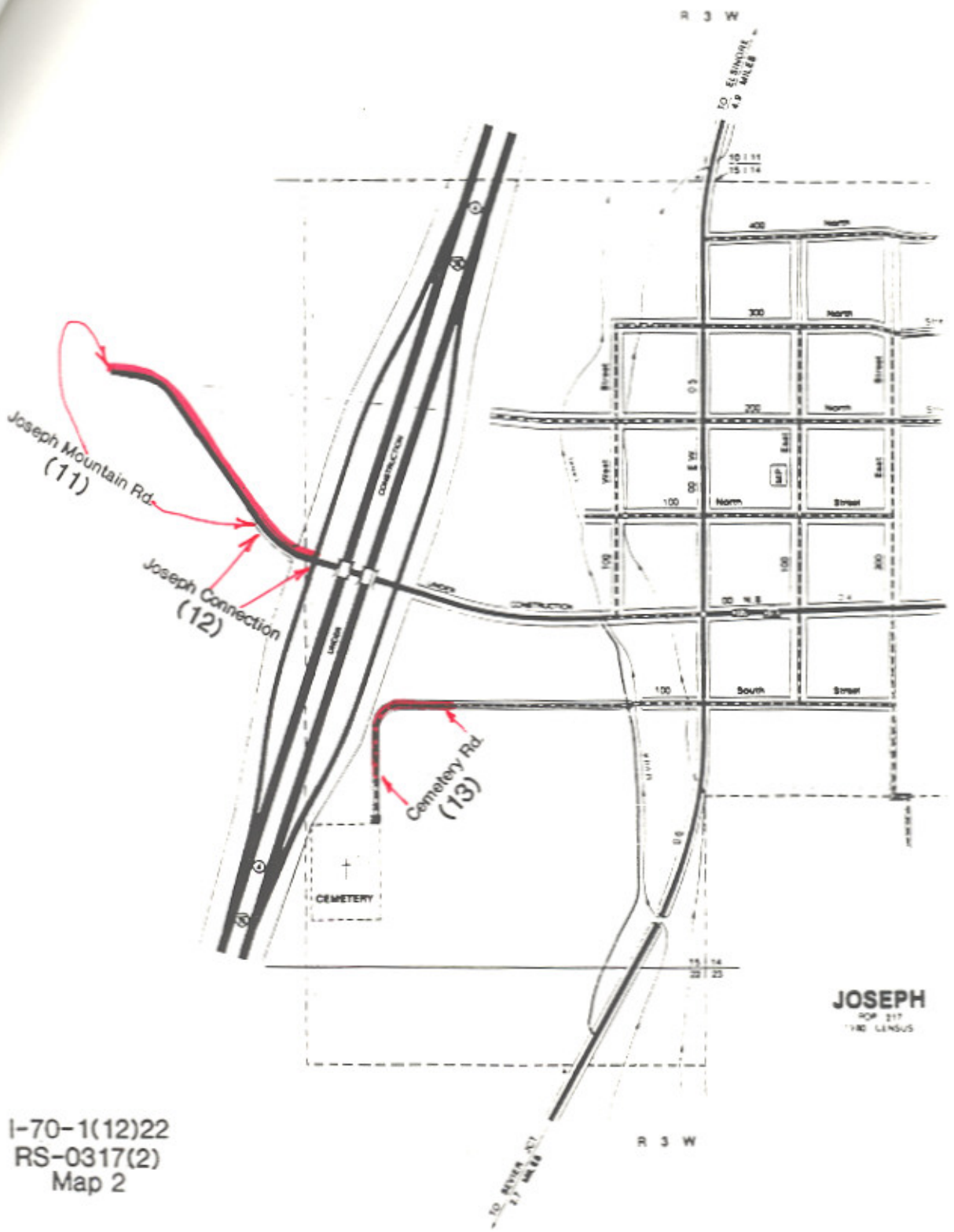
Addition
SR-170





I-70-1(12)22

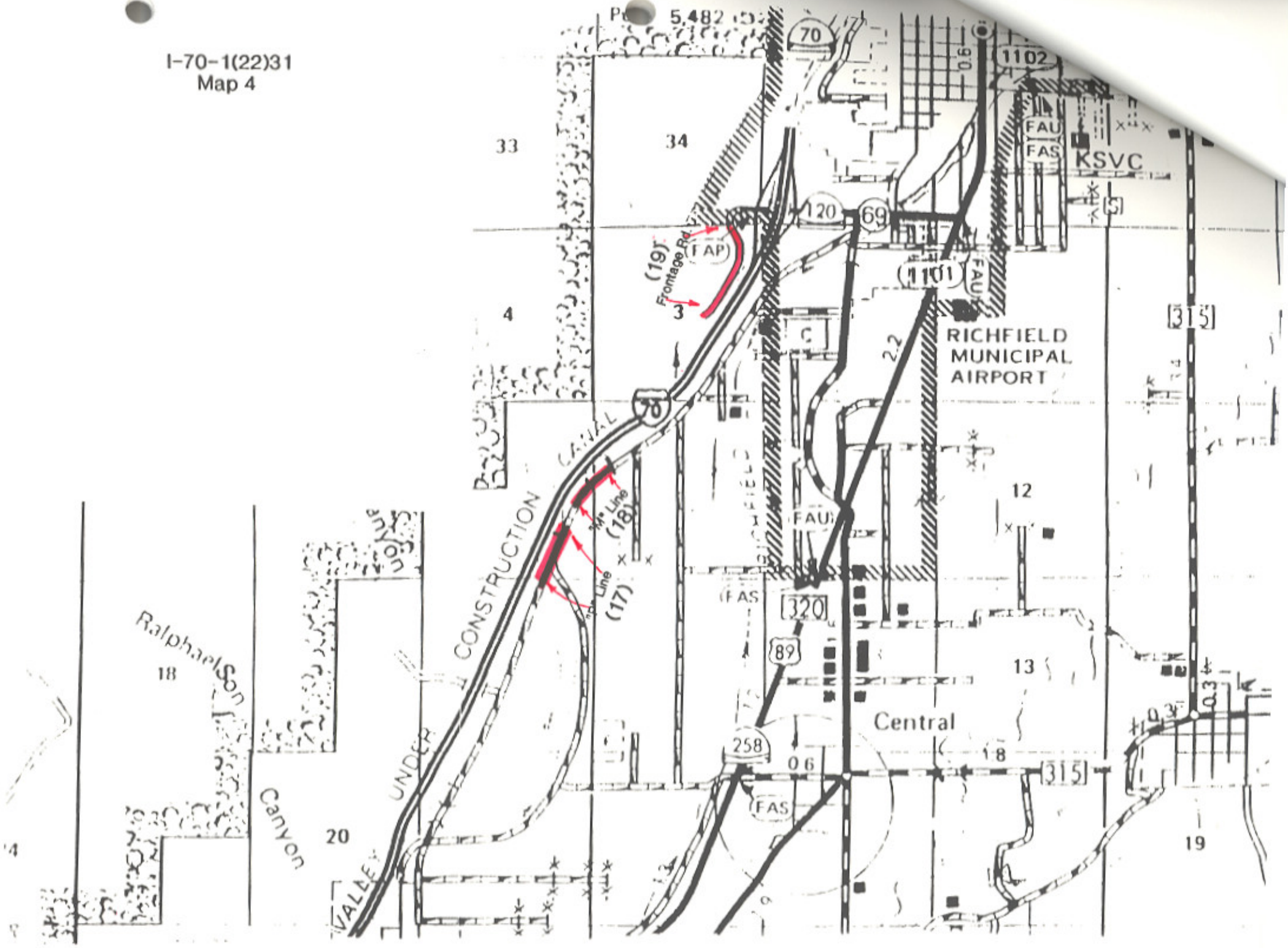
Map 1

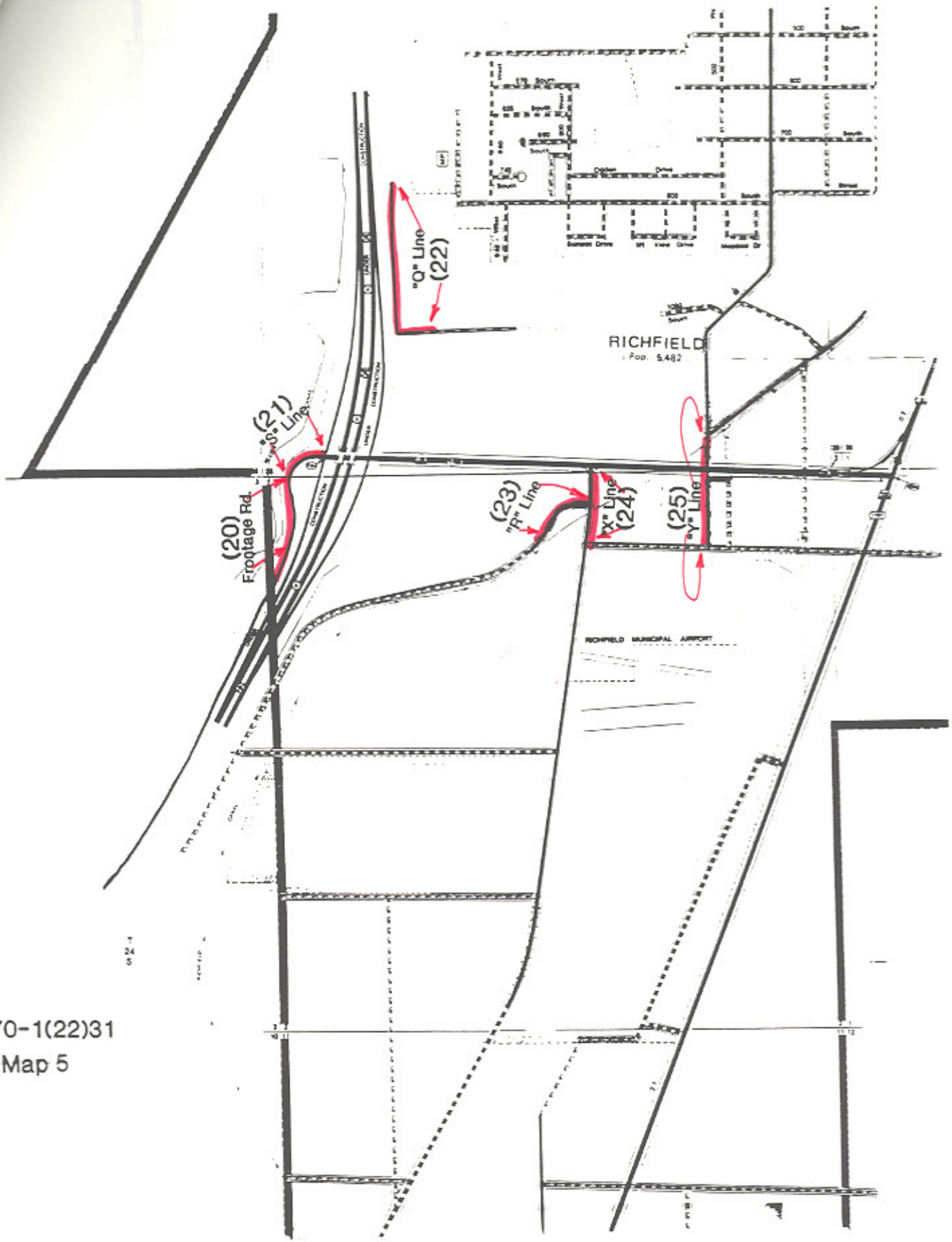


I-70-1(12)22
RS-0317(2)
Map 2

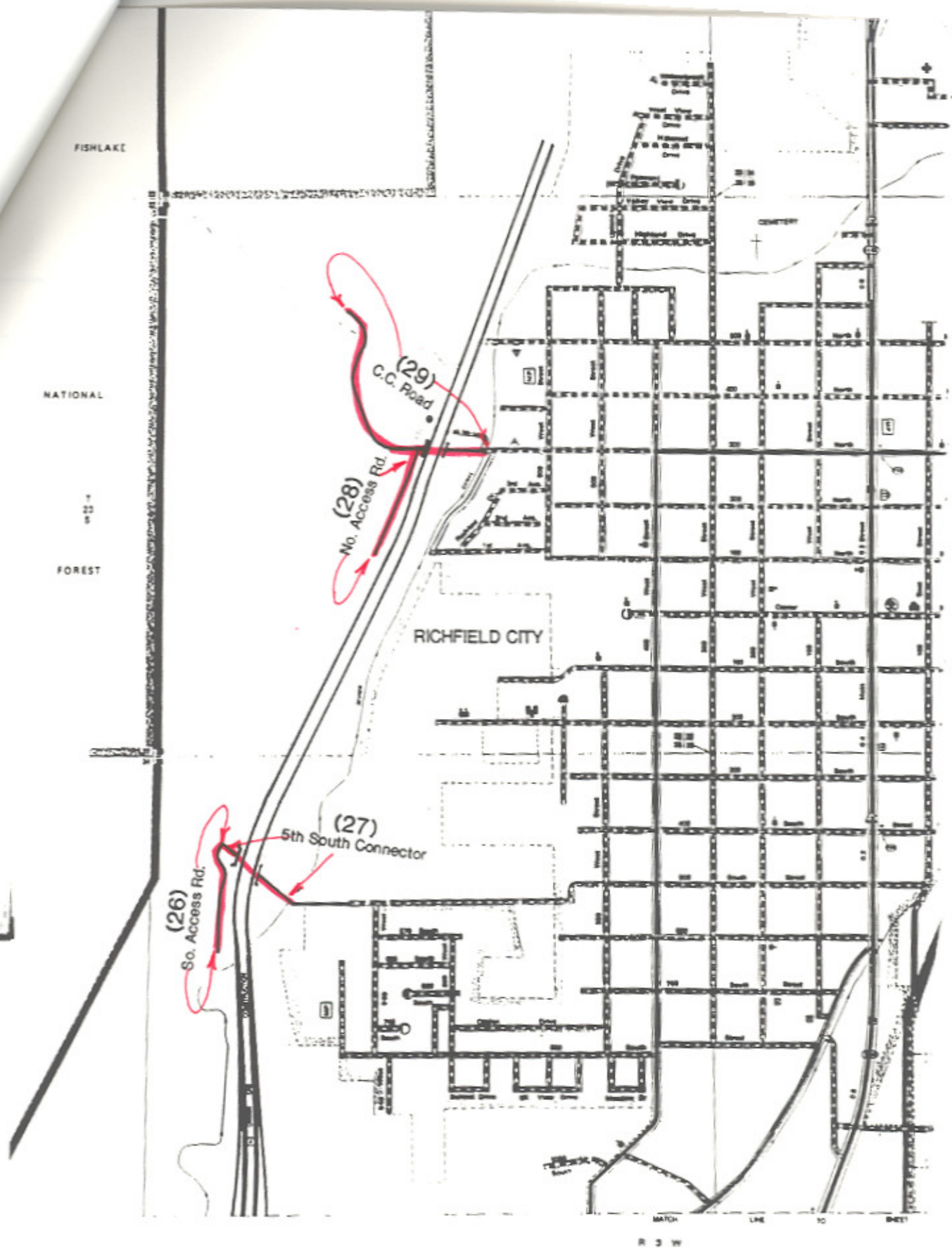
I-70-1(21)25
RS-0320(1)
Map 3

I-70-1(22)31
Map 4



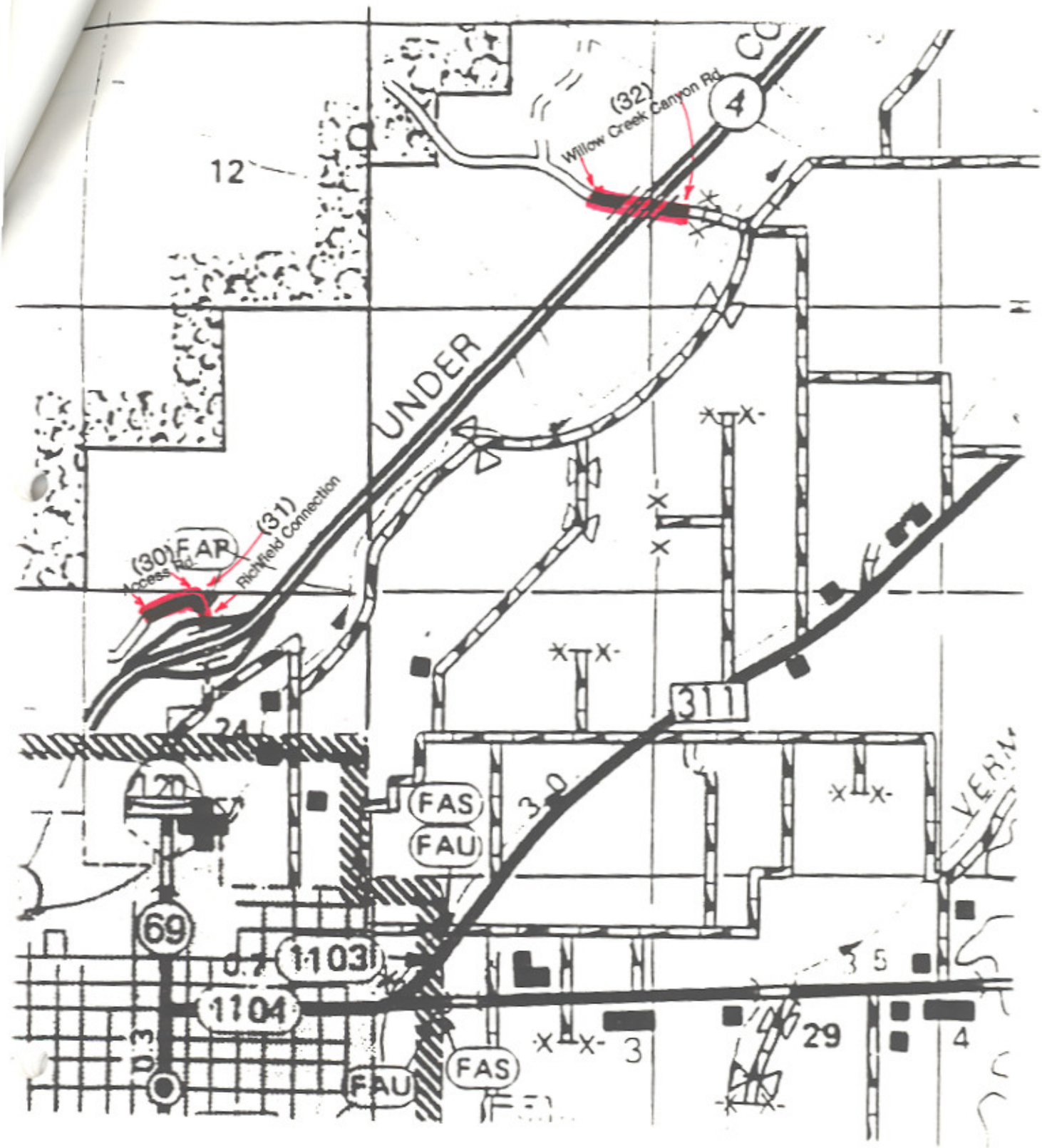


