Route 15

Updated: Aug. 2018

Route-15 Updated: June 1990

Anderson Junction via Zion National Park to Mt. Carmel Junction, Anderson Junction, LaVerkin Junction, August 5, 1912. LaVerkin Junction - Zion Canyon, 1916. Zion Canyon - Mt. Carmel Junction by Road Commission in 1923 as National Park Project, built 1927 to 1930. Portion in the Park not a state road.

1953 Description:

From Anderson Junction on Route 1 southeasterly via Toquerville and Rockville to Zion National Park south boundary, and from Zion National Park east boundary to Mt. Carmel Junction on Route 11.

**(*(A) Scanned)

Approved by 1963 Legislature:

**(*(B) Scanned)

Approved by 1965 Legislature:

**(*(C) Scanned)

1967 Legislature:

*(D) *(E) *(F) *(G) *(H) *(I) *(J) *(K) *(KK)**1969 Legislature:**

From Anderson Ranch to LaVerkin Junction re-designated SR-17 by the 1969 Legislature.

*(L) *(M) *(N)

1969 Description:

From Harrisburg Junction on SR-1 (Interstate 15) easterly to Zion National Park south boundary, and from Zion National Park east boundary to Mt. Carmel on SR-11.

1975 Legislature (Description)

From Harrisburg Junction on SR-1 (I-15) easterly to Zion National Park south boundary and from Zion National Park east boundary to Mt. Carmel Junction on SR-11.

*(Y) *(Z) *(AA)

*(BB) 1977 Commission Action (May 20, 1977)

State Route 15 traversing the 1975 description is deleted from the State System and reassigned to Interstate 15 (I-15). A part of State Route 9 has been reassigned to traverse the alignment of the 1975 description of State Route 15.

1977 Description:

From the Utah - Arizona State line south of St. George northerly through or near Provo. Salt Lake City, Ogden and Tremonton to the Utah - Idaho State line south of Malad Idaho (traversing all completed projects on Interstate Route 15).

*(CC)

1979 Legislature: Description remains the same.

*(DD) *(EE) *(FF)

<u>1983 Legislature:</u> Description remains the same.

*(GG)

Route 15 Cont.

1985 Legislature: Description remains the same. **1986 Legislature:** Description remains the same.

1987 Legislature: Description remains the same.

*(HH)

<u>1988 Legislature:</u> Description remains the same.

*(II)

1990 Legislature: Description remains the same.

*(JJ) *(NN)

1992 Legislature: Description remains the same.

*(OO)

<u>1993 Legislature:</u> Description remains the same.

*(PP)

<u>1994 Legislature:</u> Description remains the same.

1995 Legislative Description:

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.

1996 Legislature: Description remains the same.

1997 Legislature: Description remains the same.

1998 Legislative Description:

From the Utah-Arizona state line near St. George to the Utah-Idaho state line south of Malad, Idaho, on interstate Route 15.

1999 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.
 2005 Legislature: Description remains the same.
 2006 Legislature: Description remains the same.
 2007 Legislature: Description remains the same.
 2008 Legislature: Description remains the same.
 2011 Legislature: Description remains the same.
 2016 Legislation: Description remains the same.
 2017 Legislation: Description remains the same.
 2018 Legislation: Description remains the same.

Refers to resolution index page following.

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

Route 15

COUNTY/VOLUME & RESOLUTION NO.

A. Salt Lake Co. 1/52	B. Multiple 1/79	C. Kane Co. 1/111
D&G . Utah Co. 2/7	E . Weber Co. 2/11	F . Weber Co. 2/12
G&D . Utah Co. 2/13	H. Davis & Weber Co. 2/14	I. Salt Lake Co. 2/21
J. Salt Lake Co. 2/22	K . Utah Co. 2/45	L. Salt Lake Co. 3/2
M. Salt Lake Co. 3/9	N. Salt Lake Co. 3/10	O . Beaver Co. 3/14
P . Iron Co. 3/16	Q. Salt Lake Co. 4/7	R. Washington Co. 5/2
S . Davis Co. 5/10	T . Utah Co. 5/13	U. Salt Lake Co. 5/16
V. Utah Co. 5/21	W. Millard Co. 5/23	X . Iron Co. 5/28
Y. Millard Co. 5/38	Z . Beaver Co. 5/41	AA . Iron Co. 5/42
BB . Multiple Co. 6/2	CC. Salt Lake Co. 6/7	DD . Salt Lake Co. 6/29
EE . Box Elder Co. 6/30	FF . Iron Co. 6/40	GG . Washington Co. 6/48
H . Juab Co. 7/29	II. Box Elder Co. 7/38	JJ. Washington Co. 8/15
KK . Iron Co. 2/28	LL. Davis Co. 4/23	MM . Davis Co. 4/31
NN. Salt Lake & Davis Co. 9/3	OO . Utah Co. 9/20	PP. Salt Lake Co. 10/4
Titi. Sait Zaite & Bavis Co. 3/3		11. Suit Lanc 30. 10/1
QQ . Utah Co. 11/39	QQ. Washington Co. 11/41	

DESCRIPTION OF RESOLUTION CHANGE

- (A). New Alignment Newly Constructed Alignment of I-15 from Becks Interchange to Bountiful North Incl.
- (B). Policy Change Descriptions for revisions in route numbering and signing for US Routes running concurrently with Interstate Routes.
- (C). Relocation Two projects east of Zion Park Boundary.

Route 15 Cont.

(**D&G**). Transfers -Frontage roads to Lehi City, Utah County, American Fork, Lindon City, Orem City, Provo City, Santaquin City and Payson City. (E). Transfers -Frontage roads to Riverdale City, Weber County, along with Airport road. (F). Transfer -Frontage road to Roy City. Frontage roads from Santaquin to north of Lehi. (G&D). Transfers -(H). Transfers -Frontage roads to Clearfield City, Layton City, Ogden City and Davis County. Frontage roads from approximately 1300 South to approximately 2400 North to (I). Transfers -Salt Lake City. (**J**). Transfers -Frontage roads from approximately 13800 South to approximately 9000 South to the proper entities. (K). Transfers -Frontage roads to Provo City. (L). Transfers -Frontage roads from 13800 South to 12300 South. (M). Transfers -Frontage roads to Murray City. Frontage road from 7200 South to Second Ave. in Midvale. (N). Transfer -(O). Relocation/Transfers -Transferred old alignment of SR-2 to Beaver County, along with Frontage roads to Beaver County. (**P**). Relocation/Transfers -Transferred old alignment of SR-1 to Iron County, along with Frontage roads to County. (Q). Transfers -Frontage roads to Salt Lake County. Frontage roads to Washington County and St. George City. (**R**). Transfers -(S). Transfers -Frontage roads from Pages Lane to Lagoon-Burke Lane Interchange to Centerville, Farmington, West Bountiful and Davis County. (T). Transfers -Frontage roads to Utah County. (U). Transfers -Frontage roads between Bluffdale Road and Salt Lake County line to Salt Lake County.

Route 15 Cont.

(V). Transfers -Frontage roads between Salt Lake County line and North Lehi Interchange to Utah County. (W). Relocation/Transfers -Relocate SR-15 to follow alignment of I-15, also transfer frontage roads from a south of Kanosh to a point north of Fillmore to Millard County. (X). Transfers -Frontage roads between Summit and Paragonah to Iron County. (Y). Transfers -Frontage roads between North Fillmore and Scipio to Millard County. (**Z**). Transfers -Frontage roads between Iron County line and south of Beaver to Beaver County. (AA). Transfers -Frontage roads between Fremont Wash and Beaver County line to Iron County. (**BB**). Re-designation -I-15 to SR-15 in its entirety. (CC). Transfers -In Murray City. Frontage roads from Sandy City limits to 9400 South, east side of I-15 to Sandy (**DD**). Transfers -(EE). Abandonment/Transfers - Abandoned portion old alignment of US-91, also Frontage road from Plymouth to Idaho State line and from the Portage Interchange to the Idaho State line to Box Elder County. Frontage roads to Iron County. (FF). Transfers -(GG). Transfers -Old Alignment of US-91 at New Harmony Interchange to Washington County. (**HH**). Transfers -Frontage roads to Juab County. (II). Transfers -Frontage roads to Box Elder County and Tremonton City. (JJ). Transfer -Haul road (Tonaquint Drive) to St. George City. (**KK**). Transfers -In Iron County. (LL). Transfers -Frontage roads to West Bountiful City. (MM). Transfers -Frontage roads to Davis County and various cities. (NN). Relinquishment -Frontage roads to North Salt Lake and Salt Lake City. (OO). Relinquishment -Service Road to American Fork City.

Frontage roads to Salt Lake City.

(PP). Relinquishment -

(**QQ**). Transfers - Frontage roads in Lehi to UDOT.

(RR). Transfer - Frontage Road to Hurricane City and Washington Co.

RESOLUTION

WHEREAS, with the completion of the Federal-aid Interstate System and portions thereof, there will be a need for revision in route numbering.

NOW, THEREFORE, pursuant to the above need, the policy of the Utah State Road Commission as an interim guide, pending the development of national uniform standards, should be:

- Where U. S. or State routes coincide with the Interstate location, where Interstate construction is completed, only Interstate route markers will be displayed.
- Where U. S. routes converge with an Interstate route, and at State borders, signs will be placed indicating that the U. S. or State numbered route will follow the Interstate route involved.
- Where U. S. or State routes diverge from the Interstate, the normal junction sign will be placed with an arrow indicating the direction the routes take as they leave the Interstate location.
- Routes into and through communities presently served by U. S. or State routes will be signed with existing U. S. or State route numbers.
- Business route numbering shall be established for routes principally within the corporate limits of a city.
- 6. Where the Interstate alignment relocates a U. S. or State numbered route, and such route becomes essentially a local service function and is abandoned to local jurisdiction, the U. S. or State route shall be carried on the Interstate System.

Date this 26th day of May, 1964.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

Commissioner

Commissioner

Commissioner

ATTEST.

S. retary

29

2.30 2.30 2.30 2.30 Interim Designations and Deletions - Federal-Aid Highways Authority: Sec. 27-12-27, UCA, 1953, as Amended

RESOLUTION T

State Routes 2, 6, 8, 15, 24, 26, 29, 44, 54, 123, 155, 236, 259

WHEREAS, with the completion of various projects resulting in the reconstruction of new roadway on new alignment and

WHEREAS, portions of the old alignment will no longer serve as roadways but nevertheless other sections will still serve as public roads, though not justified as part of the State Highway System and

WHEREAS, a physical inventory was made of all roadways concerned in this resloution and

WHEREAS, all county officials concerned were contacted and their letters of concurrence in our recommendations are forthcoming and

WHEREAS, it has been recommended by the District Engineers concerned.

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

1. Route 2 - Summit County, Project I-80-4(8)190, west of Wyoming line, a distance of 4.373 miles built on new location. Three sections of the old roadway are no longer within the N/A line and are of no further use as public roadway, therefore all portions of roadway on old alignment are abandoned, a distance of 4.200 miles, resulting in an increase of 0.173 mile in the State System of Highways.

