Route 210

Updated: December 2005

Junction with Route 152 at 70th South Street via Little Cottonwood Canyon to Alta. May 13, 1941. (Construction) Revision to 70th South Street May 8, 1945.

1953 Description:
From Route 152 at 70th South Street southeasterly via 20th East Street and Little Cottonwood Canyon to Alta.

Approved by the 1963 Legislature:

1965 Legislature:
1967 Legislature:
1969 Legislature:

1969 Description:
From SR-152 near the mouth of Big Cottonwood Canyon southeasterly via Wasatch Boulevard, Little Cottonwood Canyon and Alta to Brighton Loop (roadway from near Alta to Brighton Loop non-existent).
*(A)
1977 Legislature Description :
From Route 152 near the mouth of Big Cottonwood Canyon southeasterly via Wasatch Boulevard, Little Cottonwood Canyon and Alta, including the Alta By-pass to Brighton Loop (roadway to Brighton Loop non-existent).

1979 Legislature: Description remains the same.
1981 Legislature: Description remains the same.
1983 Legislature: Description remains the same.
1985 Legislature: Description remains the same.
1986 Legislature: Description remains the same.

*(B) Commission Action June 5. 1987:
Added to State System. (Future description) From Route 215 near Knudsens comer east to Wasatch Boulevard; thence southerly and easterly via Little Cottonwood Canyon to Alta.

Approved by the 1988 Legislature:
*(C)

Route 210 Cont.

*(D) Commission Action December 16.1988
Deleted a portion of Route 210 from Route 215 at Knudsens Comer southeasterly to the mouth of Big Cottonwood Canyon and re-designated it as Route 190 a distance of 1.84 miles.

Approved by the 1990 Legislature: to read as follows.
From Route 190 at the mouth of Big Cottonwood Canyon southeasterly via Wasatch Boulevard, Little Cottonwood Canyon and Alta; including the Alta Bypass, to Brighton Loop, (roadway from near Alta to Brighton Loop nonexistent).

1992 Legislature: Description remains the same.
1993 Legislature: Description remains the same.
1994 Legislative Description:
From Route 190 at the mouth of Big Cottonwood Canyon southeasterly via Wasatch Boulevard, Little Cottonwood Canyon, to Alta, including the Alta Bypass.

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

1998 Legislative Description:
From Route 190 at the mouth of Big Cottonwood Canyon southeasterly on Wasatch Boulevard and through Little Cottonwood Canyon, to Alta, including the Alta Bypass.

1999 Legislature: Description remains the same.
2000 Legislature: Description remains the same.
2001 Legislature: Description remains the same.
2002 Legislature: Description remains the same.
2003 Legislature: Description remains the same.
2004 Legislature: Description remains the same.

* Refers to resolution index page following.

Route 210

COUNTY/VOLUME & RESOLUTION NUMBER

A. Salt Lake Co. 5/30 **B.** Salt Lake Co. 7/28 **C.** Salt Lake Co. 7/34

D. Sale Lake Co. 7/37

DESCRIPTION OF RESOLUTION CHANGE

(A). Addition -	Alta slide by-pass road to be included into the mile posting of SR- 210.
(B). Extension -	Proposed roadway from I-215 Interchange (Knudsens Comer), to Wasatch Blvd. and SR-210 mouth of Big Cottonwood Canyon.
(C). Limited Access-	SR-210 from Knudsens Comer Interchange to the Jct. of SR-190 at the mouth of Big Cottonwood Canyon.
(D). Re-designation -	From the Knudsens Comer Interchange to the mouth of Big Cottonwood Canyon re-designated SR-190.

State File

30 SR-~~210~~

18-210-1A

RESOLUTION

State Route 210

WHEREAS, the completion of Project NS-152(1) has resulted in the construction of the Alta Slide By-Pass Road, and

WHEREAS, this roadway will provide access to Alta during periods of time when the main highway is closed by snow slides.

NOW THEREFORE, be it resolved as follows:

That the Alta Slide By-Pass Road constructed as part of Project NS-152(1) be designated as part of State Route 210, changing the route description to include this by-pass between Milepost 10.5 and 11.3,

That by this action State Highway System mileage will increase 1.1 + - miles,

That the memorandum from J. Quintin Adair, District #2 Engineer, be hereby incorporated as a part of this submission,

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

Dated this 10th day of January, 1975.

