Route 215

Updated: December 2005

Junction with Route 1 at south city limits of Perry west 1.25 miles, May 13, 1941. ***Withdrawn*** as Route Number 1953.
From St. John on Route 36 southwesterly to Dugway Proving Grounds May 14, 1957.
Withdrawn as Route Number 1959.

1968 Description:
*(A) From SR-26, six miles southwest of Lynndyl in Millard County northwesterly to the Topaz Mountains in Juab County.
*(B) Commission Action February 9, 1968.
*(C)
1969 Legislature:
Withdrawn as a State Route by the **1969 Legislature.**

*(D) 1977 Commission Action May 20, 1977:
Designated as a State Route.

1977 Description:
From a junction with State Route 80 (I-80) near the mouth of Parleys Canyon southeast of Salt Lake City, southwesterly near the south city limits of Murray, to a junction with State Route 15 (I-15), thence northwesterly, northerly and easterly junctioning with State Route 15 (I-15) north of Salt Lake City. (Traversing the alignment of Interstate Route 215).

1979 Legislature Description:
From a junction with 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; thence northwesterly, northerly and easterly to a junction with Route 15 north of Salt Lake City. (Traversing the alignment of Interstate Route 215).

1981 Legislature: Description remains the same.
1983 Legislature: Description remains the same.
1985 Legislature: Description remains the same.
1986 Legislature: Description remains the same.
1987 Legislature: Description remains the same.
*(E)
1988 Legislature: Description remains the same.
*(F)
1990 Legislature: Description remains the same.

Route 215 Cont.

1992 Legislature: Description remains the same.
1993 Legislature: Description remains the same.
1994 Legislature: Description remains the same.

1995 Legislative Description:
From a junction with Route 80 near the mouth of Parley's Canyon southeast of Salt Lake City, southwesterly near the south city limits of Murray, junctioning with Route 15, thence northwesterly, northerly, and easterly to a junction with Route 15 north of Salt Lake City, traversing the alignment of interstate Route 215.

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

1998 Legislative Description:
From a junction with Route 80 near the mouth of Parley's Canyon southeast of Salt Lake City, southwesterly to near the south city limits of Murray, junctioning with Route 15, then northwesterly, northerly, and easterly to a junction with Route 15 north of Salt Lake City, on interstate Route 215.

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 215

COUNTY/VOLUME & RESOLUTION NUMBER

A. Salt Lake Co. 2/22 **B.** Juab & Millard Co. 2/31 **C.** Salt Lake Co. 3/11

D. Salt Lake & Davis Co. 6/2 **E.** Salt Lake Co. 7/26 **F.** Salt Lake Co. 8/12

DESCRIPTION OF RESOLUTION CHANGE

(A). Transfer - Frontage road adjacent to SR-215 from Approx. 2200 No. To Approx. 2800 No. & 3 transfers on 3900 So.

(B). Addition - From SR-26 (US 50 & 6, northwesterly to the Topaz Mountains.

(C). Extension - From I-15 near So. Incorporate Limits of Murray, easterly and northerly to the Jct. with I-80 near the mouth of Parleys Canyon.

(D). Re-designation - I-215 was re-designated as SR-215.

(E). Transfer - State constructed cross road from Fort Union Boulevard to 1300 East to the jurisdiction of Salt Lake County.

(F). Transfer - State constructed road, Portion of "B" Line, (Union Park Ave.) In conjunction with resolution passed June 5,1987 from the intersections of 6600 So. To Fort Union Blvd., transferred to the jurisdiction of Salt Lake County.

SR-215
31

12-215-1
14-215-1

R E S O L U T I O N

State Route 215

WHEREAS, there has been extensive mineral deposits discovered in the area of Millard and Juab County and,

WHEREAS, the development of the mines and processing mill in the area will provide considerable economic benefit to the State and counties of Millard and Juab, and

WHEREAS, it is the desire of Millard and Juab counties and the Utah State Department of Highways to provide access roads to these mineral deposits and,

WHEREAS, to provide a roadway of adequate design standard from the proposed Brush Beryllium Company mill southwest of Lynndyl, in Millard County, northwesterly to the mineral mine site near Topaz Mountain in Juab County, a distace of approximately fifty miles and,

WHEREAS, construction of the mill would be initiated in the spring of 1968 and the milling operation expected to be in operation during the spring of 1969, and

WHEREAS, this proposed road would be used to transport approximately four-hundred tons of ore in forty to sixty net ton loads daily, manufacturing supplies and personnel, and,

WHEREAS, the development of these resources will be a stimulating factor to the economy of Juab, Millard counties, and the State, and

WHEREAS, construction of this road will be a joint venture of Juab, Millard Counties and the Utah State Department of Highways,

NOW, THEREFORE, it is hereby resolved as follows:

1. That the proposed roadway from State Route 26 (Highway U. S. 50 & 6) in Section 32, T. 15S., R. 5W., northwesterly to the Topaz Mountains in R. 12W., T. 13S., a distance of 50+-miles, be designated as an interim state highway designation, Route 215, subject to the approval of the Utah State Legislature.

2. That the Utah State Road Commission will fulfill their obligations as outlined in the agreements with the Juab and Millard County Commissions respectively (see attachment).

3. That Juab and Millard counties will fulfill their obligations as outlined in the agreements with the Utah State Department of Highways and will be responsible for maintenance on the aforementioned road, within their respective counties, as outlined in the cooperative agreements.

4. That by this action, State Highway System mileage will increase 50+-miles.

5. That the letters from the Brush Beryllium Company, Juab County Commission and Millard County Commission are hereby incorporated as a part of this submission.

6. That the Utah State Department of Highways, engineer's estimate, pertaining to the construction of this proposed roadway in Juab and Millard counties is hereby incorporated as a part of this submission.

7. That the agreement entered into by the Utah State Road Commission and Juab county is hereby incorporated as a part of this submission.

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

Dated this 9th day of January, 1968.

UTAH STATE ROAD COMMISSION

Chairman

Commissioner

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

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 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 AASHO Primary Standards. Entries that fall to the right of the tolerance line (dashed) should be shaded in red.

Columns 7 & 8: *Major Structures.* Show in these columns those structures that do not meet AASHO Primary 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.

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 AASHO Primary Standards. Portion of line past the tolerance line shall be shown in red.