Route 6 - Uintah County, Project F-015-3(4) west of Vernal, a distance of 2.055 miles built on new location. All portions of old alignment have either been obliterated or barricaded by barriers, therefore, all portions of the old alignment are abandoned, a distance of 2.405 miles, resulting in a decrease of 0.350 mile in the State System of Highways.

Route 8 - Emery County, Projects F-028-3(5) and F-028-3(6) south of

111

Carbon County line, a total distance of 14.712 miles built on new location. All portions of the old alignment have either been obliterated, including removal of some structures, or barricaded, with the exception of that portion of old alignment from a connection with the new alignment south of Price River northerly to Woodside, a distance of 0.7 + - mile. Therefore, all portions of the old alignment are being abandoned, a distance of 14.299 miles, with the exception of that portion that is being used as a public road from a connection with the new alignment south of Price River to Woodside which is transferred to the jurisdiction of Emery County, resulting in an increase of 0.7 + - mile in Emery County "B" mileage and a decrease of 0.287 mile in the State System of Highways.

Route 15 - Kane County, Projects F-014-1(2) and FLH-37-(1) east of Zion

Park Boundary, a distance of 2.809 built on new location. All portions of the old

alignment have been closed to the public with the exception of that portion of the

old alignment from a connection with the new alignment northeasterly to a mine road,

a distance of 0.400 mile. Therefore, all portions of the old alignment are aban
doned, a distance of 3.942 miles, with the exception of that portion being used

as a connecting roadway to the mine road which is transferred to the jurisdiction

of Kane County, resulting in an increase of 0.4 + - mile in Kane County "B" mileage

and a decrease of 1.533 mile in the State System of Highways.

Route 24 - Wayne County, Projects NS-371(1) and S-0371(5) east of Capitol Reef Monument, a distance of 14.484 miles built on new location. From Engineer Station 851 + - to 652 + - transferred to the jurisdiction of Wayne County, a distance of 3.600 miles, all remaining portions of the old alignment have been obliterated and, therefore, are abandoned, a distance of 11.646 miles, resulting in an increase of 3.6 + - miles in Wayne County "B" mileage and a decrease of 0.762 mile in the State System of Highways.

Route 26 - Juab County, Project F-029-3(2) from a junction with State Route 148 southwesterly, a distance of 6.615 miles built on new location. From

Engineer Station 1201 + - to 1115 + - the old alignment has been obliterated and, therefore, is abandoned, a distance of 1.949 mile. From Engineer Station 1115 + - to 85 + - to be transferred to the jurisdiction of Juab County, a distance of 5.030 miles, resulting in an increase of 5.0 + - miles in Juab County "B" mileage and a decrease of 0.364 mile in the State System of Highways.

Route 29 - Emery County, Project NR-29-1 Sanpete County line easterly, a distance of 5.908 miles built on new location. All portions of old roadway abandoned, a distance of 1.900 mile, as it will be inundated as a result of the construction of Joes Valley Reservoir, resulting in an increase of 4.008 miles in the State System of Highways.

Route 44 - Daggett County, Project S-0192(1) south of Manila, a distance of 2.186 miles built on new location. From Engineer Station 2145 + - to 2069 + - will serve as a public roadway and, therefore, is transferred to the jurisdiction of Daggett County, a distance of 2.400 miles, resulting in an increase of 2.4 + - miles in Daggett County "B" mileage and a decrease of 0.712 mile in the State System of Highways.

Route 54 - Garfield County, Project S-0392(5) near Escalante, a distance of 3.818 miles built on new location. From Engineer Station 226 + - to 111 + - to be abandoned as connections to this section of old alignment have been obliterated, a distance of 2.727 miles. From Engineer Station 111 + - to 44 + - to be transferred to the jurisdiction of Garfield County, a distance of 1.046 mile and from Engineer Station 44 + - 25 + - be transferred to the jurisdiction of Escalante City, a distance of 0.629 mile, resulting in an increase of 0.6 + - mile in the Escalante City "C" mileage, an increase of 1.0 + - mile in Garfield County "B" mileage and a decrease of 0.584 mile in the State System of Highways.

of 0.625 mile built on new location. All portions of old alignment will still serve as a public road, a distance of 0.691 mile and, therefore, will be transferred to

The construction on new location, transfers and abandonments indicated in the accompanying resolution resulted in a total of 64.816 miles being built on new location, 0.629 mile transferred to City "C" mileage, 18.767 miles transferred to County "B" mileage and 46.095 miles abandoned, resulting in a decrease of 0.675 mile in the State System of Highways.

the jurisdiction of Carbon County, resulting in an increase of 0.7 + - mile in Carbon County "B" mileage and a decrease of 0.066 mile in the State System of Highways.

Route 155 and 236 - Project NS-338(1) 1.8 mile northeast of Huntington, a distance of 0.492 mile built on new location. All portions of old alignment abandoned as they will be inundated by the construction of Huntington Reservoir, a distance of 0.47 mile, resulting in an increase of 0.017 mile in the State System of Highways.

Route 259 - Kane County, Project F-035-1(4) Kanab easterly, a distance of 6.739 miles built on new location. From Engineer Station 98 + - to 266 + - and commencing again at Station 295 + - to 383 + - to be transferred to the jurisdiction of Kane County, a distance of 4.900 miles, as they will still serve as a public roadway, all remaining portions of the old alignment have been made inacessable, a distance of 2.054 miles, therefore, are abandoned, resulting in an increase of 4.9 + - miles in Kane County "B" mileage and a decrease of 0.215 mile in the State System of Highways.

		2.	That	the	maps	at	tac	ched	her	ewith	illustrating	the	action	taken	here-
with	is	hereby	inco	orpo	rated	as	a	part	of	this	submission.				

Dated this _____ 19th ____ day of _____ April _____, 1965.

STATE ROAD COMMISSION OF UTAH

Chairman

Commissioner

Eliasterone

Commissioner

acting Secretary Brossard

Office Memorandum . UTAH STATE DEPARTMENT OF HIGHWAYS

. Mr. Dale B. Burningham

DATE: January 26, 1965

Chief Research Engineer, Research Section RECEIVED

FROM : Mr. W. E. Mickelson

District Engineer

1965 JAN 28 AM 10 33

SUBJECT: Status of Old Roads

I-80-4(8)190 Wahsatch to the Wyoming State Librah STATE F-001-8(2) Bear River Bridge East of Corinne OF HIGHWAYS

The status of the old abandoned roads on the subject projects have been reviewed and following is my recommendation:

- F-001-8(2) The old road should remain as it is at the present time. It lies on right-of-way that we have by agreement from the railroad. In addition, the old road and bridge are intended to be used for a stock trail for crossing the Bear River.
- 1-80-4(8)190 Three sections of the old road are no longer within the N/A lines, as itemized below, and are of no further use to us for roadway purposes. These three sections should revert to private ownership.

820 + - 836 + right side

958 + - 971 + right side

984 + - 991 + left side

Office Memorandum . UTAH STATE DEPARTMENT OF HIGHWAYS

TO : B. Dale Burningham, Chief Research Engr. DATE: January 25, 1965 TOTAL

FROM : J. Q. Adair, Dist. Engr.

SUBJECT: Road Deletions

1965 JAN 26 AM 10

DEPT. OF HIGHWAYS

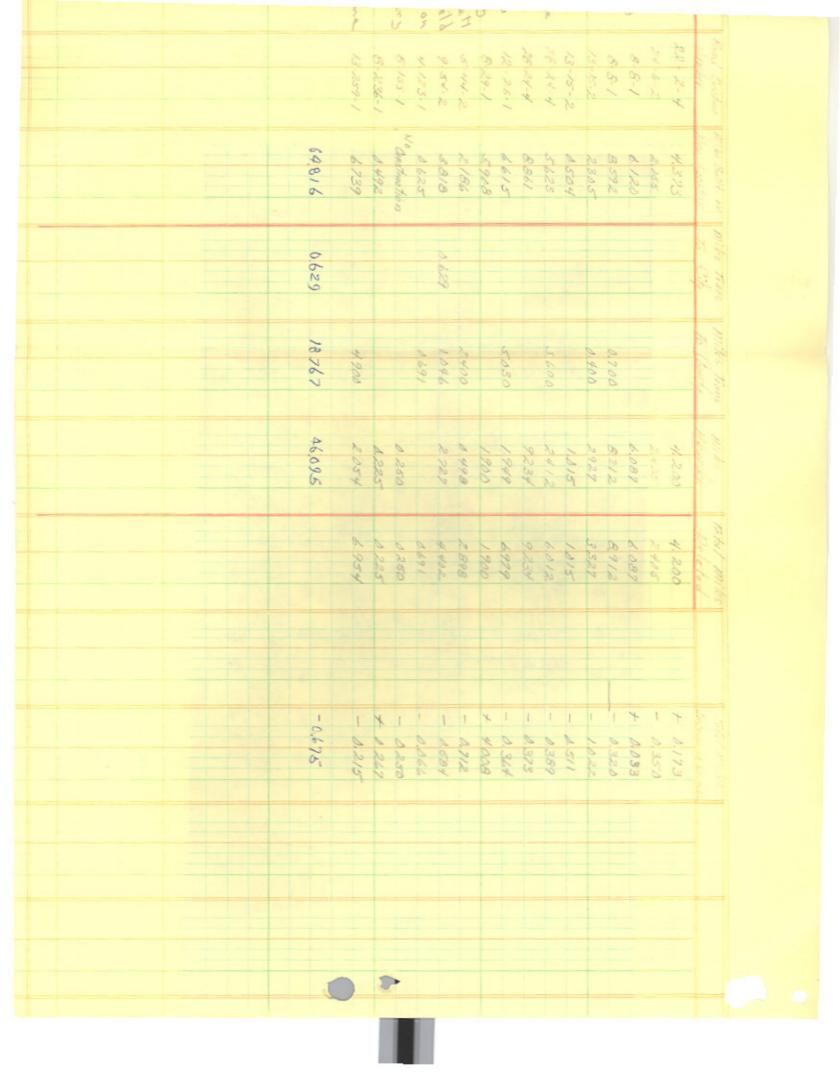
We have listed the following projects that have been constructed in the last couple of years and sections of road that should be deleted from our system:

S-0294(1) Dragerton (Culvert & Approaches) F-028-3(6) Woodside Northerly NR-29(1) 7 Miles W. of Orangeville (Joe's Valley) NS-338(1) Huntington Northerly - Mohrland Connection NR-24-2(1) Huntington North on SR-10

The NR-24-2(1) Huntington North Section has bypassed the location where the Huntington Reservoir is being constructed by the Bureau of Reclamation. A portion of this right-of-way has probably been acquired by the Bureau of Reclamation people.