STATE ROAD COMMISSION OF UTAH

R. La Vaun Cox
Chairman

Wayne S. Winters
Vice-Chairman

Glen A. Church
Commissioner

Samuel J. Daugher
Commissioner

Commissioner

ATTEST:

Ronald A. Fernley
Secretary

R-234

Memorandum · UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: December 9, 1974

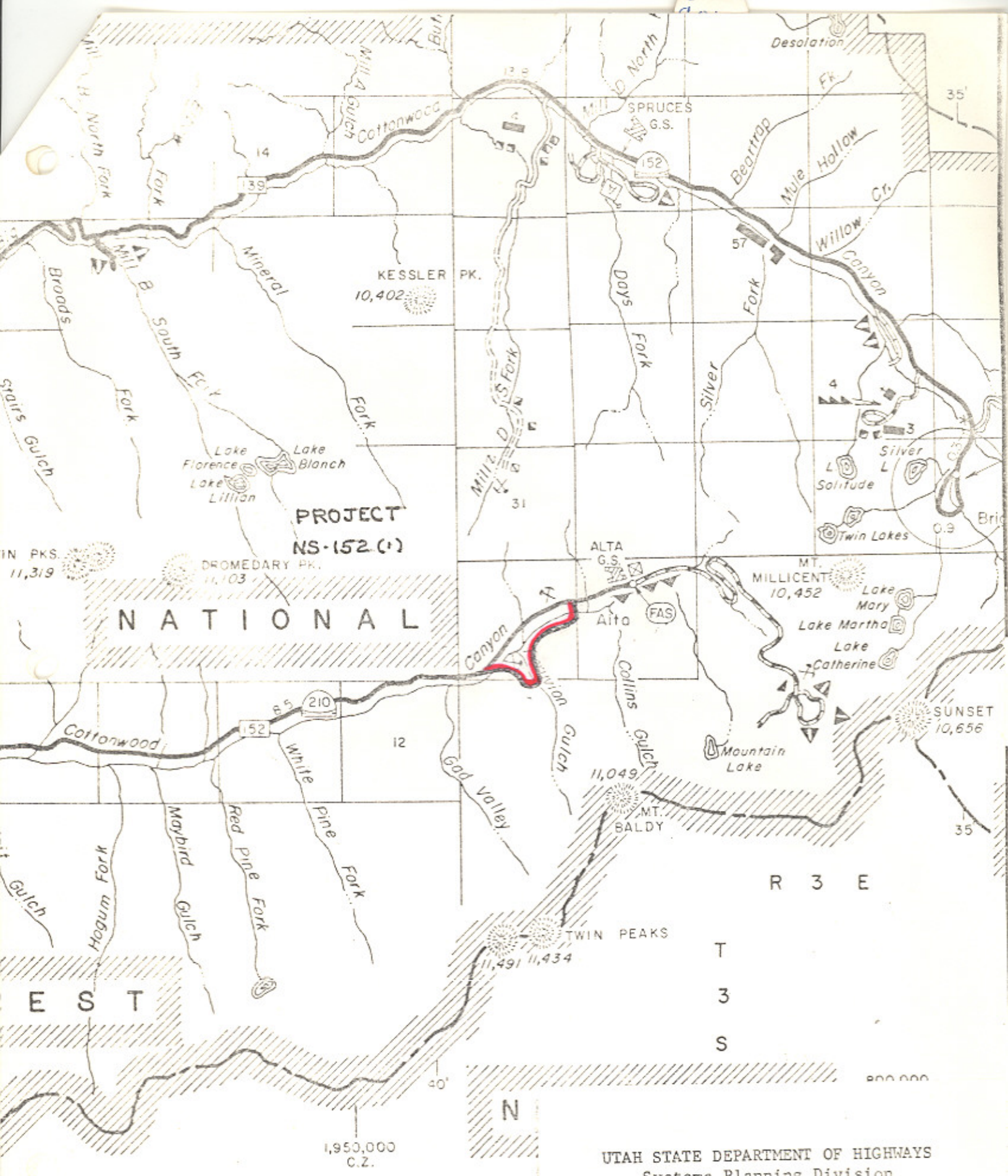
TO : B. Dale Burningham, Chief Research Engineer, Planning Statistics Section