Column 10: *Horizontal Curvature.* Curves in excess of AASHO applicable Primary 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 point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

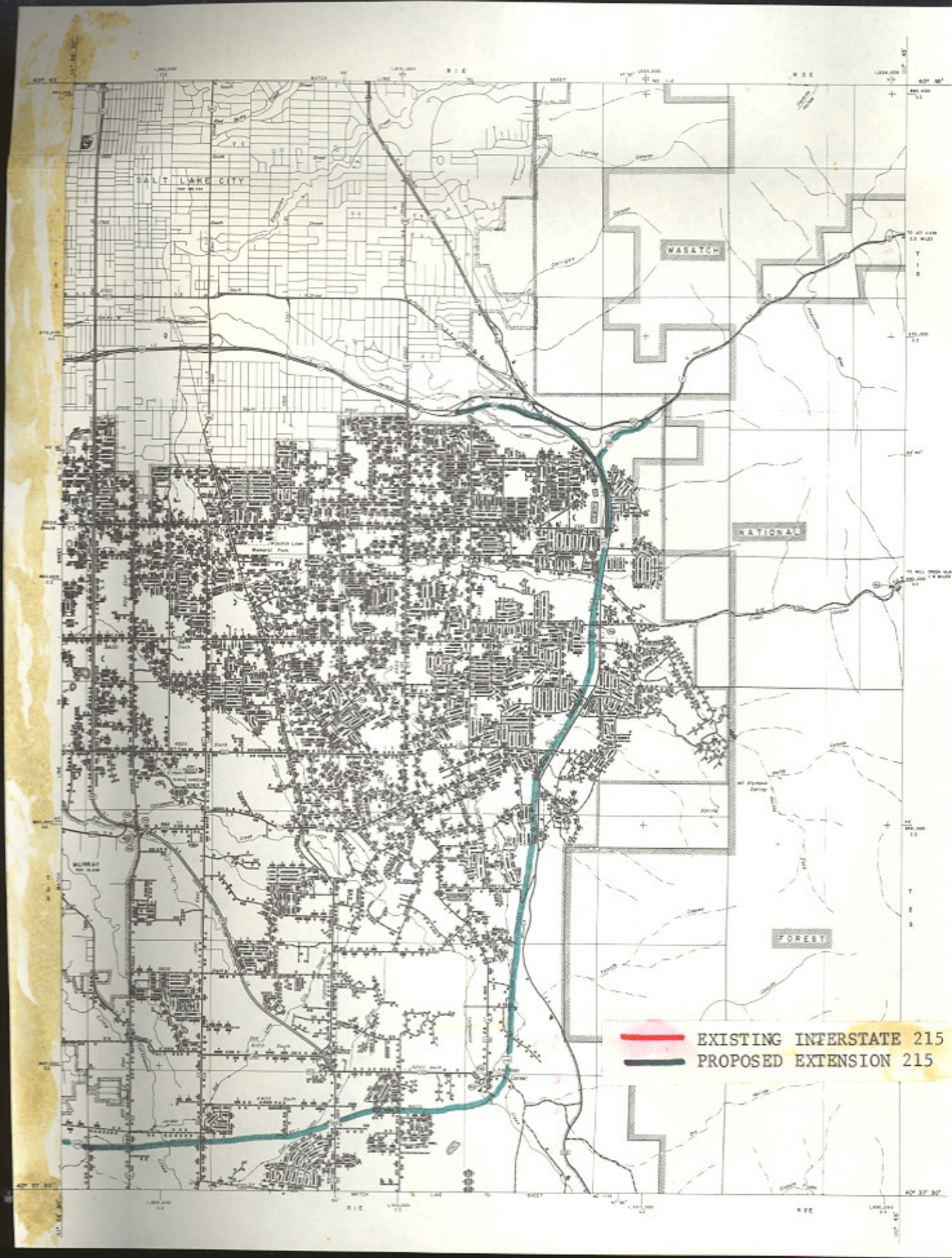
Map of State or Portion thereof,
indicating proposed
addition or change in the
U. S. Numbered System:

(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 on 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.)

SALT LAKE CITY
SOUTH SALT LAKE
Fleetwood
Granger
Taylorsville
KEARNS
MURRAY
WEST JORDAN
SALT LAKE CITY
MATCH
SHEET


SALT LAKE CITY
WASATCH
NATIONAL
FOREST
MURRAY
EXISTING INTERSTATE 215
PROPOSED EXTENSION 215

SALT LAKE CITY
NATIONAL
FOREST
WASATCH
DAVIS CO
SALT LAKE CO
DAVIS
SALT LAKE

R E S O L U T I O N

Interstate Route 215 & 415

WHEREAS, to maintain continuity in the Interstate Belt Route around Salt Lake City and,

WHEREAS, the redesignation of Interstate Route 415 would be an asset to the motoring public and,

WHEREAS, the redesignation of this route would be in keeping with the established policies adopted by the American Association of State Highway Officials recommending the consolidation of U.S. Routes by connecting two or more relatively short routes.

NOW THEREFORE, be it resolved as follows:

1. That application be made to the American Association of State Highway Officials to extend Interstate Route 215 from its present termini at Interstate Route 15 near the south city limits of Murray easterly and northerly to a junction with Interstate Route 80 near the mouth of Parleys Canyon, traversing the present location of Interstate Route 415.

2. That by this action the designation of Interstate Route 415 will be deleted from the Interstate System.

3. That by this action Interstate System mileage will not be affected.

4. That by this action the route description for Interstate Route 215 be revised to read: Beginning at the Interchange with Interstate Route 80 near the mouth of Parleys Canyon southerly and westerly to Interstate Route 15, thence westerly and northerly to Interstate Route 15 near the Salt Lake-Davis County line.

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

Dated this 14th day of October, 1968.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

INTERSTATE ROUTE DESIGNATION
SALT LAKE-DAVIS COUNTIES

Existing Interstate Route 215
Proposed Extension Interstate Route 215
Deletion Interstate Route 415

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20591

FEB 3 1969
STATE ROAD COMMISSION OF UTAH

JAN 28 1969
IN REPLY REFER TO:
34-30

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

THROUGH:
Mr. C. D. Beach
Regional FHWA
Denver, Colorado

Dear Mr. Helland:

We approve, effective this date, the redesignation of Interstate Route 415 as a portion of Interstate Route 215, the belt at Salt Lake City, as requested in the State's petition of October 14, 1968, to the American Association of State Highway Officials. The route numbering and descriptions are revised as follows:

215. From a junction with Interstate Route 80 near the mouth of Parleys Canyon southeast of Salt Lake City, southwesterly to Interstate Route 15 near the south city limits of Murray, thence northwesterly, northerly and northeasterly to a junction with Interstate Route 15 north of Salt Lake City.

415. Number eliminated.

Sincerely yours,

F. C. Turner

F. C. Turner
Director of Public Roads

Helland
Bunnington

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

October 14, 1968

C O P Y

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

Re: U.S. Route Revisions for Meeting of U.S. Route Numbering Committee

Dear Mr. Johnson:

The attached application forms pertaining to the redesignation of Interstate Route 415 to the designation of Interstate Route 215 and copies of the Utah State Road Commission Resolution pertaining to these route designation revisions are hereby submitted for consideration by the U.S. Route Numbering Committee.