JQA:sj

Auguste	Espant Sh	mber	Road Souther	May boother	mites Trans	miles trans	m ks Resmon	Taket miles	
99	I.15-4 (8) 190	Variant.	22-2-4	7.373			4,200	4.200	
6	F-015-3 (4)	4.3783	20 4 2	2005			2400	21105	
00	F-128-3 (5)	Harry	8-8-1	6.120			6.087	6.087	
0	F028-3 (6)	4	8-8-1	2658		0.700	82/2	8,912	
15	F-D14-1(2)	Fans	13-15-2	2305		0 400	2927	3327	
9	FLH-3700	a	13-15-2	1.504			1.015	1.015	
24	NS-371 (1)	mayne	28.24-4	5623		3600	24/2	6.012	
124	5.0371(5)	4	28 24-4	8.861			9234	9,234	
25	F.029.3(2)	Just	12.26.1	6615		5000	1.949	6,979	
29	NR-29-1	Timery	8.29.1	3908			1900	1900	
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54	5.0392 (5)	Gerfield	9.54.2	3818	0.629	2.046	2 727	4 400	
1831	5 0294 (1) Relica)	or of ER-RSS	4.123.1	0629		1697		1690	
1	(One to Project No. NS-33B(1)) Emeny	338(1)) Emery	8:105-1	No Constituention			0.250	0200	
236	NS-338(1)	9	8-236-1	5492			1225	0 225	
8	F-035-1(4)	Kane	13.259-1	6739		4900	2054	6.954	
				64.816	0.629	18767	46,095		





Kane County Clerk

KANAB, UTAH

March 12, 1965

Utah State Department of Highways Transportation - Research Section State Office Building Salt Lake City, Utah

> Re: Kane County Nos: F-014-1 (2) FLH 37 (1)

Gentlemen:

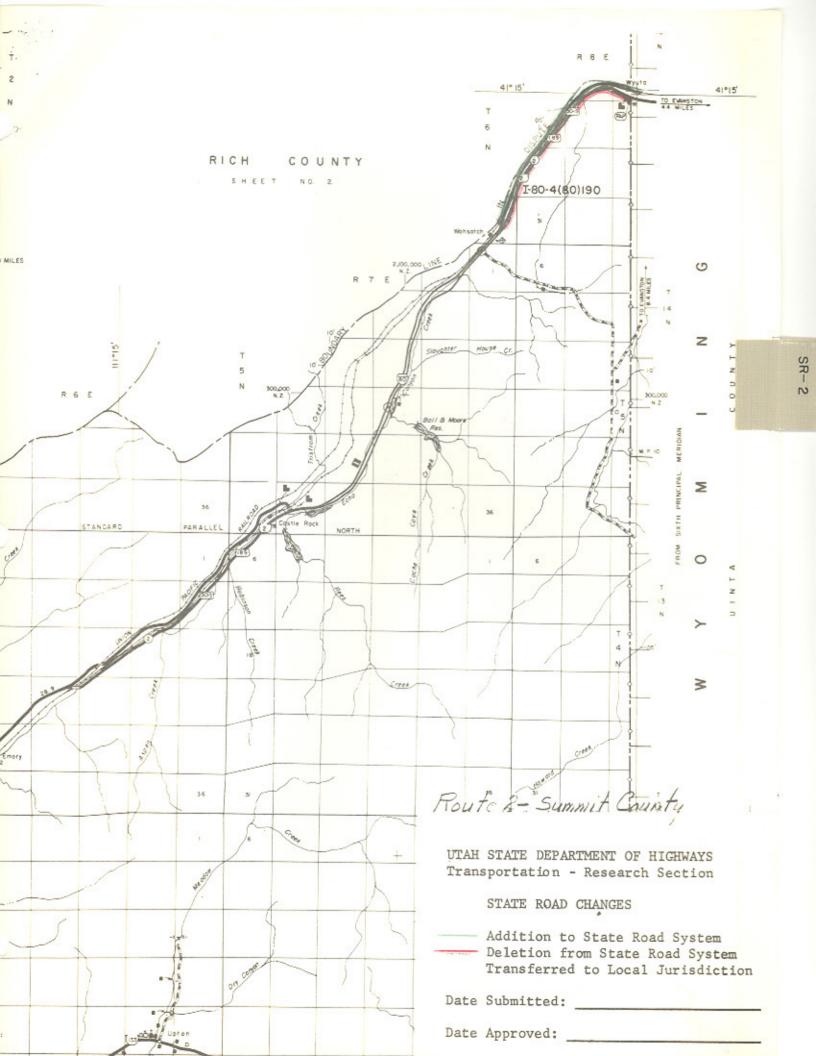
Please be advised that the Kane County Commission will be very happy to accept as additions to the Kare County Road System your projects Nos. F-014-1 (2) and FLH-37 (1) for county supervision and maintainance.