FROM : J. Quintin Adair, District Engineer, District Two JQA

SUBJECT: SR-210; Alta Slide By-Pass Road

Construction has been completed on a section of Road 1.117 miles in length known as the Alta Slide By-Pass Road. This section of road has been so located as to provide a route around an area where snowslides close the existing road several times every winter thus isolating the town of Alta, Utah. It is a facility providing dual service to the town of Alta during most of the year but required to provide emergency service following a snowslide. It is isolated from any road other than SR-210 and should logically be maintained by State maintenance forces. It is requested therefore that a resolution be prepared for approval by the Utah State Road Commission adding 1.117 miles to the length of SR-210.

JQA/JWP/mc



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
SALT LAKE COUNTY

Addition to State Road System

Delete SR-152
Add SR-190

28

RESOLUTION

F-068(3) Big Cottonwood Canyon Connection

WHEREAS, Sections 27-12-27 and 27-12-28 of the Utah Code 1986-1987 provide for the addition or deletion of highways from the State Highway System and the relinquishment of highways to the county, and

WHEREAS, Salt Lake County has requested the addition of a proposed roadway, known as project F-068(3) Big Cottonwood Canyon Connection, to the State Highway System and the relinquishment of a portion of State Route 152 to the County as outlined in the following paragraphs, and

WHEREAS, the District 2 Director has recommended the aforesaid transfer of roads, and

WHEREAS, the appropriate staff of the Transportation Planning Division has reviewed the request and determined that the proposed highway addition qualifies for inclusion on the State Highway System.

NOW, THEREFORE, be it resolved as follows that:

1. The proposed roadway, F-068(3) Big Cottonwood Canyon Connection, from the I-215 interchange at Knudsens Corner in Salt Lake County to Wasatch Boulevard at the junction with SR-210, a distance of 1.84± miles, be added to the State Highway System as an extension of State Route 210,

2. A portion of State Route 152 from the I-215 interchange near 20th East and 6400 South Street, south coincident with 2000 East Street to 7000 South Street; thence easterly coincident with 7000 South Street to the junction with Wasatch Boulevard, a distance of 2.93± miles, be deleted from the State Highway System,

3. The aforesaid roadway be relinquished and conveyed to Salt Lake County in accordance with the agreement document attached hereto and made a part of this Resolution,

4. The portion of State Route 152 from the junction of Wasatch Boulevard and SR-210 easterly to Brighton, including the Brighton loop; thence easterly via Guardsman Pass to State Route 224 near the Summit-Wasatch County line, a distance of 18.06± miles, be redesignated as State Route 190,

5. The changeover in control, operation and maintenance of the aforementioned road systems will become effective upon completion of construction of the proposed roadway.

6. As a result of the foregoing actions, the State Highway System mileage will decrease 1.09 miles,

7. The letters from Salt Lake County, the memorandum from the District 2 Director, and the accompanying map be hereby incorporated as a part of this Resolution.