I realize that this application is being submitted on the date that it should have been received in your office. This delay was unavoidable due to the necessity of the Utah State Road Commission meeting date for action on this proposed route revision, but it is felt that this request need little review, therefore it is being submitted for your consideration.

Very truly yours,

Henry C. Helland
Director of Highways

BDB:WDMears:bt

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

AN APPLICATION

FROM THE STATE HIGHWAY DEPARTMENT OF

UTAH

FOR

☐ the Establishment of a U.S. Route

☐ the Relocation of U.S. Route .....

☐ the Extension of U.S. Route .....

☐ the Establishment of an Alternate U.S. Route .....

☐ the Establishment of a Temporary U.S. Route .....

* ☐ the Recognition of a Business Route on U.S. Route .....

* ☐ the Recognition of a By-pass Route on U.S. Route .....

☒ the Extension of U.S. Interstate Route 215

☒ the Deletion of U.S. Interstate Route 415

BETWEEN

Interstate Route 80 and Interstate Route 15

The Following

State or States are

Involved:

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

.....

.....

.....

.....

.....

.....

Date Received	
Date application acknowledged	
Date to Route Number Committee	
Date considered by Executive Committee	
Action of Executive Committee	
Member Department Notified	

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

Date Submitted:

October 14, 19 68

* 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 State Highway Department agrees and pledges its good faith that it will not erect, remove, or change any U. S. Route Markers on any road without the authorization, consent, or approval of the Executive Committee of the American Association of State Highway 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 * 16,008 as compared to 3,473 for the year of 1967 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 August 1, 1962" has been read and is accepted.

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

(Signature) Director of Highways

Chief Administrative Official, Utah State Department of Highways
(Member Department)

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

RESOLUTION
Interstate Route 215 & 415

WHEREAS, to maintain continuity in the Interstate Belt Route around Salt Lake City and,

WHEREAS, the redesignation of Interstate Route 415 would be an asset to the motoring public and,

WHEREAS, the redesignation of this route would be in keeping with the established policies adopted by the American Association of State Highway Officials recommending the consolidation of U.S. Routes by connecting two or more relatively short routes.

NOW THEREFORE, be it resolved as follows:

1. That application be made to the American Association of State Highway Officials to extend Interstate Route 215 from its present termini at Interstate Route 15 near the south city limits of Murray easterly and northerly to a junction with Interstate Route 80 near the mouth of Parleys Canyon, traversing the present location of Interstate Route 415.

2. That by this action the designation of Interstate Route 415 will be deleted from the Interstate System.

3. That by this action Interstate System mileage will not be affected.

4. That by this action the route description for Interstate Route 215 be revised to read: Beginning at the Interchange with Interstate Route 80 near the mouth of Parleys Canyon southerly and westerly to Interstate Route 15, thence westerly and northerly to Interstate Route 15 near the Salt Lake-Davis County line.

* Portions of this route are proposed and this ADT figure was compiled for the base year 1965. The projected 1980 ADT is 41,637.

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 redesignation of present Interstate Route 415 from Interstate Route 15 near the south city limits of Murray in Salt Lake County, Utah, easterly and northerly to Interstate Route 80, near the mouth of Parleys Canyon to the designation of Interstate Route 215, would result in the continuity of the Belt Route from Interstate Route 80 near the mouth of Parleys Canyon southerly and westerly to Interstate Route 15, thence westerly and northerly to Interstate Route 15 near the Salt Lake-Davis County line.

The redesignation of this route would result in the signing of this route in a manner that would be benificial to the motoring public.

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

.....

.....

1	2	3	4	5	6	7	8	9	10	11
				COMPARISON TO APPLICABLE PRIMARY AASHO 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

MILEAGE: 0, 20, 40, 60, 80, 100, 120, 140, 160

ATTACH ADDITIONAL SHEET HERE IF NECESSARY

File

24

St. Const. 33rd So. to 45th So.

RESOLUTION

Relinquishment of State Constructed Frontage and Access Roads

(CRS) N/R

WHEREAS, the completion of Project I-415-9(23)305 has resulted in the construction of access roads and frontage roads from a point south of 45th South Street to 33rd South Street in Salt Lake County, and

WHEREAS, included in this project was the reconstruction of portions of Wasatch Boulevard to increase lane capacity but this reconstruction will not affect Salt Lake County "B" System mileage as Wasatch Boulevard is presently a county road, and

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

WHEREAS, it has been recommended by Mr. J. Q. Adair, District Engineer, and concurred in by the Salt Lake County Commission, that these frontage and access roads be relinquished and conveyed to Salt Lake County.

NOW THEREFORE, be it resolved as follows:

That the Utah State Road Commission relinquishes and conveys the frontage and access roads as noted on the attached map to Salt Lake County for use as public highways subject to the following conditions:

a. That Salt Lake County may not abandon these roads as public roads without prior approval of the Utah State Road Commission and the Federal Highway Administration.

b. That should it be found at any time that any part of the facilities relinquished is required for the safe and proper operation of the Federal-aid highway, the facilities will revert to the State Road Commission without cost.

That the maps showing the roadways to be relinquished are hereby incorporated as a part of this submission,

That the letter from Salt Lake County relating their concurrence in the roads to be transferred to their jurisdiction be hereby incorporated as a part of this submission,

That the memorandum from Mr. J. Q. Adair, relating to his recommendations transferring the subject roads to Salt Lake County be hereby incorporated as a part of this submission,

That by this action Salt Lake County "B" mileage will increase 0.6 + - mile,

That this action becomes effective upon the approval of the Federal Highway Administration indicating concurrence in the aforementioned relinquishment and conveyance of roads in accordance with Policy and Procedure Memorandum 80-5.

Dated this 5th day of February, 1971.

STATE ROAD COMMISSION OF UTAH

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

R-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: February 10, 1971

TO : George W. Bohn, Division Engineer
09-42.41 Federal Highway Administration

FROM : L. R. Jester, Chief
07-S Systems Planning Division

SUBJECT: Transfer of Frontage and Access Roads in Salt Lake County

On February 5, 1971, the Utah State Road Commission adopted a resolution proposing that the frontage and access roads constructed as a part of Interstate Project I-415-9(23)305 be relinquished and conveyed to the jurisdiction of Salt Lake County.

In accordance with Policy and Procedure Memorandum 50-5, we hereby request your concurrence in the transfer of these frontage and access roads to the jurisdiction of Salt Lake County.

Transmitted herewith are the requested number of resolutions, map sheets and route description sheets.

Transmittal

LRJ:BDB:WDMears:bt

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
UTAH DIVISION

RECEIVED
MAR 5 1971
UTAH STATE
DEPT. OF HIGHWAYS
CENTRAL FILES

TO : Mr. Henry C. Helland
07-SP Director of Highways
Salt Lake City, Utah

DATE: March 4, 1971

In reply refer to: 09-42.41

FROM : George W. Bohn
Division Engineer
Salt Lake City, Utah

Charles H. Cilp

SUBJECT: Utah Systems: Transfer of Frontage and Access Roads in Salt Lake County

Your request of February 10, 1971, to transfer certain frontage and access roads constructed as a part of Project I-415-9(23)305 to the jurisdiction of Salt Lake County is approved.