I-70-1(22)31
Map 5



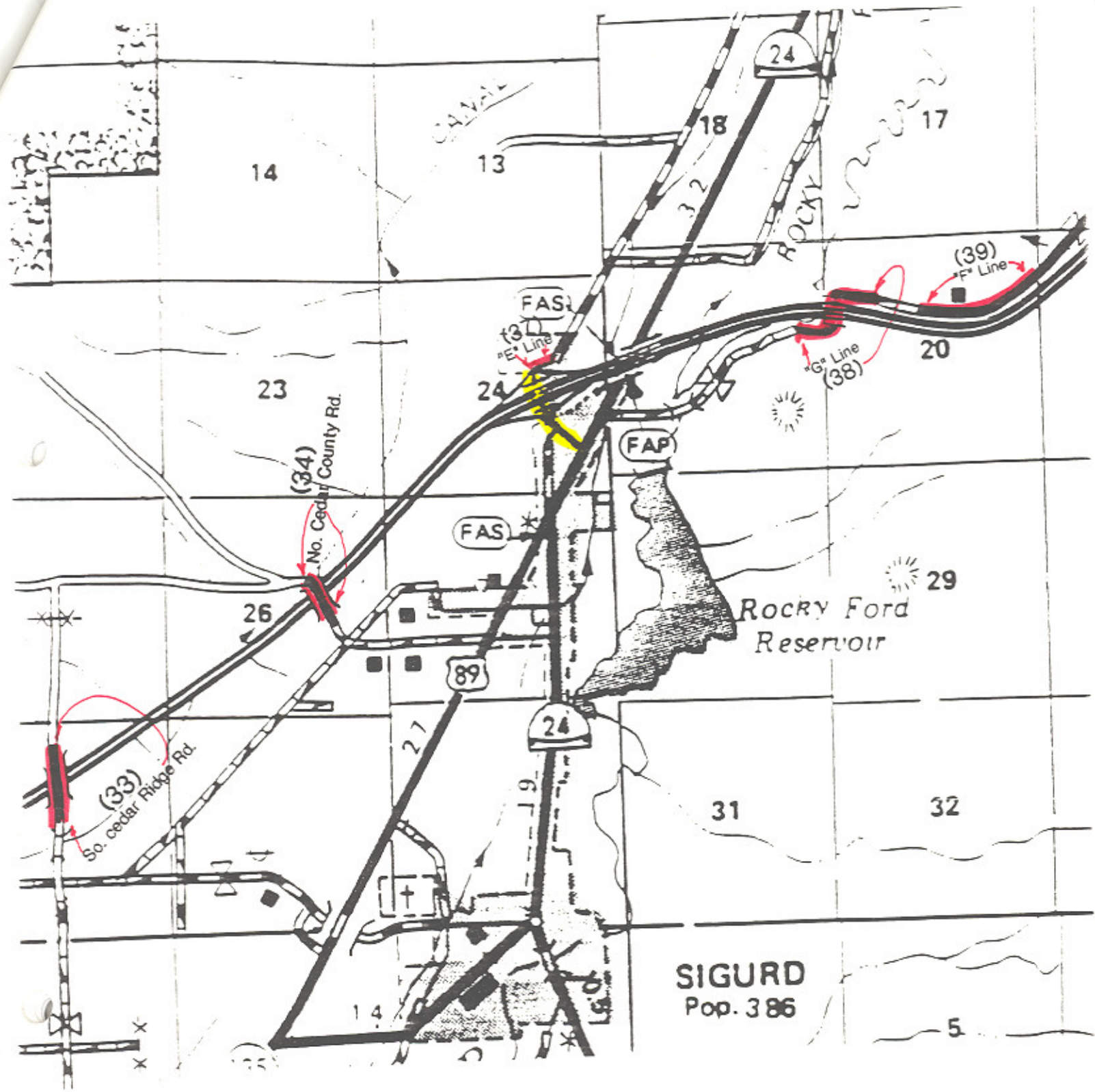
I-70-1(23)36
Map 6

I-70-1(21)40
F-069(7)
Map 7



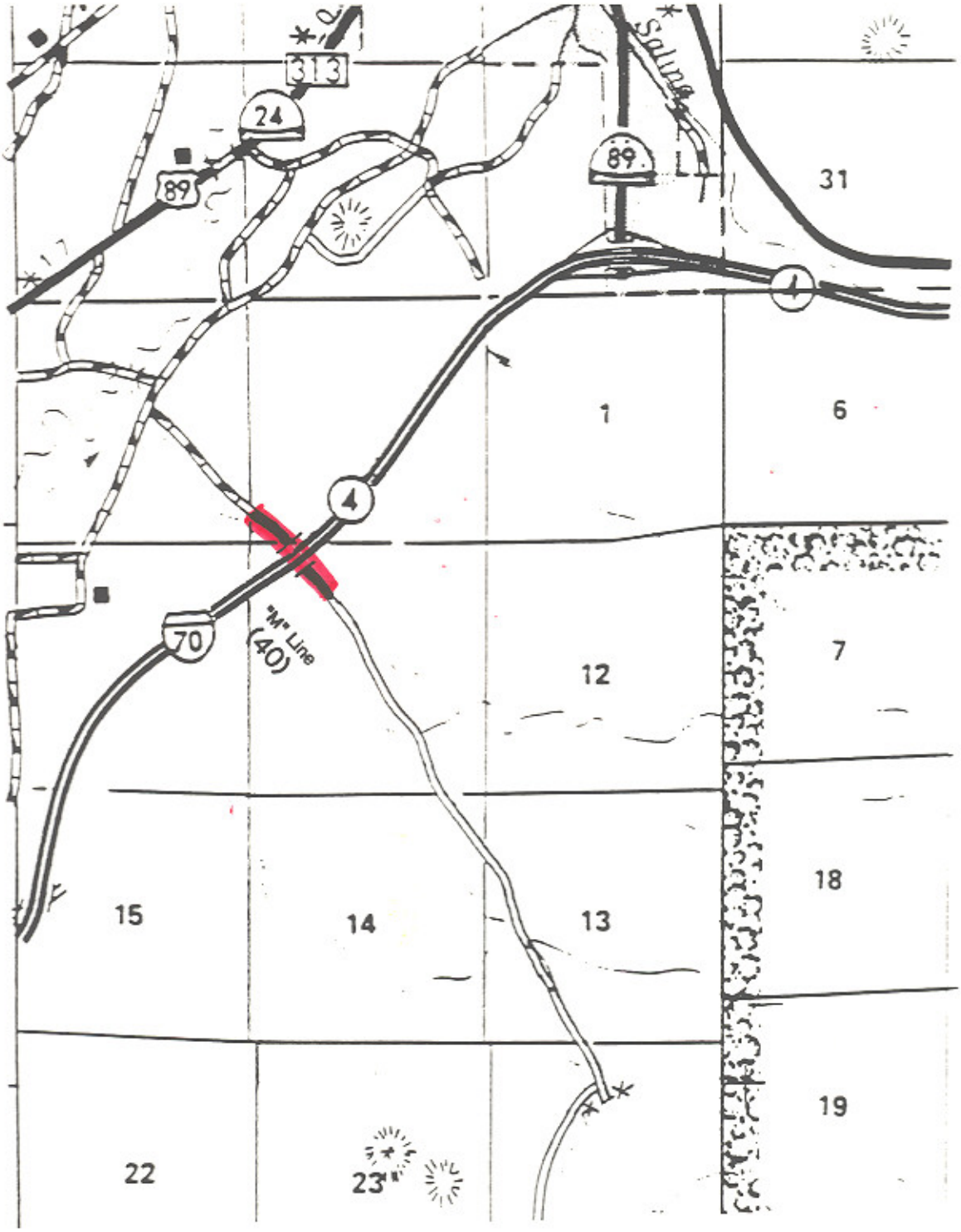
I-70-1(24)40
I-70-1(25)48
Map 8

Addition of SR-259 FAS-617



I-70-1(25)48

-Map-9



UTAH DEPARTMENT OF TRANSPORTATION	DATE 7/11/94