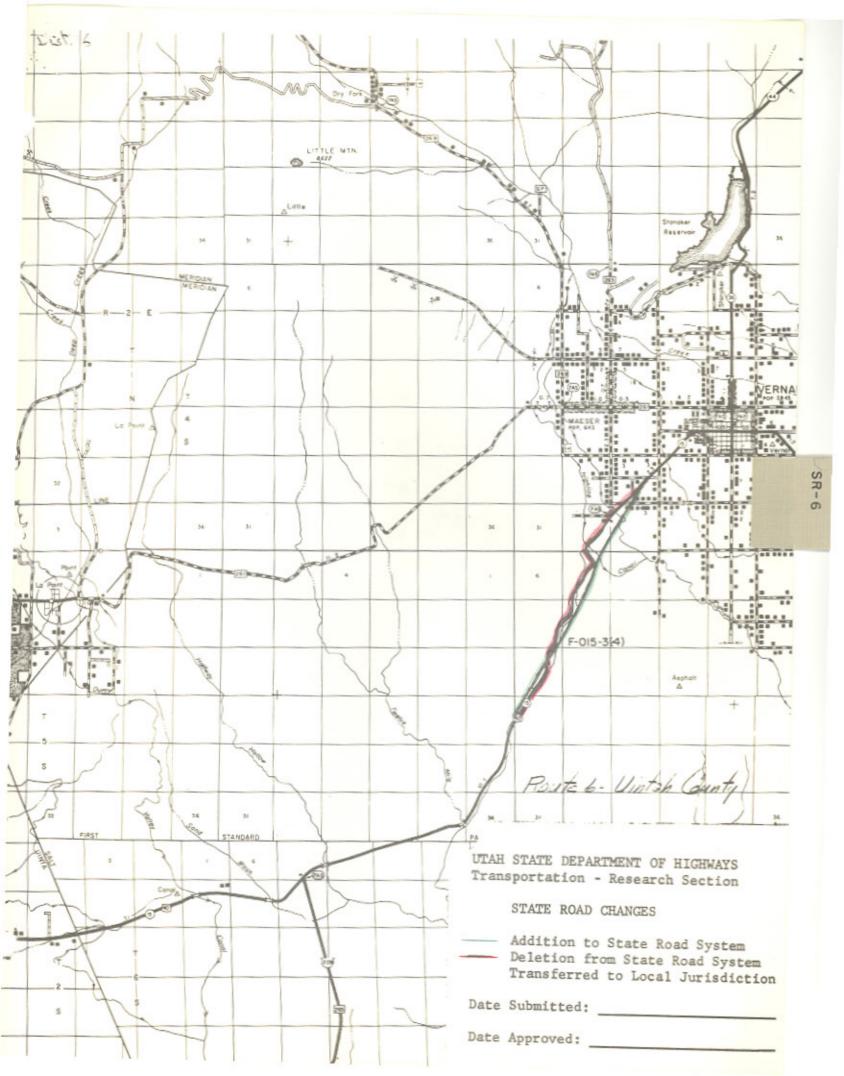
Yours very truly,

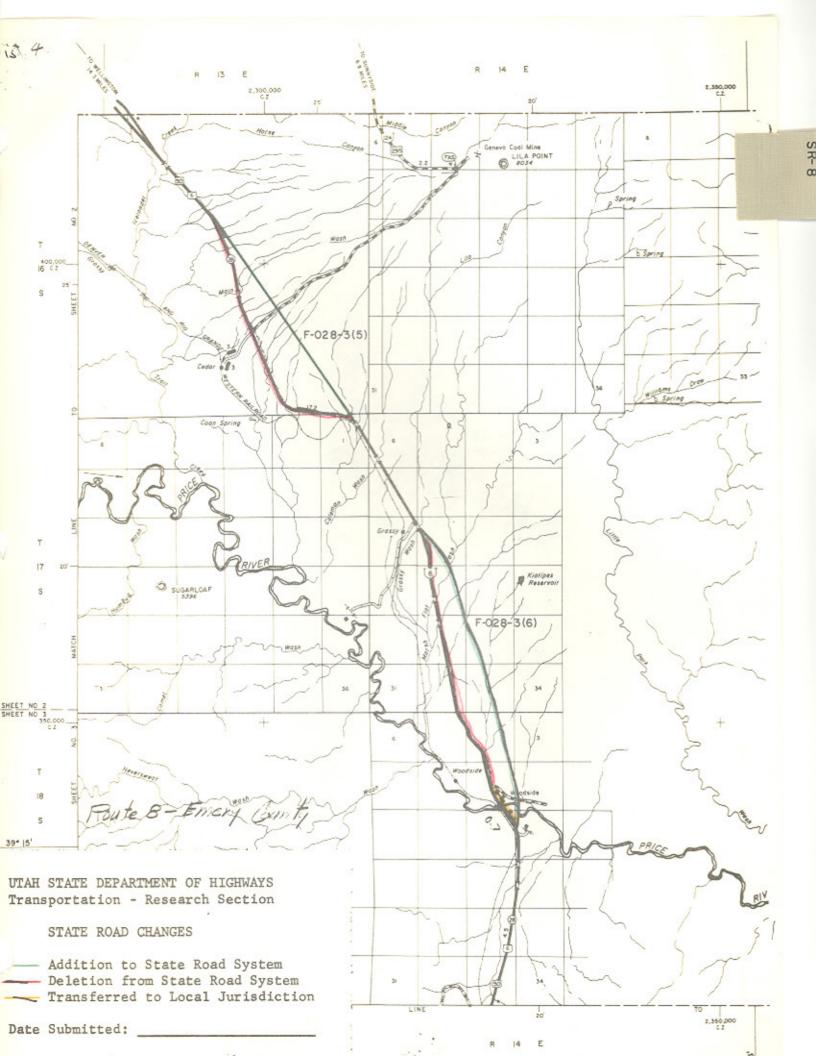
KANE COUNTY COMMISSION

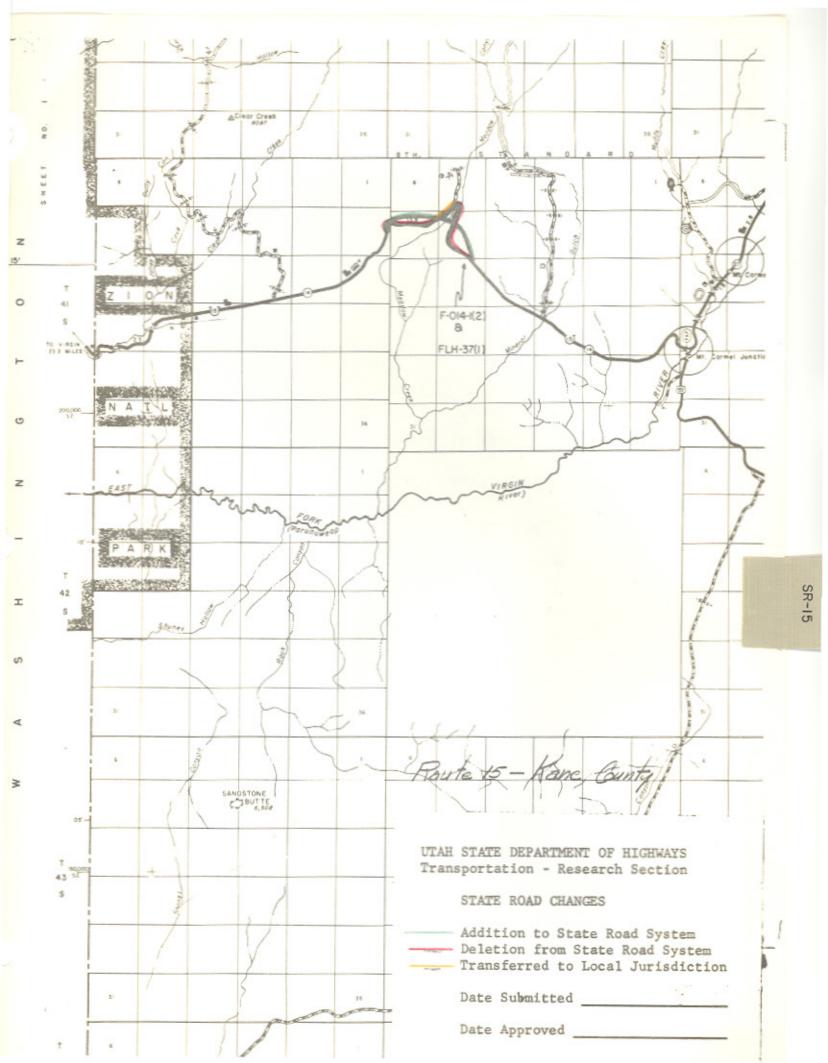
Thomas H. Haycock

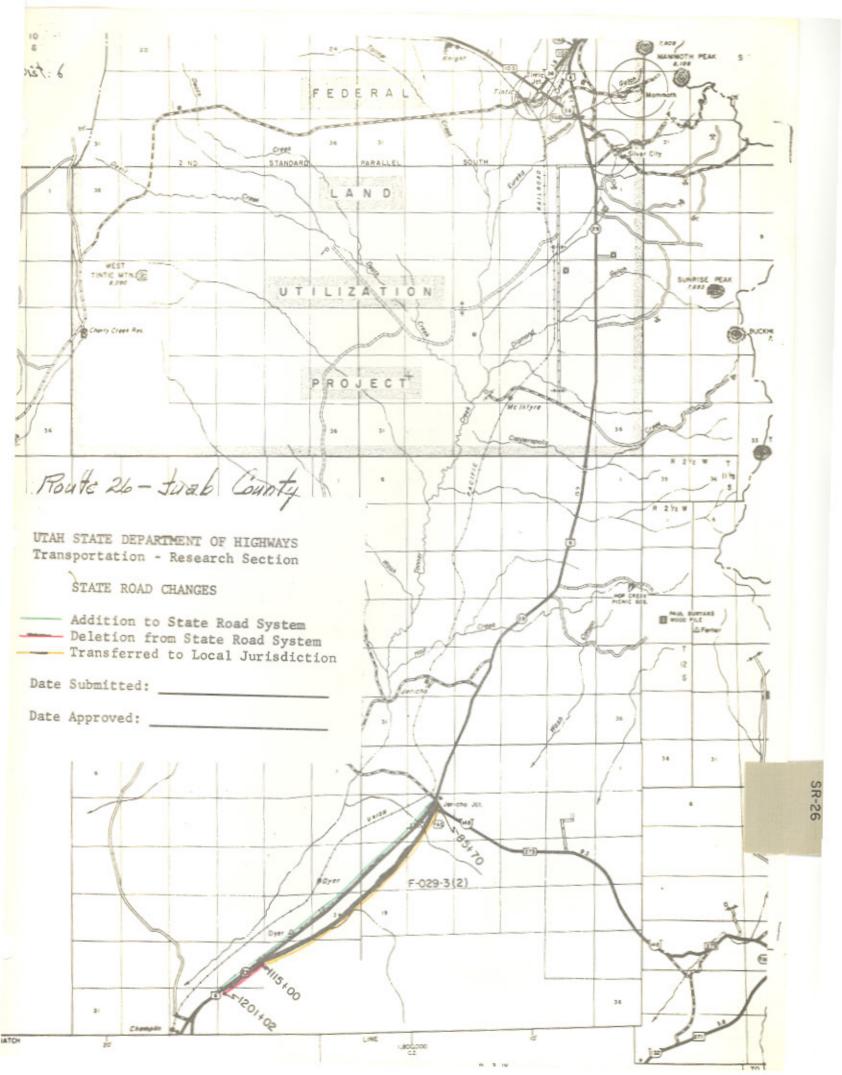
Kane County Clerk

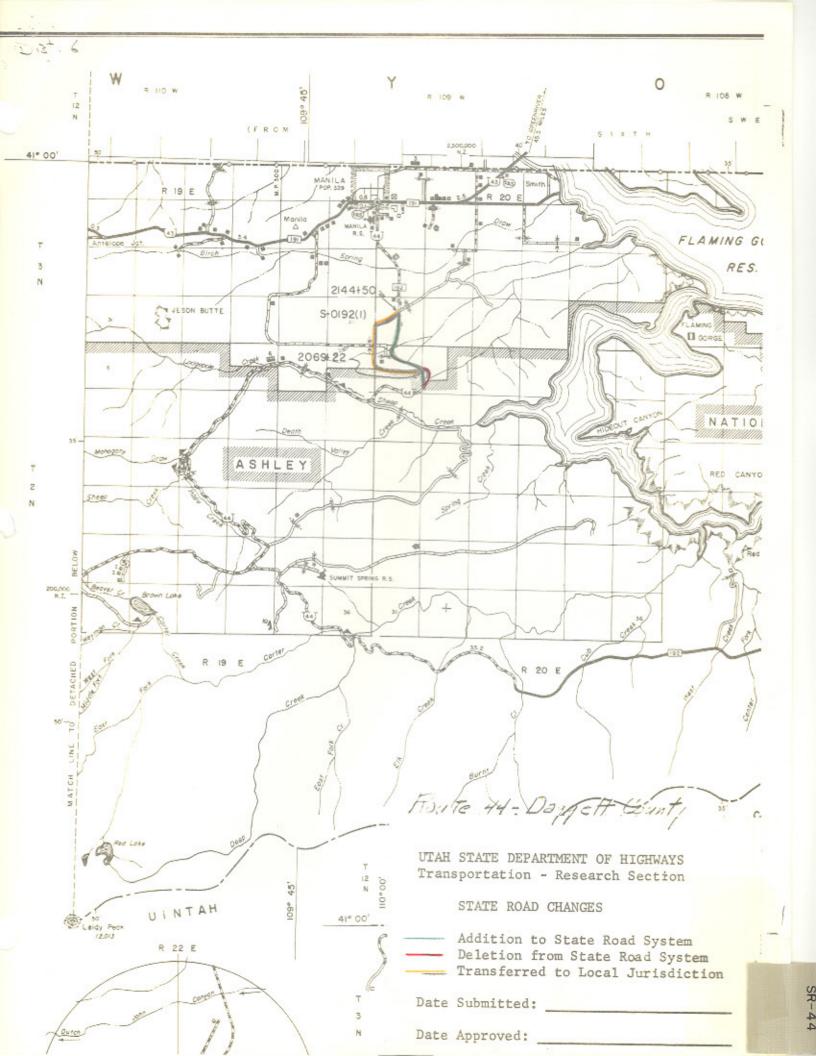


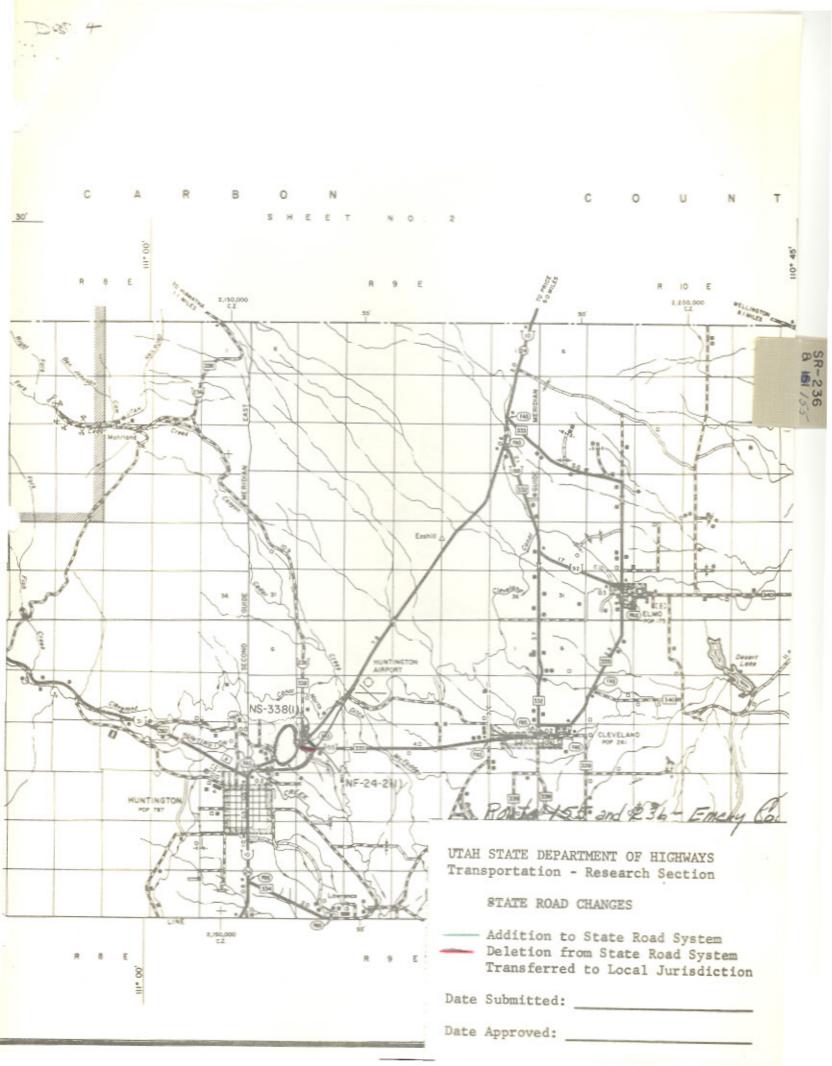












RESOLUTION

Transfer of State Constructed Roads

WHEREAS, with the completion of interstate construction projects in the vicinity of Clearfield 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, it has been recommended by Mr. W. E. Mickelson, District Engineer and concurred in by Clearfield City Council, that these various road sections be transferred to the jurisdiction of Clearfield City.

NOW THEREFORE, be it resolved as follows:

1. That the following frontage roads constructed as a part of the interstate constructed projects in the vicinity of Clearfield be transferred to the jurisdiction of Clearfield City as follows:

A section of "N" line canal from Clearfield incorporate limits to 1000 East Street in Clearfield.

The "Y" line from 1000 East Street to 450 South Street in Clearfield.

- 2. That by this action, Clearfield City "C" mileage will increase 0.36 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 the Clearfield City Council is hereby incorporated as a part of this submission.

is hereby incorporated as a part of this subr	mission.
Is hereby Industry	December, 1967
Dated this / 2	
	STATE ROAD COMMISSION OF UTAH

Wester H.