Dated this 5th day of June, 1987

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

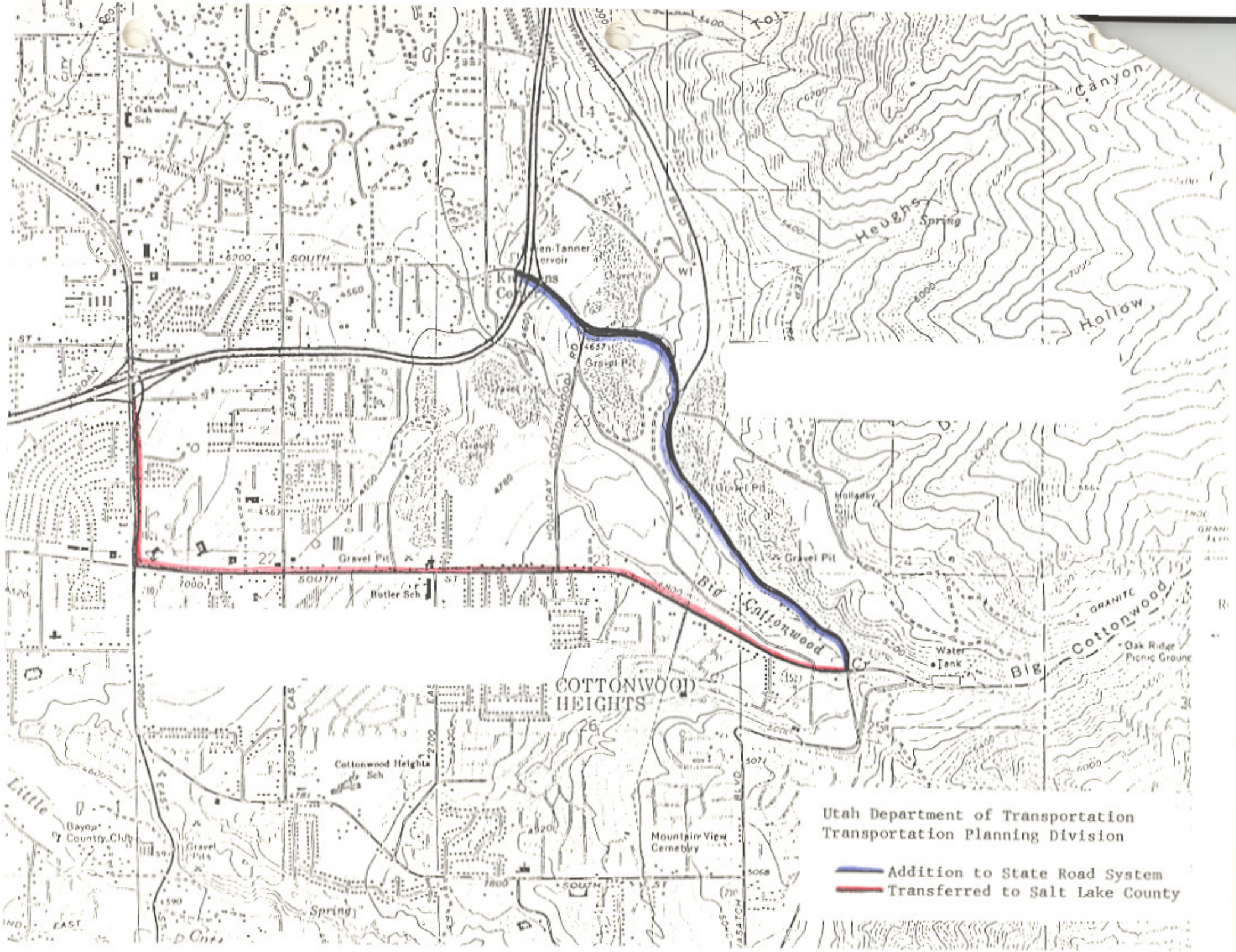
Commissioner

Commissioner

Commissioner

Attest:

Secretary


Utah Department of Transportation
Transportation Planning Division
Addition to State Road System
Transferred to Salt Lake County
COTTONWOOD HEIGHTS
Big Cottonwood Cr
Big Cottonwood
Heughs Canyon
Hollow
Spring
Oak Ridge Picnic Ground
Water Tank
Gravel Pit
Butler Sch
Cottonwood Heights Sch
Mountain View Cemetery
Bayou Country Club
Little
Oakwood Sch
SOUTH ST
HOLLADAY COTTONWOOD RD
WASATCH BLVD
GRANITE
Creek

-234

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: May 7, 1987

TO : Ron Delis, Engineer for Planning & Programming
Attn: Gus Jackson, Planning Statistics Engineer

FROM : Sheldon W. McConkie, P. E.
District Two Director

SUBJECT: I-215-9(57)10, Union Park Avenue; F-068(3), Big Cottonwood Canyon Connection Rd. (SR-152 and Wasatch Blvd.)

In accordance with Policy & Procedure Section 07-60, paragraphs 6-7, we hereby submit executed documents for the transfer of sections of the above mentioned roads to Salt Lake County.

