Route 189

Updated: December 2005

Junction with Route 11 in Ephraim to Snow College, May 14, 1935.

1953 Description:
From Route 11 in Ephraim easterly, to Snow College.

Approved by the 1963 Legislature:

1965 Description:
From Route 11 in Ephraim easterly to 3rd East Street and 1st North Street; thence east via 1st North Street to 4th East Street; thence south via 4th East Street to Center Street; thence west via Center Street to Route 11 (US-89)
****(***(A) Scanned**)** April 5, 1965.

1967 Legislature:
From Route 11 in Ephraim easterly via 1st North Street to 4th East Street, thence south to Center Street, thence west to Route 11, providing a peripheral road around Snow College.

1969 Legislature:
Withdrawn as a State Route. Re-designated SR-290 by the **1969 Legislature**.

*(B) 1977 Commission Action (May 20, 1977)
Reassigned as a State Route by Commission action.

1977 Description:
From State Route 15 (I-15) south of Provo northerly via University Avenue and Provo Canyon to State Route 40 south of Heber, thence commencing again from State Route 40 at Hailstone Junction easterly to Francis, then northerly via Kamas to State Route 80 (I-80) south of Wanship.

1979 Legislature Description:
From 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 south of Wanship.

1981 Legislature: Description remains the same.
1983 Legislature: Description remains the same.

Route 189 Cont.

1985 Legislature Description:
Revised Route Description (technical correction) From Route 15 south of Provo northerly via University Avenue and Provo Canyon to Route 40 south of Heber; commencing again from Route 40 at Hailstone Junction easterly to Francis; thence northerly via Kamas, Wanship to On and Off Ramp from Route 80 (I-80) northeast of Wanship.

1986 Legislature: Description remains the same.
1988 Legislature: Description remains the same.
*(C) & (D) Commission Action November 3,1989
Deleted SR-189 (From Route 40 at Hailstone Junction easterly to Francis), New Description as Follows: From SR-15 south of Provo northerly via University Avenue 2nd Provo Canyon to Route 40 south of Heber; then commencing again from Route 248, Park City Interchange southeasterly to Main Street Kamas; thence northerly via Kamas and Wanship to the off ramp from Route 80 northeast of Wanship.

Approved by the 1990 Legislature:

*(E)Commission Action September 21, 1990:
Resolution to submit to AASHTO, application for realignment of U.S. Route 189.

*(F) Commission Action October 5, 1990:
Deleted SR-189 from the south bound on & off ramps, Park City Interchange, easterly and southerly to the junction with Main Street (new SR-32 in Kamas), thence northerly to the west bound on and off ramps Wanship Interchange.

1990 Description:
From State Route 15 (I-15) south of Provo northerly via University Avenue and Provo Canyon to State Route 40 south of Heber.

1992 Legislative Description:

1993 Legislature: Description remains the same.

1994 Legislative Description:

*(G) Commission Action April 22, 1994:
Realignment of a portion of SR-189 in Provo Canyon. Transfer of frontage and access roads to Provo City and Utah County.

Route 189 Cont.

1995 Legislative Description:
From Route 15 south of Provo northerly via University Avenue and Provo Canyon to Route 40 south of Heber.

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

1998 Legislative Description:
From Route 15 south of Provo northerly on University Avenue and Provo Canyon to Route 40 south of Heber.

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

Route 189

COUNTY/VOLUME & RESOLUTION NUMBER

A. Sanpete Co. 1/117 **B.** Multiple Co. 6/2 **C.** Summit & Wasatch Co. 8/1
D. Summit & Wasatch Co. 8/1 **E.** Summit & Wasatch Co. 8/19 **F.** Summit & Wasatch Co. 8/17
G. Wasatch Co. 10/8

DESCRIPTION OF RESOLUTION CHANGE

(**A**). Extension -	Circumventing Snow College Campus in Ephraim.
(**B**). Re-designation -	Various routes throughout state.
(**C**). Relocation/New alignment -	Resolution that is cross-referenced with other state routes.
(**D**). Transfers -	Multiple transfers of frontage, access, and cross roads.
(**E**). U.S. Route Change Application -	Application to change U.S. 189 to run concurrent with a portion of I-80.
(**F**). Deletion -	Portion of SR-189 from the S.B. on & off ramps, Park City Inter. To easterly and southerly to a Jct. With main Street in Kamas, thence northerly to the junction with the W.B. on & off ramps Wanship Inter.
(**G**). Transfer -	Frontage and access roads in Provo Canyon to Provo City and Utah Co.

Recommended Additions to the State Highway
System - Non-Federal-Aid Highways
Authority: Sec. 27-12-72, UCA, 1953, As Amended

RESOLUTION

State Route 189

WHEREAS, a meeting on February 18, 1965, was held with Mr. Floyd S. Holm, Director of Snow College, and Mr. Dean Folster, Mayor of Ephraim, and Mr. Wallace J. Stephenson, Utah State Department of Highways, District Engineer, concerning the request for adding streets to State Highway 189 at Snow College and

WHEREAS, all participants in the aforementioned meeting were in agreement that due to the continued growth of Snow College a circumferential road around the campus is justified and

WHEREAS, to maintain continuity in the State System of Highways,

NOW THEREFORE, pursuant to the Authority of Section 27-12-72, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

1. That State Route 189 be extended from its present termini at 1st North and 3rd East Street in Ephraim east via 1st North Street to 4th East Street, thence south via 4th East Street to Center Street, thence west via Center Street to State Route 11 (US-89).

2. That by this action State Route mileage will increase 0.7 + - mile.

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

Dated this 5th day of April, 1965.

STATE ROAD COMMISSION OF UTAH

Chairman

SR-189
117

Commissioner

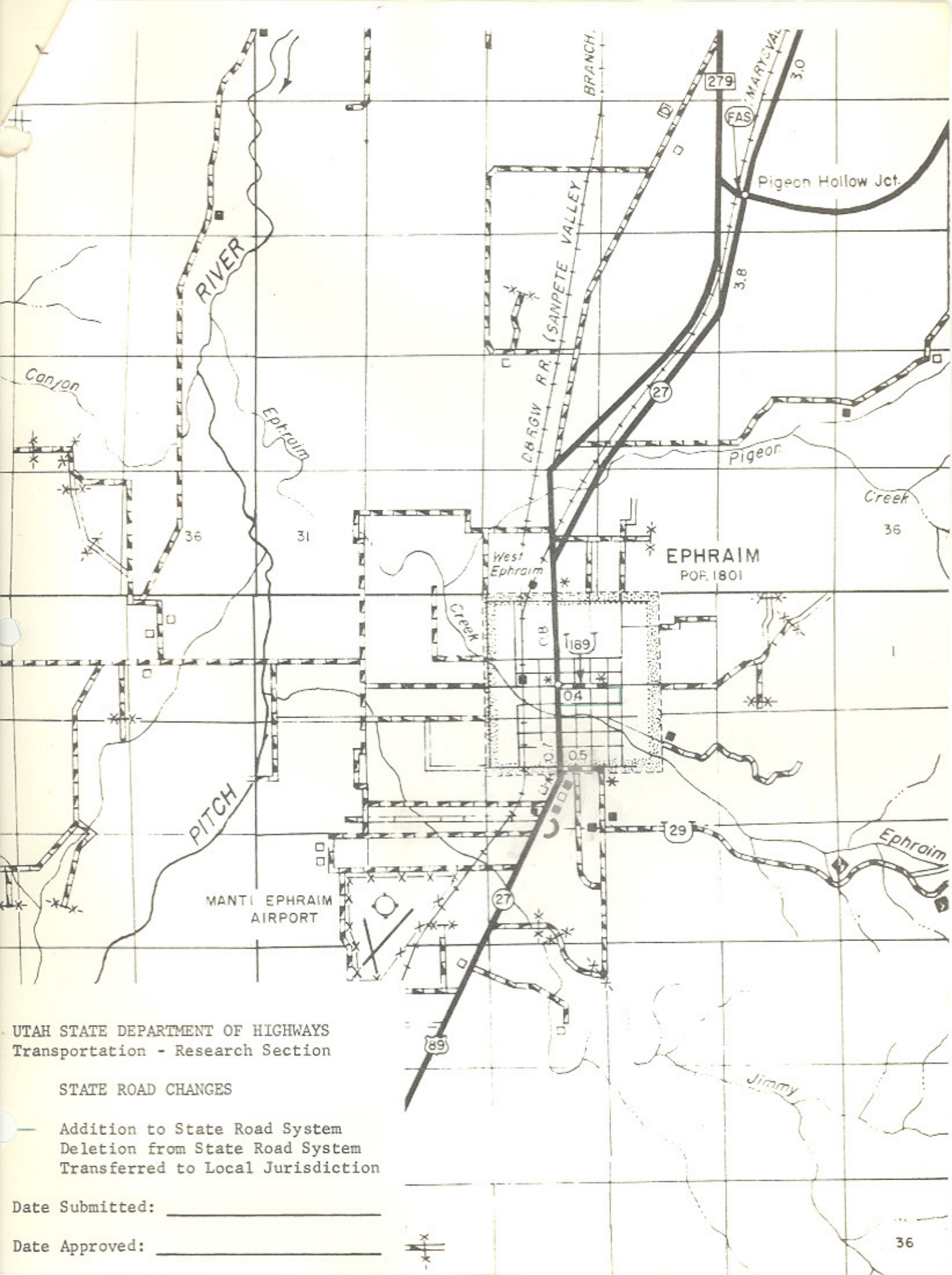
Commissioner

Commissioner

Commissioner

ATTEST:

Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

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

Date Submitted: _____

Date Approved: _____

R E S O L U T I O N

Transfer of State Constructed Roads

WHEREAS, with the completion of Interstate Project I-15-6(11)261 and Federal-aid Primary Project U-019-1(11) has resulted in the construction of frontage roads and,

WHEREAS, these roads will serve as public roads though not justified as part of the State System of Highways and,

WHEREAS, Mr. Edwin E. Lovelace, District Engineer, has recommended that these frontage roads be transferred to the jurisdiction of Provo City and,

WHEREAS, Provo City Officials concur in the transfer of these frontage roads to their jurisdiction.

NOW THEREFORE, it is hereby resolved as follows:

1. That the frontage road on both sides and beneath the railroad overpass structure between 780 South Street and 650 South Street on University Avenue, including the turning roadway at 780 South, a total length of roadway of 1850 feet, the frontage road on both sides and beneath the overpass structure between 500 South and 600 South on University Avenue, a total length of roadway of 800 feet and the frontage road on both sides and beneath the railroad overpass structures from a point 70 feet east of 1100 West Street westerly to the railroad tracks on West Center Street, a total length of roadway of 1400 feet be transferred to the jurisdiction of Provo City.

2. That by this action Provo City "C" mileage will increase 0.76 mile.

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

4. That the letter of concurrence from Provo City is hereby incorporated as a part of this submission.

RESOLUTION
Transfer of State Constructed Roads
Page 2

Dated this 1st day of August, 1968.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

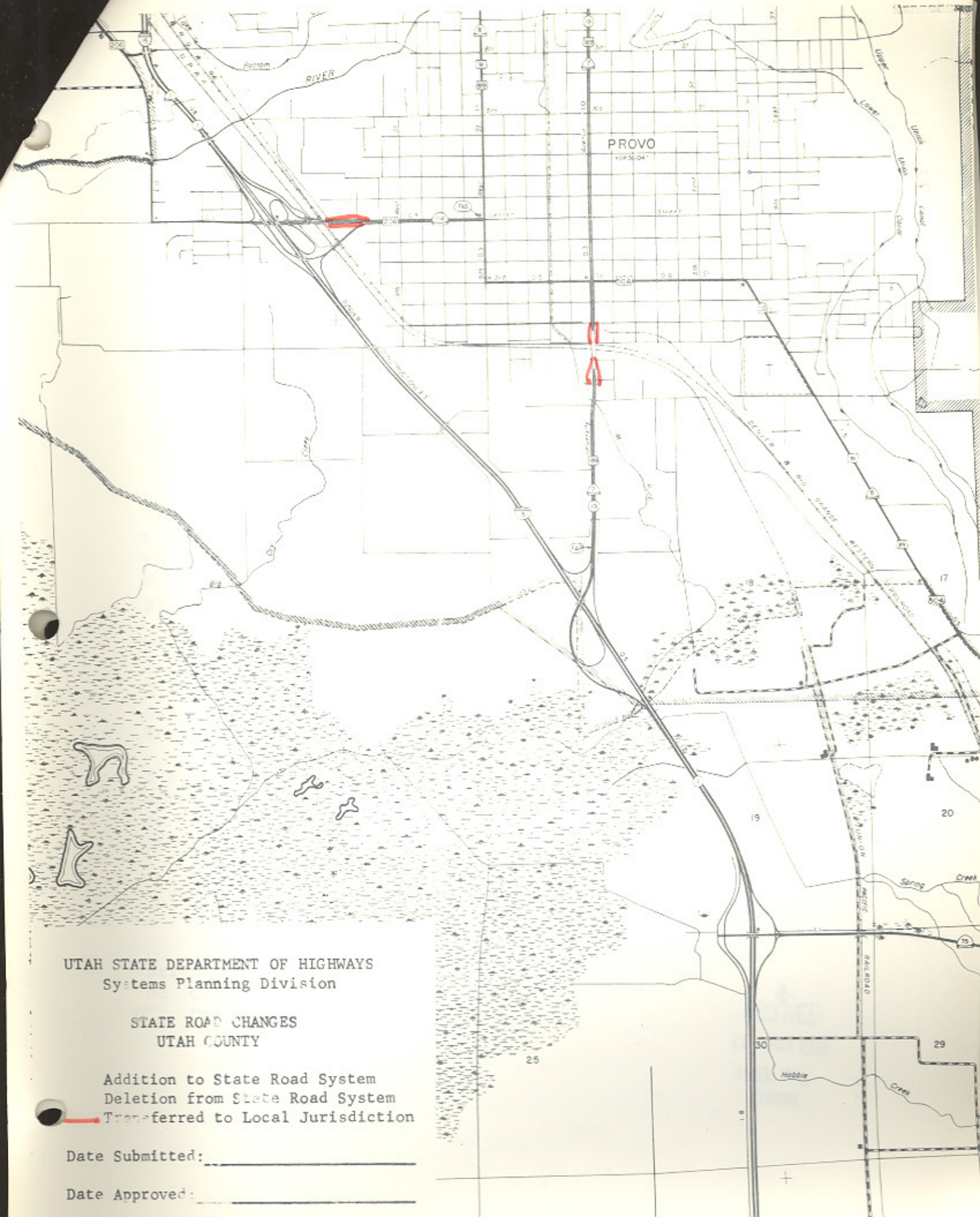
Commissioner

Commissioner

Commissioner

ATTEST:

Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
UTAH COUNTY

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

Date Submitted: _____

Date Approved: _____

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming
Same Letter sent to: Mr. Norm Hancock, Utah State Fish & Game Department
Resolution & Location
Maps sent to:

Robert Kirby, B.P.R.	Evelyn Crill	Lillian Witkowski
W. L. Anderson	Charles Bertolina	Garn Henderson
Bruce Fjeldsted	Robin Hood	Maurice RiChey
Keith Rosevear	Harold Brown	Wallace J. Liddle
Ken Riddle	David Greenwood	David Sargent
Ralph Murdock	Lucy Ann Bean	Eva McEwan
Janiel Little	Edwin E. Lovelace	Alex E. Mansour
John J. Homer	Porter M. Gooch	Ezra Christensen
Dean R. Steed	James Booth	E. Paul Gilgen
Chauncey Powis	Robert Walsh	Jim West
		Ellen Wandell
		Don Jensen

August 23, 1968

C O P Y

The Honorable Verl G. Dixon
Mayor of Provo City
City & County Building
Provo, Utah 84601

Dear Mayor Dixon:

Subject: Transfer of State Constructed Roads to Local Jurisdiction in Provo City

Effective August 15, 1968, the State Road Commission adopted a resolution to transfer the following State constructed frontage roads to local jurisdiction.

The frontage road on both sides and beneath the railroad overpass structure between 780 South and 650 South on University Avenue.

The frontage road on both sides and beneath the overpass structure between 500 South and 600 South on University Avenue.

The frontage road on both sides and beneath the railroad overpass structures from a point 70 feet east of 1100 West westerly to the railroad tracks on West Center Street.

By this action Provo City "C" mileage will increase 0.76 mile.

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

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

RDent:bt

File

187
Summit
Wasatch

R E S O L U T I O N

Relocation U.S. Route 189

Deletion U.S. Route 189 Alt.

WHEREAS, it has been suggested by Mr. H. J. Rhodes, Deputy Director, AASHTO, that consideration should be given to the relocation of a portion of U.S. Route 189 in Wasatch and Summit Counties, Utah, between Hailstone Junction northerly to Silver Creek Junction then easterly coincident with I-80 to Wanship Junction to the location of present U.S. 189A from Hailstone Junction northerly via Francis, Kamas and Rockport to Wanship Junction, and

WHEREAS, this relocation would eliminate the overlaping of U.S. 189 over a portion of U.S. Route 40 and I-80, 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.

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 a portion of U.S. Route 189 be relocated to the present location of U.S. Route 189A and by this action delete the designation of U.S. Route 189A,

That the route designation signs of U.S. Route 189 between Hailstone Junction and Silver Creek Junction be removed and that the route designation signs 189A be replaced with the route designation signs 189,

That the map relating the location of present U.S. Route 189 and the location of U.S. Route 189A within this area be hereby incorporated as a part of this submission.

Dated this 12th day of September, 1975.

UTAH TRANSPORTATION COMMISSION

R. La Faun Cox
Chairman

Wayne S. Whitten
Vice-Chairman

Clem H. Church
Commissioner

Samuel J. Taylor
Commissioner

Commissioner

ATTEST:

Ronald A. Bentley
Secretary

AASHTO Route numbering

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

GENERAL OFFICES
341 National Press Building
Washington, D. C. 20045
Telephone: NAtional 8-2438

November 25, 1975

Blaine J. Kay, Director
Utah Department of Transportation
State Office Building
Salt Lake City, Utah 84114

Dear Mr. Kay:

This is to inform you that your applications for the elimination of U.S. Route 189A and the relocation of U.S. Route 189 were considered and approved by the Route Numbering Committee at its meeting on the 14th of November and concurred on by the Executive Committee at its meeting on the 15th in St. Louis, Missouri.

Sincerely,

H.J. Rhodes,
Deputy Director

HJR:lmk

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

ROUTED TO	INITIAL	ACTION
Kay		

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

RECEIVED
Utah State Department of Transportation
Transportation Planning Division
DEC 16 1975
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

INTERSTATE 00

AASHTO 1914

U S 00

AN APPLICATION
FROM THE STATE HIGHWAY OR TRANSPORTATION
DEPARTMENT OF

UTAH

FOR

- [X] the Elimination of a U.S. (I) Route 189-A
- [ ] the Establishment of a U.S. (I) Route .....
- * [X] the Relocation of U.S. (I) Route 189
- [ ] the Extension of U.S. (I) 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. (I) Route .....
- *[ ] the Recognition of a By-pass Route on U.S. Route .....

BETWEEN

Hailstone Junction, Utah and Wanship Junction, Utah

The Following
State or States are
Involved:

.....

.....

.....

.....

.....

.....

Date Received	9-19-75
Date application acknowledged	9-18-75
Date to Route Number Committee	
Date considered by Executive Committee	11/15/75
Action of Executive Committee	Approved
Member Department Notified	

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

Date Submitted:

September 16, 19 75

* 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

The purpose of the U. S. Numbering and Marking is to facilitate movement along the general direction of desire lines of travel over the shortest and best available roads, and a route should form continuity of available facilities through two or more States that accommodate the most important and heaviest motor traffic flow in the area.

The system was established in 1926 and the U. S. Route System has reached the point of review, revision, consolidation, and perfecting, rather than continuous expansion. Therefore, any proposed alteration in the established system should be extremely meritorious and thoroughly, though concisely, explained in order that the Route Numbering Committee and the Executive Committee of the Association may give prompt and proper consideration to each and every request made by a Member Department.

Explanation and Reasons for the Request: (Keep Concise and Pertinent)

See Utah Transportation Commission resolution.

Date facility available to traffic _____

Does the petition propose a new routing over a portion of an existing U.S. Route _____? If so, where:

_____

Does the petition propose a new routing over a portion of an existing Interstate Route _____? If so, where:

_____

INSTRUCTIONS FOR PREPARATION OF PAGE NO. 5

Column 1: *Control Points and Mileage.* Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: *Pavement Type.*

	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (Show in red)
Not paved	N (Show in red)

Column 3: *Pavement Condition.*

	Code
Excellent	E
Good	G
Fair	F (Show in red)
Poor	P (Show in red)

NOTE: In columns 2 and 3, where pavement types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: *Traffic.* Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by "X"—Black if signalized—Red if not protected by signals.

Columns 5 & 6: *Pavement Width and Shoulder Width.* These columns to be completed by comparing standards of highway involved with applicable AASHTO Standards. Entries that fall to the right of the tolerance line (dashed), should be shaded in red. If there are no deficiencies indicate by use of the word "NONE".

Columns 7 & 8: *Major Structures.* Show in these columns those structures that do not meet AASHTO Standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation *LP* with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by use of the word "NONE".

Column 9: *Vertical Sight Distance.* Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO Standards. Portion of line past the tolerance line shall be shown in red.

Column 10: *Horizontal Curvature.* Curves in excess of AASHTO applicable Standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11: *Percent Grades.* Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

1	2	3	4	5	6	7	8	9	10	11
				COMPARISON TO APPLICABLE AASHTO DESIGN STANDARDS						
						MAJOR STRUCTURES			SHOW WHEN IN EXCESS OF STANDARD	
CONTROL POINTS AND MILEAGE	PAVEMENT TYPE	PAVEMENT CONDITION	TRAFFIC ADT	PAVEMENT WIDTH DEFICIENCY	SHOULDER WIDTH DEFICIENCY	ROADWAY WIDTH DEFICIENCY	H-LOADING DEFICIENCY	VERTICAL SIGHT DISTANCE DEFICIENCY	HORIZONTAL CURVATURE	PER-CENT GRADE
				PERCENT 10 20 30 40	PERCENT 20 40 60 80	PERCENT 10 20 30 40	PERCENT 20 40 60 80	PERCENT 20 40 60 80	DEGREE	LENGTH
0 MILEAGE										
20										
40										
60										
80										
100										
120										
140										
160										

ATTACH ADDITIONAL SHEET HERE IF NECESSARY

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Executive Committee of the American Association of State Highway and Transportation Officials, not withstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is ..... as compared to ..... for the year ..... for all other U.S. Numbered routes in the State.

The "Purpose and Policy in the Establishment and Development of United States Numbered Highways, as Revised September 15, 1970" or the "Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways" as revised August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy:

Blaine Kay
(Signature)

Chief Administrative Official, Utah Department of Transportation
(Member Department)

This petition is authorized by official action of Utah Transportation Commission under date of September 12, 1975 as follows: (Copy excerpt from Minutes)

RESOLUTION

Relocation U.S. Route 189
Deletion U.S. Route 189 Alt.

WHEREAS, it has been suggested by Mr. H. J. Rhodes, Deputy Director, AASHTO, that consideration should be given to the relocation of a portion of U.S. Route 189 in Wasatch and Summit Counties, Utah, between Hailstone Junction northerly to Silver Creek Junction then easterly coincident with I-80 to Wanship Junction to the location of present U.S. 189-A from Hailstone Junction northerly via Francis, Kamas and Rockport to Wanship Junction, and

WHEREAS, this relocation would eliminate the overlaping of U.S. 189 over a portion of U.S. Route 40 and I-80, and

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

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 a portion of U.S. Route 189 be relocated to the present location of U.S. Route 189-A and by this action delete the designation of U.S. Route 189-A,

That the route designation signs of U.S. Route 189 between Hailstone Junction and Silver Creek Junction be removed and that the route designation signs 189-A be replaced with the route designation signs 189,

That the map relating the location of present U.S. Route 189 and the location of U.S. Route 189-A within this area be hereby incorporated as a part of this resolution.