TO: Doug Anderson / Glenn Nielsen	CODE NO.
FROM: DAVID K. MILES	CODE NO.

ACTION

- [ ] NOTE AND FILE
- [ ] NOTE AND RETURN TO ME
- [ ] RETURN WITH MORE DETAILS
- [ ] NOTE AND SEE ME ABOUT THIS
- [ ] PLEASE ANSWER
- [ ] PREPARE REPLY FOR MY SIGNATURE
- [ ] TAKE APPROPRIATE ACTION
- [ ] PER OUR CONVERSATION
- [ ] PER YOUR REQUEST
- [ ] FOR YOUR APPROVAL
- [ ] FOR YOUR INFORMATION
- [ ] FOR YOUR COMMENTS
- [ ] SIGNATURE
- [x] INVESTIGATE AND REPORT

COMMENTS

Please advise me what Commission Action has been previously taken + provide copy of Resolution

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

ATION

mission agreed to accept the
gh Aurora to US-50 near
his acceptance was contingent
18 feet of additional right of
widening without further

Sevier County officials have been dutifully involved for several years in obtaining the additional property for highway right of way by donation, with only one exception.

The attached agreement, forwarded by District Director Sterling Davis, is one of the final grants of right of way, but requires the agreement to be executed since a realignment will be necessary at this location at such time as this section of highway is reconstructed.

Please ensure that the agreement is adequate for right of way purposes and is recordable, then arrange for recording in the Sevier County Courthouse.

Upon receipt of your notice that the agreement has been recorded in the Office of the Sevier County Recorder, we will place this matter as an agenda item of the Transportation Commission for their further consideration.