Please proceed to have the Director sign these documents and prepare the necessary resolutions for Commission action.

SWM/BEWang/ch

Attachment

cc: Les Jester
John Gardner
District R/W File

SALT LAKE COUNTY PUBLIC WORKS DEPARTMENT
FLOOD CONTROL & HIGHWAY DIVISIONS
2001 S State St #N3300
Salt Lake City, UT 84190-4600
Phone 468-2711

COMMISSIONER
DAVE WATSON

DIRECTOR OF PUBLIC WORKS
JOHN D. HISKEY

DIVISION DIRECTOR
R.T. HOLZWORTH, P.E.

Planning Manager
David R. Lovell, P.E.

Engineering Manager
Terry E. Baker, P.E., L.S.

Transportation Engineer
Tosh Kano, P.E.

Field Services Manager
[illegible] Stack, P.E.

May 5, 1987

Utah Department of Transportation
District 11
2060 South 2400 West
Salt Lake City, Utah 84104

Attention: David Miles

Gentlemen:

SUBJECT: Agreements between Utah Department of Transportation and Salt Lake County to transfer and/or exchange jurisdiction of Union Park Avenue, SR-152 and Wasatch Boulevard.

Attached are the originals and three (3) copies each of the above mentioned agreements which have been approved "as to form" by Jeffrey Thorpe, of the County Attorney's Office.

We recommend that these agreements be hereby processed in the usual manner for signatures and that copy remain for your file and the other copies sent to this department for further dispusement.

Sincerely yours,

Toshiharu Kano

TOSHIHARU KANO, P.E., Director
Flood Control and Highway Divisions

cc: John Hiskey

attachments

Salt Lake County
Board of Commissioners

April 27, 1987

Bart Barker, Chairman
D. Michael Stewart
David M. Watson

Mr. John D. Hiskey, Director
Public Works Department
Rm. N3100, Government Center
Salt Lake City, Utah

Dear Mr. Hiskey:

The Board of County Commissioners, at its meeting held this day, approved the attached AGREEMENTS between Salt Lake County and Utah Department of Transportation to transfer and/or exchange jurisdiction: Union Park Avenue, SR-152 and Wasatch Boulevard.

Pursuant to the above action, you are hereby requested to return fully executed copies to the Commission Clerk's Office for filing.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

H. DIXON HINDLEY, COUNTY CLERK

By Isabelle Vazquez
Deputy Clerk

RECEIVED

APR 30 1987

SALT LAKE COUNTY
DEPT. OF PUBLIC WORKS

lh

2001 S State St, Salt Lake City, Utah 84190-1000

Delete SR-152
Add SR-190

11-731

R-151-A

Project No. F-068(3)

A G R E E M E N T

In accordance with Sections 27-12-27, 27-12-28, 27-12-29 and 27-12-102 of the Utah Code Annotated 1953, as amended.

THIS AGREEMENT, made and entered into this 27th day of April 1987 by and between the Utah Department of Transportation, hereinafter called the "Department", and the Authorized Officials of Salt Lake County hereinafter called "County".

WITNESSETH:

WHEREAS, the Department proposes the construction of a highway between the Knudsen's Corner Interchange and Wasatch Boulevard, known as Project No. F-068(3), and has prepared a plan showing that portion of the highway within the limits of and/or affecting the roads of County.

The plan, which is attached to and becomes a part of this Agreement, shows the location of the completed highway, the location of proposed access and frontage roads and the roads which cross or connect with existing roads in County.

The plan is marked to show roads which have been realigned or abandoned and/or those roads requiring a transfer of maintenance responsibility, and

NOW THEREFORE, it is agreed:

1. The Department, in the construction of the highway project, will at the expense of the Department, make the changes in the roads of County in accordance with the plan, or as may hereafter be agreed between the parties hereto.

2. County approves and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with County roads, as shown on the plan; also, to the closing, relocation, abandonment, or transfer of the roads as shown by the special markings on the plan.

3. The Department will retain control and maintenance of the roads which are adopted or recommended for adoption by the Department or by the Utah State Legislature as part of the State Highway System, and are so marked on the plan. County will assume control and maintenance of all other roads which are within its jurisdiction, as marked on the plan, and upon notice from the Department. Notification will be given by the Department at the time maintenance responsibility is to be assumed by County.