RESOLUTION Transfer of State Constructed Roads Clearfield (Davis County) Page 2

Examis Letch Commissioner

Commissioner

ATTEST:

Secretary

Clearfield City
Corporation

- 88 East Center Street

CLEARFIELD, UTAH 84015

July 11, 1967

Hr. Carl Mickelson Utah State Department of Highways 128 17th Street Ogcen, Utah

Dear Mr. Mickelson:

The City Council, in their regular meeting held July 10, 1967, expressed their williamess to accept the roads as indicated in your letter and map.

Very truly yours,

Clarence J. Stoker City Manager

CJS/jss

1.2

RESOLUTION

Transfer of State Constructed Roads

KHIREAS, with the completion of interstate construction projects in the vicinity of Layton has resulted in the construction of frontage and bypass roads and,

WHEREAS, these 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. W. E. Mickelson, District Engineer and concurred in by Layton City Council, that these various road sections be transferred to the jurisdiction of Layton City.

NOW THEREFORE, be it resolved as follows:

1. That the following frontage roads and bypass roads constructed as a part of the interstate constructed projects in the vicinity of Layton be transferred to the jurisdiction of Layton City as follows:

A section of "N" line from Syracuse Road to Layton worth incorporate limits.

The "O" line from Cowley Street connection to Hill Villa subdivision.

The "B" line from State Route 106 to Old Fort Lane Road.

The "E" line from Phillips Street to U.S. 91.

- That by this action, Layton City "C" mileage will increase
 0.85 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 the Layton City Council is hereby incorporated as a part of this submission.

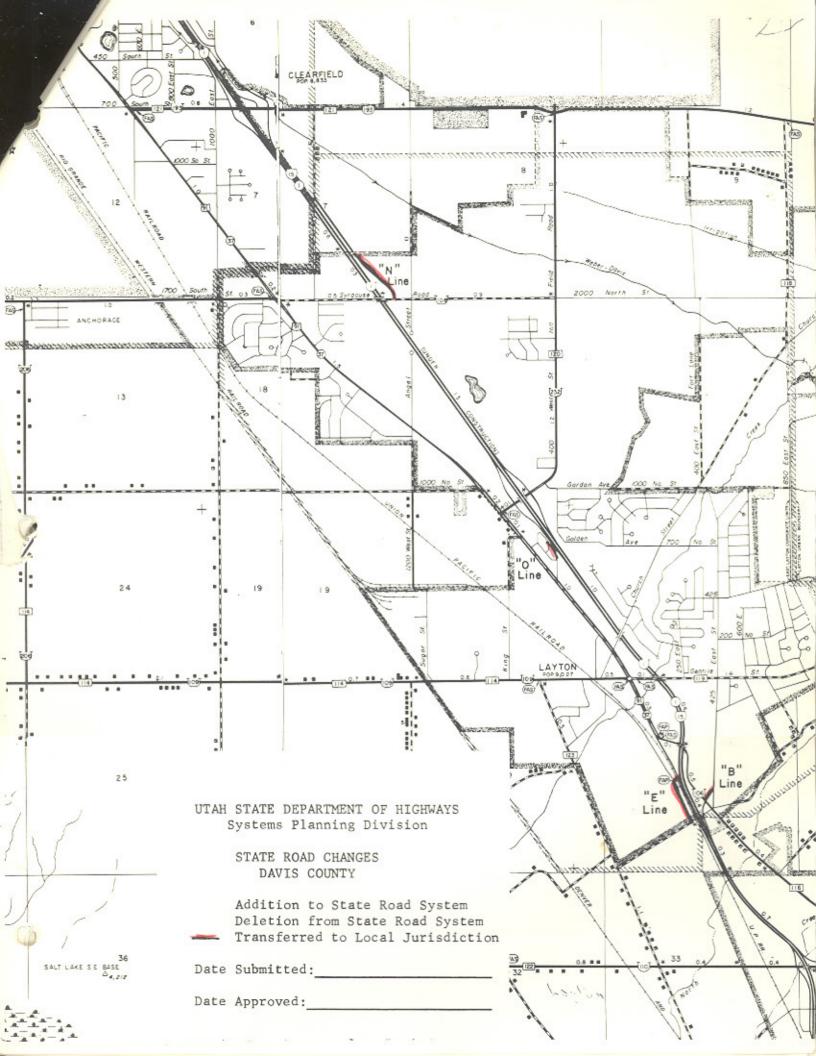
 Dated this 15th day of December, 196

RESOLUTION Transfer of State Constructed Roads Layton (Davis County) Page 2

Chairean	
 Commissioner	
Commissioner	
Commissioner	
	1
Commissioner	

ATTEST:

Sécretary





From the Pesk of Byron McGregor .

Utah State Department of Highways 128 17th. Street Ogden, Utah

Attention: Mr. W. E. Mickelson

Dear Mr. Mickelson:

Layton City has reviewed the outline of streets to be transferred to the city jurisdiction along the interstate freeway.

The City is willing to accept these streets if the following work is completed.

- 1. A seal and chip surface be installed on Phillips Street.
- 2. A satisfactory agreement be completed to install curb and gutter on Cowley St. in the Hill Villa area.

Sincerely yours,

Byron McGregor

Layton City Engineer

cc Mayor James E. Biggs

BM: hd

Transfer of State Constructed Roads

WHEREAS, with the completion of interstate construction projects in the vicinity of Ogder City has resulted in the construction of frontage roads and,

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

WHT REAS, it has been recommended by Mr. W. E. Mickelson, District Engineer and concurred in by Ogden City Council, that these various road sections be transferred to the jurisdiction of Ogden City.

NOW THEREFORE, be it resolved as follows:

1. That the following frontage roads constructed as a part of the interstate constructed projects in the vicinity of Ogden City be transferred to the jurisdiction of Ogden City as follows:

A section of "P" line from Riverdale-Ogden incorporate limits to 31st Street in Ogden.

The Gun Club Road.

- 2. That by this action Ogden City "C" mileage will increase 0.89
- 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 the Ogden City Council is hereby incorporated as a part of this submission.

Dated this day of , 1967.

STATE ROAD COMMISSION OF UTAH

Parti De Marcella

RESOLUTION Transfer of State Constructed Roads Ogden (Weber County) Page 2

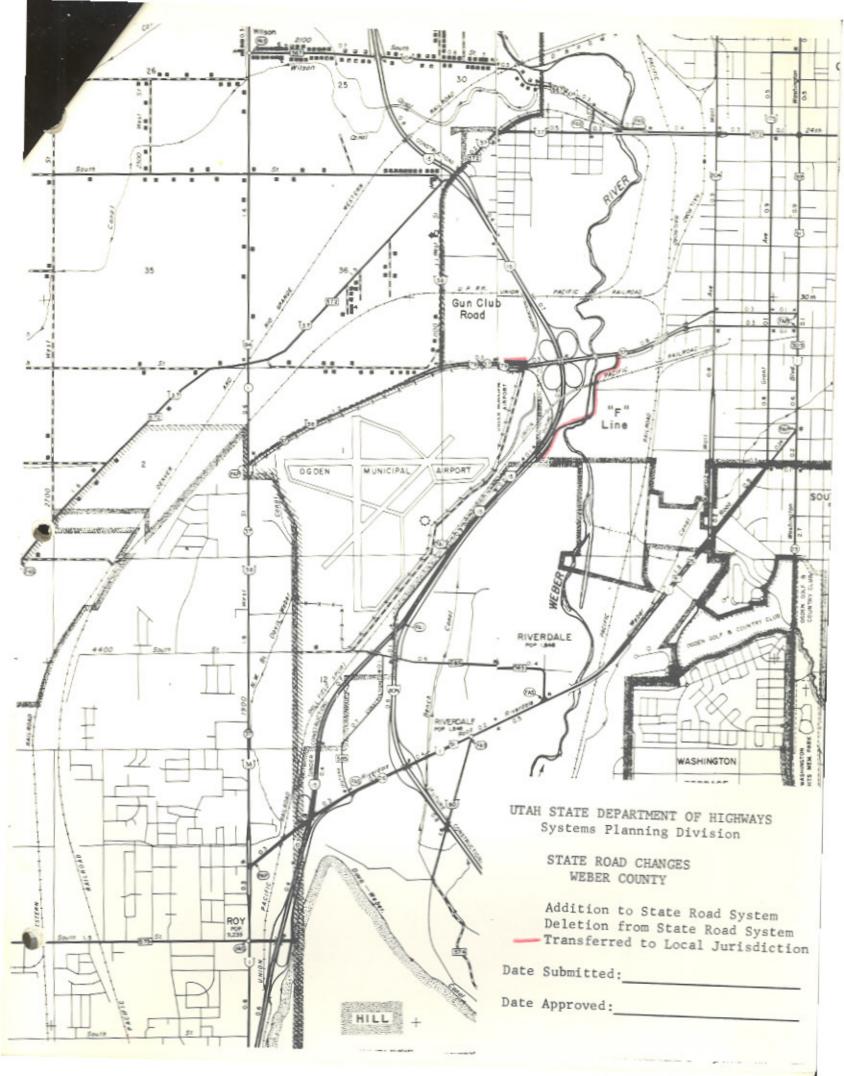
	Commissioner	
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	Commissioner	
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	Commissioner	
		-

ATTEST:

Secretary

#4/1.404S

South



CITY OF OGDEN



Assistant Mayor KARL O. MACFARLANE

CHARLES R. KELLEY

LON G. ROTHEY GRANT THOMAS UTAH

Councilmen

HARM DE BOER LYNN A. RICHARDSON

Telephone 399-8011 Municipal Building P. O. Box 1639 Ogden, Utah 84402

HERBERT J. CORKEY, JR.

October 2, 1957

Mr. W. E. Mickelson, District Engineer State Department of Highways 128 17th Street Ogden, Utah

Dear Mr. Mickelson:

Your letter of September 11 with map attached, asking the city's acceptance of the new road to the gun club lying northwest of the 31st Street interchange was submitted to the City Council at its meeting held September 21st,

The Council voted unanimously to accept the road to the gun club as well as the other sections of road described in your letter of June 27th.

Yours very truly,

Mary E. Smith Mary E. Smith, City Recorder



Transfer of State Constructed Roads

WHF EAS, with the completion of interstate construction projects in Davis County rom south of Layton to the Davis-Weber County line has resulted in the construction of frontage and bypass roads and,

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

WHO MEAS, it has been recommended by Mr. W. E. Mickelson, District Engineer and concurred in by the Davis County Commission that these various road sections be transferred to the jurisdiction of Davis County.

NOW THEREFORE, be it resolved as follows:

1. That the following frontage roads and bypass roads constructed as a part of the interstate constructed projects in Davis County be transferred to the jurisdiction of Davis County as follows:

A section of "N" line canal from 700 South Street to Clearfield incorporate limits.