This will increase the Salt Lake County "B" mileage by 0.6± miles.

A copy of the approved sketch map is attached for your information.

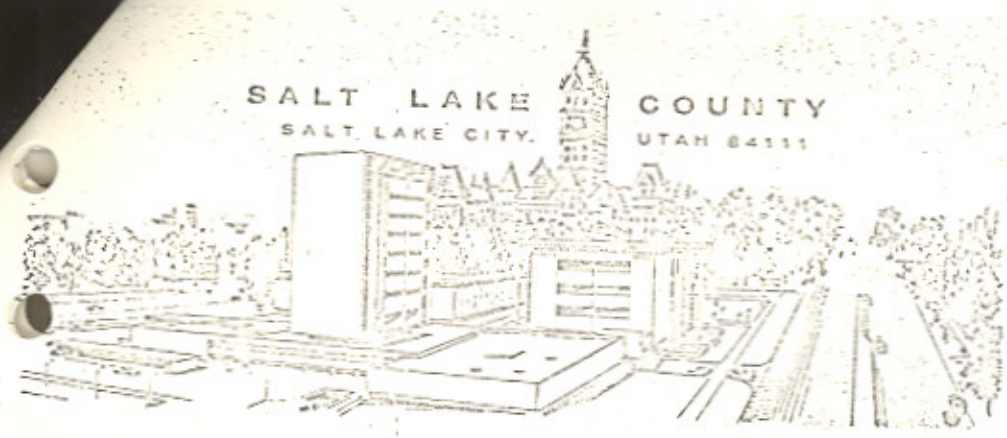
Attachment

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

Systems Planning

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 901-614



OSCAR HANSON JR., CHAIRMAN
SALT LAKE COUNTY COMMISSION
HIGHWAY DEPARTMENT

RUYAL K. HUNT, COMMISSIONER
DEPARTMENT OF FINANCE

PHILIP R. BLOMQUIST, COMMISSIONER
DEPARTMENT OF HEALTH CHARITY-WELFARE

COMMISSIONERS

DISTRICT ENGINEER
PRE-CONSTRUCTION ENGR.
CONSTRUCTION ENGR.
MAINTENANCE ENGR.
ADMINISTRATION MANAGER
MOTOR POOL COORDINATOR
SAFETY COORDINATOR
DIST. FILES
PROJECT
INFO
INFO SMITH
SUSPENSE

December 9, 1970

Mr. J. Quintin Adair
District Engineer
Utah State Department of Highways
2410 West 21st South
Salt Lake City, Utah

Dear Sir:

The Board of County Commissioners, at its meeting held this day, approved the recommendation of Mr. Lamont B. Gundersen, Director, County Highway Department, that the County accept the frontage roads in connection with I-215 in the area of Wasatch Blvd.

When the State Highway Department approves this action, Salt Lake County will be credited B funds for the future maintenance of these frontage roads.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

W. STERLING EVANS, COUNTY CLER

By Helen M Houston
Deputy Clerk

RECEIVED DEC 23 1970 DISTRICT NO. 2

R-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: December 23, 1970

TO : B. Dale Burningham, Planning Statistics Supervisor

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

SUBJECT: Transfer of Frontage Road

The Salt Lake County Commission has concurred in taking over the frontage road as shown on the attached map:

The west side of I-215 from Millcreek Road to 38th South.

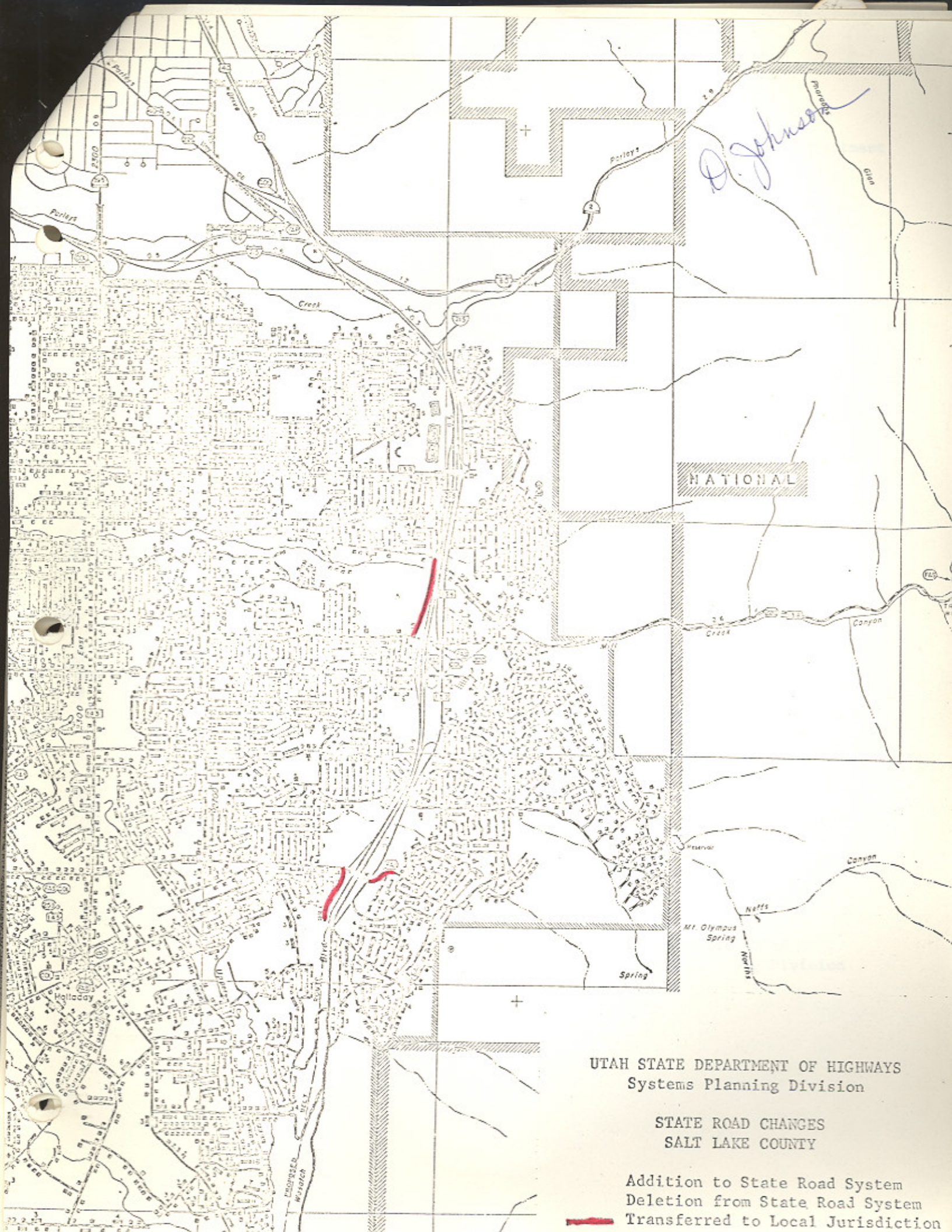
Stratton Way from 3125 East, southerly for approximately 300 feet.