4. This Agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary in the public interest.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized officers on the day and year listed above.

County of Salt Lake, State of Utah

By _____
Chairman of Board of Co. Commissioners

ATTEST: _____
County Clerk

UTAH DEPARTMENT OF TRANSPORTATION

By _____
Director, Dept. of Transportation

ATTEST: _____
Secretary

APPROVED AS TO FORM
Salt Lake County Attorney's Office
By J.H. Thomas
Deputy County Attorney
Date 4.13.87

0595r

16

Recommended for Approval

Date: 5/20/87

SR-210
Knudsen Cor
to SR-215
to SR-190
34

R E S O L U T I O N

Limited Access
SR-210 from I-215 M.P. 0.00 to
Mouth of Big Cottonwood Canyon M.P. 1.61
Project No. F-068(3)

WHEREAS, the approved Design Study Report for Project No. F-068(3) indicates the proposed facility should have limited access, and

WHEREAS, this section of highway will be the main feeder to Knudsens Corner interchange plus service ski areas at both Alta and Brighton and commuter trips to the downtown area plus the University of Utah, and

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

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

NOW, THEREFORE, be it resolved as follows:

1. The proposed portion of SR-210 from M.P. 0.00 Knudsen Corner interchange traversing southeasterly to M.P. 1.61 at the junction of SR-190, mouth of Big Cottonwood Canyon be designated a limited access roadway.

2. The attached letters and map be made part of this resolution.

Dated this 26th day of August, 1988.

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

Attest:

Secretary

Memorandum · UTAH DEPARTMENT OF TRANSPORTATION

DATE: June 20, 1988

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

FROM : C. John Maurer
Acting District Two Preconstruction Engineer

SUBJECT: F-068(3), I-215 to Big Cottonwood Canyon Road.
(Limited Access Control)

The approved Design Study Report for this project describes the proposed facility as a limited access route.

According to U.D.O.T. policies, any limited access designation has to be approved by the transportation commission.

The highway will be reconstructed to 4 lanes with painted median and shoulders. Limited access control is considered appropriate in as much as this section of highway will be the main feeder to the new Knudsen's Corner interchange and will serve ski areas at both Alta and Brighton and commuter trips to down town and the University. Access to the highway should be restricted to designated locations to avoid stip development which would be detrimental to the capacity and integrity of the highway.

We hereby request your assistance in obtaining the necessary commission approvals for limited access designation for the proposed highway improvement from 3000 East Street to the intersection with Fort Union Boulevard at the mouth of Big Cottonwood Canyon.

CJM/B. E. Wang/jj

cc S. R. Noble
C. J. Maurer
Project File

0254L

From the Design Study Report

F-068(3)

Section 1

INTRODUCTION

1.1 LOCATION

The proposed project is located in an unincorporated portion of eastern Salt Lake County, (Figure 1). Specifically it lies in Sections 23, 24, 25, and 26, Township 2 South, Range 1 East, Salt Lake Base and Meridian. The area is locally known as Old Mill Valley and is at the mouth of Big Cottonwood Canyon. Major thoroughfares in the project area are Wasatch Boulevard (north), Wasatch Blvd (south, SR-210), Big Cottonwood Canyon Road, 3000 East, Fort Union Boulevard (SR-152), and the yet to be completed I-215. Big Cottonwood Creek flows through the area.

1.2 PRELIMINARY REPORT

The preliminary design work covered by this report advances the selected alternative to a more comprehensive level of detail. The design criteria and elements have been shown on drawings in sufficient detail to define in-place configuration of each and the conceptual amount of construction work needed to produce a completed facility.

Detailed investigation/design of some project elements and features (i.e. signs, markers, lighting, barriers, drainage, etc.) have not been completed. Investigations/design of these will proceed upon final selection of the route alternative and will be incorporated within the design study report.

The drawings are not intended to be preliminary construction drawings, nor are they to be interpreted as portraying sufficient precisions for construction plans. These drawings may become, however, the basis for development of construction drawings during the final design phase.