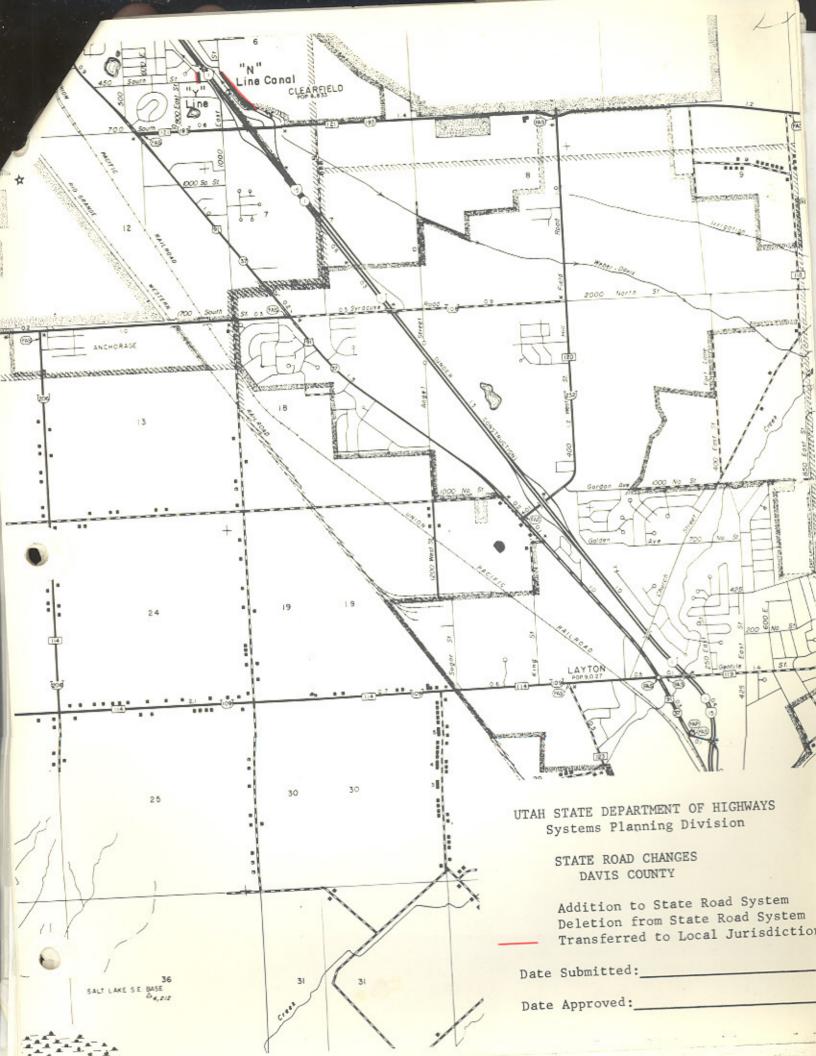
A section of "N" line from Layton north incorporate limits to 1700 West Street.

- 2. That by this action Davis County "B" mileage will increase 0.50 mile.
- 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 the Davis County Commission is hereby incorporated as a part of this submission.

Dated this 15th day of Mccember, 1967

STATE ROAD COMMISSION OF UTAH

Wisten Stemillen



DAVIS COUNTY

STANLEY M. SMOOT, CHAIRMAN GLEN W. FLINT RICHARD S. EVANS

JOHN M. PARK SLERK-AUDITOR PHONE 867-2211



FARMINGTON VIAH

3 November 1967

Mr. W. E. Mickelson District Engineer Utah State Department of Highways Ogden, Utah

Dear Mr. Mickelson:

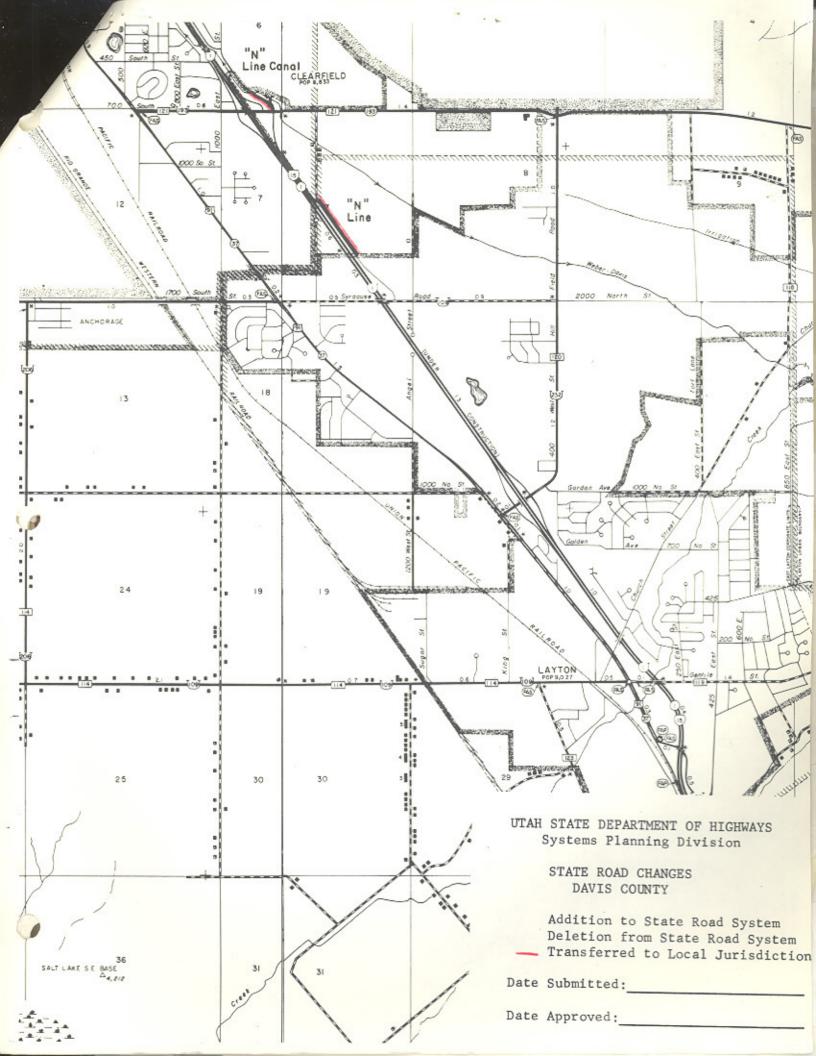
The Davis County Commission are in agreement of accepting the frontage roads in the vicinity of Clearfield and north of Layton. The frontage roads that the State desires to turn back to the County.

Sincerely,

Glen W. Flint DAVIS COUNTY COMMISSIONER

1. 1.71 - 2.1at

GWF/nw



Transfer of State Constructed Roads

WHEREAS, with the completion of interstate construction projects in the vicinity of Roy has resulted in the construction of a frontage road and

WHEREAS, this road will serve as a public road though not justified as part of the State System of Highways and,

WHEREAS, it has been recommended by Mr. W. E. Mickelson, District Engineer and concurred in by Roy City Council, that this road section be transferred to the jurisdiction of Roy City.

NOW THEREFORE, be it resolved as follows:

1. That the following frontage road constructed as a part of the interstate constructed projects in the vicinity of Roy be transferred to the jurisdiction of Roy City as follows:

A section of "F-5" line from 5600 South Street to Roy-Riverdale incorporate limits.

- 2. That by this action, Roy City "C" mileage will increase 0.23 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 the Roy City Council is hereby incorporated as a part of this submission.

Dated this 15 th day of Dacember, 1967.

STATE ROAD COMMISSION OF UTAH

Auten Vamilla

Commissioner /

RESOLUTION Transfer of State Constructed Roads Roy (Weber County) Page 2

Commissioner

Commissioner

Commissioner

ATTEST:

MATOR Charles F. Hull

COUNCILMEN
W. Dale Bingham
Jaseoh Dawson
Clark L. Puffer
Arthur Toimata
Elwyn S. Walker

CITY ADMINISTRATOR

A. Wayne Kimber

FIRE CHIEF Clyde H. Gibson

BUILDING INSPECTOR E. LaMar Nelson



MUNICIPAL BUILDING 5715 SOUTH 2200 WEST ROY, UTAH 84067

PHONE 825-2205

RECORDER Madge Gibson

ATTORNEY

LaVar E. Stark

Phillip H. Browning

POLICE CHIEF Julian R. Green

CONSULTING ENGINEER Templeton, Link, Alsup

October 16, 1967

Utah State Road Commission 128 17th Street Ogden, Utah Attn: Mr. W. E. Mickelson

Gentlemen:

This letter is to advise that the Roy City Council approved the proposal to accept roads in the area, resulting from the completion of the Interstate Freeway.

The acceptance was properly approved at the regular meeting of the Roy City Council on October 9, 1967, according to the print submit.

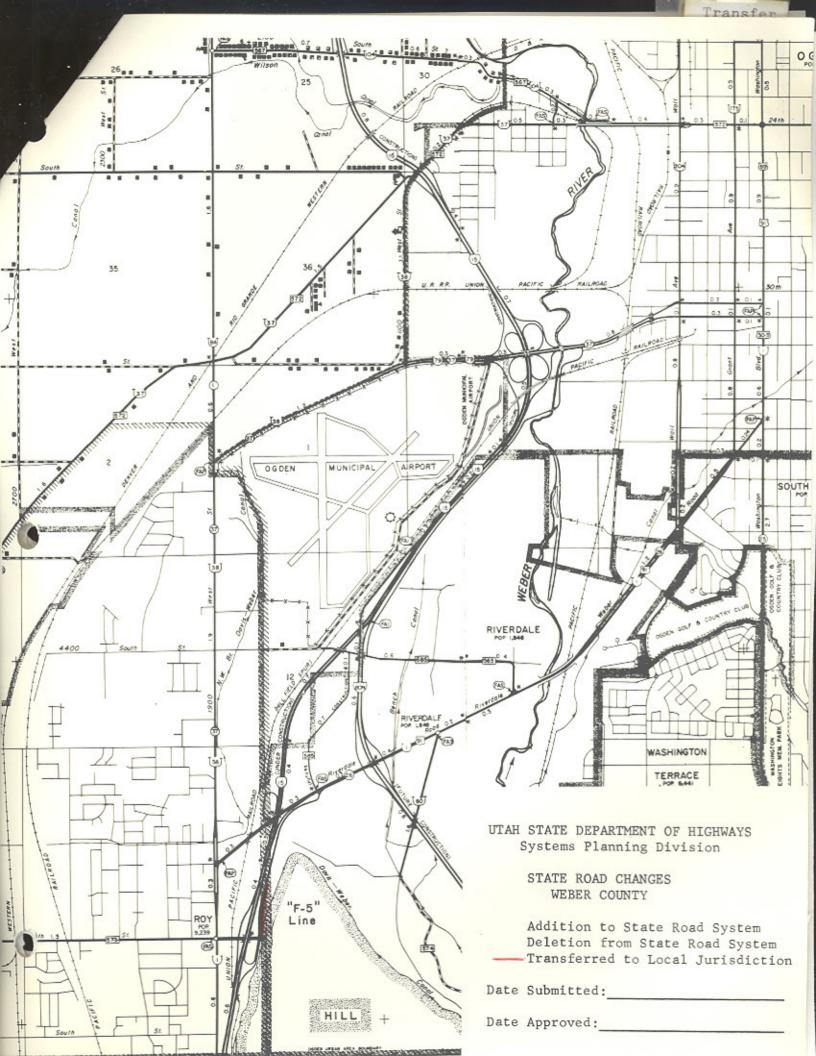
hank you for your cooperation.