On the east side of I-215 (Wasatch Drive), Rainier Avenue to Oak Cliff Drive.

We are forwarding a copy of their letter to your office for further processing of this transfer.

/bm

cc: David L. Greenwood



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
SALT LAKE COUNTY

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

File

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Same Letter sent to: Lamont B. Gunderson, Salt Lake County Highway Department

Resolution sent to: J. Quintin Adair, District #2 Engineer

Jerry Fenn	Wallace Liddle	E. Paul Gilgen
Ralph Murdock	David Sargent	Charles Bertolina
Dean Steed	Art Geurts	Jim West
Porter M. Gooch	Robin Hood	Don Jensen
Keith Rosevear	Ellen Wandell	Clarence Bywater
Robert Walsh	Harold Brown	Ken Riddle
Lillian Witkowski	Ray Behling	Winston Neiman
Maurice RiChey	Bonnie Garcia	Robert Weadon
James N. Adams	John W. Homer	Mary Decker
Evelyn Crill	Chauncey Powis	Ezra Christensen

March 15, 1971

COPY

Mr. William E. Dunn, Chairman
Salt Lake County Commission
Salt Lake City & County Building
Salt Lake City, Utah 84111

Dear Commissioner Dunn:

Subject: Transfer of Frontage Roads to Local Jurisdiction in Salt Lake County

On March 4, 1971, the U.S. Department of Transportation, Federal Highway Administration, approved the transfer of the frontage roads from a point south of 45th South Street north to 33rd South Street on the east and west sides of I-215 resulting from the construction of Project I-415-9 (23)305 to the jurisdiction of Salt Lake County.

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

Very truly yours,

L. R. Jester, Chief
Systems Planning Division

Attachment

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]

West SL, Co.

6

RESOLUTION

I-215 - 9(28)303

Relinquishment of Administrative and Maintenance Control of Realigned 2700 West

WHEREAS, the Utah Department of Transportation has constructed a segment of the Interstate Highway System between 4700 South and 1800 South in Salt Lake County known as Project No. I-215 - 9(28)303, and

WHEREAS, the Department, in the construction of the highway project, altered 2700 West as shown in the attached sketch, and

WHEREAS, Salt Lake County agreed to the construction of the highway project as evidenced by the attached agreement.

NOW THEREFORE, be it resolved that the Utah Transportation Commission conveys that section of 2700 West as realigned by the construction of Project I-215 - 9(28)303 to Salt Lake County who will assume all administrative and maintenance responsibilities, and

Be it further resolved that Salt Lake County may not abandon this road without prior approval of the Utah Transportation Commission and the Federal Highway Administration, and

Be it further resolved that the attached agreement and sketch be a part of this document and that Salt Lake County's "B" mileage will increase 0.13 mile ±, and

Finally, that this action becomes effective upon the approval of the Federal Highway Administration.

2700

Dated this 9th day of December, 1977.

UTAH TRANSPORTATION

B. LaDawn Cox
Chairman

Vice-Chairman

Commissioner

Commissioner

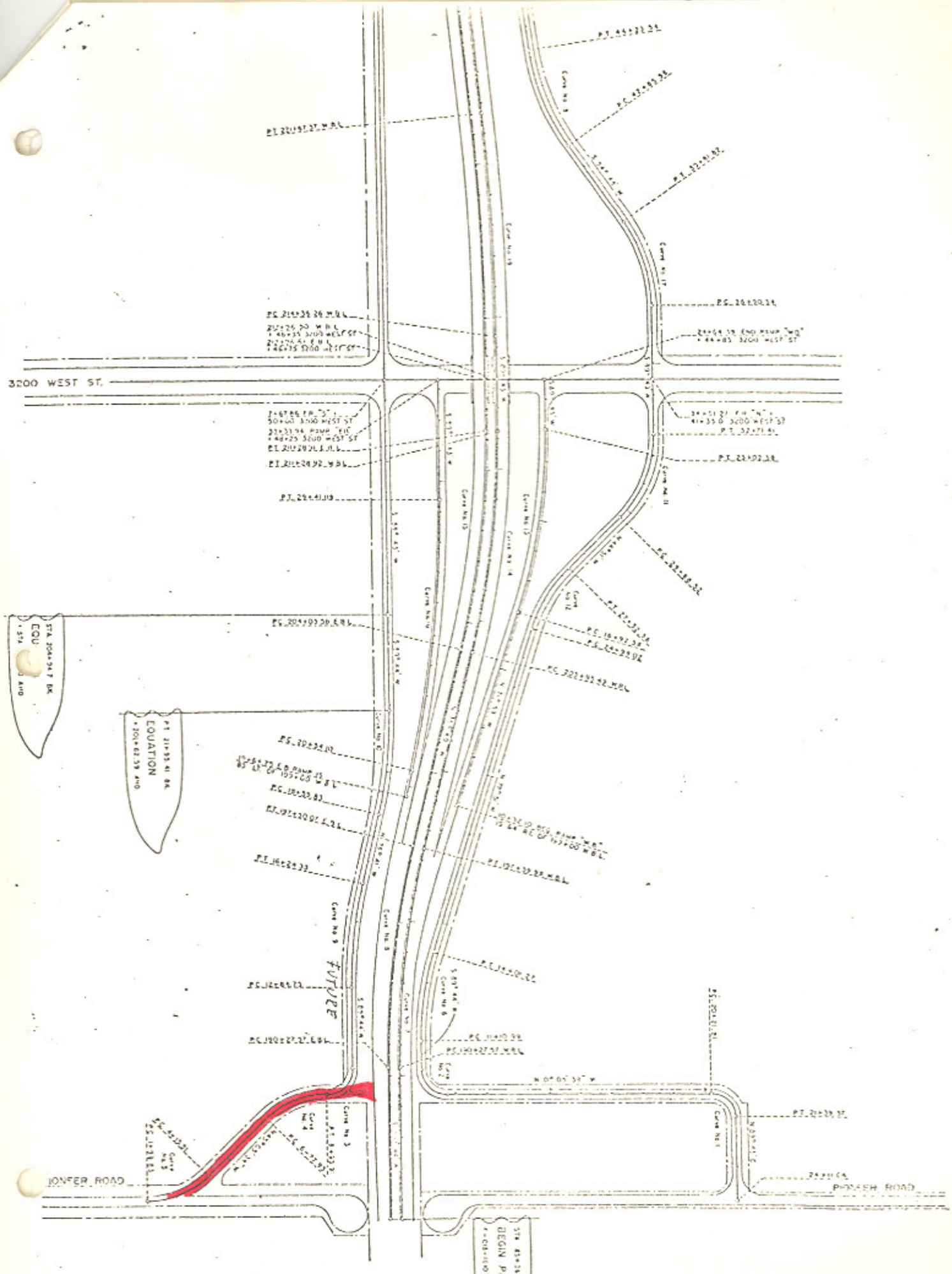
Commissioner

ATTEST:

Secretary

2700 West St. Co.

6



2700 West

FHWA 121 (Rev. 5-73)

DEPARTMENT OF TRANSPORTATION
Project No. [illegible]

2-1-75

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 2nd ~~15th~~ day of Nov. ~~August~~ 19 77, by and between the UTAH DEPARTMENT OF TRANSPORTATION, hereinafter called the "Commission" and the Authorized Officials of Salt Lake County (City, County, etc.) called " the County (City, County, etc.)."

WITNESSETH:

WHEREAS, the Commission proposes the construction of a highway between 4700 South and 1800 South, known as Project No. I-215-9(28)303 and has prepared a plan showing that portion of the highway within the limits of and/or affecting the roads of the County (City, County, etc.).

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

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

NOW THEREFORE, it is agreed:

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

2. The County (City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with the County (City, County, et.) 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 Commission will retain control and maintenance of the roads which are adopted or recommended for adoption by the Commission or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan. the County (City, County, etc. will assume control and maintenance of all other roads which are within its jurisdiction and as marked on the plan upon notice from the Commission. Notification will be given by the Road Commission at the time maintenance responsibility is to be assumed by the County (City, County, etc.).

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.

(City, County, etc.)

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

NOW THEREFORE, it is agreed:

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

2. The County (City, County, etc.) agrees and consents to the construction of the proposed highway project with the access and frontage roads and crossings of and connections with the County (City, County, et.) 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 Commission will retain control and maintenance of the roads which are adopted or recommended for adoption by the Commission or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan. the County (City, County, etc.) will assume control and maintenance of all other roads which are within its jurisdiction and as marked on the plan upon notice from the Commission. Notification will be given by the Road Commission at the time maintenance responsibility is to be assumed by the County (City, County, etc.).

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

By _____
Mayor or Town President

Attest _____
City or Town Clerk

UTAH DEPARTMENT OF TRANSPORTATIO

By _____
Director

ATTEST _____
Secretary to the Commission

10-24-77

2700 West

FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Utah Division

DATE: December 20, 1977

In reply refer to: HRW-UT

I-215-9(28)303

SUBJECT: Transfer of Jurisdiction of Access Road in Salt Lake County

FROM: Division Administrator
Salt Lake City, Utah 84147

TO: Mr. Blaine J. Kay, P.E.
07-S Director of Transportation
Salt Lake City, Utah

We concur in the proposal outlined in your memorandum of December 15, 1977, to transfer the administrative and maintenance responsibility for that section of Pioneer Road lying south of 21st South Street which was constructed as part of I-215-9(28)303.

John L. Stratton
for George W. Bohn, P.E.

RECEIVED
1977 DEC 22 AM 10:46
UTAH STATE
DEPT. OF TRANSPORTATION
FEDERAL FILES

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

ROUTED TO	INITIAL	ACTION
[redacted]	Jester	
I-		
C-		
A-		

N-Necessary Action my Signature

R-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: December 15, 1977

TO : George W. Bohn, Division Administrator
HRP-UT Federal Highway Administration

FROM : L. R. Jester, P.E.
07-S Engineer for Transportation Planning

SUBJECT: Transfer of Access Roads in Salt Lake County

On December 9, 1977, the Utah Transportation Commission adopted a resolution transferring an access road constructed as part of Project I-215-9(28)303 to the administrative and maintenance responsibility to Salt Lake County.

In accordance with FHPM 6-1-1-8 we hereby request your approval in the transfer of this access road.

Transmittals

WDMears:bt

2700 West Sl. Co.

UTAH STATE DEPARTMENT OF HIGHWAYS

January 5, 1978

COPY

Mr. William E. Dunn, Chairman
Salt Lake County Commission
Salt Lake City & County Building
Salt Lake City, Utah 84111

Dear Commissioner Dunn:

Subject: Relinquishment of Administrative and Maintenance Control of Realigned 2700 West in Salt Lake County

On December 20, 1977, the Federal Highway Administration concurred in the transfer to Local Jurisdiction that section of 2700 West that was realigned by the construction of Project I-215-9(28)303 in Salt Lake County as described in the enclosed 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

bc: Mr. Don Spencer, Director Salt Lake County Department of Highways
Howard B. Leatham, Engineer for Policy & Systems Planning
Blaine J. Kay, District #2 Director

Information sent to:

Jerry Fenn	W. J. Stephenson	Harold Brown	Charles Bertolina
Ralph Murdock	J. Q. Adair	Ray Behling	E. E. Lovelace
Dennis Spackman	David L. Kennison	Bonnie Garcia	Don Jensen
Robert Wheadon	Robin Hood	John W. Homer	Clarence Bywater
Keith Rosevear	Art Guerts	Jo Ann Slaugh	Ken Riddle

Frontage Rds Salt Lake City

10-4

RESOLUTION

Relinquishment of State Constructed Frontage Roads
Project Nos. U-122(10), I-15-7(11)309, Beck Street
Interchange & I-215-9(6)297, 1700 North Interchange
Salt Lake City

Whereas, Section 27-12-27, through 27-12-29 and 27-12-102 of the Utah Code 1992 provide for the addition or deletion of highways from the State System, along with return to Counties, Cities or Towns or Abandonment, also Disposition of portions of highways realigned and abandonment of easement or vacation of highways, and

Whereas, it has been determined that a state constructed frontage road connected with projects U-122(10), and I-15-7(11)309 near and adjacent to the Beck Street Interchange, and a frontage road connected with project I-215-9(6)297, immediately north of 1700 North were not designated as Salt Lake City roads when state construction projects were completed, and

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

Whereas, the Utah Department of Transportation will enter into agreements with duly appointed officials of Salt Lake City regarding designation of stated frontage roads depicted within Projects No. U-122(10),I-15-7(11)309, and I-215-9(6)297, and

Whereas, the appropriate staff of the Transportation Planning Division has reviewed the frontage road situation in and around the aforementioned projects, and having consulted with the appropriate officials in District 2, concur with the necessity to designate stated frontage roads to the jurisdiction of Salt Lake City.