AASHTO Route numbers

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

GENERAL OFFICES
341 National Press Building
Washington, D. C. 20045
Telephone: NAtional 8-2438

November 25, 1975

Blaine J. Kay, Director
Utah Department of Transportation
State Office Building
Salt Lake City, Utah 84114

Dear Mr. Kay:

This is to inform you that your applications for the elimination of U.S. Route 189A and the relocation of U.S. Route 189 were considered and approved by the Route Numbering Committee at its meeting on the 14th of November and concurred on by the Executive Committee at its meeting on the 15th in St. Louis, Missouri.

Sincerely,

H.J. Rhodes,
Deputy Director

HJR:lmk

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

ROUTED TO	INITIAL	ACTION
Jay		

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

RECEIVED
Utah State Department of Transportation
Transportation Planning Division
DEC 16 1975
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Policy & Systems Planning

Same Letter sent to: Mayor Ralph McCormick, Kamas, Utah
Mr. W. Elmo Woolstenhulme, Town President, Oakley, Utah
Mr. G. Melvin Flinders, Chairman of Commission, Coalville
Mr. Thomas I. Baum, Chairman of Commission, Heber City

Information sent to:

Jerry Fenn	Clarence Stephens	Ellen Wandell	Charles Bertolina
Ralph Murdock	Marian Hunt	Harold Brown	Jim West
Dennis Spackman	W. J. Stephenson	Ray Behling	Don Jensen
Robert Wheadon	J. Q. Adair	Bonnie Garcia	Clarence Bywater
Keith Rosevear	David L. Kennison	John W. Homer	Ken Riddle
Robert Walsh	Robin Hood	Jo Ann Slough	Ezra Christensen
Lillian Witkowski			

COPY

December 18, 1975

Mr. Fay Mitchell, Town President
Francis Town Office
Francis, Utah 84036

Subject: Deletion and Relocation of US Routes 189A and 189 in Wasatch and Summit Counties

Dear Mr. Mitchell:

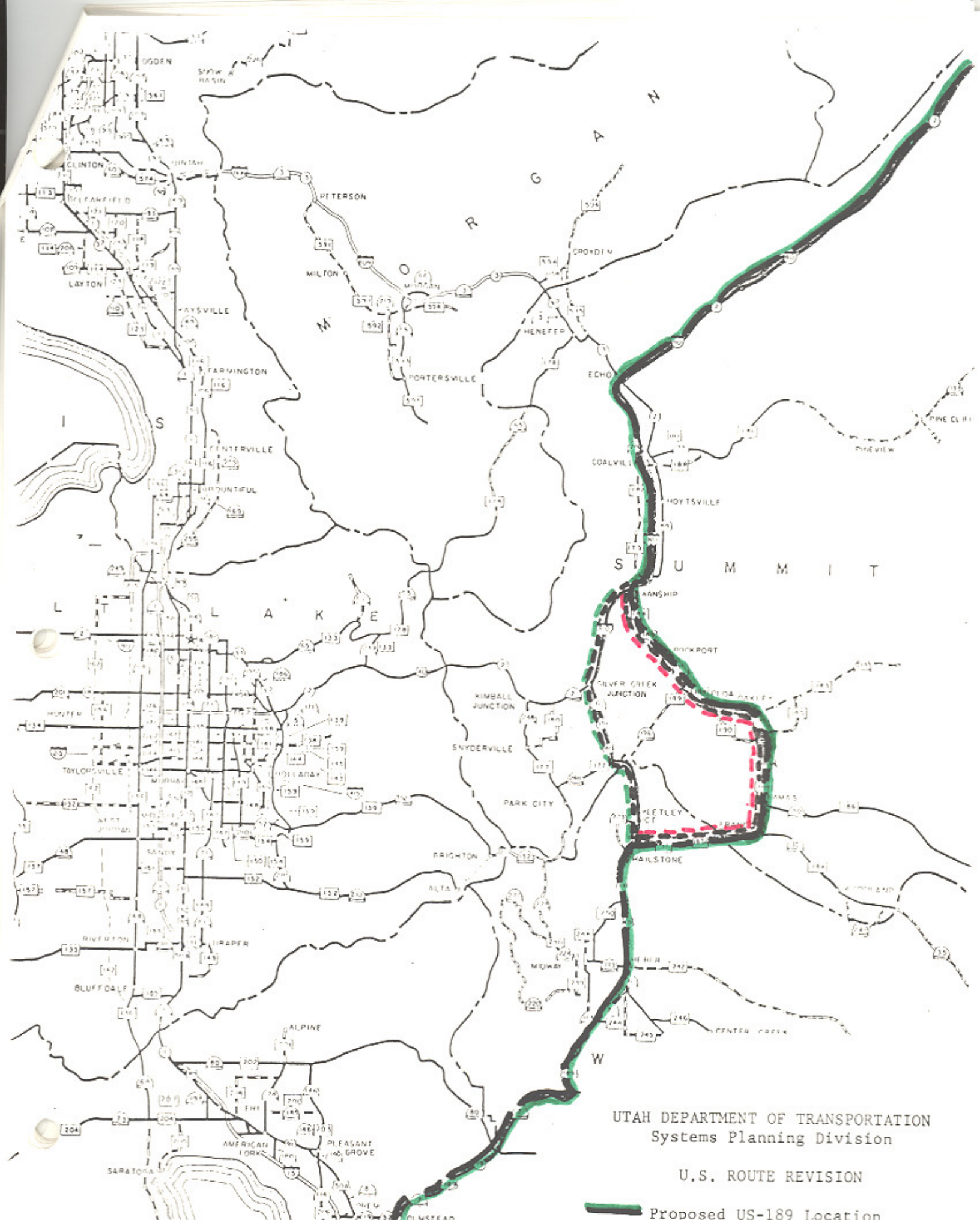
On November 15, 1975, the American Association of State Highway and Transportation Officials approved the deletion of US Route 189A and the relocation of US Route 189 as described in the resolution.

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

Very truly yours,

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

Enclosure



UTAH DEPARTMENT OF TRANSPORTATION
Systems Planning Division

U.S. ROUTE REVISION

Proposed US-189 Location

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]

State Moratorium Revision

7

RESOLUTION

Moratorium on State Highway System Revisions

WHEREAS, the Utah League of Cities and Towns and the Utah Association of Counties are proposing a comprehensive study analyzing highway responsibility, functional classification, funding sources and money distribution formulas, and

WHEREAS, the Utah Transportation Commission recommends support of the study to begin in 1986, and

WHEREAS, there is a definite need to establish criteria for the addition and deletion of roadways or proposed roadways to the State System of Highways

NOW, THEREFORE, be it resolved as follows:

That a moratorium on State Highway System additions be in effect until the completion of the proposed study.

That the only exceptions to this moratorium will be those roadway connections built to assure proper function of the Interstate System and existing routes built on new alignment.

Dated this 13th day of December, 1985.

UTAH TRANSPORTATION COMMISSION

Samuel J. Taylor
Chairman

Wayne S. Winters
Vice-Chairman

Glen H. Church
Commissioner

B. LaVaun Cox
Commissioner

Joe G. Weston
Commissioner

Attest:

Alva H. Anderson
Secretary

Changes in State Routes

Approved by the 1985 Legislature

Route	Location		Date of Commission Resolution	Highway Code Section	Action Taken
	County	Area			
93	Davis	400 East Street in North Salt Lake	8/24/84	27-12-27	Deletion of that portion of SR-93 from SR-89 north to 2600 South Street, a distance of 0.43 mile.
140 & 287	Salt Lake	Bluffdale Road	10/12/84	27-12-27	Addition of Bluffdale Road from SR-68, Redwood Road, east to the on and off ramps on the east side of SR-15 and by this action redesignate that portion of SR-287 on the Bluffdale Road connection to SR-15, a distance of 2.36 mi.
143 & 148	Iron & Garfield	Cedar Breaks National Monument and Panguitch Lake Road	11/9/84	27-12-27	Add Panguitch Lake Road from Cedar Breaks to Panguitch as part of SR-143, a distance of 32.43 miles. Redesignate SR-143 south of Cedar Breaks as SR-148.
167	Morgan & Weber	Trappers Loop Road	12/7/84	27-12-27	Add Trappers Loop Road from Mountain Green northerly to route 39 south of Huntsville, a distance of 10.00± miles.
219	Washington	Main St. in Enterprise	9/28/84	27-12-27	Addition of Main St. in Enterprise connecting to SR-18, a distance of 1.30 miles. (Exchange for Gunlock Rd. SR-307)
224	Summit	Park City	11/9/84	27-12-29	Relocate SR-224 between MP 14.31 and MP 15.73 to be coincident with Snow Country Drive in Park City, a distance of 1.45 mile.

Changes in State Routes

Approved by the 1985 Legislature

Route	Location		Date of Commission Resolution	Highway Code Section	Action Taken
	County	Area			
					Transfer former location on Park Avenue, 7th St. and Heber Ave. to Park City, a distance of 1.42 miles as a result of new construction. (Does not change description in law.)
247	Utah	Center Street in Orem	12/7/84	27-12-28	Deletion of Route 247 in its entirety, a distance of 2.04 miles.
307	Washington	Gunlock Lake State Park	9/28/84	27-12-27	Deletion of SR-307 in its entirety, a distance of 0.22 mile. (Exchange for Enterprise Main St. SR-219)
317	Salt Lake	UDOT/DPS Complex	2/4/83	27-12-17	Assign State Route number to roads and parking areas at complex, a distance of 1.62 miles.
189	Summit	Wanship, northeasterly to route 80			Revise route description (technical correction) Extend route to off ramp from route 80, northeast to Wanship.
					Net addition 45.05± miles.

5(A)

RESOLUTION

Relocation of U.S. 40 and U.S. 189

Whereas, the proposed Jordanelle Dam and Reservoir project necessitates the relocation of portions of U.S. Highways 40 and 189 at the expense of the Bureau of Reclamation and/or Central Utah Water Conservancy District project, and

Whereas, there has been considerable engineering study and opportunity for public review and comment regarding alternative highway relocation alternatives, and

Whereas, the Bureau of Reclamation and the Central Utah Water Conservancy District have declared their support for the necessary highway relocations and detours, and

Whereas, the needs of the highway users, the access requirements of property owners, the well being of affected citizens and governmental entities, as well as the project requirements have been weighed and considered by the Transportation Commission.

Now, therefore, be it resolved that:

1. The relocation of U.S. 40 will be completed as rapidly as possible along the westside of the Jordanelle Reservoir.

2. A road of primary standard will be completed as rapidly as possible along the route which has been designated alternate "C" in recent UDOT studies. Following construction UDOT will be responsible for operation and maintenance of the road.

3. A road of secondary standard, with a minimum design speed of 35 mph, will be completed as rapidly as possible along the route which has been designated alternate "A" in recent UDOT studies. This road will be operated and maintained by UDOT only until the completion of alternate "C" at which time the new road, together with the remaining portions of U.S. 189 west of SR-35 in Francis, will revert to the respective counties (Wasatch and Summit) wherein located.

4. Every effort will be made to complete alternates "C" and "A" simultaneous with or before the completion of U.S. 40 in order to eliminate the detouring of traffic to the Brown's Canyon or other roads.

5. Wasatch and Summit counties are urged to cooperate in every way possible to assist in acquisition of right-of-way for the selected routes.

US.189

6. This resolution is contingent upon the Bureau of Reclamation's successful completion of environmental, public involvement and any other requirements or agreements necessary for them to reimburse UDOT for the costs of the road project.

Dated this 22nd day of March, 1985.

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

Attest:

Commission Secretary

R E S O L U T I O N

Relocation of Routes Around Jordanelle Reservoir

Relocation of SR-40 and SR-189
Addition SR-32 along with Redesignation of SR-35 and Extension of FAS-184
Addition SR-319
Deletion Portion of SR-248
Transfer of State Constructed Roads
at Various Locations Throughout
Project Plans NF-19(13), NF-19(14) & NF-61(3)

WHEREAS, Sections 27-12-27 and 27-12-29 of the Utah Code 1987-1988 provides for the addition or deletion of highways as well as disposition of realigned portions from the state highway system and,

WHEREAS, the frontage roads, cross roads and access roads along with the existing alignments of State Route 40 and State Route 189 described on project plans NF-19(13), NF-19(14), NF-61(3) serve as public roads though not justified as part of the state system of highways and,

WHEREAS, the District 2 and District 6 Directors have requested that the following roadways described within are justified for jurisdictional and maintenance relinquishment to the Bureau of Reclamation, Summit and Wasatch Counties and,

WHEREAS, the Summit County Commission as well as the Wasatch County Commission have concurred with the following jurisdictional and maintenance relinquishments and,

WHEREAS, the appropriate staff of the Transportation Planning Division has reviewed the requests for jurisdictional and maintenance relinquishments of aforementioned roadways and concurs with stated transfers.

NOW THEREFORE, be it resolved as follows:

1. The realigned portion of State Route 40, (US-40), (FAP-15), will be 1.46± miles shorter in length than the previous alignment, thus functional classification, as well as Federal-aid Primary mileages will decrease by said amount along new alignment.

2. The roadway known as existing State Route 40, (US-40), (FAP-15), from the beginning of "F" Line Project NF-19(13) traversing northerly to the point where the new alignment of State Route 40 junctions with the old alignment of State Route 40, (US-40), (FAP-15), a distance of 1.23± miles be transferred to the jurisdiction of Summit County and be Functionally Classified Local. This transaction will increase Summit County's "B" system road mileage 1.23± miles.

3. The roadway known as existing State Route 40, (US-40), (FAP-15), from the beginning of "P" Line Project NF-19(14) traversing northerly to end of required culdesac a distance of 0.08± miles, commencing again at the beginning of "H" Line traversing northerly to the BOR boundary a distance of 2.38± miles a combined total of 2.46± miles be transferred to the jurisdiction of Wasatch County and be Functionally Classified Local. This transaction will increase Wasatch County's "B" system road mileage 2.46± miles.

4. All rights, titles, and interest on the alignments of existing State Route 40, (US-40), (FAP-15), and existing State Route 189, (US-189), (FAP-61), that are contained within the Bureau of Reclamation boundary will be quit claimed to the United States as stipulated in a cooperative agreement reached between the Utah Department of Transportation and the Bureau of Reclamation. These alignments constitute 4.93± miles on existing State Route 40, (US-40), (FAP-15), and 3.83± miles on existing State Route 189, (US-189), (FAP-61).

5. The realigned portion of State Route 189, (US-189), (FAP-61), which will proceed from the Park City interchange southbound on and off ramps of new State Route 40 traversing easterly and southerly to Main Street in Kamas will be 2.10± miles greater in length than the previous alignment of State Route 189, thus Functional Classification Minor Arterial as well as Federal-Aid Primary mileages will increase by said amount along new alignment.

6. The aforementioned length of increase on the new alignment of State Route 189 (US-189), (FAP-61) precipitates the need for remileposting from the aforementioned termini at the Park City Interchange to its conclusion at the I-80 westbound on and off ramps at Wanship in order to maintain milepost integrity by avoiding duplicating mileposts with a previous section of State Route 189.

7. The realigned portion of State Route 189 traversing easterly from Engineer Station 567+95, Project NF-61(3), to the west incl. of Kamas a distance of 0.91± miles be deleted from Summit County's "B" system mileage also from the west incl. of Kamas to Main Street Kamas a distance of 0.10± miles be deleted from Kamas City's "C" system mileage.

8. The realignment of State Route 189 which will proceed from the Park City Interchange along with said interchange realigning State Route 248 will decrease State Route 248 by .21± miles, thus State Route 248's ending termini will be at the southbound on and off ramps Park City Interchange where State Route 189 will proceed.

9. The roadway known as existing State Route 189 (US-189), (FAP-61) traversing easterly, from the BOR Boundary to the Junction of State Route 35 in Francis, a distance of 3.36± miles be transferred to the jurisdiction of the following entities in subsequent manner.

Entity	Mile Points	Description	No. of Miles	Func. Class From	Func. Class To
Wasatch Co.	33.00 to 33.56	BOR Boundary to Jct. Co. Road	.56	Min. Art.	Local
Wasatch Co.	33.56 to 34.97	Jct. Co. Road to Wasatch-Summit Co. Line	(B) 1.41±	Min. Art.	Mjr. Col.
Summit Co.	34.97 to 35.44	Wasatch-Summit Co. Line to West Incl. Francis	(B) 0.47±	Min. Art.	Mjr. Col.
Francis	35.44 to 37.36	West Incl. Francis to Jct. SR-35 Francis	(C) 0.92±	Min. Art.	Mjr. Col.

10. The existing alignment of State Route 189 (US-189 (FAP-61) from 200 South Street in Kamas to the junction of State Route 35 in Francis, be placed on the State System of Highways as State Route 32, Functionally Classified Major Collector and placed on the Federal-Aid Secondary System as an extension of Federal-Aid Secondary System 184, a distance of 2.02± miles.

11. The roadway residing as State Route 35 traversing southeasterly from the existing alignment of State Route 189 (US-189) (FAP-61) to its termini at the junction of State Route 87 in Duchesne County, a distance of 62.47 miles be redesignated as a portion of State Route 32. Functional Class designations as well as Federal System designations will be retained, thus the combined mileage total for State Route 32 will be 64.49± miles.

12. The roadway known as "O" Line, as constructed, Project NF-19(13) from Engineer Station 11+78.28 southbound on & off ramps to Engineer Station 35+00, a distance of 0.44± miles be placed on the State System of Highways and numbered State Route 319, also Engineer Station 35+00 to the proposed boat ramp residing within the future State Park on the Jordanelle Reservoir approximately .99± miles of unconstructed roadway be included as State Route 319 for a total length of 1.43± miles and be Functionally Classified Local.

13. The following frontage, access, and crossroads constructed as part of Projects NF-19(13), NF-19(14) and NF-61(3) within the boundaries of Summit and Wasatch Counties be transferred to the jurisdiction of these entities as follows.

NF-19(13) (Park City Jct. to South Mayflower)

Summit County

Map Location	Transferred To County	Total Feet Existing on "B" System	Total Feet Add to "B" System	Func. Class
F Line	730' = .14 mi		730' = .14 mi	Local
* D Line	7485' = 1.42 mi		7485' = 1.42 mi	Local
Total:	8215' = 1.56 mi		8215' = 1.56 mi	

Wasatch County

* D Line	565' = .11 mi		565' = .11 mi	Local
O Line	160' = .03 mi		160' = .03 mi	Local
L Line	4801' = .91 mi		4801' = .91 mi	Local
X Line	5466' = 1.04 mi		5466' = 1.04 mi	Local
K Line	5748' = 1.09 mi		5748' = 1.09 mi	Local
R Line	2855' = .54 mi	360' = .07 mi	2495' = .47 mi	Local
Y Line	1020' = .19 mi	512' = .10 mi	508' = .09 mi	Local
Total:	20615' = 3.91 mi	872' = .17 mi	19743' = 3.74 mi	

Footage deleted from previous "B" routes in Wasatch County that are either obliterated by new construction or replaced by newly constructed frontage and access roads is 7,752 ft. = 1.47 miles, indicating net gain of "B" system footage in Wasatch County for Project NF-19(13) = 11,991' = 2.27 miles.

* The footage on "D" Line is located in Summit and Wasatch Counties and each will be credited with the appropriate footage.

NF-19(14) (South Mayflower to Midway Jct.)

Wasatch County

Map Location	Transferred To County	Total Feet Existing on "B" System	Total Feet Add to "B" System	Func. Class
F Line	930' = .18 mi.	150' = .03 mi.	780' = .15 mi	Local
H Line	2000' = .38 mi.	465' = .09 mi.	1535' = .29 mi	Mj.Co.
P Line	475' = .09 mi.		475' = .09 mi	Local
P-1 Line	375' = .07 mi.		375' = .07 mi	Local
Total:	3780' = .72 mi.	615' = .12 mi.	3165' = .60 mi	

Footage deleted from previous "B" routes in Wasatch County that are either obliterated by new construction or replaced by newly constructed frontage road, cross roads and access roads is 1,450' = .27 miles, indicating a net gain of "B" system footage = 1,715' = .32 miles.

NF-61(3) (Park City Jct. to Kamas)

Wasatch County

Map Location	Transferred To County	Total Feet Existing on "B" System	Total Feet Add to "B" System	Func. Class
A Line	1130' = .21 mi.	375' = .07 mi.	755' = .14 mi	Local
X Line	1555' = .29 mi.	480' = .09 mi.	1075' = .20 mi.	Local
Total:	2685' = .50 mi.	855' = .16 mi.	1830' = .34 mi.	

Footage deleted from previous "B" routes in Wasatch County that are either obliterated by new construction or replaced by newly constructed frontage roads, cross roads and access roads is 3,390' = .64 miles, indicating a net loss of "B" system footage 1,560' = .30 miles.

Summit County

Map Location	Transferred To County	Total Feet Existing on "B" System	Total Feet Add to "B" System	Func. Class
H Line	800' = .15 mi.	800' = .15 mi.		Local
L Line	1062' = .20 mi.	425' = .08 mi.	637' = .12 mi	Mn.Co
Total:	1862' = .35 mi.	1225' = .23 mi.	637' = .12 mi	

Footage deleted from previous "B" routes in Summit County that are either obliterated by new construction or replaced by newly constructed frontage roads, cross roads and access roads is 530' = .10 miles, indicating a net gain of "B" system footage 87' = .02 miles.

14. By these actions Summit County's "B" system mileage will increase 2.37± miles, also Wasatch County's "B" system mileage will increase 6.09± miles, Francis City's "C" system mileage will indicate a net increase of 0.92± miles, and Kamas City's "C" system mileage will indicate a net decrease of .10± miles.

15. The changeover in control, operation and maintenance of the aforementioned roadways will become effective when aforementioned sections are completed and open to traffic, also upon approval from the Federal Highway Administration, where applicable.

16. The accompanying letter, Part IV of Agreement, maps, and system change proposals be made part of this resolution.

DATED on this 3rd day of November, 1989.

UTAH TRANSPORTATION COMMISSION

Chairman

Commissioner

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary to Commission

Mike

ATION COMMISSION

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

ELVA H. ANDERSON
Secretary

WILLIAM D. HURLEY, P.E.
Director

GENE STURZENEGGER, P.E.
Assistant Director

UTAH DEPARTMENT OF TRANSPORTATION
4501 South 2700 West
Salt Lake City, Utah 84119

August 17, 1987

Lorin E. Allred, Chairman
Wasatch County Commission
24 North Main
Heber City, Utah 84032

SUBJECT: Relocation of U.S. 40 and U.S. 189

Dear Mr. Allred,

In response to your letters dated February 19, 1987 addressed to Mike Arambula and Larry Jacobson and June 4, 1987 addressed to Mr. Alfred Olschewski concerning the Relocation of U.S. 40, the Utah Department of Transportation offers the following comments:

February 19, 1987 letter

Comments to Paragraph No. 1, which asks if UDOT could inform property owners of the proposed design and consult with them for the best possible access to their properties.

UDOT has proceeded with the design of US 189 ("C" Line) with our standard design criteria and have provided continuity to the county and property access roads. Any change in control and ownership of these roads would be accomplished by the county through its established procedures and Highway Code 27-12-102.1 through 102.5.

Comments to Paragraph No. 2, which is a two-part question. Part one asks that the portion of U.S. 40 which will be inundated by Jordanelle Reservoir remain in the State Roads System, because the Jordanelle Reservoir will be part of the State Parks System, and part two asks that UDOT abandon that portion of the old U.S. 40 which passes through the Fitzgerald's property, and warrant the abandoned right of way to Fitzgeralds.

Policy 63-11-20 of the State Parks and Recreation Code provides that UDOT can build and maintain roads to or through an existing park. Until there is an official park designation, UDOT is not authorized to implement and assume responsibility for an access road system. We believe that either recommendation by Wasatch County is feasible, but at this time the County is the only entity able to take action.

June 4, 1987 letter

Comments to Paragraph No. 1, which questions the use of the Union Pacific Railroad right of way for access to United Park City Mines.