The outcome of the preliminary design is a representation with details of the proposed roadway facility which can be reviewed in an office or in the field to determine adequacy of the various components toward meeting the facility's purpose in a cost-effective fashion. Actual horizontal and vertical alignment may be adjusted further during final design to encompass improvements suggested by review of the preliminary design.

A preliminary construction cost estimate has been prepared (Section 5). This estimate represents a preliminary construction cost estimate satisfactory for project implementation budgets. Major modifications to any of the design features, however, would most probably alter the cost estimate substantially. The costs shown are current time period (1987) conditions.

1.3 PROJECT DESCRIPTION

I-215 to Big Cottonwood Canyon Road, (Project Number F-068(3)) consists of a new or improved four lane - Limited Access, Suburban Principal Arterial route extending from the Knudsen Corners I-215 interchange (SR-210, M.P. 0.00) on the north to the intersection of Big Cottonwood Canyon Road/Fort

Union Boulevard (SR-152) on the south (SR-210, M.P. 1.61). The total length of the proposed highway construction would be approximately 8,700 feet; 2,700 feet would be entirely new roadway, while 6,000 feet would consist of improving Wasatch Boulevard (Figure 2). The typical pavement section would be 82 feet wide (excluding cuts and fills), with four 12-foot lanes, a 14-foot median and two 10-foot shoulders (Figure 3). The proposed alignment of the I-215 to Big Cottonwood Canyon Road connector would require the construction of four (4) intersections. The first intersection would provide access to and from the I-215 to Big Cottonwood Canyon Road arterial to 3000 East roadway; the second, access to and from Wasatch Boulevard north of the I-215 to Big Cottonwood Canyon Road arterial; the third for truck traffic to access the sand and gravel operations (commercial area), and the fourth, improvements to the existing intersection at Fort Union Boulevard (SR-152).

In addition, the project would require rerouting a portion of Wasatch Boulevard near Gun Club Road and abandonment of a portion of Gun Club Road. A segment of Big Cottonwood Creek near the Fort Union Boulevard intersection will require rechanneling, constructing a new crossing structure over Big Cottonwood Creek, and rerouting and/or modifications to some utilities.

Wasatch Boulevard, in the area of proposed construction, is presently 32 feet in width, which includes two lanes and shoulders. To accommodate the additional width, considerable modifications to the existing right-of-way would be required.

Three commercial enterprises exist along the section of Wasatch Boulevard that would be widened and made into a limited access roadway. The affected businesses are A. J. Dean's and Concrete Products Company's (CPC) sand and gravel operations and offices and a Chevron service station. Widening the road and making it limited access would have adverse impacts on all three businesses. A considerable section of A. J. Dean's frontage would have to be acquired. In doing so, a maintenance shed, sedimentation pond, stockpiling area and a parking lot for the office would be acquired. The highway may also disrupt other aspects of their operation that would require acquisition/mitigation. Due to the impact of the new roadway on the Chevron service station, acquisition will be required.

Two residences would require acquisition because of the project. Only one residence is presently occupied. The location of the occupied residence is approximately 7080 Wasatch Boulevard. The other residence is at 6400 South, west of Wasatch Boulevard.

Several utility rights-of-way exist along Wasatch Boulevard in the project area. These include a Utah Power & Light Company-overhead powerline, a Mountain Fuel Supply Company-gas transmission line, Salt Lake City's-Big Cottonwood Conduit, Metropolitan Water Districts-Salt Lake Aqueduct, and a sanitary sewer interceptor line. Major modifications to portions of the Big Cottonwood Conduit would be required. Some manholes may need raising or lowering and a sewer line near Holladay Gun Club Road may need relocating. Major relocation of the UP & L powerline along Wasatch Boulevard, will be required.