NOW THEREFORE, be it resolved as follows:

1. Roadway known as frontage road, near and adjacent to Beck Street Interchange, in conjunction with Projects U-122(10) traversing in a northerly direction from Engineer Station 62+08 to Engineer Station 81+02 a distance of 0.36± miles, and I-15-7(11)309, Engineer Station 159+96 to Engineer Station 199+80 a distance of 0.75± miles a total distance of 1.11± miles be relinquished to the jurisdiction of Salt Lake City.

2. Roadway known as frontage road (D-1 Line), immediately north of 1700 North, in conjunction with Project No. I-215-(6)297, traversing in an easterly direction from Engineer Station 314+23 to Engineer Station 325+40 a distance of 0.21± miles be relinquished to the jurisdiction of Salt Lake City.

2. These roadways will be functionally classified as"Local Road".

3. The stated designations will be actuated upon approval of the Transportation Commission, and signing of stated agreement between the Utah Department of Transportation and Salt Lake City Officials.

4. The accompanying, letters, copies of agreements, and maps will be made part of this resolution.

Dated on this 30th day of July 1993

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

Attest:

Secretary

MAX G. PETERSON, P.E.
CITY ENGINEER

SALT LAKE CITY CORPORATION
DEPARTMENT OF PUBLIC WORKS
City Engineering Division

444 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111
TELEPHONE (801) 535-7961
FAX (801 535-6093

March 19, 1993

James C. Nelson, Eng. Coordinator
Utilities & Railroad
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, Utah 84119-5998

Re: Transfer of Jurisdiction between 2200 North & Davis County Line, Project No. U-122(10)

Dear Mr. Nelson:

Attached are three signed copies of the referenced Cooperative agreement. Please process for approval and return the copy marked Recorder.

Sincerely,

Max G. Peterson, P.E.,
City Engineer

MGP:KC:po
Attachment

cc: Rick Johnston
Karen Carruthers
Vault

Frontage Rds S214 Lake City

10-4

Recorder

R-151(P) Project No. U-122(10)

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 on this 2nd day of March, 1993, by and between the Utah Department of Transportation, hereinafter called the "DEPARTMENT", and the Authorized Officials of Salt Lake City hereinafter called "CITY".

WITNESSETH:

WHEREAS, the DEPARTMENT has completed the construction of a highway between 2200 North and Davis County Line, known as Project No. U-122(10), and has prepared a plan showing that portion of the highway within the limits of and/or affecting the roads of "City".

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

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, has at the expense of the DEPARTMENT, made the changes in the roads of "CITY" in accordance with the plan, or as may hereafter be agreed between the parties hereto.
2. "CITY" approves the completed highway project with the access and frontage roads and crossings of and connections with "CITY" 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. "CITY" will assume control and maintenance of all other roads which are within its jurisdiction, and as marked on the plan upon notice from the DEPARTMENT. Notification will be given by the DEPARTMENT at the time maintenance responsibility is to be assumed by "CITY".
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.

SALT LAKE CITY

Mayor

~~City Clerk~~
ACTING CITY RECORDER

UTAH DEPARTMENT OF TRANSPORTATION

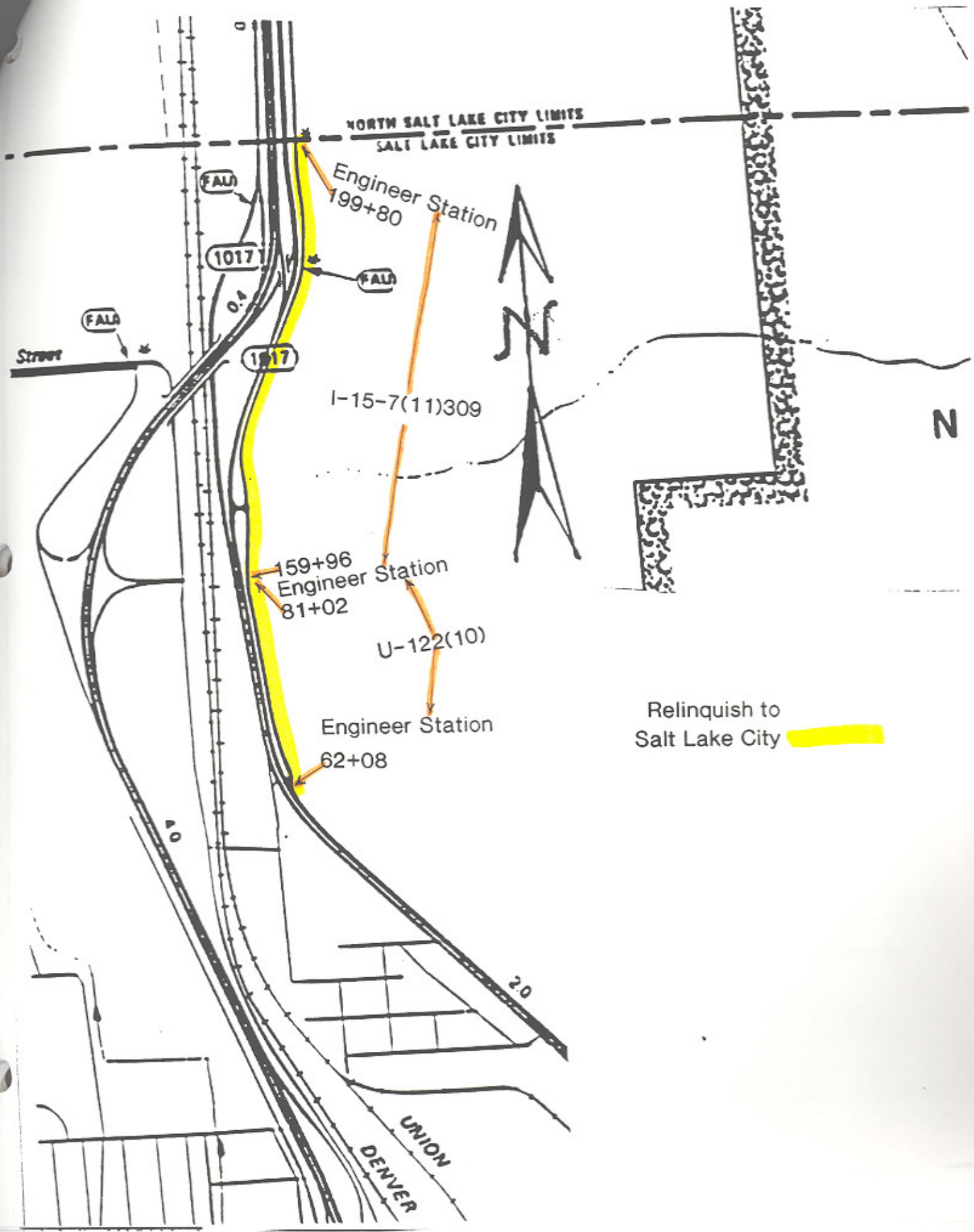
for Director
Department of Transportation