The United Park City Mines access road, previously known as the "KK" Line, has been redesigned and designated as the "R" Line. It is UDOT's understanding that United Park City Mines acquired in fee the old Union Pacific Railroad right of way, which traverses, through their property near the Ontario No. 2 Drain Tunnel, back in 1982. UDOT and United Park City Mines did spend considerable time discussing the location of said "R" Line before agreeing that this design was the most feasible and economical way to serve United Park City Mines. If the railroad study underway finds that reestablishment of railroad services is feasible, UDOT will work with the Counties and others interested in investigating and evaluating alternate designs that are compatible with all public and private property owners' needs. United Park City Mines also reminds us that their decanting pond for the Ontario No. 2 Drain Tunnel is located on the old railroad bed, and to remove or change the location would be environmentally difficult.

Comments to Paragraph No. 2, which shows that UDOT's "O" Line access road on Sheet 18 appears to cut across the Mayflower Tailing Ponds.

We assume that you are referring to the "O" Line frontage road in your letter. The purpose of the "O" Line is to provide access to the proposed State Park, which will be east of the new U.S. 40 alignment. Your assumption is correct. We do not plan to construct the entire alignment at this time, but presently UDOT intends to construct the portion from U.S. 40 to a point near the tailings ponds. UDOT is aware that the Bureau of Reclamation and Mayflower Development are negotiating to enlarge those particular tailings ponds. UDOT will likely become involved later when the environmental issues have been resolved. At that time UDOT will be expected to initiate a contract to complete the "O" Line. The proposed railway will have to be designed for a grade structure or tunnel under UDOT's "O" Line.

Comments to Paragraph No. 3, which questions the grade of the proposed U.S. 40 and the Union Pacific Railroad grade. UDOT's plan Sheet No. 20 does not allow enough clearance for a railroad structure.

UDOT has been in the process of designing the Relocated U.S. 40 for the past ten years. During that period UDOT and the BOR have designed and evaluated many different alignments, based on engineering and political concepts. The final location for the alignment was determined in 1982, which is the alignment that plans and specifications were prepared for contracting purposes. In 1985 UDOT and the BOR went to an accelerated schedule for construction of both the highway relocation

and the dam. The BOR estimated that a delay of one year would cost the taxpayer and water users about 30 million dollars. By keeping on this accelerated schedule, UDOT can have the traffic relocated from its present alignment by 1990. The February 19, 1987 letter suggests that UDOT alter its design to meet the needs of a study, to determine if it would be feasible to construct a railroad on the old Union Pacific Railroad right of way. After conferring with Mr. Caine Alder, employed by UDOT, it has been determined that a feasibility study , funded by UDOT, will be completed in September of 1987. Mr. Alder also informed us that Utah, Wasatch and Summit Counties are also doing a study of their own, concerning the railroad. The information gathered from the above-mentioned studies will not be available until September. Delay that would be caused by a major design change at this late date would have a serious impact on the coordination of traffic services with the dam construction. UDOT recently opened bids for the south portion of the U.S. 40 Relocation, and the target date for awarding the contract for the north portion is November, 1987. If the railroad study leads to a decision by Wasatch County to finance and construct the railroad between Heber City and the Phoston Plant, then it would be necessary to provide a highway-railroad separation structure designed and constructed in a manner to avoid delay in the completion of the new U.S. 40. A design change on the north portion would be complex at this time. It would alter the design of the Mayflower Interchange, the "O" Line structure, right of way, hydraulic design, an access to the Mayflower development, and would impact the south portion which will be under construction.

Comments to Paragraph No. 4, which questions UDOT's policy for water pollution control around the Jordanelle Reservoir and the Provo River watershed.

UDOT has been working and cooperating with Wasatch County's consultants, Sowby and Berg during all design phases of the project, and it is UDOT's intent to continue to do so. UDOT's Construction Project Engineer John Keyes of District No. 6 has been informed of the Jordanelle/Deer Creek Technical Advisory Committee's concerns during the construction phase. UDOT has suggested that Mr. Keyes be put on the mailing list, so he would be made aware, and updated of said Advisory Committee's interests of the Jordanelle Reservoirs and the Provo River Watersheds. UDOT is also providing a Special Provision "Environmental Commitments for Highway Construction," which has specific instructions for both the Contractor and UDOT's Project Engineer. (See attachment.) His mailing address is Field Office, 1075 South Main Street, Heber City, Utah or P. O. Box 215, Orem, Utah 84057.

Comments to Paragraph No. 5, which asks if UDOT is providing access to private properties, with the present design of the "Y" Line.

We understand that the Bureau of Reclamation intends to buy out the Baum property in this area. The proposed "Y" Line does give access to the Lewis and State properties.

It is the sincere desire of UDOT to work closely with all entities and agencies of varying interest. We are confident that a coordinated planning and design process will lead to final solutions that strike a balance that can serve each of the respective interests and still be in the best overall public interest. To this end we wish to continue to maintain a cooperative rapport with the County, Bureau of Reclamation and the C.U.P.

Sincerely,

Blaine J. Kay, P. E.
Preconstruction Engineer

PART IV
PROGRAM NARRATIVE

1. OBJECTIVES AND NEED FOR ASSISTANCE. The construction of Jordanelle Dam and Reservoir is part of the ongoing Central Utah Project. This facility will be utilized to store water for Municipal and Industrial use in Utah and Salt Lake Counties. The storage of water at higher elevations such as the location of Jordanelle provides a minimization of losses due to evaporation. As a result of the construction of Jordanelle Dam, 10.8 miles of U.S. Highway 40 and 11.8 miles of U.S. Highway 189 will be rendered inoperable and will have to be relocated. In addition, a new road, approximately 9.8 miles long and identified as Wasatch County Route A, will be constructed. In order to provide funds to the Utah Department of Transportation (UDOT), the entity responsible for this type of construction in the State of Utah, the Bureau of Reclamation (BOR) will enter into a Cooperative Agreement with UDOT.

2. RESULTS OR BENEFITS EXPECTED. The relocation and construction of these highways will provide to BOR an unencumbered reservoir area. The relocated roads will also provide access to recreation areas created by the new reservoir, to areas previously inaccessable to public use, and to land areas along Route A now accessed by Highway 189. The relocation of these roads will also result in high quality, safe, and efficient routes around the Jordanelle Dam and Reservoir. The resulting benefits will be to all visitors to the newly-constructed reservoir and to the public in general.

3. APPROACH.

3.1 Utah Department of Transportation Responsibilities. The UDOT will:

(a) Prepare designs and specifications for the relocation of highways U.S. 40 and U.S. 189, in accordance with current approved UDOT and Federal Highway Administration (FHWA) standards. Any betterments above requirements needed to meet current approved UDOT and FHWA standards, and as herein agreed for the relocated Highways 40 and 189, will be at the expense of the UDOT.

(b) Submit or make available to the BOR for approval:

(1) preliminary highway design plans, specifications, and estimates.

(2) final highway design plans, specifications, and estimates.

(3) contractual obligations (awards) entered into as a result of this Agreement.

(4) the completed highway relocation projects.

(c) Compute and furnish right-of-way descriptions for U.S. Highway 40 and U.S. Highway 189.

(d) Construct the identified segments of U.S. Highway 40 and U.S. Highway 189, and manage Wasatch County's design and construction of Route A.

(e) Include in the design and construction of the highways those environmental commitments as provided by the BOR from the Municipal and Industrial System, Final Environmental Statement (FES), and FES Supplement.

(f) Include in the design of the highways, access openings or features for each of the proposed recreation areas to be developed later by the Federal Government. Also include in the design of the highways an access opening for an operation and maintenance road to Jordanelle Dam, and partially construct this opening. The access points shall be located and designed in accordance with current highway design standards.

(g) Follow standard procedures and Federal-aid requirements, and be responsible for seeing that all State requirements related to highway construction programs for highways as described in Paragraph 4 below are followed.

(h) Comply with all necessary Federal, State, and local licenses and permits, including but not limited to Section 402 NPDES permits and State Engineer's permits to alter natural streams.

(i) Abandon the segments of U.S. Highway 40 and U.S. Highway 189 within the Jordanelle reservoir right-of-way boundary, and quit claim all right, title, and interest therein to the United States.

(j) Allow traffic on two lanes of Highway 40, with only a bituminous surface, while the third stage of construction (concrete surfacing) is being completed.

(k) Complete construction of Highway 40 to an acceptable standard to safely accomodate traffic by December 31, 1988. The final design pavement will be placed prior to December 31, 1991.

(l) UDOT will review and approve all designs, plans, and specifications prepared under this Agreement by Wasatch County

for Wasatch County Route A together with right-of-way descriptions to insure compliance with applicable design requirements and/or right-of-way acquisition procedures. UDOT will further monitor and inspect as needed construction of said Wasatch County Route A to insure compliance with approved plans and specifications.

(m) UDOT will be responsible for disbursing federal grants in aid to Wasatch County for highway design engineering, construction engineering, and construction of the said Wasatch County Route A upon approval by UDOT of those items referred to in preceding subparagraphs.

3.2 Wasatch County Responsibilities, as enumerated in separate cooperative agreements between the County and UDOT. Wasatch County will:

(a) Prepare and submit to UDOT designs and specifications in accordance with applicable design criteria for Wasatch County Route A covering the following:

(1) Preliminary highway design plans, specifications, and estimates.

(2) Final highway design plans, specifications, and estimates.

(3) Contractual obligations (awards) entered in to as a result of this Agreement.

(4) The completed Wasatch County Route A project.

(b) Compute and furnish right-of-way descriptions for Wasatch County Route A to UDOT for review and approval prior to submission to the BOR.

(c) Construct Wasatch County Route A in accordance with design standards specified herein or as otherwise mutually agreed upon between the parties.

(d) Include in the design and construction of the highway those environmental commitments as provided by the BOR from the Municipal and Industrial system, Final Environmental Statement (FES), and FES supplement.

(e) Include in the design of the highway, access openings or features for each of the proposed recreation areas to be developed later by the Federal Government. Also include an access opening for an operation and maintenance road to Jordanelle Dam. The access points shall be located and designed in accordance with current highway design standards.

(f) Follow Standard Procedures required by UDOT and BOR as may be hereafter determined in order to qualify for Federal Grants in Aid. Betterments in excess of contract requirements herein agreed upon will be at the expense of Wasatch County except for those betterments which are mutually agreed upon pursuant to Paragraph 4 below.

(g) Comply with all necessary Federal, State, and local licenses and permits, including but not limited to Section 402 NPDES permits and State Engineer's permits to alter natural streams.

(h) Subject to availability of funds, complete construction of Wasatch County Route A in accordance with agreed upon completion dates as shown under Paragraph 5.

3.3 Bureau of Reclamation Responsibilities. The BOR will:

(a) Prepare plat maps from descriptions furnished by UDOT and Wasatch County, and acquire all rights-of-way involved in relocating U.S. Highway 40, U.S. Highway 189, and Wasatch County Route A and furnish to UDOT and Wasatch County a quit claim deed to those lands.

(b) Provide for the relocation of all utilities in conflict with the highway relocation work, including Wasatch County Route A.

(c) Obtain all National Environmental Policy Act (NEPA) compliance for the highway construction and provide to UDOT and Wasatch County, for inclusion in specifications for award, a copy of the environmental commitment plan for those commitments which must be completed during highway construction.

(d) Ensure that all NEPA and other environmental impact statement requirements are met and approved (a certification to this effect will be made to UDOT and Wasatch County prior to any construction authorization).

(e) Make available all maps, drawings, and/or informational material gathered by BOR to date upon request.

(f) Approve final designs and specifications prior to UDOT and Wasatch County advertising for construction.

(g) Approve all contracts for construction prior to award.

(h) Participate in final inspections with UDOT and Wasatch County.

(i) Fund 100 percent of the design and construction costs except for unapproved betterments incurred in accordance with this Agreement.

(j) Make available in advance any special environmental mitigation, engineering, dam site, access, or other requirements or needs.

(k) BOR shall transfer to UDOT periodic payments to cover all approved engineering and construction contract costs (including approved costs to Wasatch County). These payments shall be made monthly in the amount of such month's costs for contractors (including UDOT and Wasatch County).

(l) Make application and obtain all Section 404 dredge and fill permits related to highway construction.

4. SPECIFICATIONS. Utah Department of Transportation standards for each road are as follows:

	U.S. 40	U.S. 189	Route A*
Width of Traffic Lanes	48'	24'	22'
Width of Shoulders (outside)	10'	8'	4'
(inside)	4'		
Median Width	64'(min)		
Maximum Grade	5%	6%	8%
Degree of Maximum Curvature	2 45'	4 15'	11 15'
Bridge Width Curb to Curb (All other structures)	42'		32'
Bridge Design Loading	HS20	HS20	HS20
Surface Design Thickness			
Granular Borrow	18"	12"	12"
Untreated Base Course	4"	7"	4"
Lean Concrete Base	4"		
Portland Cement Concrete Pavement	10"		
Bituminous Plant Mix Surface Course		4"	2 1/2"
Plant Mix Seal Coat		1"	

* Standards and specifications for Route A may be modified after completion of the preliminary planning process if mutually agreed upon by BOR, Central Utah Water Conservancy District, UDOT, and Wasatch County. The parties agree that they will not unreasonably withhold approval of changes in design standards where Wasatch County demonstrates the need at a reasonable cost.

5. DELIVERABLES. The UDOT anticipates completing the following schedule of deliverables:

	Date Start	Date Complete
U.S. 40 Relocation		
Preliminary Engineering	Execution Date	October 89
North Portion, Grading	March 87	October 88
Structures	March 87	October 88
South Portion, Grading	April 87	October 88
Surfacing (Final)	March 89	December 91
U.S. 189 Relocation		
Preliminary Engineering	Execution Date	September 87
Grading	August 87	September 89
Structures	August 87	September 89
Surfacing	August 87	September 89

Wasatch County anticipates completing the following schedule of deliverables:

County Road Route A		
Route Location and Preliminary Design	October 86	May 87
Preliminary Engineering	May 87	February 88
Grading	May 88	July 89
Structures	May 88	July 89
Surfacing	May 89	October 89

The above completion dates are subject to modification by mutual agreement of the parties, contingent upon availability of funds and as conditions dictate.

IN WITNESS WHEREOF, the parties hereto have subscribed their names through their proper officers thereunto duly authorized, as of the day and year first above written.

UNITED STATES OF AMERICA

By _____
acting Regional Director, Upper Colorado Region, Bureau of Reclamation

UTAH DEPT. OF TRANSPORTATION

By _____
Director

Attest _____
Commission Secretary

RECOMMENDED FOR APPROVAL:

By _____
Engr. for Preconstruction

By _____
Assistant Director

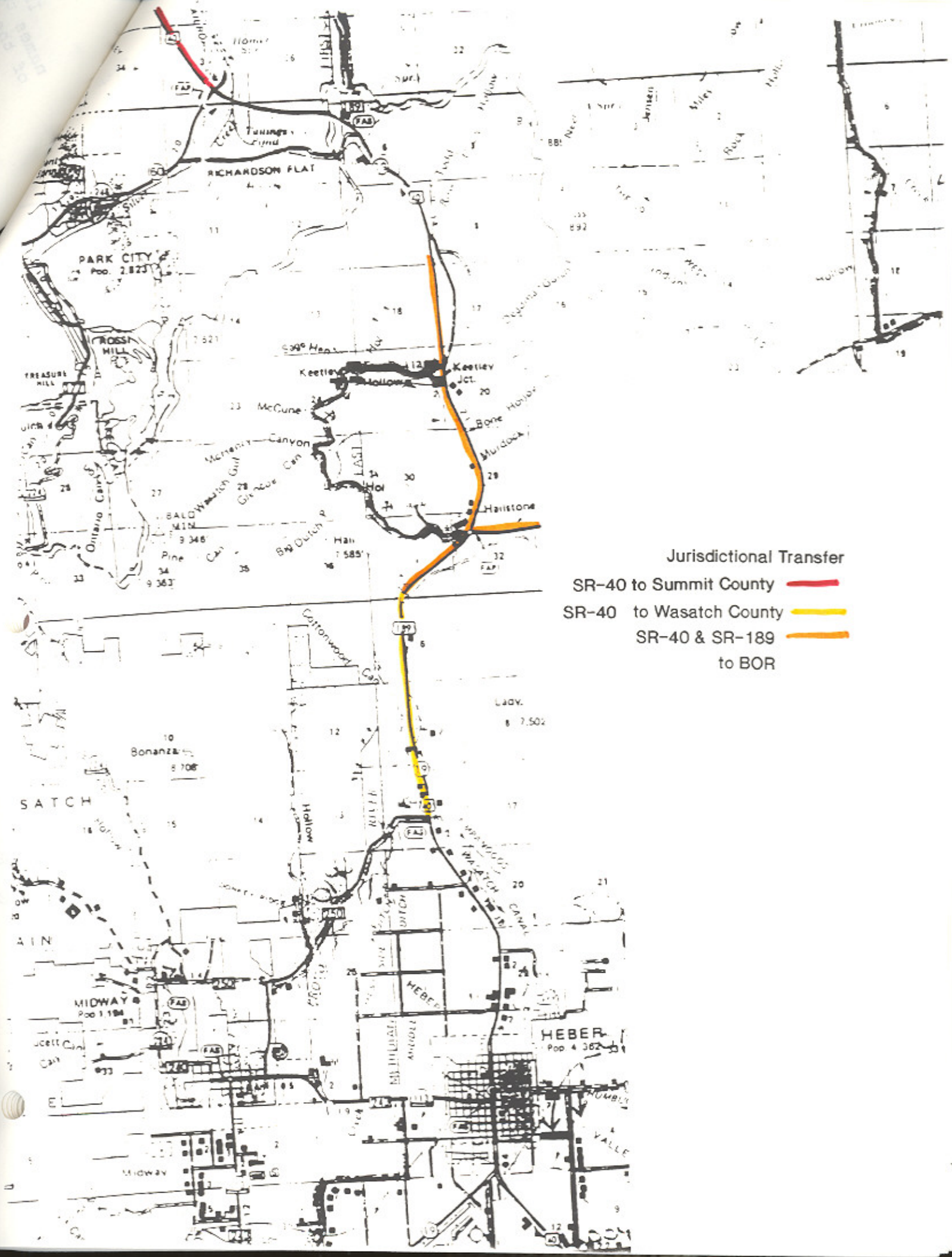
By N/A
Director of Finance

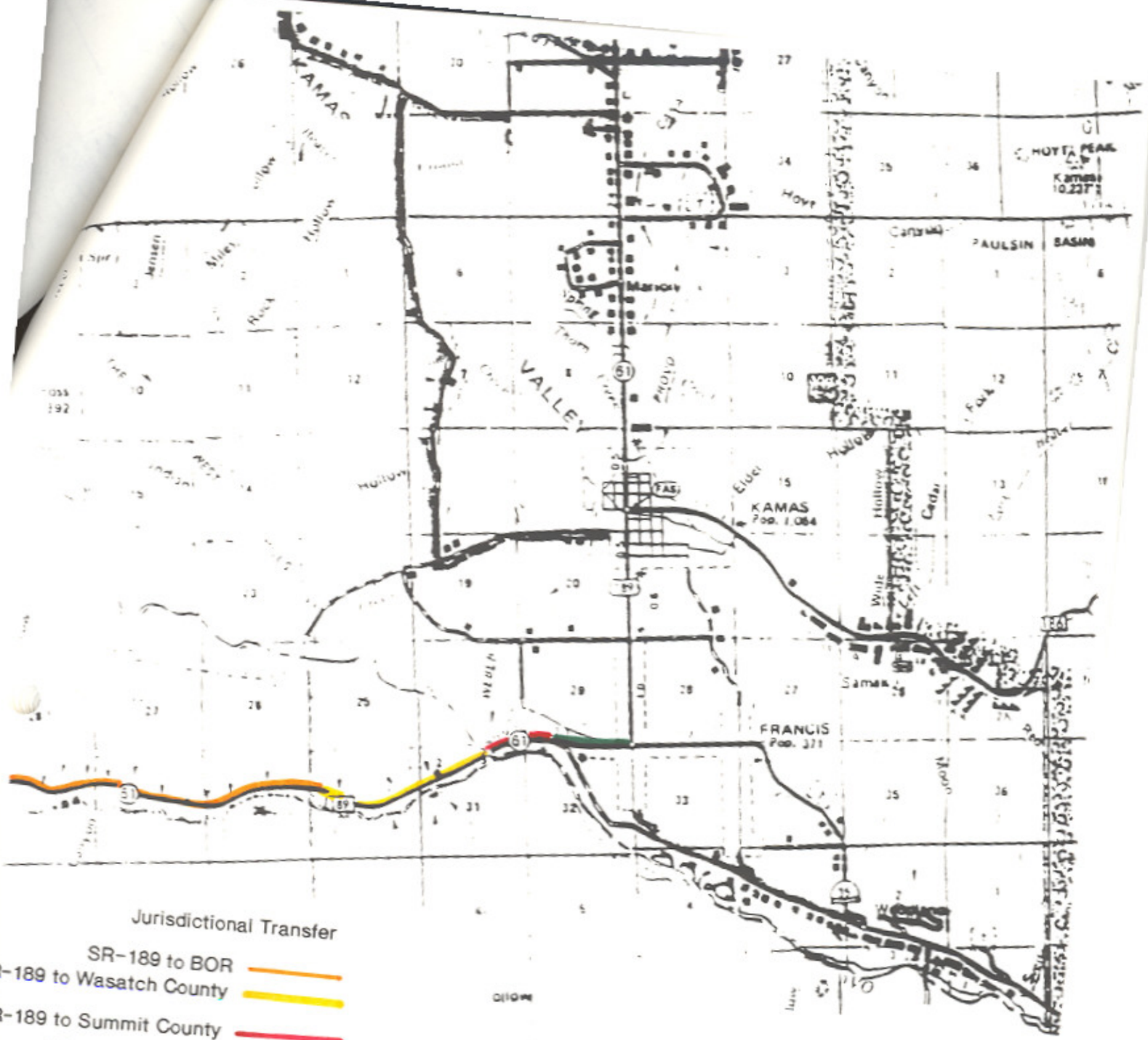
APPROVED AS TO FORM
David L. Wilkinson, Attorney General