Yours truly, Roy City Council

Adminastrator



ROY . . . The City With A Future



100

RESOLUTION

Transfer of State Constructed Roads

WHEREAS, with the completion of interstate construction projects in Weber County from the Davis-Weber County line to 31st Street in Ogden has resulted in the construction of frontage and bypass roads and,

WHEREAS, these 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. W. E. Mickelson, District
Engineer and concurred in by the Weber County Commission, that these various
road sections be transferred to the jurisdiction of Weber County.

NOW THEREFORE, be it resolved as follows:

1. That the following frontage roads and bypass roads constructed as a part of the interstate constructed projects in Weber County be transferred to the jurisdiction of Weber County as follows:

A section of "R-8" line from Riverdale incorporate limits to 4400 South Street.

A section of "R-7" line from Riverdale north incorporate limits to Riverdale incorporate limits.

The new connection to Airport Road.

- That by this action Weber County "B" mileage will increase
 0.31 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 the Weber County Commission is hereby incorporated as a part of this submission.

 Dated this 15 th day of December , 1967.

STATE ROAD COMMISSION OF UTAH

Halin Flamille

RESOLUTION Transfer of State Constructed Roads Weber County Page 2

Commissioner

Commissioner

Two without

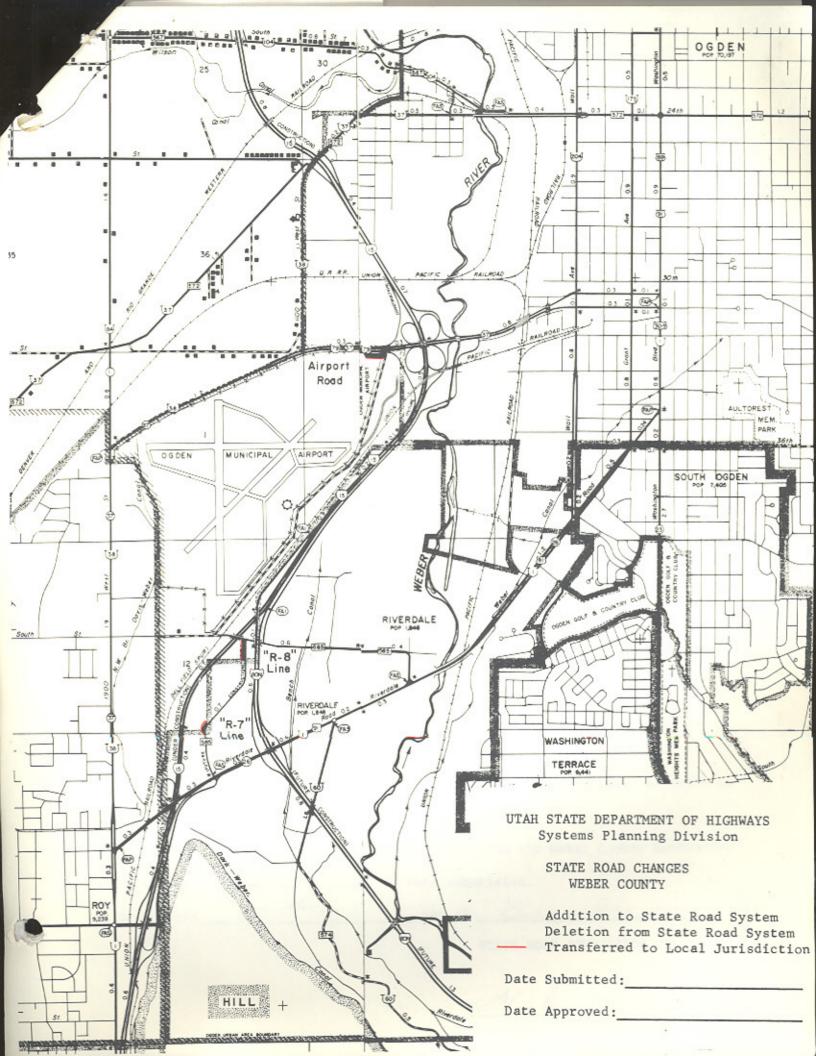
Commissioner

Commissioner

ATTEST:

Secretary

EBER CO OGDEN, UTAH World Famous Municipal WIN S MOYES MAURICE RICHARDS ALBERT L BOTT October 24, 1967 Mr. W. E. Mickelson District Engineer Utah State Department of Highways 128 - 17th Street Ogden, Utah Dear Mr. Mickelson: Your letter concerning the road acceptance by Weber County received. We are sorry that we misunderstood the procedure in these matters but as property is usually transferred by deed we took it for granted that such would be the case. Of course we will be most happy to accept your resolution transferring this property back to the County and it will be formally accepted in Commission meeting when received. Thank you for explaining this to us. Albert L. Bott, Chairman Board of County Commissioners mjb



Transfer of State Constructed Roads

WHEREAS, with the completion of Interstate Projects I-15-6(10)276, I-15-6(5)270, I-15-6(4)265, I-15-6(11)261, I-15-6(17)242, I-IG-15-6(15)249 and I-IG-15-6(14)254 has resulted in the construction of frontage and bypass roads and,

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

WHEREAS, Mr. Earl A. Johnson, District Engineer has recommended that these frontage and bypass roads be transferred to the jurisdiction of the local governing agencies and,

WHEREAS, the local governing agencies affected by these transfers, concur in the transfer of these various road sections to their jurisdiction.

NOW THEREFORE, it is hereby resolved as follows:

1. That the following frontage and bypass roads constructed as a part of Project I-15-6(10)276, be transferred as follows:

A section of "L" Line between station 0+00 to 10+10, "AB" Line between station 92+00 to 103+05, "I" Line between station 0+00 to 27+73, "M" Line between station 0+00 to 6+00 and Lehi 9th North relocation between station 3+00 to 14+00 be transferred to the jurisdiction of Lehi City.

The portion of "J" Line between station 0+00 to 29+10, "G" Line between station 10+00 to 20+90, a portion of "L" Line between station 10+10 to 18+11, "Y" Line between station 0+00 to 16+00 and "Z" Line between station 12+26 to 17+50 be transferred to the jurisdiction of Utah County.

2. That the following frontage and bypass roads constructed as a part of Project I-15-6(5)270, be transferred as follows: "A" Line between station 0+34 to 5+00, "B" Line between station 0+00 to 7+11, "C" Line between 0+00 to 20+61, "D" Line between station 0+33 to 17+50, "E" Line between station 0+00 to 10+00 and the 3rd West relocation between station 7+00 to 13+50 be transferred to the jurisdiction of American Fork City.

The portion of "D" Line between station 17+50 to 22+45, "F" Line between station 0+00 to 9+83, "M" Line between station 0+00 to 22+48, "P" Line between station 0+00 to 17+98, "R" Line between station 6+37 to 14+54, "U" Line between station 0+00 to 7+90, "T" Line between station 0+00 to 9+43, and "V" Line between station 0+00 to 6+75, be transferred to the jurisdiction of Utah County.

3. That the following frontage and bypass roads constructed as a part of Project 1-15-6(4)265, be transferred as follows:

That portion of "S" Line between station 1+50 to 20+00, be transferred to the jurisdiction of Lindon City.

That the 10th West frontage road between station 1+50 to 10+00, be transferred to the jurisdiction of Orem City.

- 4. That the Lines "K", "M", "N", "O", "P", "J" and "H" constructed as a part of Project I-15-6(11)261, be transferred to the jurisdiction of Provo City, and that the "L" Line constructed as a part of this same project be transferred to the jurisdiction of Utah County.
- 5. That Lines "L", "P", "R", "S", "T", "U" and "V" constructed as a part of Project 1-IG-15-6(14)254, be transferred to the jurisdiction of Utah County.
- 6. That the following frontage and bypass roads constructed as a part of Project I-15-6(17)242, be transferred as follows:

.The section on Line "B" between engineer stations 82+75 and 105+00, be transferred to the jurisdiction of Santaquin City and the remaining portions

Transfer of State Constructed Roads

Page 3

of Line "B" be transferred to the jurisdiction of Utah County.

The portion of the "E" Line within Santaquin City Incorporate Limits will be transferred to the jurisdiction of Santaquin City and the remainder of Line "E" will be transferred to the jurisdiction of Utah County.

That Lines "F" and "G" be transferred to the jurisdiction of Utah County.

That Lines "M", "J" and "P" be transferred to the jurisdiction of Payson City.

- 7. That Lines "J", "O", "P", "N", "G" and "M" constructed as a part of Project I-IG-15-6(15)249, be transferred to the jurisdiction of Utah County.
- 8. That by this action, Utah County "B" mileage will increase 11.3 + miles, Lehi City "C" mileage will increase 0.9 + mile, American Fork "C" mileage will increase 0.6 + mile, Lindon "C" mileage will increase 0.2 + mile, Orem "C" mileage will increase 0.1 + mile, Provo "C" mileage will increase 1.3 + mile, Santaquin "C" mileage will increase 0.5 + mile and Payson "C" mileage will increase 0.1 + mile.
- 9. That the maps attached herewith illustrating the action taken herewith, is hereby incorporated as a part of this submission.

STATE ROAD COMMISSION OF UTAH

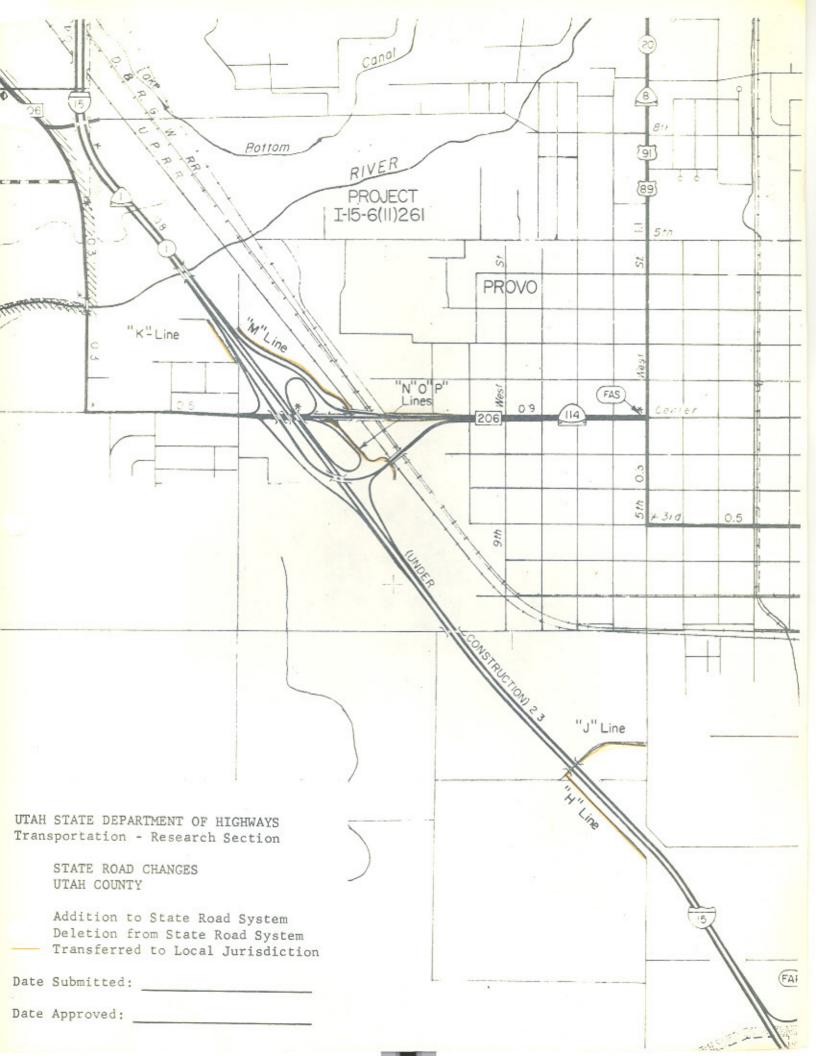
Chairman

Chairman

RESOLUTION Transfer of State Constructed Roads Page 4

Commissioner

ATTEST:



Transfer of State Constructed Roads

WHEREAS, with the completion of Interstate Projects I-15-6(10)276, I-15-6(5)270, I-15-6(4)265, I-15-6(11)261, I-15-6(17)242, I-IG-15-6(15)249 and I-IG-15-6(14)254 has resulted in the construction of frontage and bypass roads and,

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

WHEREAS, Mr. Earl A. Johnson, District Engineer has recommended that these frontage and bypass roads be transferred to the jurisdiction of the local governing agencies and,

WHEREAS, the local governing agencies affected by these transfers, concur in the transfer of these various road sections to their jurisdiction.