HHR/jbl

Attachment

cc: Dan F. Nelson, Southern Region Director
Sterling C. Davis, District Three Director
Clint Topham, Director of Planning

APR 14 1994

an equal opportunity employer

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

April 14, 1994

M E M O R A N D U M

TO: L. Robert Fox, Chief
Right of Way Division

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

SUBJECT: Aurora Main Street

Some time ago, the Utah Transportation Commission agreed to accept the city/county highway, connecting from SR-24 through Aurora to US-50 near Denmark Wash, on to the State Highway System. This acceptance was contingent upon the city and county providing a minimum of 18 feet of additional right of way to assure the capability of a future highway widening without further right of way acquisition.

Sevier County officials have been dutifully involved for several years in obtaining the additional property for highway right of way by donation, with only one exception.

The attached agreement, forwarded by District Director Sterling Davis, is one of the final grants of right of way, but requires the agreement to be executed since a realignment will be necessary at this location at such time as this section of highway is reconstructed.

Please ensure that the agreement is adequate for right of way purposes and is recordable, then arrange for recording in the Sevier County Courthouse.

Upon receipt of your notice that the agreement has been recorded in the Office of the Sevier County Recorder, we will place this matter as an agenda item of the Transportation Commission for their further consideration.

HHR/jbl

Attachment

cc: Dan F. Nelson, Southern Region Director
Sterling C. Davis, District Three Director
Clint Topham, Director of Planning

APR 14 1994

an equal opportunity employer

RECEIVED
'94 APR -6 A8:43
DEPT. OF TRANSPORTATION
CENTRAL RECORDS

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: April 4, 1994

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

FROM : Sterling C. Davis, P.E. Sterling C. Davis
District Three Director

SUBJECT: Aurora Main Street

Please refer to your February 9, 1994 Memorandum with the same subject as shown above. With the help of Dan Brown, Sevier County Attorney, an agreement was prepared to take care of our concerns over the last property owner north of Aurora. A copy of that agreement is attached herewith.

I would hope that this agreement clears all property owners along this route and satisfies the intent expressed by our Transportation Commission.

My trip to Aurora to get the signed agreement from Mr. Johnson has reminded me of the condition of Aurora Main Street. Over the past several months, a contractor has been installing a sewer system throughout Aurora. A major portion of Main Street has been dug up and filled back in, but has not yet been repaved. I question whether we should take the road onto the State Highway System until the contractor has completed his work. Maybe approval can be given subject to the Sewer Contractor's work being satisfactorily completed.

Attachment:

cc: Dan F. Nelson, Southern Region Director
Robert Fox, Chief, Right of Way Division
James Nelson, Utilities Engineer
Gene Mendenhall, Sevier County Commissioner
Lawrence Mason, Aurora Mayor

AGREEMENT

WHEREAS, Mark Ken Johnson and Tamra C. Johnson (hereinafter referred to as "Johnsons") are the owners of a parcel of land in Sevier County which borders the highway to the North of Aurora City; and

WHEREAS, the Utah State Department of Transportation (hereinafter referred to as UDOT) is intending to improve and relocate such highway where it passes through the Johnsons' property; and

WHEREAS, the relocation was intended to include an additional eighteen feet in width along the western side of the existing roadway onto the Johnsons' property; and

WHEREAS, Johnsons and UDOT had previously discussed a grant to Sevier County of such additional 18 feet of property along the western boundary of the existing road which would amount to 1.091 acres; and

WHEREAS, both UDOT and Johnsons believe that expansion and relocation would best serve the public and Johnsons by re-alignment so that the roadway will follow a more easterly trajectory through the Johnson property and thereby necessitate an exchange of property with a portion of the existing roadway reverting to Johnsons and Johnsons deeding property for the new roadway to Sevier County; and

- WHEREAS, Johnsons agree that the improvement of the roadway will benefit Johnsons in addition to the traveling public;

NOW THEREFORE, Johnsons agree that they will, when the new alignment is determined, grant to Sevier County a parcel of property that will, after deduction of property which will revert to Johnsons through abandonment of the current roadway, result in a maximum net transfer of 1.091 additional acres to Sevier County, for purposes of re-alignment, such Johnson

property being located in the Southeast Quarter of the Southwest Quarter of Section 29 and the Northeast Quarter of the Northwest Quarter of Section 32, Township 21 South, Range 1 West, Salt Lake Base and Meridian.

DATED this 31 day of March, 1994.

Mark Ken Johnson
MARK KEN JOHNSON

Tamra C. Johnson
TAMRA C. JOHNSON