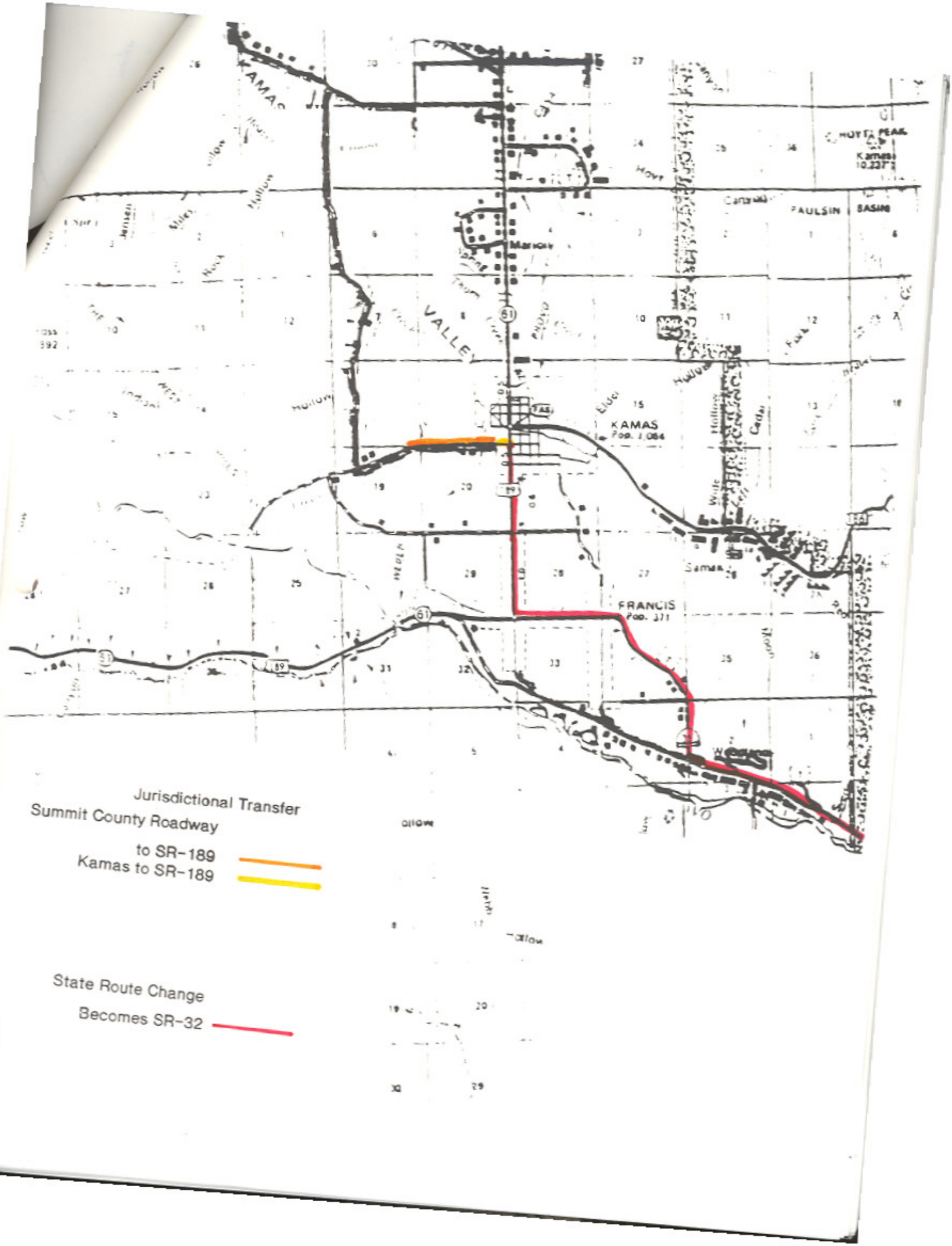
By _____
Assistant Attorney General

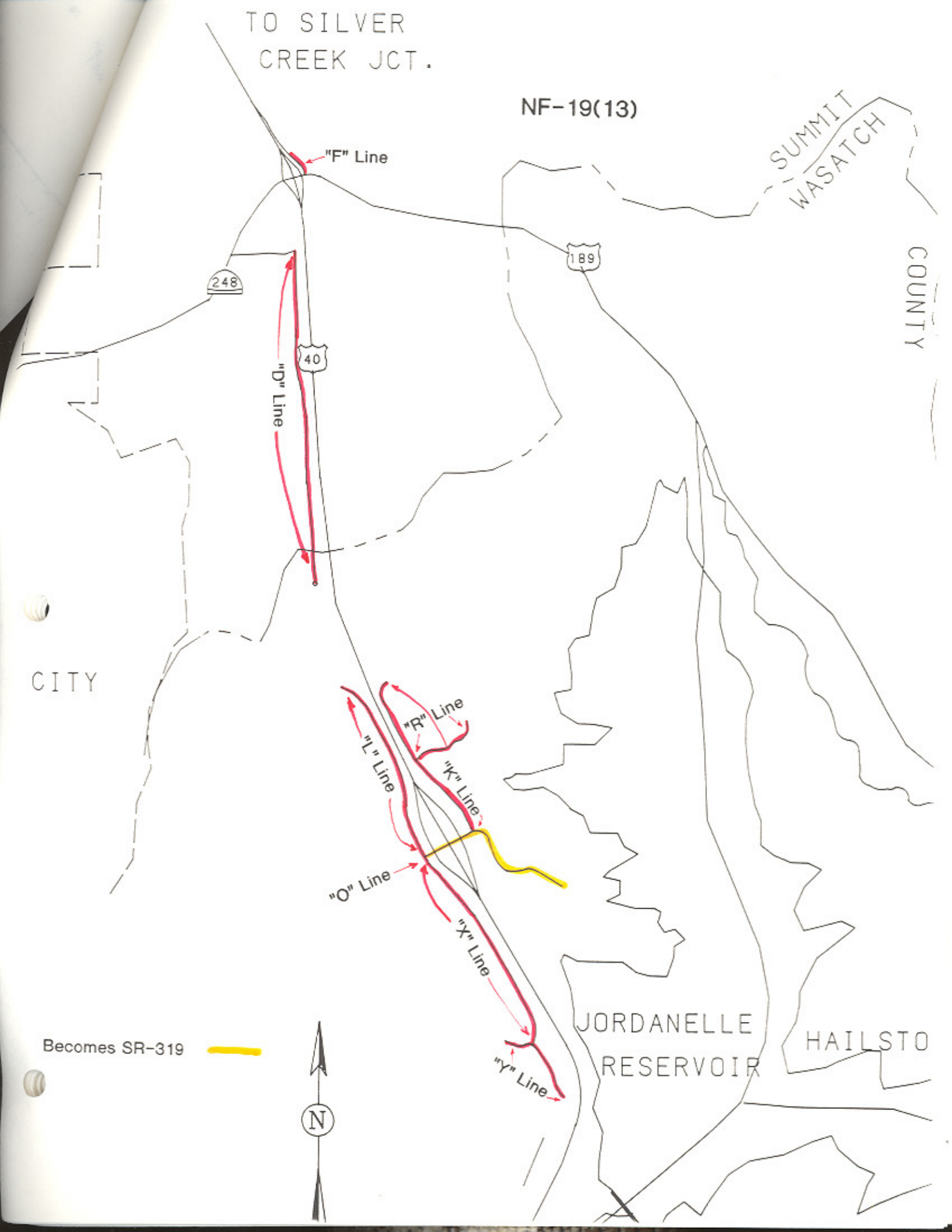
REVIEWED COMPTROLLER

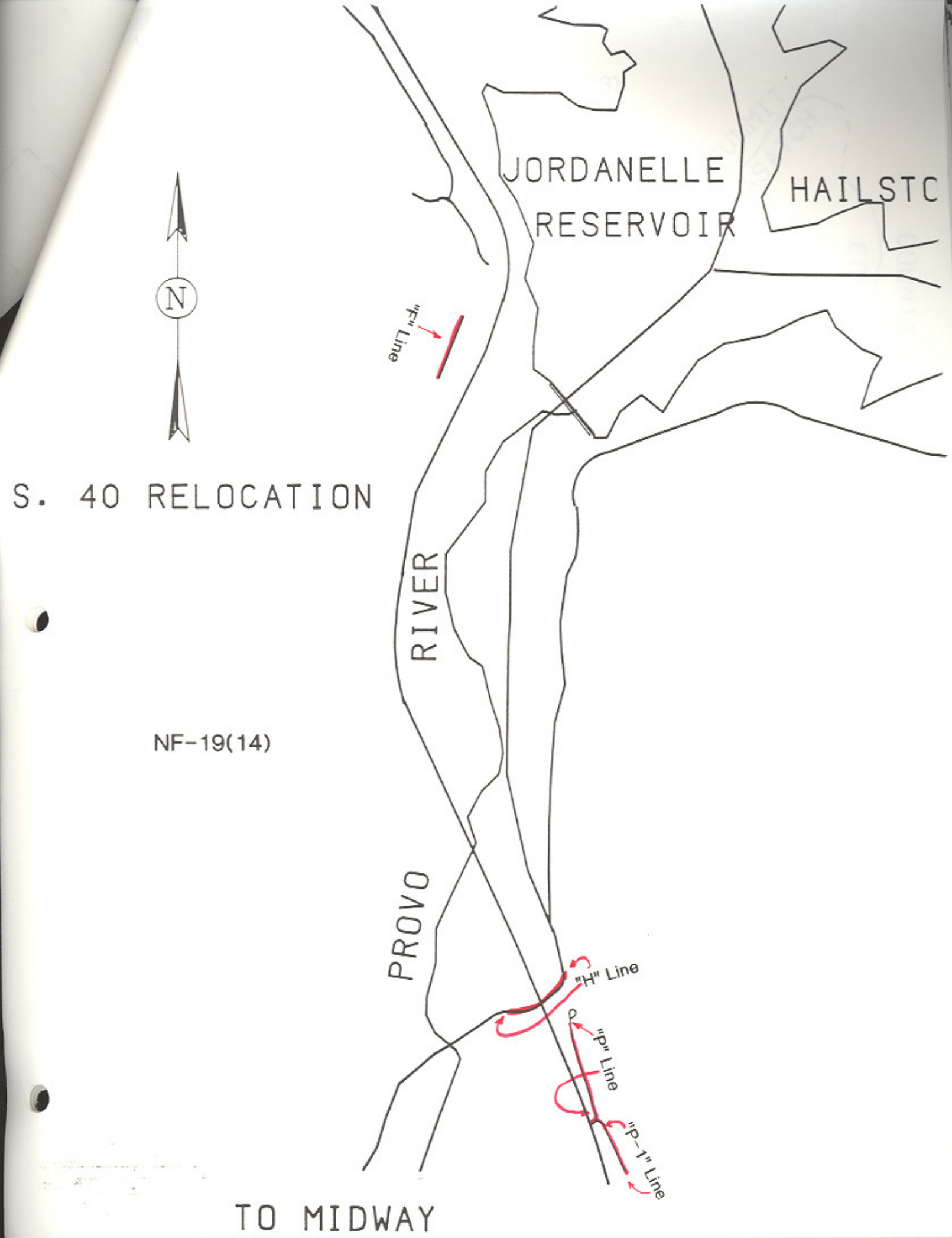
_____

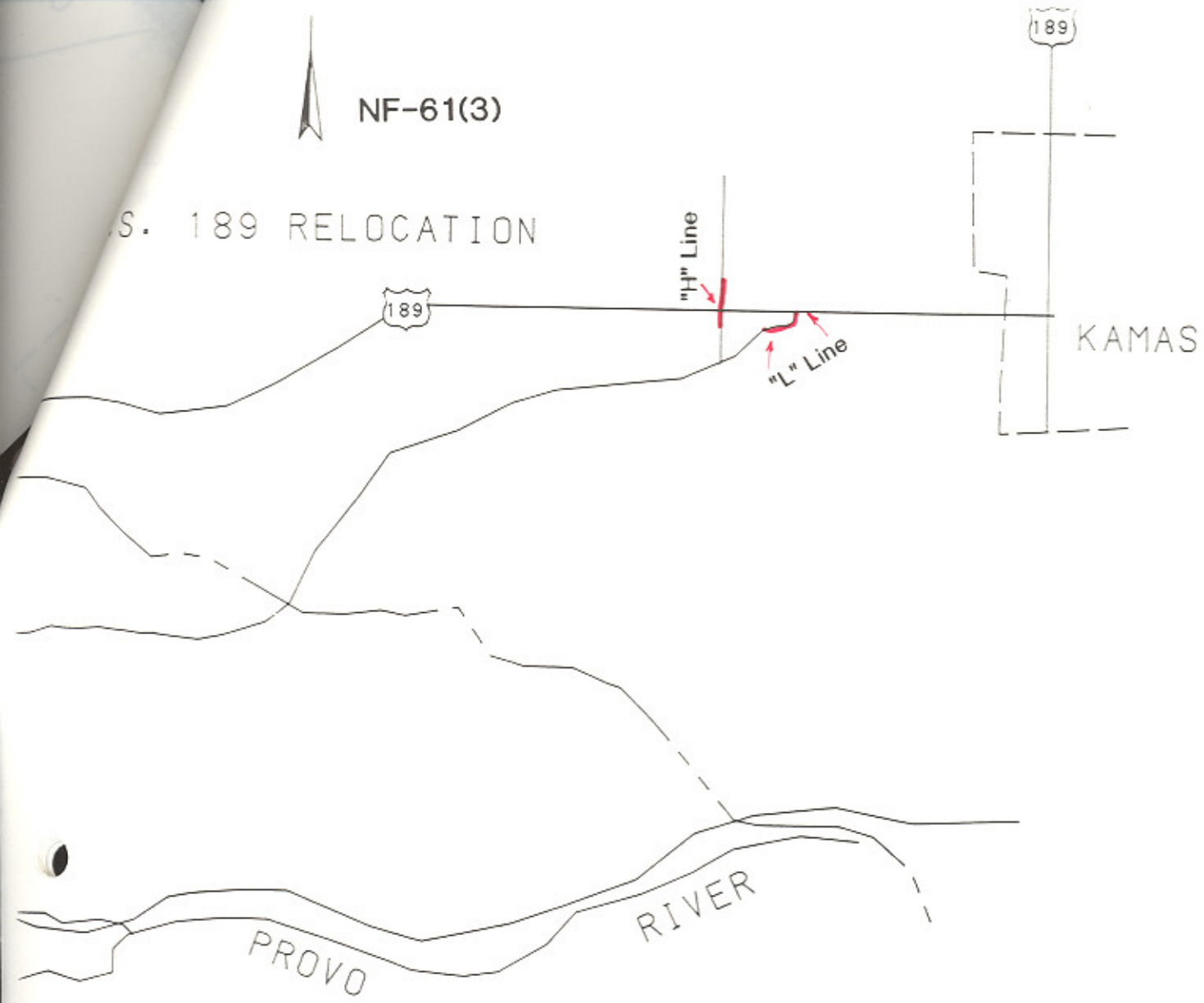

Jurisdictional Transfer
SR-40 to Summit County
SR-40 to Wasatch County
SR-40 & SR-189 to BOR
RICHARDSON FLAT
PARK CITY
Pop. 2,823
ROSSI HILL
TREASURE HILL
Keetley
Keetley Jct.
McCune
Canyon
Hailstone
Bonanza
SATCH
MIDWAY
Pop 1,194
HEBER
Pop 4,362
Midway


KAMAS
Pop. 1,084
FRANCIS
Pop. 371
PAULSIN BASIN
Jurisdictional Transfer
SR-189 to BOR
SR-189 to Wasatch County
SR-189 to Summit County
SR-189 to Francis


KAMAS
VALLEY
KAMAS
Pop. 1,064
FRANCIS
Pop. 371
PAULSIN BASIN
HOYT PEAK
Jurisdictional Transfer
Summit County Roadway
to SR-189
Kamas to SR-189
State Route Change
Becomes SR-32


TO SILVER
CREEK JCT.
NF-19(13)
"F" Line
SUMMIT
WASATCH
COUNTY
248
189
40
"D" Line
CITY
"R" Line
"L" Line
"K" Line
"O" Line
"X" Line
"Y" Line
JORDANELLE
RESERVOIR
HAILSTO
Becomes SR-319
N


JORDANELLE
RESERVOIR
HAILSTO
N
"F" Line
S. 40 RELOCATION
RIVER
NF-19(14)
PROVO
"H" Line
"P" Line
"P-1" Line
TO MIDWAY


NF-61(3)
S. 189 RELOCATION
189
"H" Line
"L" Line
189
KAMAS
PROVO
RIVER

to keep accident records on it. If not, they will need to remilepost the entire section and mess up the records of the Division of Safety. They recommend that SR-35 be designated as SR-32 all the way through to Duchesne and begin at Francis instead of Kamas.

Item 12 deals with the proposed State Park at Jordanelle. They are recommending that it be a State Highway and designated as SR-319 to serve the State Park in the area.

Item 13 covers all of the other frontage roads constructed by UDOT as part of the various projects. They are numerous and are contained in the attached resolution. Most of the time there were county roads there, and we made connections to those county roads as well as building frontage roads at the interchanges. Items 13 to 16 amend the mileages on the B&C Road System and state the changes which will take place when all of the highways are completed and open to traffic.

Commissioner Winters asked for any questions or comments. Moroni Besendorfer, Wasatch County Commissioner, said they have some real concerns about the designation of these roads to be County roads. He noted that Glade Sowards is representing Wasatch County, and he turned the time over to him.

Glade Sowards said he represents a governmental consulting firm, and he has been employed by Wasatch County to make a presentation to the Commission. He noted that Heber Valley and Wasatch County have become the playground of the Wasatch Front. While this has brought a lot of money and help to the economy of the County, it has really cost more. Everything is impacted because of the amount of people coming into Wasatch County; i.e., garbage disposal, road maintenance and construction, law enforcement, and water. Everything administered by the Commission is impacted by the tremendous number of people coming into Wasatch County. Because of this and the shrinking private ownership of roads in the County, it has become increasingly difficult to tax and keep up the governmental services from the limited tax base they have. As an example, they had 22,000 acres come out of private ownership when they established Wasatch State Park. Strawberry Reservoir has now been increased. That have taken more land out of private ownership and put it into the Bureau of Land Management and Forest Service. There was Deer Creek Reservoir, and now there is Jordanelle.

In making their appeal today, they would like to be able to take some of the roads under their scrutiny for maintenance, but they can't afford it. Specifically, Mr. Sowards said he would like to address Route A. He thinks

the State Transportation group and the contractors are to be complimented on the beautiful intricate series of roads surrounding the Jordanelle. They are really going to be expensive to maintain. The conclusion goes back to the Wilbur Smith Study. That Study indicates that those roads which provide services of Statewide importance; i.e., traversing the rural area, should logically be administered by State agencies. In this case, that is the State Department of Transportation. More specific criteria states that the general criteria should apply and take precedence in all discussions of administrative jurisdiction. Beyond those general statements, more detailed criteria have been developed for principal arterials and minor arterials. When this road was first built, it was decided that they would not qualify under either one of those categories.

Mr. Sowards went on to explain that as they look at it now, Route A provides tremendous access to Mirror Lake and on through to Wyoming, to Hannah and the Uintah Basin, and to the Smith Moorehouse area. They think they could be either Major or Minor Arterials and placed on the State Highway System. Of specific interest is the rural population centers of 1,000 or more people, and this joins two of these very significant centers. Their appeal to the Commission is that they think Route A should be included on the State System, because it is a Major Arterial access from Utah County into the High Uintas and Wyoming. It is an important link between two city centers of 1,000 people or more. They would appeal to remove that section from the resolution and include it on the State Highway System.

Commissioner Winters asked that Clint Topham respond. He thinks it is unfortunate for Chairman Taylor to be called out at this time. This falls into his area, and he knows that he would like to be here during the discussion.

Clint Topham said the Wilbur Smith Study discusses the Regionwide and Statewide Transportation movements and how they should be handled by State and local agencies. There was an extensive study done on the location of these highways. It was decided the best location for US-40 would be along the west side of the new Jordanelle, and that the major route carrying most of the traffic would be built along the north side, or Route C. It was recognized in that location study that it would make the Heber to Francis/Kamas traffic go out of direction to go on a State Highway. That was part of the reason for putting the "C" Line where it is and building it to the standard it was built to. The study states that when these criteria were being applied to the

system throughout the State, if there were two highways which basically provided the same service, UDOT would claim as one of theirs the highway easiest to maintain, and the County would maintain the other one. Mr. Topham said that the major movement from the Kamas area to US-40 is towards Park City and Salt Lake rather than to Heber and Provo. That is why they made the decision they did.

Chairman Taylor re-entered the room at this time, and Vice-Chairman Winters explained that they just finished making the presentation of the routes, and Glade Sowards has just made his presentation requesting that Route A stay on the State System. Clint Topham just made an explanation why we separate those roads with one going on the County System and one going on the State System.

Commissioner Winters explained that when Route A first came before the Commission as a possibility, there were two main reasons discussed. One was because of the out-of-direction travel to get into the Francis area and one of equal importance was that promoted by the Wasatch County Commission for access to properties which Route A goes through now. The Bureau of Reclamation finally came around to paying for the road, because they could see that it was going to cost them a good deal of money paying damages if they didn't put in the road. As the Commission met with the Wasatch County group, it was understood that the road would stay on the County System. There was an agreement made in this room as the Commission became a party to that. It has been the understanding of the Commission ever since then that the County would keep that road. That is, that we would keep the "C" Route, and the County would keep the "A" Route. He realizes that a lot of changes take place on County Commissions. The Commission did everything they could to help that become a reality; and if they will go to those who were a part of that, they will let them know that.

Glade Sowards said he has a copy of those minutes, and Commissioner Winters is absolutely right. The Commission assisted, as did the State people, and there was an agreement. As they have looked at the situation, it will be a situation that will be very near impossible for them to meet. He doesn't want the Commission to think they have gone back on their word. That is not the situation. They are really in trouble right now financially, and it is going to be a problem to maintain the road.

Ronald Brittenden, Representative for Congressman Nielson's Office, said he would like to make his remarks as a taxpayer in Wasatch County and not in

his capacity as a representative for Congressman Nielson. Because of his service with Congressman Nielson, he has been involved in this for the past seven years and knows the background. He has used all of the roads in the area since he was younger and lived in Hoytsville, and he is familiar with the traffic and roads in the area. He noted that the original plans show Routes A, B and C, with Route B including a bridge across the Jordanelle. It would have been the best compromise, but the BOR realized they could probably build Routes A and C for what B would have cost. UDOT had the opportunity to be the agency to select the alternative to US-40. The traffic flow, etc. was the result of that decision. He suspects that Route C accommodates traffic previously using Brown's Canyon from Kamas to Park City and Salt Lake areas and will have more traffic demands in the near future. Route A handles the traffic which was formerly SR-40 from Utah County to Woodland and Hannah.

Mr. Brittenden said that as a resident of Wasatch County and paying the burden of the Wasatch Front's playground, he would like to have the Commission consider retaining Route A as a State Highway as it serves a purpose for the State.

Commissioner Taylor said anyone who has traveled Summit and Wasatch counties during the past year knows what a tremendous addition of lane miles we have put on the State Highway System this year. When they talk about being broke in Wasatch County, they should look at the Department's maintenance budget and the amount of overtime the snow removal crews had to work last year. That is not saying what they will have to do this year with over $150 million in new highways. UDOT has many problems too when it comes to pushing snow.

Commissioner Dunlop said he is confused. He keeps hearing that it is a problem in having all of these part time residences up there, and yet we are talking about sponsoring the Olympics because it will be a great advantage to them to bring tourists in.

Commissioner Larkin moved that the Commission adopt the resolution as presented. If the Commission wants to go back at another time and look at Route A, he will have no objection to that. Commissioner Weston seconded the motion, and it carried unanimously.

MUTCD Supplement for Flashing School Signs

Chairman Taylor said he hopes those present understand the constraints under which the Commission and the Department have to work as far as traffic

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U.S. Department
of Transportation

**Federal Highway
Administration**

Region Eight

Utah Division
125 South State Street
P.O. Box 11563
Salt Lake City, UT 84147

January 18, 1990

Mr. E. H. Findlay, CPA
Executive Director of Transportation (07-TP)
Salt Lake City, UT 84119

HPP-UT

Dear Mr. Findlay:

Functional Classification System Action No. 2,
FAP System Action No. 2 and
FAS System Action No. 1

Reference is made to your January 16, 1990, request for functional classification and Federal-aid system changes in Wasatch and Summit Counties. The system changes are approved as described in your request. Copies of the approved description sheets are enclosed for your records.

Although this office is not involved in the designation of U.S. routes, we would like to offer the following comments concerning the Transportation Commission's action on U.S. 189. The primary purpose of U.S. routes, as stated by AASHTO, is to "..facilitate travel on the main interstate lines, over the shortest routes and the best roads." In our opinion the retention of U.S. 189 through Kamas results in more than 15 miles of out-of-direction travel and on less desirable roads.

In the past U.S. 189 was coincident with I-80 from the Wyoming/Utah border to Wanship and with U.S. 40 from Silver Creek Jct. to Heber. The route from Wanship through Kamas and Francis to Hailstone Jct. was previously designated as an alternate, U.S. 189A. It is recommended that the original U.S. 189 be reinstated and that the gap coincident with I-80 from Silver Creek Jct. to Wanship be added. It is further recommended that the route from U.S. 40 through Kamas, Oakley, and Peoa to I-80 not be designated as a U.S. route.

cc: 01-D
01-AA
01-AD
07-PP

We are well aware of the problems related to U.S. route system revisions; however, we also feel strongly that the integrity and purpose of a U.S. route system needs to be preserved. We encourage your consideration of the above recommendations.