Utah Department of Transportation *Policy*

ACCESS CONTROL FOR HIGHWAYS OTHER THAN INTERSTATE HIGHWAYS AND EXPRESSWAYS

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

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

Under partial access control, the following limitations shall apply:

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

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

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

Revised January 29, 1982

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

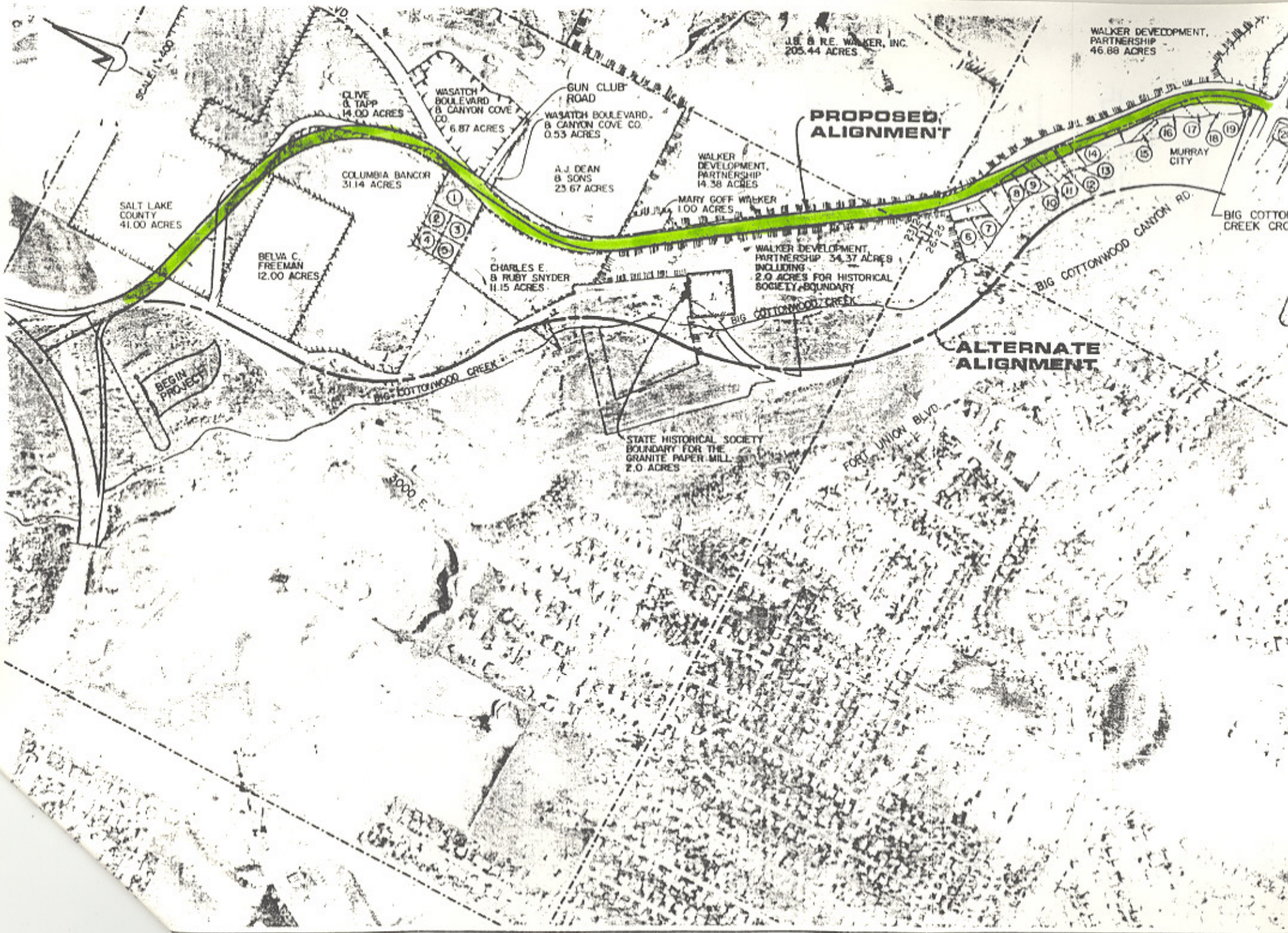
The proposed project involves reconstruction on, or near to, an existing highway where a home, business or other property development is located and lack of direct access to them would involve excessive property damage and added construction costs, in which case access openings can be provided within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

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

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

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

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



I - 215 TO BIG COTTONWOOD CANYON
PROPERTY OWNERSHIP

NO. 9