UDOT Secretary

7-30-93

ORIGINAL DOCUMENT

2-18-93


NORTH SALT LAKE CITY LIMITS
SALT LAKE CITY LIMITS
Engineer Station
199+80
FALA
1017
FALA
0.4
FALA
Street
1017
I-15-7(11)309
N
159+96
Engineer Station
81+02
U-122(10)
Engineer Station
62+08
Relinquish to
Salt Lake City
4.0
2.0
UNION
DENVER

MAX G. PETERSON, P.E.
CITY ENGINEER

SALT LAKE CITY CORPORATION
DEPARTMENT OF PUBLIC WORKS
City Engineering Division
444 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111
TELEPHONE (801) 535-7961
FAX (801 535-6093

July 10, 1992

James C. Nelson, Eng. Coordinator
Utilities & Railroad
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, Utah 84119-5998

Re: Transfer of Jurisdiction of Road at 1700 North & 2200 West to the City

Dear Mr. Nelson:

Attached are three signed copies of the referenced agreement. Please process for approval and return the copies marked recorder and vault.

Sincerely,

Max G. Peterson, P.E.,
City Engineer

R MGP:JH:po
Attachment

JH cc: Rick Johnston
Joel Harrison
Vault
Bob Sorcic
Duane Fuller

Frontage Rds Salt Lake City

10-4

R-151(F) Project No. I-215-9(6)297

AGREEMENT

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.

RECORDED

THIS AGREEMENT, made and entered into on this JUN 1 0 1992 day of _____, 1992, by and between the Utah Department of Transportation, hereinafter called the "DEPARTMENT", and the Authorized Officials of Salt Lake City hereinafter called "City".

WITNESSETH:

WHEREAS, the DEPARTMENT has completed the construction of a highway between 700 North and North City Limits, known as Project No. I-215, and has prepared a plan showing that portion of the highway within the limits of and/or affecting the roads of "City".

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

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, has at the expense of the DEPARTMENT, made the changes in the roads of "City" in accordance with the plan, or as may hereafter be agreed between the parties hereto.

2. "City" approves the completed highway project with the access and frontage roads and crossings of and connections with "City" 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 specifically the frontage road at 1700 North between I-215 and 2200 West.

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. "City" will assume control and maintenance of all other roads which are within its jurisdiction, and as marked on the plan upon notice from the "DEPARTMENT". Notification will be given by the DEPARTMENT at the time maintenance responsibility is to be assumed by "City".

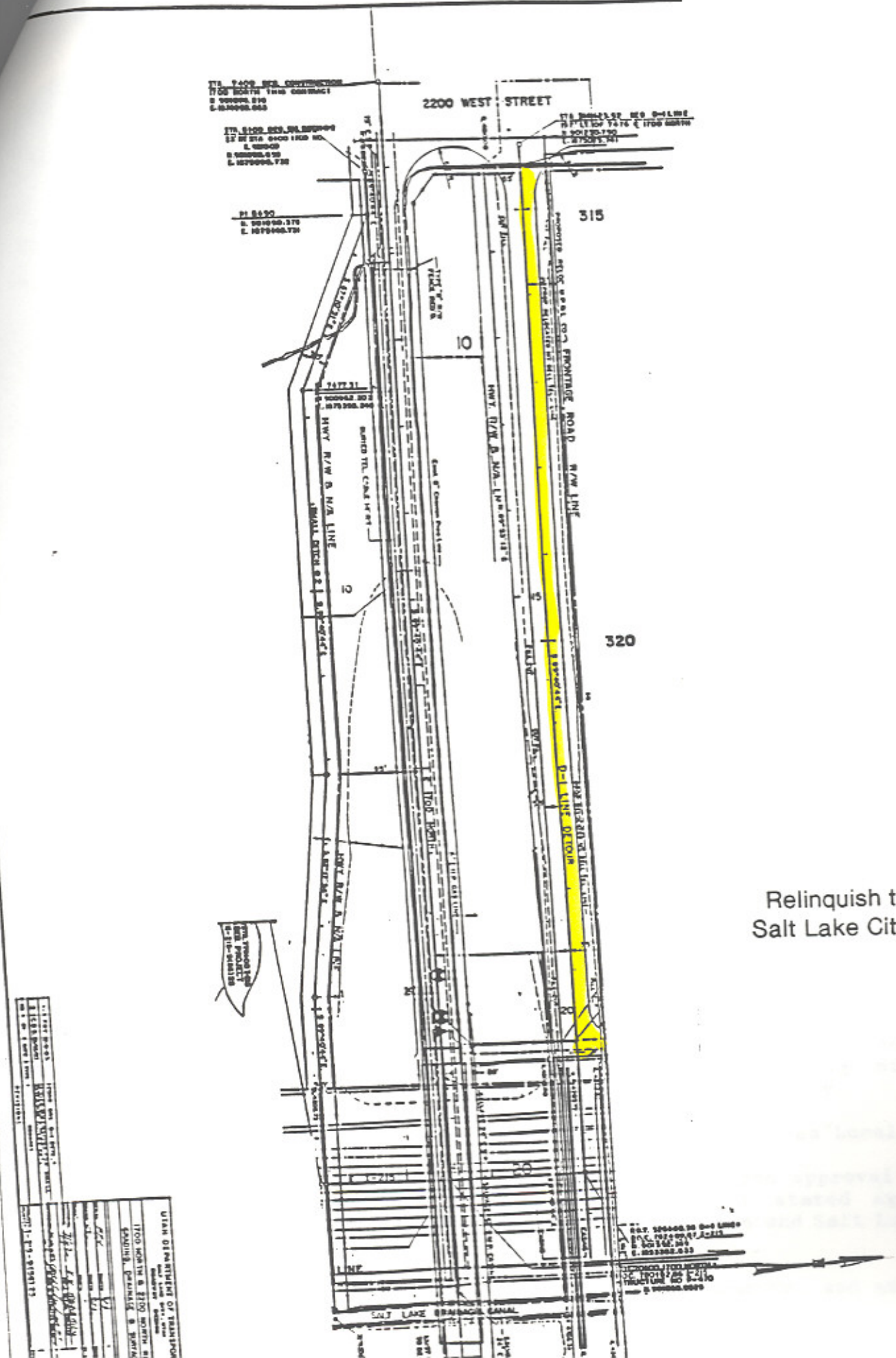
4. This Agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary in the public interest.

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.

RECORDED

SALT LAKE CITY	UTAH DEPARTMENT OF TRANSPORTATION
Deedee Corradino	[signature]
Mayor	Director, Dept. of Transportation
Kitty Marshall	[signature]
City Clerk	UDOT Secretary

7-30-9



Relinquish to
Salt Lake City