Sincerely,

for Donald P. Steinke, P.E.
Division Administrator

Enclosures

* APPROVED DATE 1/18/90 UTAH DEPARTMENT OF TRANSPORTATION

FHWA-UTAH DIVISION

BY J. F. Goldsmith

FOR DIVISION ADMINISTRATOR

Federal-aid Secondary System

Route Number Fed Aid	Route Number State or Local	Route Description and Termini	County	Mileage Local	Mileage State	Mileage Total
178	SR-65 SR-86	From FAP-2 (I-80) near Mountain Dell east and north via Henefer to FAP-3 (I-84) including the couplet connection north and south of Henefer.	Salt Lake Summit Morgan		7.8 8.6 13.3	29.7
181	Local	From FAS-188 in Coalville northeasterly to a point near Utah-Wyoming State line, thence easterly to FAS-186.	Summit	37.9		37.9
183	Local	From FAP-61 in Oakley to Holiday Park.	Summit	18.9		18.9
* 184	SR-208 SR-35	From FAP-15 east of Fruitland northeasterly via Tabiona and Wolf Creek Summit to a junction with FAP-61 at 200 South in Kamas - Revised November 3, 1989	Duchesne Wasatch Summit		27.6 18.5 11.5	57.0
186	SR-150	From FAP-61 in Kamas northeasterly to the Utah-Wyoming State line.	Duchesne Summit		4.9 49.7	54.6
187	SR-280	From the Off Ramp of FAP-2 (I-80) east to FAS-188.	Summit		0.4	0.4
188	Local	From FAP-61 at Wanship Interchange northerly via Coalville to FAP-2 (I-80) at Echo Junction.	Summit	13.3		13.3
189	Local	From FAP-19 near Wasatch-Summit County line to FAP-61 north of Peoa.	Summit Wasatch	6.3 0.4		6.7
191	SR-43	From a point on FAP-36 in Manila easterly and northerly to the Utah-Wyoming State line.	Daggett		2.6	2.6

* APPROVED DATE 1/18/90
FHWA-UTAH DIVISION
BY J.F. Biddulph
FOR DIVISION ADMINISTRATOR

UTAH DEPARTMENT OF TRANSPORTATION

Federal-aid Primary System

Route Number Fed Aid	Route Number State or Local	Route Description and Termini	County	Mileage Rural	Mileage Urbanized	Mileage Small Urban	Mileage Total
* 61	SR-189	From FAP-19 at Hailstone Junction easterly to Francis, thence northerly via Kamas and Oakley to FAP-2 (FAI-80) Wanship Interchange. Revised November 3, 1989.	Summit	22.2			22.2
			Wasatch	5.0			5.0
			TOTAL	27.2			27.2
65	SR-111	From a junction with FAP-66 northerly to FAP-18 northeast of Magna.	Salt Lake	7.8	2.8		10.6
			TOTAL	7.8	2.8		10.6
66	SR-48 & [Proposed FAP-66] U-1012 SR-209 SR-210	From Salt Lake West Urban Boundary Northerly & Easterly via SR-48 and 9000 South to 9400 South Street, thence Easterly via Granite and Little Cottonwood Canyon to Alta, including Alta By-Pass.	Salt Lake	9.9	17.8		27.7
			TOTAL	9.9	17.8		27.7

*APPROVED DATE 1/18/90
FHWA-UTAH DIVISION
BY J.F. Beddingfield
FOR DIVISION ADMINISTRATOR

UTAH DEPARTMENT OF TRANSPORTATION

Federal-aid Primary System

Route Number Fed Aid	Route Number State or Local	Route Description and Termini	County	Mileage Rural	Mileage Urban ized	Mileage Small Urban	Mileage Total
55	SR-132 SR-116	From a point on FAP-29 near Lynndyl northeasterly via Leamington to Nephi, thence southeasterly via Fountain Green to Moroni, thence east to FAP-40 in Mt. Pleasant.	Millard	8.7			8.7
			Juab	33.3			33.3
			Sanpete	21.0			21.0
			TOTAL	63.0			63.0
56	SR-191	From a point on FAP-28 near Castle Gate northeasterly via Indian Canyon to FAP-15 at Duchesne.	Carbon	8.8			8.8
			Duchesne	34.8			34.8
			TOTAL	43.6			43.6
57	SR-73	From a point on FAP-11 northeast of St. John Station southeasterly via Five Mile Pass, thence northeasterly via Lehi to FAP-1 (FAI-15 Lehi Main Street Interchange.	Tooele	15.8			15.8
			Utah	21.8		3.1	24.9
			TOTAL	37.6		3.1	40.7
* 60	SR-224 SR-248	From FAP-2 (FAI-80) Kimball Junction Interchange southeasterly via Snyderville and Park City Junction to FAP-61, SR-189, south of Silver Creek Junction Revised 11-3-89.	Summit	8.6			8.6
			TOTAL	8.6			8.6

* APPROVED DATE 7/10/90
FHWA-UTAH DIVISION
BY James F. Baldwin
FOR DIVISION ADMINISTRATOR

UTAH DEPARTMENT TRANSPORTATION
Federal-aid Primary System

Route Number Fed Aid	Route Number State or Local	Route Description and Termini	County	Mileage Rural	Mileage Urbanized	Mileage Small Urban	Mileage Total
* 19	SR-52	From Jct. SR-114 in Orem east via 8th North Street in	Utah	5.9	5.5		11.4
	SR-189	Orem to Heber City then northerly to a point on FAP-2	Wasatch	26.4			26.4
	SR-40	(FAI-80), Silver Creek Interchange - Revised 11-3-89	Summit	6.0			6.0
			TOTAL	38.3	5.5		43.8
20	SR-83	From FAP-3 (FAI-84) Howell Interchange southeasterly to	Box Elder	36.2		3.7	39.9
	SR-13	FAP-17 (SR-91) near Brigham City South City Limits.					
			TOTAL	36.2		3.7	39.9
21	SR-89	From a point on FAP-17 in Logan northeasterly to a point	Cache	29.8		2.9	32.7
		on FAP-12 at Garden City.	Rich	7.0			7.0
			TOTAL	36.8		2.9	39.7
22	SR-89	From a point on FAP-4 (FAI-70) Salina Interchange	Sevier	7.3			7.3
	SR-28	northerly via Salina, Gunnison and Levan to a point on	Sanpete	24.7			24.7
		FAP-1 (FAI-15) South Nephi Interchange.	Juab	22.9			22.9
			TOTAL	54.9			54.9

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

INTERSTATE 00

U S 00

AN APPLICATION
FROM THE STATE HIGHWAY OR TRANSPORTATION
DEPARTMENT OF

Utah

FOR

- ☐ the Elimination of a U.S. (I) Route .....
- ☐ the Establishment of a U.S. (I) Route .....
- ☒ the Relocation of U.S. (I) Route ...189
- ☐ the Extension of U.S. (I) 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. (I) Route .....
- *☐ the Recognition of a By-pass Route on U.S. Route .....

BETWEEN

Echo Jct. and Heber City

The Following
State or States are
Involved:

Utah

Date Received	10/10/90
Date application acknowledged	10/10/90
Date to Route Number Committee	12/7/90
Date considered by Executive Committee	12/8/90
Action of Executive Committee	Approved
Member Department Notified	12/14/90

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

Date Submitted:

September 27, 1990

* 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

The purpose of the U. S. Numbering and Marking is to facilitate movement along the general direction of desire lines of travel over the shortest and best available roads, and a route should form continuity of available facilities through two or more States that accommodate the most important and heaviest motor traffic flow in the area.

The system was established in 1926 and the U. S. Route System has reached the point of review, revision, consolidation, and perfecting, rather than continuous expansion. Therefore, any proposed alteration in the established system should be extremely meritorious and thoroughly, though concisely, explained in order that the Route Numbering Committee and the Executive Committee of the Association may give prompt and proper consideration to each and every request made by a Member Department.

Explanation and Reasons for the Request: (Keep Concise and Pertinent)

The relocation of U.S. 189 would provide a better and more direct access to other portions of U.S. 189, in keeping with the policies established by AASHTO as described in the United States Numbered Highways publication.

Date facility available to traffic All sections are open to traffic

Does the petition propose a new routing over a portion of an existing U.S. Route yes ? If so, where: Jct. - U.S. 40 Silver Creek Jct. to Heber City

Does the petition propose a new routing over a portion of an existing Interstate Route yes ? If so, where: I-80, Echo Jct. to Silver Creek Jct.

Map of State or Portion thereof,
indicating proposed
addition or change in the
U.S. Numbered or Interstate System:

(A photographic reduction or section of Departmental Map attached to this sheet—may be folded to sheet size, but do not use a map larger than four 8½" x 11" sheets in size.)

Paste Here
and
Fold to Size

(Indicate termini and control points on the map for the route, and number them in sequence. Use same numbers in Column 1 tabulation, Page 5, when listing mileage. Towns, Cities, Major Highway Intersections and State Lines to be used as Control Points. The top of Column 1, Page 5, will be one terminus, and Column 1 will give the log of the route as needed to describe the route in the Association publication "U.S. Numbered Highways," if the application is approved by the Executive Committee.)

1	2	3	4	5	6	7	8	9	10	11
				COMPARISON TO APPLICABLE AASHTO DESIGN STANDARDS						
						MAJOR STRUCTURES			SHOW WHEN IN EXCESS OF STANDARD	
CONTROL POINTS AND MILEAGE	PAVEMENT TYPE	PAVEMENT CONDITION	TRAFFIC ADT	PAVEMENT WIDTH DEFICIENCY	SHOULDER WIDTH DEFICIENCY	ROADWAY WIDTH DEFICIENCY	H-LOADING DEFICIENCY	VERTICAL SIGHT DISTANCE DEFICIENCY	HORIZONTAL CURVATURE	PERCENT GRADE
				PERCENT 10 20 30 40	PERCENT 20 40 60 80	PERCENT 10 20 30 40	PERCENT 20 40 60 80	PERCENT 20 40 60 80	DEGREE	LENGTH
0 (0)	Echo Jct.									
	H C		7990	None	None	None	None			
.38										
20 (1)	Junction FAI-84									
			7750							
4.85										
40 (2)	Coalville									
			7390							
7.62										
60 (3)	Wanship									
			8395							
8.12			8410							
80 (4)	Junction SR-40 Silver Creek Jct.									
			6655							
3.8										
100 (5)	Jct. SR-248 Park City Interchange									
			6595							
10.80			7315							
120 (6)	FAS-250									
			7675							
			3250							
4.61			12250							
140 (7)	Heber City									
160										

ATTACH ADDITIONAL SHEET HERE IF NECESSARY

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Executive Committee of the American Association of State Highway and Transportation Officials, not withstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is ..... as compared to ..... for the year ..... for all other U.S. Numbered routes in the State.

The "Purpose and Policy in the Establishment and Development of United States Numbered Highways, as Revised September 15, 1970" or the "Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways" as revised August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy:

.....
(Signature)

Chief Administrative Official, ...
(Member Department)

This petition is authorized by official action of .....
under date of ..... as follows: (Copy excerpt from Minutes)

RESOLUTION
Relocation of U.S. Route 189

WHEREAS, AASHTO has established policy number 8-B to provide guidance in determining U.S. Route designations and,

WHEREAS, construction of the Jordanelle Dam Project has created improvements along with shortening the length of U.S. 40, also eliminating Hailstone Junction as well as other sections of roadway that U.S. Route 189 traversed and,

WHEREAS, policy calls for following the newest, shortest, and best route and,

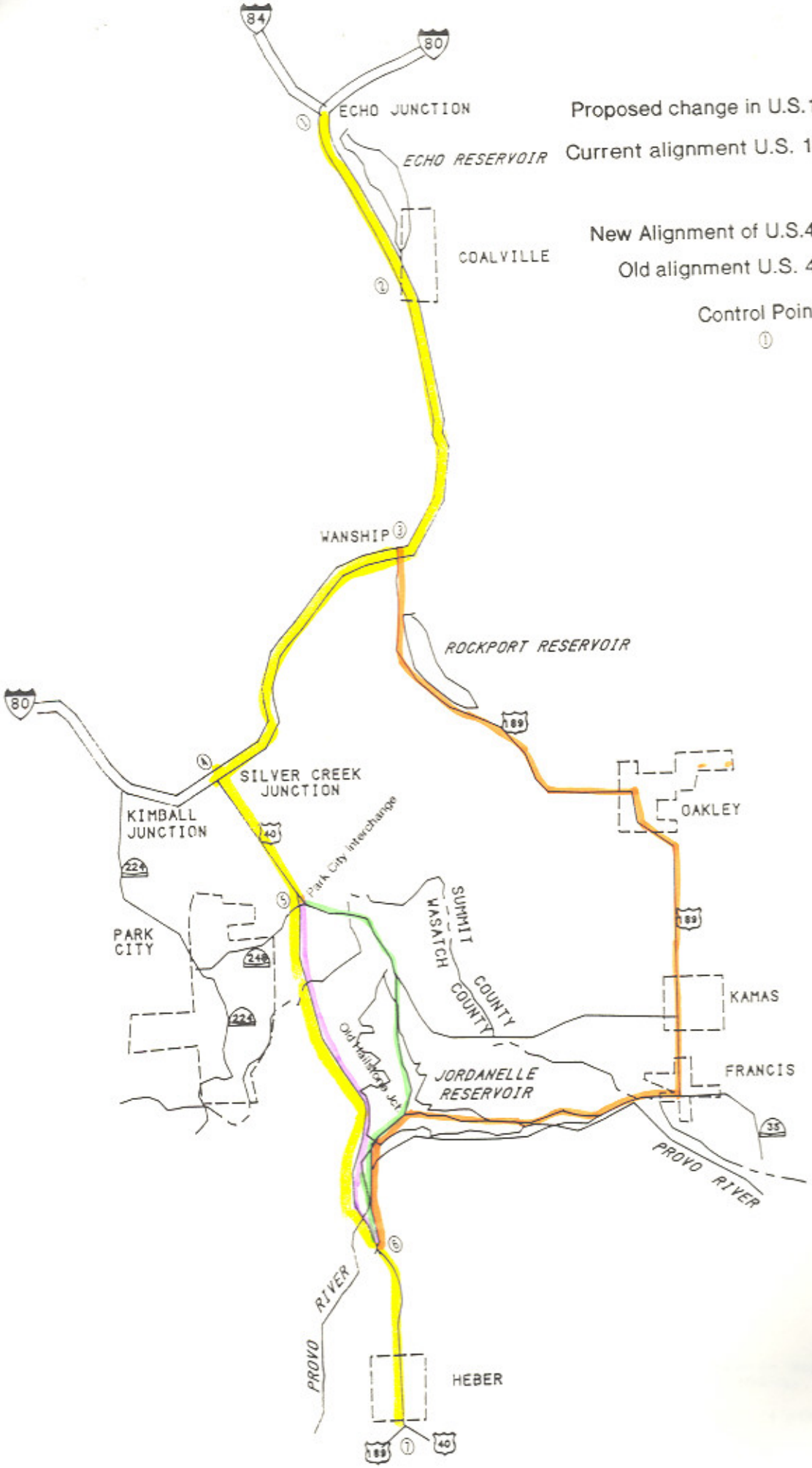
WHEREAS, the new alignment of U.S. Route 40 has created a situation where the present alignment of U.S. 189 from Wanship to Hailstone Junction no longer warrants a U.S. Route designation.

NOW THEREFORE, be it resolved as follows:

1. That application be made to the Amercian Assocation of State Highway and Transportation Officials, U.S. Numbering Committee, requesting that U.S. Route 189 should run concurrently with Interstate Route 80 and U.S. Route 40, and the decription for U.S. Route 189 within the State of Utah should read in the following manner.

Utah	State Line	0	0	
	Echo Jct.	30	30	I-84 begins & leaves
	Silver Creek Jct.	21	51	Leaves I-80, joins U.S. 40
	Heber	19	70	Leaves U.S. 40
	Provo	28	98	Crosses U.S. 89
	Provo	2	100	Route ends Jct. I-15

2. The accompanying map, and AASHTO application be made part of this resolution.


Proposed change in U.S.189
Current alignment U.S. 189
New Alignment of U.S.40
Old alignment U.S. 40
Control Points
ECHO JUNCTION
ECHO RESERVOIR
COALVILLE
WANSHIP
ROCKPORT RESERVOIR
SILVER CREEK JUNCTION
KIMBALL JUNCTION
Park City Interchange
PARK CITY
SUMMIT COUNTY
WASATCH COUNTY
OAKLEY
KAMAS
FRANCIS
JORDANELLE RESERVOIR
PROVO RIVER
HEBER

SR-35
SR-32
SR-248

17

RESOLUTION

Deletion Portion of SR-189,SR-190 and SR-224
Deletion of SR-220 Addition of SR-35
Relocation of SR-32 Extension of SR-248
Addition of "H Line Project NF-19 (14)
Old Alignment of SR-40, Wasatch County Route A
Project No. SP-1776, Old Alignment of SR-189
to the State System of Highways

WHEREAS, Section 27-12-27 of the Utah Code 1987-1988 provides for the addition or deletion of Highways from the State System of Highways and,

WHEREAS, the Wasatch County Commission, Summit County Commission, and the town of Francis have requested the Transportation Commission to accept transfer of roadway known as A line, Project Number SP-1776 along with Old alignment of SR-189 onto the State System of Highways and,

WHEREAS, the Wasatch County Commission has stated acceptance to the jurisdictional transfer of portions of State Routes 190,220 and 224 and,

WHEREAS, the District 2 and District 6 Directors have reviewed and concur with the foregoing transfers and changes to the various routes contained within stated resolution and,

WHEREAS, the appropriate staff of the Transportation Planning Division has reviewed and analyzed the foregoing transfers and changes contained within stated resolution and concurs, the foregoing changes be accepted by the Transportation Commission.

NOW THEREFORE, be it resolved as follows:

1. Roadway known as State Route 189 (FAP-61),from the south bound on and off ramps, Park City Interchange, traversing easterly and southerly to a junction with Main Street in Kamas,(SR-32 right), a distance of 11.43± miles be deleted and this roadway be reassigned as an extension of SR-248, with its ending termini at the junction of Main Street and 200 South Street in Kamas. The functional classification will remain Minor Arterial with the Federal-aid System changing to FAP-60 a distance of 11.43± miles, also SR-189 from 200 South Street and Main Street in Kamas traversing northerly, westerly and northwesterly to its ending termini at the west bound on and off ramps of the Wanship Interchange a distance of 16.02± miles be deleted and this roadway be reassigned to a portion of SR-32, with its ending termini at the west bound on and off ramps of the Wanship Interchange a distance of 16.02± miles. The functional classification will remain Minor Arterial and the Federal-aid System will remain FAP-61.

2. Various segments of roadway that have been transferred to Wasatch, and Summit Counties, along with roadway in the town of Francis through resolution dated November 3, 1989 and roadway known as Route A, (A line) will be placed on the State System of Highways as a portion of State Route 32 in the following manner.

Map Location and Description	From to	Length
A. "H" Line project No. NF-19(14)	Engineer Station 22+12 to Beginning of "H" Line Engineer Station 13+50	.16 mi.
B. Old Alignment SR-40	Beginning of "H" Line to the Beginning of Route A project SP-1776 Engineer Station 6+27	.10 mi.
C. Route A (A line)	Beginning of project SP-1776 Engineer Station 6+27 to the end of project SP-1776 Engineer Station 421+94	7.87 mi.
D. Old Alignment of SR-189	End of project SP-1776 Engineer Station 421+94 to the junction of current SR-32 in Francis	2.80 mi.

The combined mileage of all segments that will encompass this portion of SR-32 totals 10.93± miles. This roadway will continue to be functionally classified Major Collector and it will be placed on the Federal-aid Secondary System as FAS-611.

3. The portion of State Route 32 that was transferred by resolution on November 3, 1989 with its beginning termini at 200 South Street and Main Street in Kamas, to the intersection of West Main, Village Way and South Spring Hollow in Francis, a distance of 2.02± miles, will be incorporated into the other sections of SR-32 that are described within this resolution with its mileposting traversing in a northerly direction. The functional classification will remain Major Collector and the Federal-aid Secondary System will be become a portion of FAS-611.

4. Roadway that was previously designated as State Route 35, thence transferred by resolution dated November 3, 1989 as a portion of State Route 32, be reinstated as State Route 35 with all previous milepoints and descriptions remaining intact.

5. Portions of roadway known as State Route 224 from the entrance to Pine Creek Campground to the Wasatch-Summit County line be deleted from the State System of Highways and Placed under the jurisdiction and

maintenance responsibility of Wasatch County a distance of 7.51± miles. The remainder of State Route 224 will retain its present mileposting into Summit County in order to maintain milepost integrity throughout the State System of Highways. The deleted portion will remain functionally classified Minor Collector and does not qualify to be placed on the Federal-aid Secondary System. This action will increase Wasatch Counties "B" System mileage by 7.51± miles.

6. A portion of roadway known as State Route 190 from the Salt Lake-Wasatch County line to its ending termini at the Jct. of SR-224 a distance of 1.69± miles be deleted from the State System of Highways and placed under the jurisdiction and maintenance responsibility of Wasatch County. The deleted portion of SR-190 will remain functionally classified Minor Collector and does not qualify to be place on the Federal-aid Secondary System. This action will increase Wasatch Counties "B" System mileage by 1.69± miles.

7. Portions of roadway known as State Route 220 be deleted from the State System of Highways and placed under the jurisdiction and maintenance responsibility of Wasatch County in the foregoing manner. From the Jct. of SR-113 to the boundary of Wasatch Mountain State Park a distance of .78± miles, also a portion from the National Forest boundary to the northwest boundary of Wasatch Mountain State Park a distance of 2.40± miles, thus the total number of miles transferred from SR-220 to Wasatch County will be 3.18±. The remainder of SR-220 a distance of 16.52± miles be deleted from the State System of Highways and become like other highways included within the boundaries of State Parks. The deleted portions of SR-220 will remain functionally classified Minor Collector and do not qualify to be placed on the Federal-aid Secondary System. This action will increase Wasatch Counties "B" System mileage by 3.18± miles.

8. The changeover in control, operation and maintenance of the aforementioned roadways will become effective upon approval of the Utah Transportation Commission, and when stated roadways are completed and open to traffic and upon approval from the Federal Highway Administration where applicable.

9. The accompanying Commission minutes, Letters, and maps be made part of this resolution.

Resolution Page 4
Deletion Portion of SR-189, SR-190 and SR-224
Deletion of SR-220, Addition of SR-35 Relocation of SR-32
Extension of SR-248 Addition of "H" Line Project NF-19(14)
Old Alignment of SR-40, Wasatch County Route A
Project No. SP-1776, Old Alignment of SR-189 to the
State System of Highways

Dated on this 5th day of October 1990

UTAH TRANSPORTATION COMMISSION

Chairman

Commissioner

Commissioner

Commissioner

Commissioner

Attest:

Secretary to Commission

WASATCH COUNTY, STATE OF UTAH

25 North Main Heber City, Utah 84032 • Phone (801) 654-3211

BOARD OF COUNTY COMMISSIONERS

PETE A. COLEMAN J. MORONI BESENDORFER, CHAIRMAN T. LAREN PROVOST

March 16, 1990

Scott Nay
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, Ut. 84119

Dear Scott,

Wasatch County Commission have met with the Utah Department of Transportaion, both parties have come to an agreement on Rt A, which will be a State Road as of their meeting March 9, 1990.

Would you please add to Wasatch County Road system Tate Lane which is 2.7 miles. It goes from 213 to entrance of Wasatch Mountain State Park on the road to Cascade Springs. Also Pine Canyon Road which starts at the entrance of the camp grounds to County line of Salt Lake City and Summit County, which is 7.5 miles

If you need any other assistance with this please contact our Public Works Director, Kent J. Berg. We appreciate your help and hope you will be able to add these changes and all other changes you made for our Allocation for the Class "B" Road fund.

Sincerely,

J. Moroni Besendorfer

J. Moroni Besendorfer
Commission Chairman

JMB/lm

CLERK AUDITOR JEFFERY M. BRADSHAW | RECORDER SURVEYOR JOE DEAN HUBER | SHERIFF EDWIN THACKER | ASSESSOR DEAN H. MOULTON | TREASURER KAROLYN KIRKHAM | ATTORNEY STEVEN L. HANSEN | JUSTICE OF THE PEACE BLAIN HYLTON

Clint 3-19-90

State of Utah
UTAH DEPARTMENT OF TRANSPORTATION

Eugene H. Findlay, CPA
Executive Director
Howard H. Richardson, P.E.
Assistance Director
Dan F. Nelson, P.E.
District Director

825 North 9th West
Orem, Utah 84057

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

March 15, 1990

Wasatch County Commission
ATTN: Moroni Besendorfer, Chairman
25 North Main Street
Heber, Utah 84032

Dear Moroni,

The District Permits Officer, Karen Baker, has identified two signs on Route A that do not meet our outdoor advertising policy and will need to be relocated outside the right-of-way before this section of highway can be brought on the State system. Those two signs are as follows:

(1) South side of "A" Route approximately 0.286 miles from Junction SR-40, advertising Jordan Ranch R.V. Park (see copy of photograph attached).

(2) North side of "A" Route approximately 0.553 miles from Junction SR-40 (see copy of photograph attached).

Signs located outside the right-of-way are not a problem as this highway will be functionally classified as a Federal Aid Secondary Highway and do not have the same requirements of primary systems.

Please let us know, at your convenience, when these signs have been relocated and we will inform Mr. Clint Topham, Engineer for Planning and Programming, who is preparing the resolution for the Transportation Commission.

Thank you for your continued cooperation and support.

Sincerely,

Dan F. Nelson

Dan F. Nelson, P.E.
District Six Director

RECEIVED
MAR 19 1989
UDOT

DFN/fs

CC: Commissioner Wayne Winters
Clint Topham, P.E.

JORDAN RANCH
RV Park
Trailers
Campers
Pull-Thrus
300

Wasatch County Request on A Line

Dan Nelson explained that there has been several discussions on Route A and whether or not it should be taken onto the State Highway System and what the trades would be if it was. They have talked about exchanging SR-224 and SR-220, and such swaps could be made on that. It has been left up to the Commission. If they decide to take Route A onto the State Highway System, they will try to adjust some tradeoff to offset the mileage we pick up. People are here from Wasatch County today, and it will be interesting to know what tradeoff will be recommended. From a maintenance standpoint, there would not be a great change if we were to continue with those sections on SR-220 and SR-224. They feel they can handle it with the additional people identified in the maintenance request for additional FTE's in their District. They are targeted for two additional people in that area of the State to handle additional sections of road.

Commissioner Winters asked about additional equipment. Dan Nelson said additional equipment has also been identified in the snow plan. Mr. Findlay reported yesterday that requests to the legislature have been cut, and they will need to stretch their equipment thinner to cover the additional miles. It pushes the number of miles above the 50 recommended per man in their maintenance forces. We will be strapped to handle those sections at high altitudes and steep grades with the equipment we have. We are on the down side for snow removal this year, because winter is about over.

Commissioner Winters commented that SR-40 will be a difficult road to keep open during the winter, and Dan Nelson agreed. Commissioner Winters noted that Route A will be a terrible one to keep open, and that is the reason we did not want to go over there with the road. With the additional work on US-40, there will be choices needing to be made for temporary closure of Route A because of the shortage of manpower and equipment. Dan Nelson said Route A will not be the same priority as that placed on SR-40 or US-189, but it will be above SR-220 and SR-224 or other highways. It will be about the third category. The frequency of Route A would not be the same as other routes, and they may have a temporary closure during inclement weather. He said they will definitely need a blower on Route A. They have a blower in the District, but they need to use it on SR-40 and Indian Canyon on SR-191 between Duchesne and Helper. They will need an additional blower to handle US-40 and Route A. They will also need a cat in those areas from time to time. They use one at Strawberry most of the time, and it will need to be spread a little thinner. They will need the ability to pull a cat from another area. Commissioner Winters asked if there is enough money in the budget to buy a blower, and Gene

Findlay said they do not have enough money for one. They will need to take a look at what they programmed for and determine what they can drop out in favor of buying a blower. Sheldon agreed that there is no money for buying a blower. He said the legislature cut $1 million from our equipment budget.

Dan Nelson said there is another equipment item they need to be aware of too. They will need an ice cutter. The Federal government has come back and warned them of potential problems with parapet and barriers where we have accumulation of ice. If we were to have accidents in those areas, it could be very detrimental to the State because of the liability involved. FHWA cautioned them there are areas they will need to go in and clean. The only ice cutter in the State is shared among all of the Districts, and they will need some time for using it in their area, both on SR-40 and Route A. Commissioner Winters asked Wasatch County about their equipment, and Commissioner Coleman told him they don't have any extra.

Gene Findlay said they had a meeting approximately a month ago where they discussed the proposals and what would happen if they took on Route A. They looked at the possibility of trading mileage on Route A for mileages we are currently maintaining on SR-224 and SR-220. They were going to look at it and bring it to the Commission for their consideration.

Commissioner Pete Coleman, Wasatch County, said they can live with the trade. They are seeing that they are taking slightly more mileage. They think the criteria for Route A should be given as US-189 since it replaces US-189. They recommended at first that it be an extension of SR-35 coming from Hannah and Woodland to the junction of US-40, but the most logical would be for US-189 to meet SR-35 at Francis. The legislature designated $450,000 to help with construction of the Lemon Hill. To him it would be a logical State project to have the road designated as a State Highway. They will take over SR-220 to the top of Guardsman's Pass and SR-224 to the entrance of the State park.

Chairman Taylor said we are talking about two different subjects. We need to discuss the trade and then discuss the designations at a later date.

Clint Topham said the policy calls for the staff to make a recommendation. From the State Highway Systems standpoint, they have reviewed the proposed changes. They think it will be more palatable for them to take the roads off the State Highway System which were supposed to come off through the Wilbur Smith Study than to just take Route A onto the system. If the Commission should decide to take Route A, he would like to take a minute or two to discuss the issues Commissioner Coleman has brought up about the numbering so they can prepare a resolution to bring

back to the Commission.

Commissioner Winters said he would like to back up to what he said first. Clint said the road is functionally classified to go either way. The Highway Systems Study said that the State Highway System should serve Heber City, Kamas, and those types of areas, and we serve those with the current system. This will serve them with more than one high highway.

Commissioner Coleman said the highway replacement of Route A is the highway which runs from Heber to Kamas. If they go the other way, they go quite a few miles north to the Park City Junction to connect onto the road to Kamas. They have road maintenance in the Bench Creek area south of Woodland still in Wasatch County, and it would have been a considerable distance to do that. Route A and US-40 were both constructed with Federal funds. At that time, they said they would maintain the County road. In subsequent meetings, they said they would abide by the Wilbur Smith Study. Route A falls under the criteria of being a State Highway. They think some of the highways they are taking should fall under that category, but they are willing to trade. They feel the park has some responsibility for the interior park road going from one campground to another, but they will take SR-220 from Wasatch State Park to Guardsman's Pass and SR-224 from the road near Charleston to the entrance to the park.

Commissioner Winters said Commissioner Coleman and Clint Topham do not agree on what the study says. Clint said that is because Commissioner Coleman claims Route A replaced US-189, and Route C replaced US-189.

Commissioner Weston asked what distances are involved on SR-220 and SR-224. Commissioner Coleman said it will be about ten miles, and the State would be taking over approximately 7 miles on Route A. Dan Nelson said the mileage would be almost an equal swap, but they are looking at two completely different roads as far as service, pavement, etc. There are sections on SR-220 which would not be plowed in the winter, and UDOT will be required to adhere to the bare pavement policy they have for plowing during the winter. Dan Nelson said there is considerable snow removal on the road to Wasatch State Park, and the County plows that section now. Commissioner Weston said he thinks they are proposing a pretty good trade for the County. It is easier to grade the graveled road than to keep Route A open. He keeps going back to the meetings on Route A as to who would take over the road, and it was agreed that the County would take over the maintenance of Route A. They also know that Route A will have a lower priority for maintenance as a State Highway than if it is a County road. Commissioner Coleman said they had a normal winter this year, and Kent Bird did an excellent job in keeping the road open. They feel it is more cost-effective for both Wasatch and Summit counties and the State of Utah. There will be

a State maintenance shed near the Mayflower Interchange, and he thinks it makes sense for the trade.

Commissioner Dunlop said on the cooperative trade where they have been plowing the section of the road near the park, will we still be plowing that road? He was told they would not. Howard said the maintenance station at the Mayflower Interchange is not a given yet. It is in the long-range program. He asked about the section of road at Woodland they need to keep open. Commissioner Coleman said they have a cooperative agreement with Summit County. Road maintenance is still in their County. They want Route A open so they can get over the summit. If there is very deep snow, they send up their cat to push back the bank.

Commissioner Weston asked if it is foreseeable that SR-152 to Brighton will be an oiled road, and Commissioner Coleman said yes because of the development. Chairman Taylor said the road will still be ours to the Salt Lake County line. With development in the area, it is inevitable that it will become and oiled road.

Chairman Taylor turned the chair over to Commissioner Winters. He then moved that the Commission consummate the trade as outlined. Commissioner Weston seconded the motion. Commissioners Taylor, Weston, and Larkin voted for the motion, Commissioner Winters voted no, and Commissioner Dunlop abstained. The motion passed by a vote of three.

Commissioner Winters explained the reason for his vote. He feels very strongly that when we make a commitment that we must keep the commitment. Going back several years ago when we started on the project, he thought there was a firm commitment made by Wasatch County that if we did everything we could to make Route A a reality, it would stay on the County System. The Commission and staff of UDOT did everything possible. The County did a lot of work, but they will never know the work others did to make that a reality. Then to get to this point and have a change of direction is tough for him to accept. That is why he can't vote yes. Quite frankly, he doesn't feel good about it.

Clint Topham asked if they can talk for a moment about the highways. There are a couple of issues the Commission needs to address now we have taken on Route A. At the time they made the changes, they designated US-189 running concurrently with US-40, over Route C, and north through Peoa and out onto I-80. FHWA questioned why US-189 even goes through Summit County that way. ASHTO indicates that the purpose of the US-numbered routing system is to facilitate travel on main interstate routes over the shortest and best roads possible. Strictly interpreted, he thinks the best route for US-189 is to come up Provo Canyon to Heber and then run concurrently with US-40 to I-80.

Clint Topham said they need to decide whether to take US-

189 up through Kamas or leave it concurrent with US-40. Chairman Taylor said we are getting pressure and will probably ultimately be constructing the Wolf Creek Pass highway to Tabiona. Route 32 would be logical going north from Francis to Peoa, and SR-35 from Heber City over Route A to Tabiona, Duchesne and Roosevelt would be logical. It is his feeling that we run US-189 concurrent with US-40. Clint said SR-248 will go from Park City over Route C to Kamas.

Planning & Programming
IR-80-3(112)103 - Great Salt Lake Frontage Road

Clint Topham said that with work done around the Great Salt Lake with State rehabilitation forces, they built a frontage road dike along I-80. It was determined that the project would be eligible for IR funds, and that we would pave the road. The amount of $855,000 has been programmed by the Commission. That project is ready for advertisement, and it was determined that some length should be added with the pavement on it. The final cost estimate before construction is $1,146,957.27, and it is recommended by the staff that the Commission program additional funds so it can be advertised.

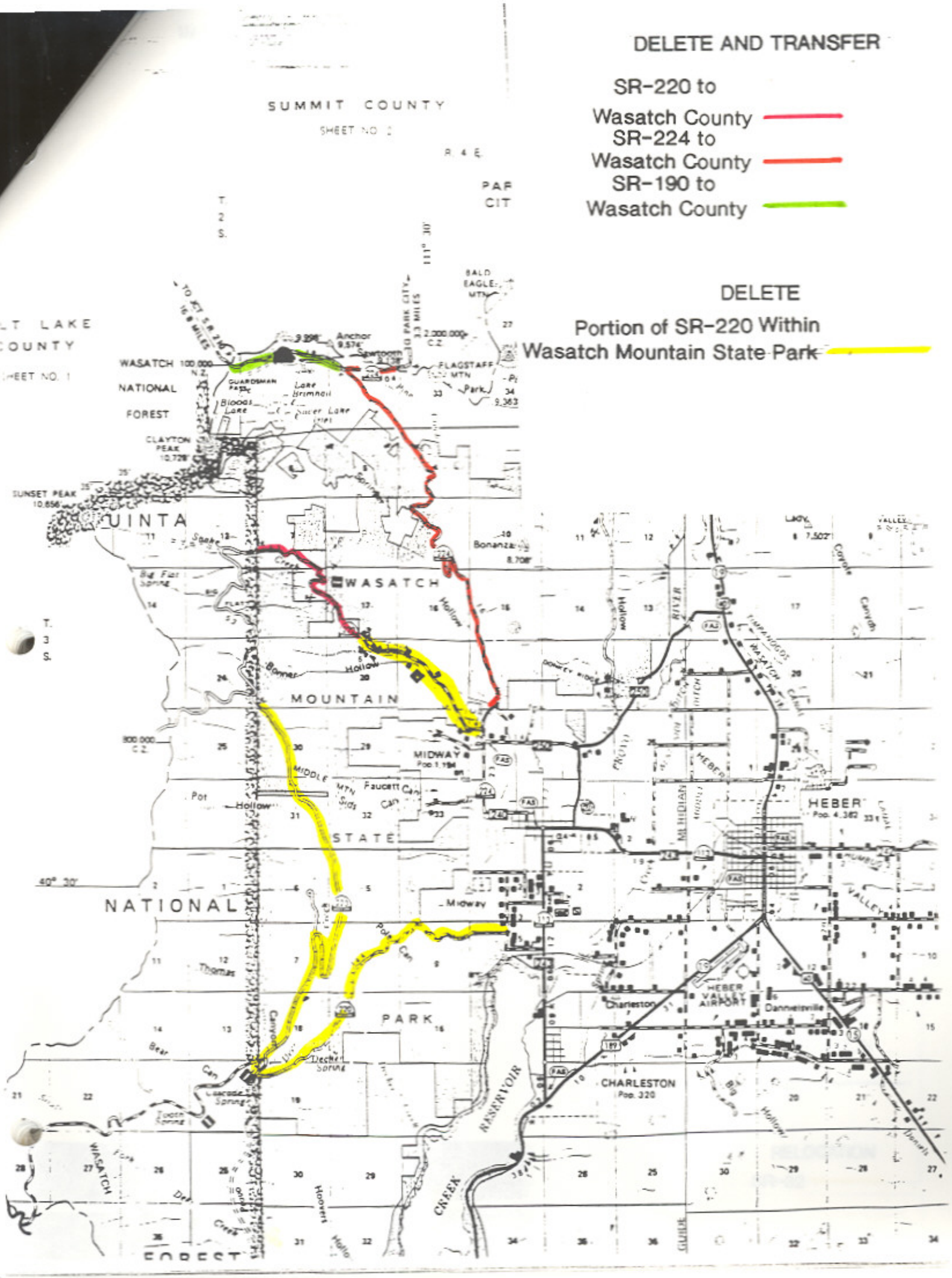
Commissioner Larkin so moved, and Commissioner Weston seconded the motion. Voting was unanimous that;

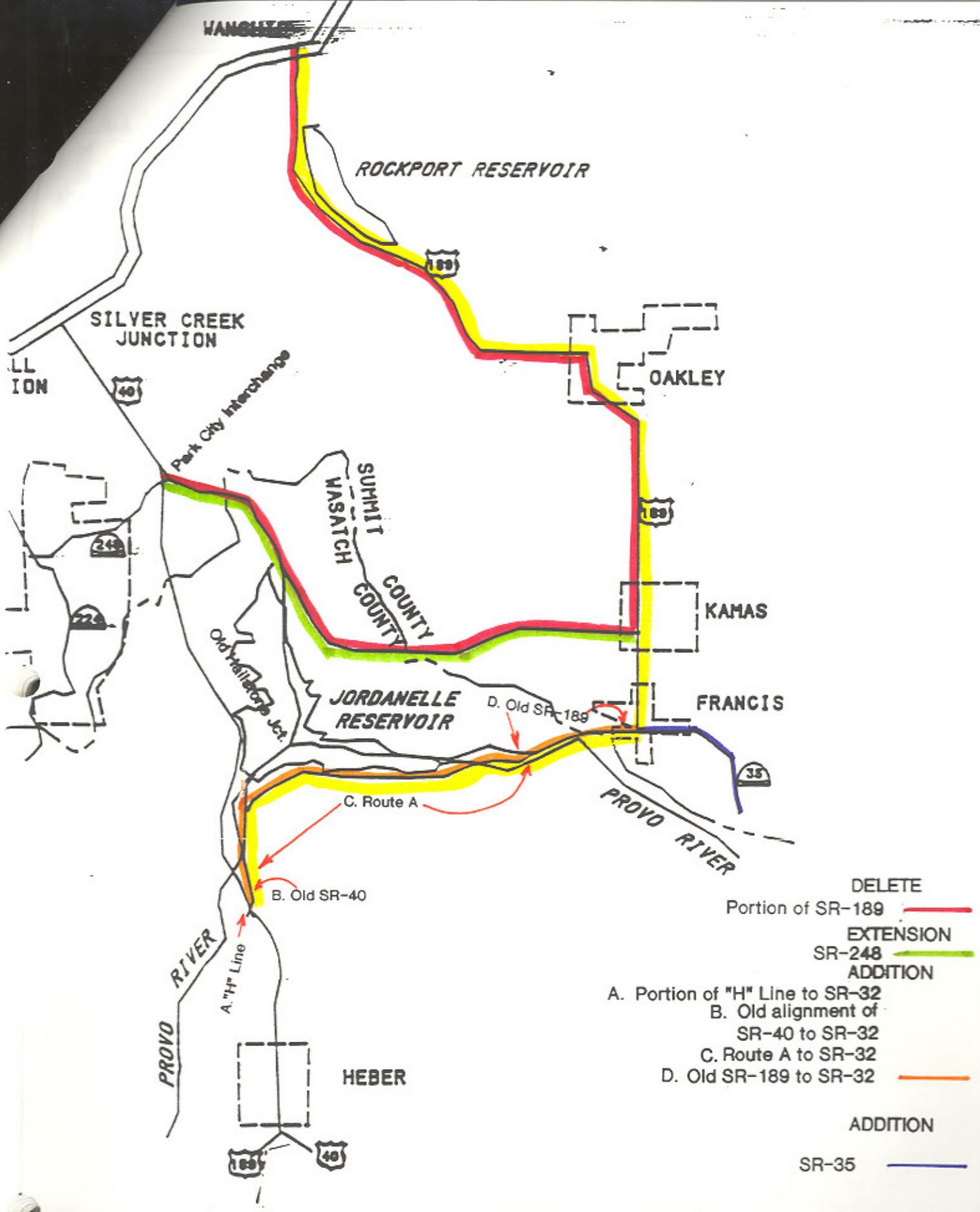
> Additional Interstate 4R funding be programmed in the amount of $291,957.27 in addition to that previously programmed in the amount of $855,000, for a total of $1,146,957.27 for paving of the I-80 Frontage Road.

Pedestrian Walkway on Clark Lane Road

Clint Topham recalled that a few months ago, we had a group from Davis County in to talk about a project of widening the structure on I-15 to approach a new jail complex they are building west of I-15. They wanted Commission participation in widening the bridge, and they were going to do a secondary project to construct the road west of there. The Commission declined to do that at that time, and Davis County said they would go back and take another look at their plans.

Clint Topham went on to explain that they met with our Local Governments people and the District Director. Davis County decided that rather than widening the structure, the structure is adequate for vehicle traffic to go along it for a long time but they would like better pedestrian access.


DELETE AND TRANSFER
SR-220 to Wasatch County
SR-224 to Wasatch County
SR-190 to Wasatch County
DELETE
Portion of SR-220 Within Wasatch Mountain State Park
SUMMIT COUNTY
SHEET NO. 2
WASATCH NATIONAL FOREST
CLAYTON PEAK 10,728'
SUNSET PEAK 10,656'
UINTA
WASATCH
MOUNTAIN
STATE
NATIONAL
PARK
MIDWAY
Pop. 1,194
HEBER
Pop. 4,382
CHARLESTON
Pop. 320
HEBER VALLEY AIRPORT
Charleston
Danniesville
Midway
Bonanza
FLAGSTAFF MTN
BALD EAGLE MTN
Anchor
Sawtooth
Lake Brimhall
Bloods Lake
Silver Lake
Big Flat Spring
Bonner Hollow
Middle Mtn
Faucett Can
Pot Hollow
Thomas
Bear Can
Decker Spring
Cascade Spring
Tooth Spring
Hoovers Hollow
Creek Reservoir
Big Hollow
Coyote Canyon
Lady
Valley
Guide
Wasatch
Forest
40° 30'
111° 30'
T. 2 S.
T. 3 S.
R. 4 E.


ROCKPORT RESERVOIR
SILVER CREEK JUNCTION
OAKLEY
Park City Interchange
SUMMIT COUNTY
WASATCH COUNTY
KAMAS
JORDANELLE RESERVOIR
D. Old SR-189
FRANCIS
C. Route A
PROVO RIVER
B. Old SR-40
A. "H" Line
HEBER
DELETE
Portion of SR-189
EXTENSION
SR-248
ADDITION
A. Portion of "H" Line to SR-32
B. Old alignment of SR-40 to SR-32
C. Route A to SR-32
D. Old SR-189 to SR-32
ADDITION
SR-35
RELOCATION
SR-32

WASATCH COUNTY, STATE OF UTAH

25 North Main Heber City, Utah 84032 • Phone (801) 654-3211

BOARD OF COUNTY COMMISSIONERS

PETE A. COLEMAN J. MORONI BESENDORFER, CHAIRMAN T. LAREN PROVOST

November 26, 1990

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

Dear Mr. Findlay:

The Wasatch County Commission has requested that I inform you of their position regarding State Road 220.

The minutes of the meeting dated October 5, 1990 of the road commission are incorrect. The Wasatch County Commission did not accept jurisdictional transfer of portions of State Road 220. Our commissioners who were present at the meeting have received the minutes and were astounded at the conclusions stated therein.

The matter needs to be addressed immediately by UDOT since the snow removal is not being completed.

I would appreciate your immediate attention to this matter.

Very truly yours,

Steven L. Hansen

Steven L. Hansen
Wasatch County Attorney

SLH:sj

90 NOV 27 PM 3:47
MAIL ROOM
UDOT

CLERK AUDITOR JEFFERY M. BRADSHAW | RECORDER SURVEYOR JOE DEAN HUBER | SHERIFF EDWIN THACKER | ASSESSOR DEAN H. MOULTON | TREASURER KAROLYN KIRKHAM | ATTORNEY STEVEN L. HANSEN | JUSTICE OF THE PEACE BLAIN HYLTON

Norman H. Bangerter
Governor
Eugene H. Findlay, C.P.A.
Executive Director
H.H. Richardson, P.E.
Assistant Director

State of Utah
UTAH DEPARTMENT OF TRANSPORTATION

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

Transportation Commission
Samuel J. Taylor
Chairman
Wayne S. Winters
Vice Chairman
Todd G. Weston
James G. Larkin
John T. Dunlop
Elva H. Anderson
Secretary

November 27, 1990

Steven L. Hansen, Wasatch County Attorney
Wasatch County
25 North Main
Heber City, Utah 84032

Dear Mr. Hansen:

The jurisdictional transfers which took place with final Transportation Commission approval on October 5, 1990, were the result of several months of discussions between the Utah Department of Transportation (UDOT) and Wasatch County. As you know, your County Commission has been desirous to have "A" Line as a state highway ever since it was in the planning stages. My staff and I met with your Commission on February 9, 1990 in Heber City. At that time, we explained our newly adopted policy on highway transfers and indicated that the Transportation Commission may entertain a trade for highways designated to come off the State System on the west side of Wasatch County. Commissioner Coleman protested taking the part of SR-220 which is in the Wasatch Mountain State Park, and we told him the portion in the park would not be designated as a county road.

This matter was brought before the Transportation Commission at their March 9, 1990 meeting. I informed the Commission of our previous meeting and discussed the possibility of the trade. Commissioner Coleman was at that meeting and, according to the minutes of the meeting, he said "[Wasatch County] can live with the trade."

An official document in the form of a resolution was prepared and distributed to both Summit and Wasatch counties, but a request for a chance for input by Summit County and delays of signs being removed from the "A" Line delayed action by the Commission until October 5, 1990. Commissioner Coleman attended that meeting, had access to the resolution, and did not object to the action. I guess there is a possibility your Commissioners did not completely understand all the provisions involved in the trade, but you can see we did all we could to inform them. I am sure that my staff and the Transportation Commission intended that the deletion of SR-220 was a condition of our acceptance of "A" Line. Any reservation

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on your part to assume responsibility of the parts of SR-220, which are outside the park boundary, would also open the question of our jurisdiction on "A" Line.

If I can be of further assistance in providing information on this subject, please let me know.

Sincerely,

E.H. Findlay, CPA
Executive Director

EHF/CDT/jaj

State of Utah
UTAH DEPARTMENT OF TRANSPORTATION

Norman H. Bangerter
Governor
Eugene H. Findlay, C.P.A.
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Samuel J. Taylor
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James G. Larkin
John T. Dunlop
Elva H. Anderson
Secretary

6 December 1990

Jerry A. Miller, Director
Department of Natural Resources
Division of Parks and Recreation
1636 West North Temple, Suite 116
Salt Lake City, Utah 84116-3156

Dear Jerry:

I have received your memorandum of concern about State Route 220 near and through Wasatch Mountain State Park. Please let me explain some of the history of our highway service to State Parks and the circumstances surrounding recent Commission actions and perhaps your concerns may be addressed.

Indeed, the Utah Code does allow for UDOT maintenance of highways to serve state parks. However, the level of service to be provided has always been somewhat shaded by 2 principal issues. The first has to do with the level to which your parks have been developed; at some, facilities are limited and visitation is minimal. Over the years we have worked with you to determine where additional State Routes are needed to provide access. We have designated sixteen (16) highways on the State System with the sole purpose to serve state parks. We have endeavored to construct and maintain these highways at an adequate level of service. Additionally, we have worked with you in attempts to secure additional funds from the Legislature to upgrade these entrance roads to the parks. Some success has been achieved on county access roads but none on the State ones as yet.

The second major issue, and perhaps the more difficult, is that of interior roads within park boundaries. Traditionally, UDOT has only been involved in maintaining those roads within the park boundaries that extend from the access road to the principal destination. We have, at your request, performed work for you on other interior roads at your expense.

A few years ago, UDOT did a comprehensive study of all the highways in the state to determine appropriate jurisdictional responsibility. This was accomplished in cooperation with the cities and counties. The study identified a need for a state highway to serve Wasatch Mountain State Park and designated State Route 224 which serves the golf course and adjoining campground as providing that service. The study also identified

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State Route 220 as being unique in that is was the only interior road in any state park to be on the State System, and recommended that it be deleted from that system.

Subsequent to the study, the Transportation Commission passed new Policies and Administrative Rules which established the criteria for state highways. These rules exempted highways currently on the system <u>except</u> in the case where a county wanted another road added to the system, then an exchange of highways was needed. The Commission negotiated a trade with Wasatch County which gave the county all the part of State Route 220 outside park boundaries and, consequently, the remainder of the road fell into the category of all your other interior park roads.

We understand your limitations on funding and it was not our intent to place an extra burden on you but given the circumstances, it is appropriate that this road be treated as others like it throughout the state. We will pledge to help you with the road as we can. Our local maintenance crew is under the direction of Dan Nelson, District Director in Orem, and through him you can expect the same cooperation as you experience in other locations.

I hope this explanation has been helpful, but if you have further questions, please don't hesitate to call.

Sincerely,

E.H. Findlay, CPA
Executive Director

EHF:CDT:ra

cc: Dan Nelson, District Six Director
Dee C. Hansen, Executive Director, Natural Resources

State of Utah
UTAH DEPARTMENT OF TRANSPORTATION

Norman H. Bangerter
Governor
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Transportation Commission
Samuel J. Taylor
Chairman
Wayne S. Winters
Vice Chairman
Todd G. Weston
James G. Larkin
John T. Dunlop
Elva H. Anderson
Secretary

December 17, 1990

Pete A. Coleman, Chairman
Wasatch County Commission
25 North Main
Heber City, Utah 84032

Dear Pete:

We appreciated talking to you at the Transportation Commission meeting last Friday and thank you for your clarification on questions on the Snake Creek Road. The private property located within the park through which the road passes was not specifically addressed in the resolution, so I can understand the confusion as to its disposition.

Title 27 of the Utah Code outlines the process of deletion of state highways. The code specifies that a public road, not on the State System, becomes the responsibility of the county or city. The fact that part of this road is in a state park caused us to designate that part in the park differently. However, the portions on private land, even if they are "islands" within the state park, are under county jurisdiction.

As to your questions about snow removal up to the snowmobile trail head, that issue will be up to you and the Division of State Parks and Recreation to work out.

I hope this information is helpful. Please don't hesitate to call if you have further questions.

Sincerely,

Gene

E.H. Findlay, CPA
Executive Director

EHF:CDT:ra

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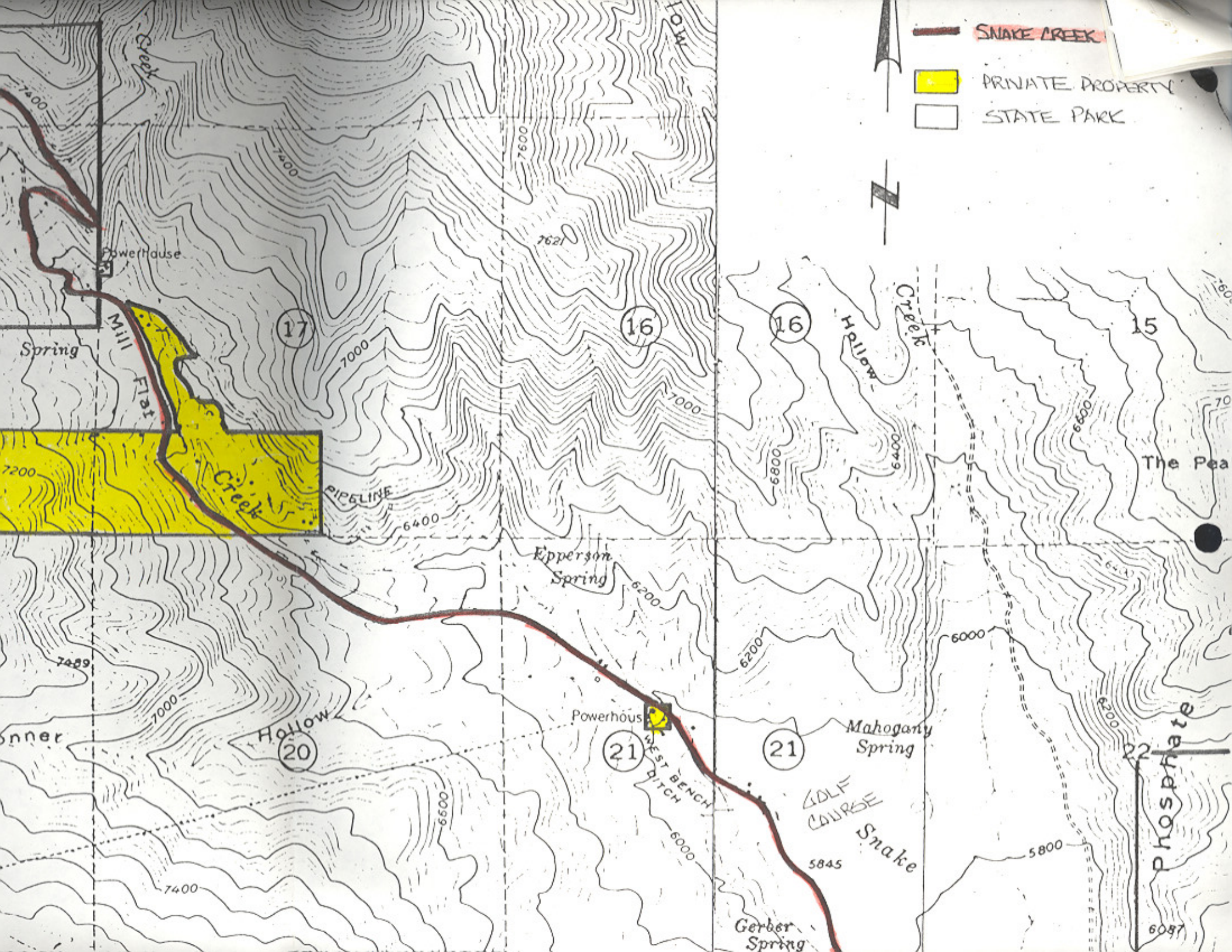
SNAKE CREEK
PRIVATE PROPERTY
STATE PARK
Powerhouse
Mill Flat Creek
Spring
PIPELINE
Epperson Spring
Powerhouse
WEST BENCH DITCH
Mahogany Spring
GOLF COURSE
Snake
Gerber Spring
Hollow
Creek
The Pea
Phosphate
Hollow
Creek
17
16
16
15
20
21
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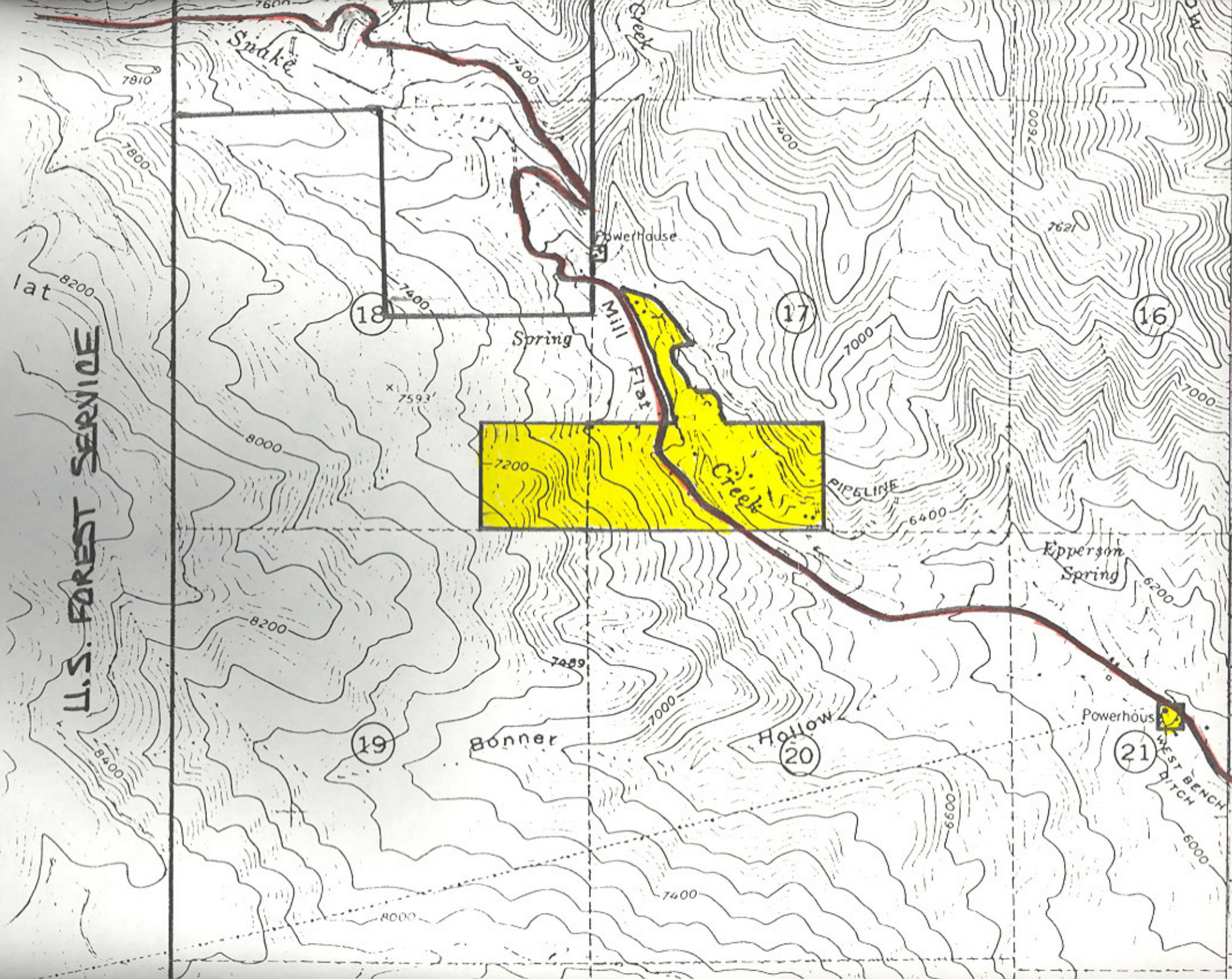

U.S. FOREST SERVICE
Snake
Creek
Powerhouse
Spring
Mill
Flat
Creek
PIPELINE
Epperson
Spring
Powerhouse
WEST BENCH
DITCH
Bonner
Hollow
18
17
16
19
20
21
7600
7400
7810
7800
8200
7621
7000
7593
8000
7200
6400
6200
7489
6600
6000
8400

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

HAL RIVES, President
Commissioner
Georgia Department
of Transportation

FRANCIS B. FRANCOIS
Executive Director

RECEIVED
DEC 3 1990

December 14, 1990

E. H. Findlay, C.P.A.
Executive Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, UT 84119

Dear Gene:

This is to inform you that the AASHTO Special Committee on U.S. Route Numbering and the Executive Committee have approved your application for the relocation of U.S. Route 189 in Summit and Wasatch counties.

A copy of the application is enclosed for your files.

Very truly yours,

Francis B. Francois
Executive Director

FBF:DJT:djt
Enclosure

EXECUTIVE OFFICE: 444 N. Capitol St., NW, Suite 225, Washington D.C. 20001
Telephone (202) 624-5800 Telefax (202) 624-5806 Telex 4900009580 HTO

RESOLUTION

Relocation of U.S. Route 189

WHEREAS, AASHTO has established policy number 8-B to provide guidance in determining U.S. Route designations and,

WHEREAS, construction of the Jordanelle Dam Project has created improvements along with shortening the length of U.S. 40, also eliminating Hailstone Junction as well as other sections of roadway that U.S. Route 189 traversed and,

WHEREAS, policy calls for following the newest, shortest, and best route and,

WHEREAS, the new alignment of U.S. Route 40 has created a situation where the present alignment of U.S. 189 from Wanship to Hailstone junction no longer warrants a U.S. Route designation.

NOW THEREFORE, be it resolved as follows:

1. That application be made to the American Association of State Highway and Transportation Officials, U.S. Numbering Committee, requesting that U.S. Route 189 should run concurrently with Interstate Route 80 and U.S.Route 40, and the description for U.S. Route 189 within the State of Utah should read in the following manner.

UTAH	State Line	0	0	
	Echo Jct.	30	30	I-84 begins and leaves
	Silver Creek Jct.	21	51	Leaves I-80, Joins U.S. 40
	Heber	19	70	Leaves U.S. 40
	Provo	28	98	Crosses U.S. 89
	Provo	2	100	Route ends, Jct. I-15

2. The accompanying map, and AASHTO application be made part of this resolution.

Dated this 21st day of September, 1990.

Utah Transportation Commission

Chairman

Commissioner

Commissioner

Commissioner

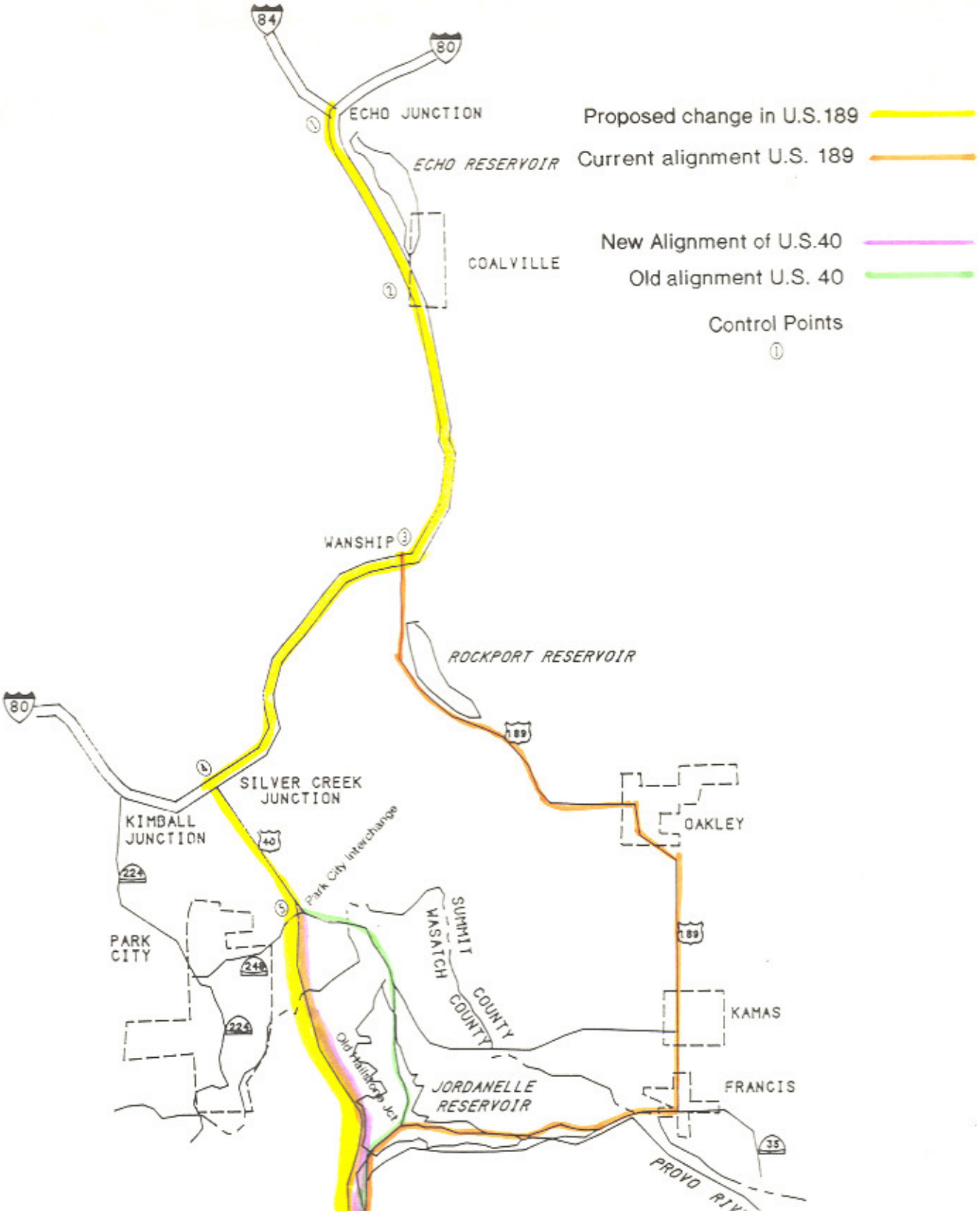
Commissioner

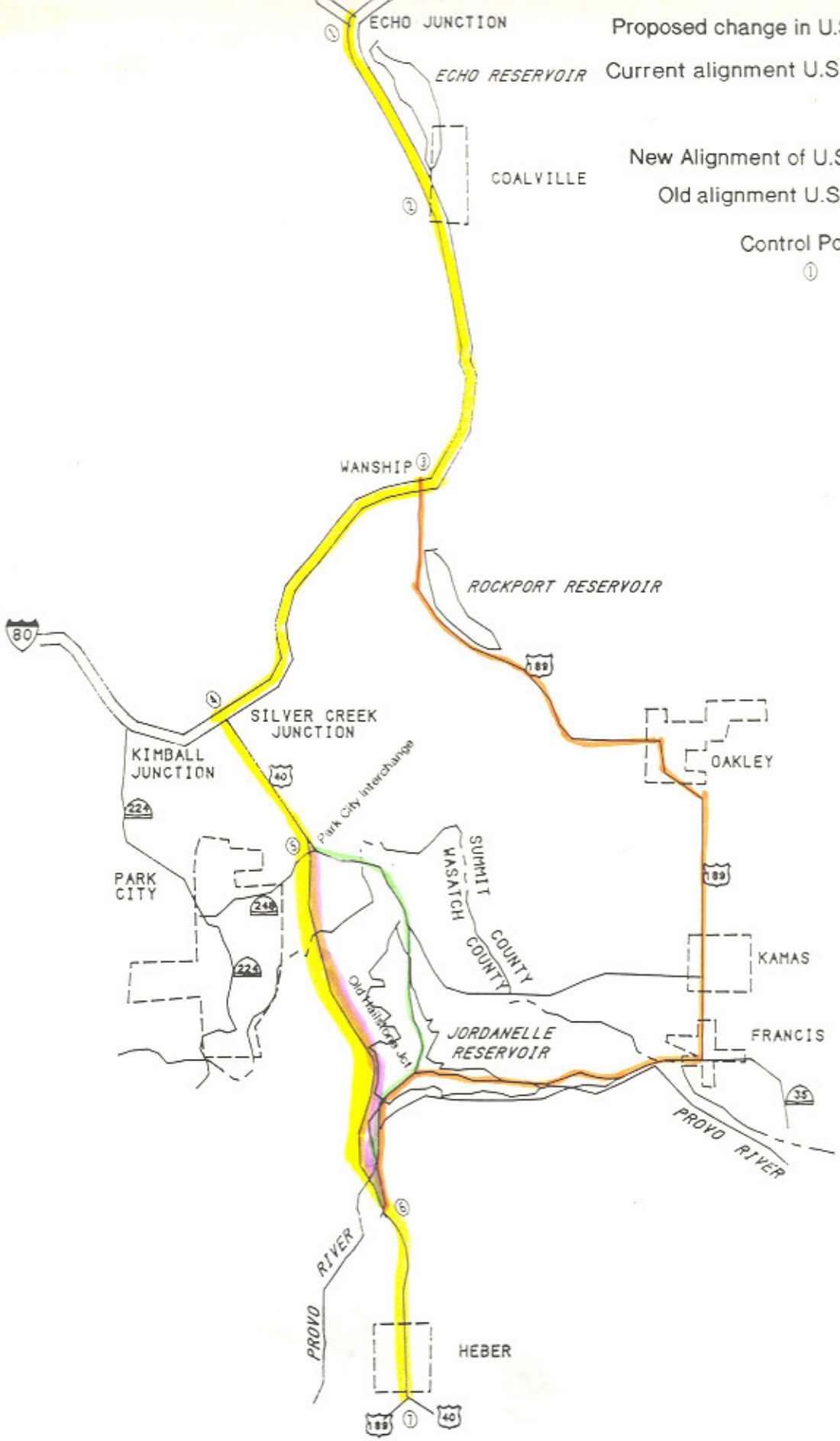
Attest:

Secretary to Commission

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

Map of State or Portion thereof,
indicating proposed
addition or change in the
U.S. Numbered or Interstate System:




Proposed change in U.S.189
Current alignment U.S. 189
New Alignment of U.S.40
Old alignment U.S. 40
Control Points
ECHO JUNCTION
ECHO RESERVOIR
COALVILLE
WANSHIP
ROCKPORT RESERVOIR
SILVER CREEK JUNCTION
KIMBALL JUNCTION
Park City Interchange
PARK CITY
SUMMIT COUNTY
WASATCH COUNTY
OAKLEY
KAMAS
FRANCIS
JORDANELLE RESERVOIR
PROVO RIVER
HEBER
80
189
40
224
248
35

INSTRUCTIONS FOR PREPARATION OF PAGE NO. 5

UDOT MAIL ROOM 80 DEC 24 AM 9:45

Column 1: *Control Points and Mileage.* Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: *Pavement Type.*

	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (Show in red)
Not paved	N (Show in red)

Column 3: *Pavement Condition.*

	Code
Excellent	E
Good	G
Fair	F (Show in red)
Poor	P (Show in red)

NOTE: In columns 2 and 3, where pavement types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: *Traffic.* Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR—Black if signalized—Red if not protected by signals.

Columns 5 & 6: *Pavement Width and Shoulder Width.* These columns to be completed by comparing standards of highway involved with applicable AASHTO Standards. Entries that fall to the right of the tolerance line (dashed), should be shaded in red. If there are no deficiencies indicate by use of the word "NONE".

Columns 7 & 8: *Major Structures.* Show in these columns those structures that do not meet AASHTO Standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any substandard highway underpass structure shall be shown opposite the appropriate mileage point by the designation *LP* with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by use of the word "NONE".

Column 9: *Vertical Sight Distance.* Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO Standards. Portion of line past the tolerance line shall be shown in red.

Column 10: *Horizontal Curvature.* Curves in excess of AASHTO applicable Standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11: *Percent Grades.* Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Executive Committee of the American Association of State Highway and Transportation Officials, not withstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 7300 as compared to 7398 for the year 1987 for all other U.S. Numbered routes in the State.

The "Purpose and Policy in the Establishment and Development of United States Numbered Highways, as Revised September 15, 1970" or the "Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways" as revised August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy:

(Signature)

Chief Administrative Official, Utah Department of Transportation
(Member Department)

This petition is authorized by official action of Utah Transportation Commission under date of September 21, 1990 as follows: (Copy excerpt from Minutes)

RESOLUTION
Relocation of U.S. Route 189

WHEREAS, AASHTO has established policy number 8-B to provide guidance in determining U.S. Route designations and,

WHEREAS, construction of the Jordanelle Dam Project has created improvements along with shortening the length of U.S. 40, also eliminating Hailstone Junction as well as other sections of roadway that U.S. Route 189 traversed and,

WHEREAS, policy calls for following the newest, shortest, and best route and,

WHEREAS, the new alignment of U.S. Route 40 has created a situation where the present alignment of U.S. 189 from Wanship to Hailstone Junction no longer warrants a U.S. Route designation.

NOW THEREFORE, be it resolved as follows:

1. That application be made to the American Association of State Highway and Transportation Officials, U. S. Numbering Committee, requesting that U.S. Route 189 should run concurrently with Interstate Route 80 and U.S. Route 40, and the description for U.S. Route 189 within the State of Utah should read in the following manner.

Utah	State Line	0	0	
	Echo Jct.	30	30	I-84 begins & leaves
	Silver Creek Jct.	21	51	Leaves I-80, joins U.S. 40
	Heber	19	70	Leaves U.S. 40
	Provo	28	98	Crosses U.S. 89
	Provo	2	100	Route ends Jct. I-15

2. The accompanying map, and AASHTO application be made part of this resolution.

MILEAGE	1 CONTROL POINTS AND MILEAGE	2 PAVEMENT TYPE	3 PAVEMENT CONDITION	4 TRAFFIC ADT	5 PAVEMENT WIDTH DEFICIENCY (PERCENT 10 20 30 40)	6 SHOULDER WIDTH DEFICIENCY (PERCENT 20 40 60 80)	7 MAJOR STRUCTURES: ROADWAY WIDTH DEFICIENCY (PERCENT 10 20 30 40)	8 MAJOR STRUCTURES: H-LOADING DEFICIENCY (PERCENT 20 40 60 80)	9 VERTICAL SIGHT DISTANCE DEFICIENCY (PERCENT 20 40 60 80)	10 SHOW WHEN IN EXCESS OF STANDARD: HORIZONTAL CURVATURE (DEGREE)	11 SHOW WHEN IN EXCESS OF STANDARD: PERCENT GRADE (LENGTH)
0	(0)	Echo Jct.									
.38		H C		7990	None	None	None	None			
20	(1)	Junction		FAI-84							
4.85				7750							
40	(2)	Coalville									
7.62				7390							
60	(3)	Wanship									
8.12				8395 8410							
80	(4)	Junction		SR-40 Silver Creek Jct.							
3.8				6655							
100	(5)	Jct. SR-248 Park City Interchange									
10.80				6595 7315							
120	(6)	FAS-230									
4.61				7675 3250 2250							
140	(7)	Heber City									
160											

ATTACH ADDITIONAL SHEET HERE IF NECESSARY

INSTRUCTIONS FOR PREPARATION OF PAGE NO. 5

ODOT
MAIL ROOM
90 DEC 24 AM 9:45

Column 1: *Control Points and Mileage.* Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: *Pavement Type.*

	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (Show in red)
Not paved	N (Show in red)

Column 3: *Pavement Condition.*

	Code
Excellent	E
Good	G
Fair	F (Show in red)
Poor	P (Show in red)

NOTE: In columns 2 and 3, where pavement types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: *Traffic.* Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by "X"—Black if signalized—Red if not protected by signals.

Columns 5 & 6: *Pavement Width and Shoulder Width.* These columns to be completed by comparing standards of highway involved with applicable AASHTO Standards. Entries that fall to the right of the tolerance line (dashed), should be shaded in red. If there are no deficiencies indicate by use of the word "NONE".

Columns 7 & 8: *Major Structures.* Show in these columns those structures that do not meet AASHTO Standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation *LP* with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by use of the word "NONE".

Column 9: *Vertical Sight Distance.* Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO Standards. Portion of line past the tolerance line shall be shown in red.

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AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

INTERSTATE 00

AASHTO 1914

US 00

AN APPLICATION
FROM THE STATE HIGHWAY OR TRANSPORTATION
DEPARTMENT OF

Utah

FOR

- ☐ the Elimination of a U.S. (I) Route .....
- ☐ the Establishment of a U.S. (I) Route .....
- ☒ the Relocation of U.S. (I) Route 189
- ☐ the Extension of U.S. (I) 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. (I) Route .....
- *☐ the Recognition of a By-pass Route on U.S. Route .....

BETWEEN

Echo Jct. and Heber City

The Following
State or States are
Involved:

Utah

Date Received	10/10/90
Date application acknowledged	10/10/90
Date to Route Number Committee	12/7/90
Date considered by Executive Committee	12/8/90
Action of Executive Committee	Approved
Member Department Notified	12/14/90

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

Date Submitted:

September 27, 1990

* 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

The purpose of the U. S. Numbering and Marking is to facilitate movement along the general direction of desire lines of travel over the shortest and best available roads, and a route should form continuity of available facilities through two or more States that accommodate the most important and heaviest motor traffic flow in the area.

The system was established in 1926 and the U. S. Route System has reached the point of review, revision, consolidation, and perfecting, rather than continuous expansion. Therefore, any proposed alteration in the established system should be extremely meritorious and thoroughly, though concisely, explained in order that the Route Numbering Committee and the Executive Committee of the Association may give prompt and proper consideration to each and every request made by a Member Department.

Explanation and Reasons for the Request: (Keep Concise and Pertinent)

The relocation of U.S. 189 would provide a better and more direct access to other portions of U.S. 189, in keeping with the policies established by AASHTO as described in the United States Numbered Highways publication.

Date facility available to traffic All sections are open to traffic

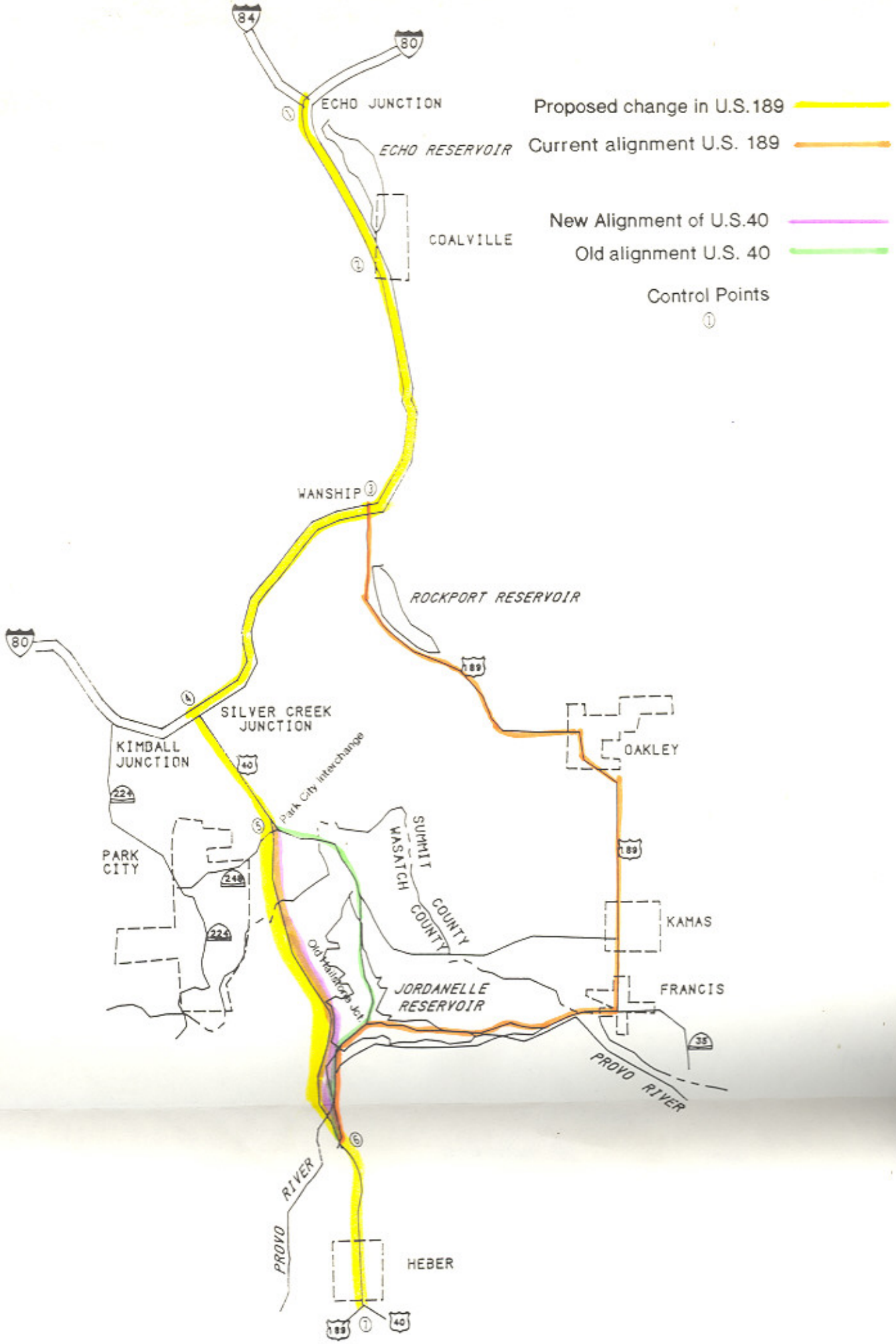
Does the petition propose a new routing over a portion of an existing U.S. Route yes ? If so, where:

Jct. - U.S. 40 Silver Creek Jct. to Heber City

Does the petition propose a new routing over a portion of an existing Interstate Route yes ? If so, where:

I-80, Echo Jct. to Silver Creek Jct.

Map of State or Portion thereof,
indicating proposed
addition or change in the


Proposed change in U.S.189
Current alignment U.S. 189
New Alignment of U.S.40
Old alignment U.S. 40
Control Points
84
80
ECHO JUNCTION
ECHO RESERVOIR
COALVILLE
WANSHIP
ROCKPORT RESERVOIR
189
SILVER CREEK JUNCTION
KIMBALL JUNCTION
40
224
Park City Interchange
PARK CITY
248
SUMMIT COUNTY
WASATCH COUNTY
OAKLEY
KAMAS
FRANCIS
JORDANELLE RESERVOIR
Old Hailstone Jct
35
PROVO RIVER
HEBER

Realignment SR-189 Provo Canyon

10-8

RESOLUTION

Realignment of SR-189 in Provo Canyon

Transfer of Portions Old SR-189 (US 189)
Designation of State Constructed Access Roads
Project Nos. F-019(31) and F-019(37)
Provo City and Utah County

WHEREAS, Section 27-12-29 and 27-12-102 of the Utah Code 1993 provides for the disposition of highways realigned, and abandonment of easement or vacation of highway and,

WHEREAS, access roads, along with portions of the previous alignment of SR-189 described herein serve as public roads though not justified as part of the state system of highways, and

WHEREAS, the Utah County Commission, in formal Commission meeting agreed to accept a portion of the previous alignment traversed by SR-189 from Engineer Station 285+00 to Engineer Station 365+00 Project No. F-019(37) (main line measurements) as a county road and,

WHEREAS, the District 6 Director concurs with the Utah County Commissions request accepting transfer of previous SR-189 alignment described herein, along with designation of state constructed access roads, to the jurisdictions of Utah County and Provo City respectively and,

WHEREAS,the appropriate staff of the Transportation Planning Division having reviewed and analyzed the foregoing transfers and designations contained within the stated resolution concurs; the foregoing transfers and designations be accepted by the Utah Transportation Commission.

NOW THEREFORE, be it resolved as follows:

1. State constructed roadway known as SP Line (also known as Squaw Peak Road) Project No. F-019(31) from Engineer Station 10+00 to Engineer Station 19+00, 900 ft, a distance of 0.17± miles; along with access road known as Squaw Peak Access Project No. F-019(37) from Engineer Station 10+50 to Engineer Station 11+90, 140 ft, a distance of 0.03± miles be designated a Provo City Roadway. The new alignment created by the construction of SP Line and Squaw Peak Access totals 1,040 ft a distance of 0.20± miles and is approximately the same distance as the previous alignment of Squaw Peak Road traversing this location. There will be no net gain or loss to Provo City's "C" System mileage. The functional classification will remain Local Road.

2. State constructed access roads described in the following table be designated Utah County Roads.

Map Location	Engineer Station	to	Engineer Station	Total Ft'	Miles
Bridal Veil Access	9+55		14+87	532'	0.10±
Nunn's Access	13+76		19+50	574'	0.11±
Old Highway 189 Access	10+50		17+54	704'	0.13±

By these actions Utah County's "B" System mileage will increase by 1,810 ft a distance of 0.34± miles. The functional classification will be Local Road.

3. Roadway that traverses the previous alignment of State Route 189 (US 189) Project No. F-019(37), from the end of Bridal Veil Access to the end of Old Highway 189 Connection, 5,725 ft a distance of 1.08± miles be transferred to the jurisdiction of Utah County. By this action Utah County's "B" System road mileage will increase by 1.08± miles. The functional classification will be Local Road.

4. These actions will become effective upon approval of the Utah Transportation Commission.

5. The accompanying letter, memorandum and map be made part of this resolution.

Dated on this 22nd day of April, 1994

UTAH TRANSPORTATION COMMISSION

Chairman

Commissioner

Commissioner

Commissioner

Commissioner

Attest:

Commission Secretary

SR-189 Proc Conv 10-8

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: February 2, 1994

TO : Clint Topham, P. E.
Director of Planning

FROM : Alan W. Mecham, P. E. AWM
District Six Director

SUBJECT : Old State Road 189
(Bridal Veil Turnoff)

Attached is a letter from Utah County Commission formally accepting the old section of SR-189 by Bridal Veil Falls as a county road.

The District agrees with their request and would like UDOT Commission to issue a resolution to this effect. Would you present this request to the staff and Commission at your earliest convenience.

AWM/AOJ:ch
Attachment

SR-189 10-8

UTAH COUNTY
Commission Office
Phone (801) 370-8200
FAX (801) 370-8050

Malcolm H. Beck, Commissioner, 370-8135
Gary R. Herbert, Commissioner, 370-8133
Richard A. Johnson, Commissioner, 370-8136

100 East Center Street
Suite 2300
Provo, Utah 84606

January 7, 1994

Alan Mecham
Utah Department of Transportation
District 6
825 North 900 West
Orem, Utah 84057

Subject: Old State Road 189 (Bridal Veil turnoff)

Dear Alan:

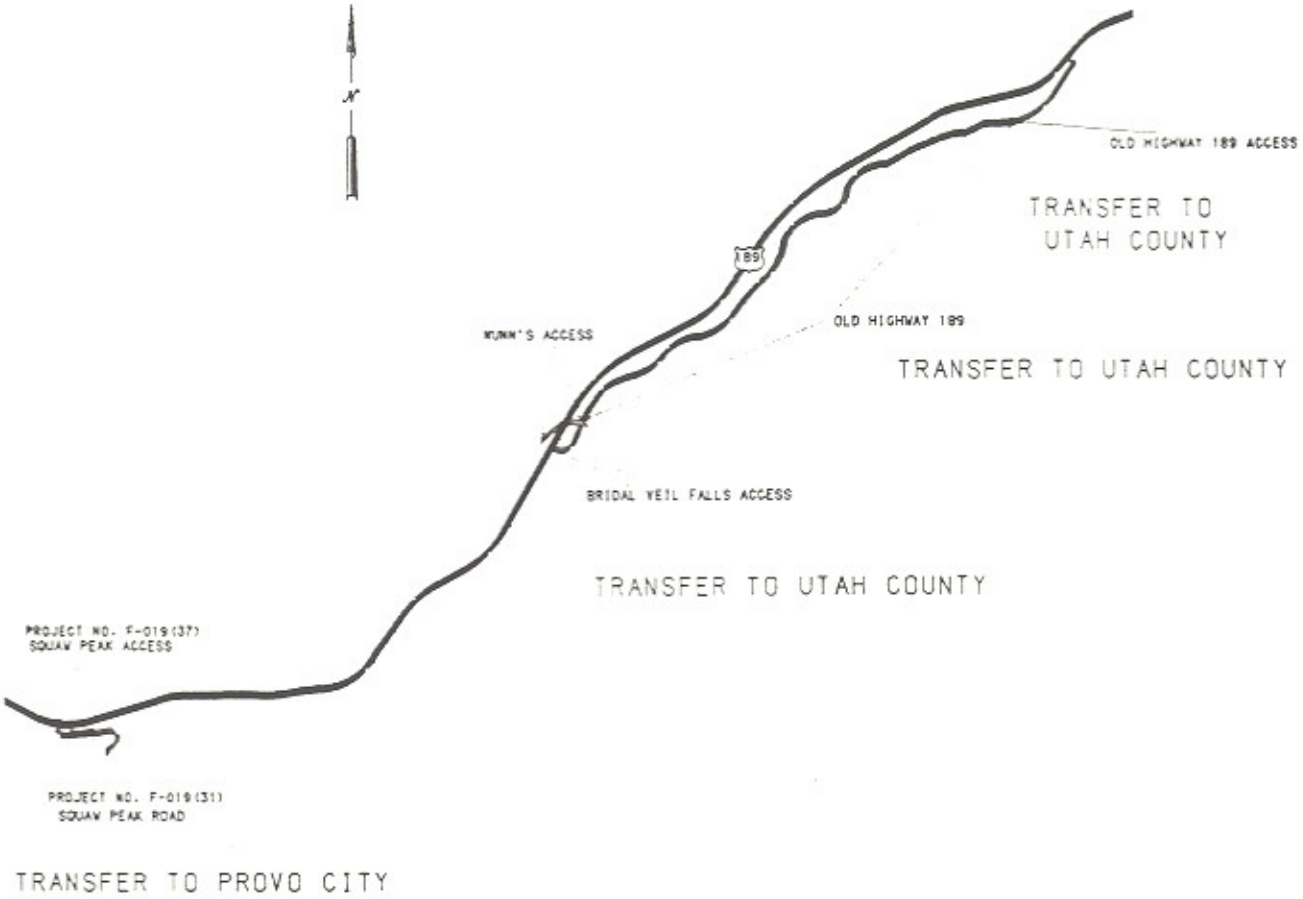
Utah County Commission in formal Commission meeting agreed to accept the Old State Road 189 as a county road from station 285+00 to station 365+30, along the new highway alignment in Provo Canyon.

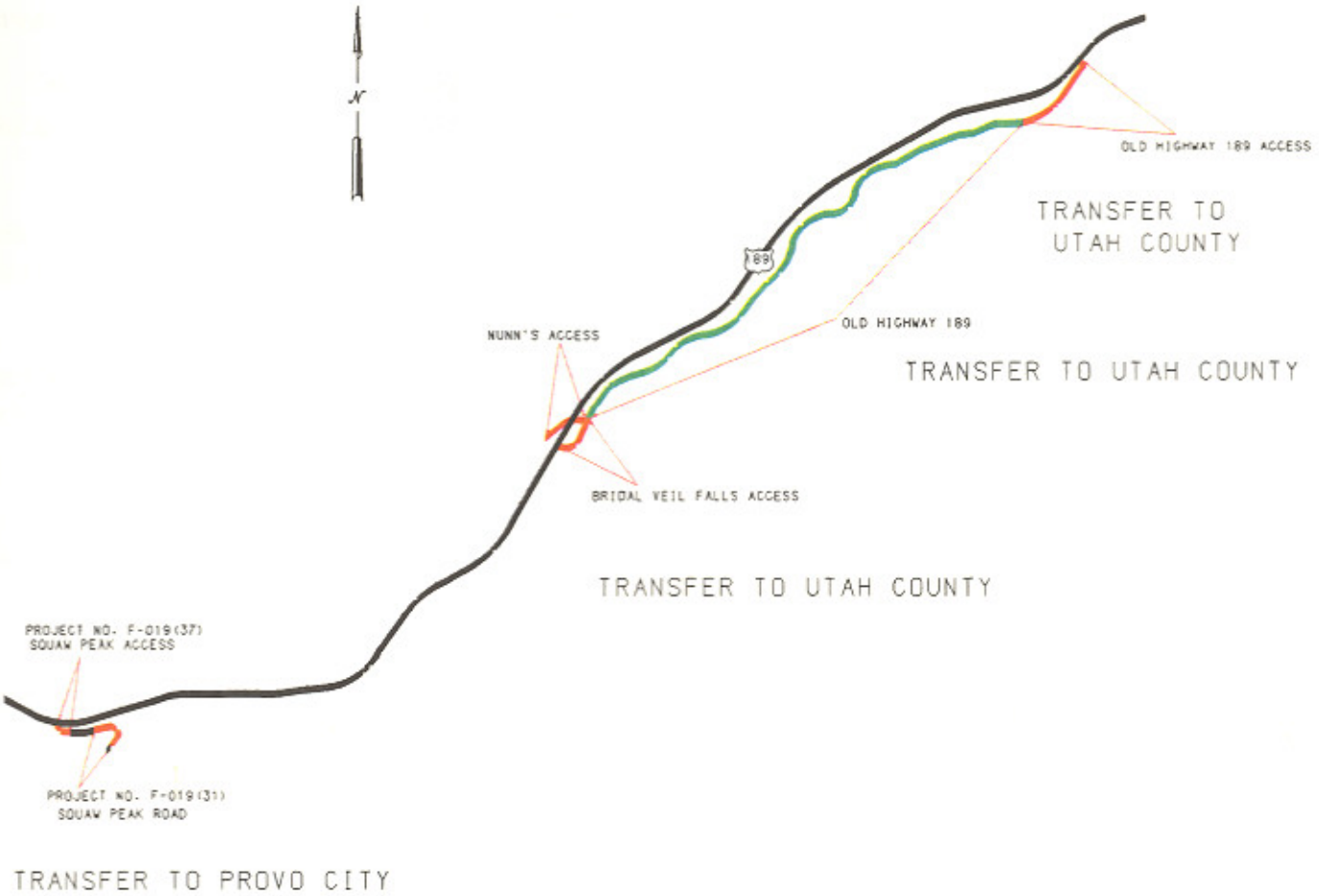
Sincerely,

Richard Johnson, Utah County Commissioner

Malcolm Beck, Utah County Commissioner

Gary Herbert, Utah County Commissioner


N
OLD HIGHWAY 189 ACCESS
TRANSFER TO
UTAH COUNTY
189
OLD HIGHWAY 189
NUNN'S ACCESS
TRANSFER TO UTAH COUNTY
BRIDAL VEIL FALLS ACCESS
TRANSFER TO UTAH COUNTY
PROJECT NO. F-019(37)
SQUAW PEAK ACCESS
PROJECT NO. F-019(31)
SQUAW PEAK ROAD
TRANSFER TO PROVO CITY

Realignment SR-189 Provo Canyon

10-8