NOW THEREFORE, it is hereby resolved as follows:

1. That the following frontage and bypass roads constructed as a part of Project I-15-6(10)276, be transferred as follows:

A section of "L" Line between station 0+00 to 10+10, "AB" Line between station 92+00 to 103+05, "I" Line between station 0+00 to 27+73, "M" Line between station 0+00 to 6+00 and Lehi 9th North relocation between station 3+00 to 14+00 be transferred to the jurisdiction of Lehi City.

The portion of "J" Line between station 0+00 to 29+10, "G" Line between station 10+00 to 20+90, a portion of "L" Line between station 10+10 to 18+11, "Y" Line between station 0+00 to 16+00 and "Z" Line between station 12+26 to 17+50 be transferred to the jurisdiction of Utah County.

2. That the following frontage and bypass roads constructed as a part of Project I-15-6(5)270, be transferred as follows: "A" Line between station 0+34 to 5+00, "B" Line between station 0+00 to 7+11, "C" Line between 0+00 to 20+61, "D" Line between station 0+33 to 17+50, "E" Line between station 0+00 to 10+00 and the 3rd West relocation between station 7+00 to 13+50 be transferred to the jurisdiction of American Fork City.

The portion of "D" Line between station 17+50 to 22+45, "F" Line between station 0+00 to 9+83, "M" Line between station 0+00 to 22+48, "P" Line between station 0+00 to 17+98, "R" Line between station 6+37 to 14+54, "U" Line between station 0+00 to 7+90, "T" Line between station 0+00 to 9+43, and "V" Line between station 0+00 to 6+75, be transferred to the jurisdiction of Utah County.

3. That the following frontage and bypass roads constructed as a part of Project I-15-6(4)265, be transferred as follows:

That portion of "S" Line between station 1+50 to 20+00, be transferred to the jurisdiction of Lindon City.

That the 10th West frontage road between station 1+50 to 10+00, be transferred to the jurisdiction of Orem City.

- 4. That the Lines "K", "M", "N", "O", "P", "J" and "H" constructed as a part of Project I-15-6(11)261, be transferred to the jurisdiction of Provo City, and that the "L" Line constructed as a part of this same project be transferred to the jurisdiction of Utah County.
- 5. That Lines "L", "P", "R", "S", "T", "U" and "V" constructed as a part of Project I-IG-15-6(14)254, be transferred to the jurisdiction of Utah County.
- 6. That the following frontage and bypass roads constructed as a part of Project I-15-6(17)242, be transferred as follows:

The section on Line "B" between engineer stations 82+75 and 105+00, be transferred to the jurisdiction of Santaquin City and the remaining portions of Line "B" be transferred to the jurisdiction of Utah County.

The portion of the "E" Line within Santaquin City Incorporate Limits will be transferred to the jurisdiction of Santaquin City and the remainder of Line "E" will be transferred to the jurisdiction of Utah County.

That Lines "F" and "G" be transferred to the jurisdiction of Utah County.

That Lines "M", "J" and "P" be transferred to the jurisdiction of Payson City.

- 7. That Lines "J", "O", "P", "N", "G" and "M" constructed as a part of Project I-IG-15-6(15)249, be transferred to the jurisdiction of Utah County.
- 8. That by this action, Utah County "B" mileage will increase 11.3 + miles, Lehi City "C" mileage will increase 0.9 + mile, American Fork "C" mileage will increase 0.6 + mile, Lindon "C" mileage will increase 0.2 + mile, Orem "C" mileage will increase 0.1 + mile, Provo "C" mileage will increase 1.3 + mile, Santaquin "C" mileage will increase 0.5 + mile and Payson "C" mileage will increase 0.1 + mile.
- 9. That the maps attached herewith illustrating the action taken herewith, is hereby incorporated as a part of this submission.
- 10. That the letters of concurrence from all local governing agencies affected by the construction of these frontage and bypass roads, is hereby incorporated as a part of this submission.

Dated this _ To th day of March , 1967.

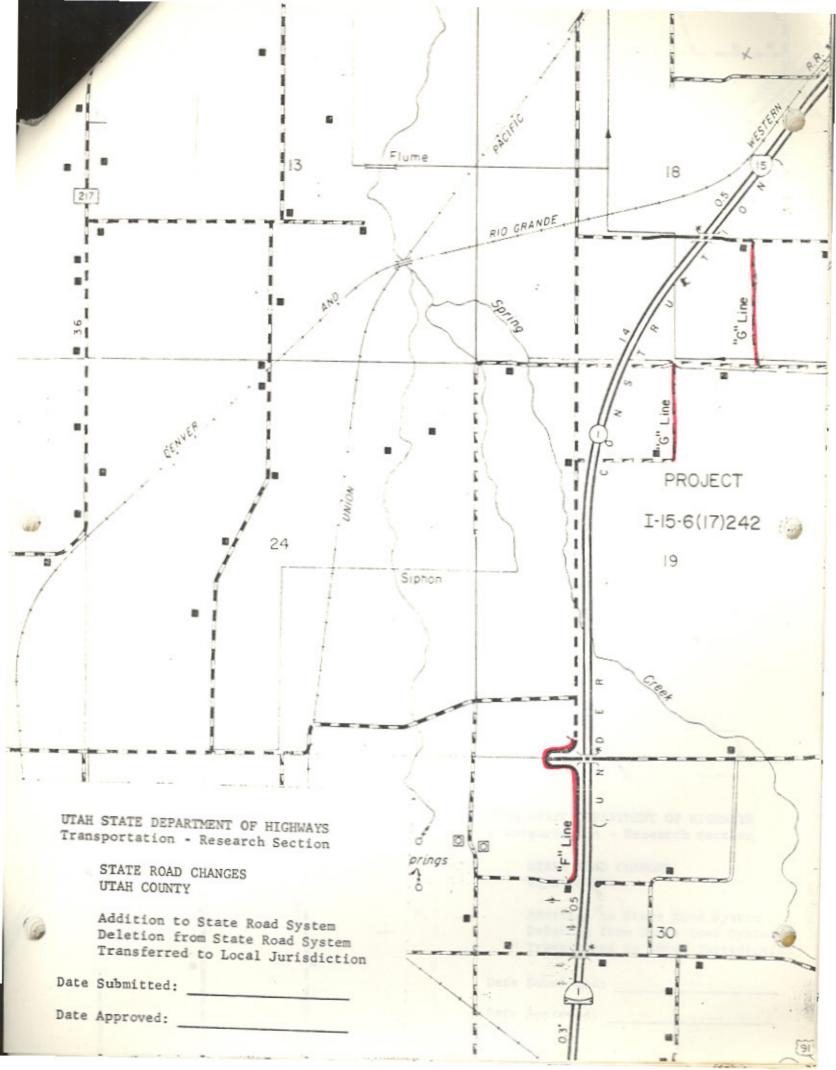
STATE ROAD COMMISSION OF UTAH

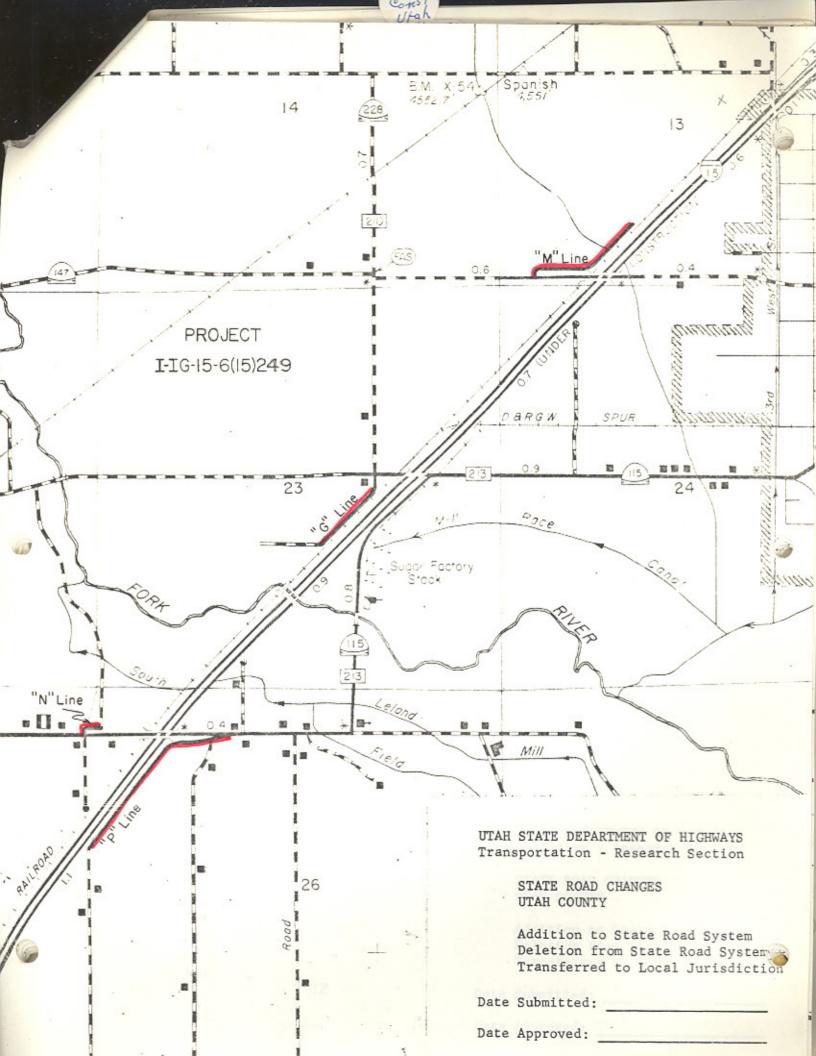
Chairman

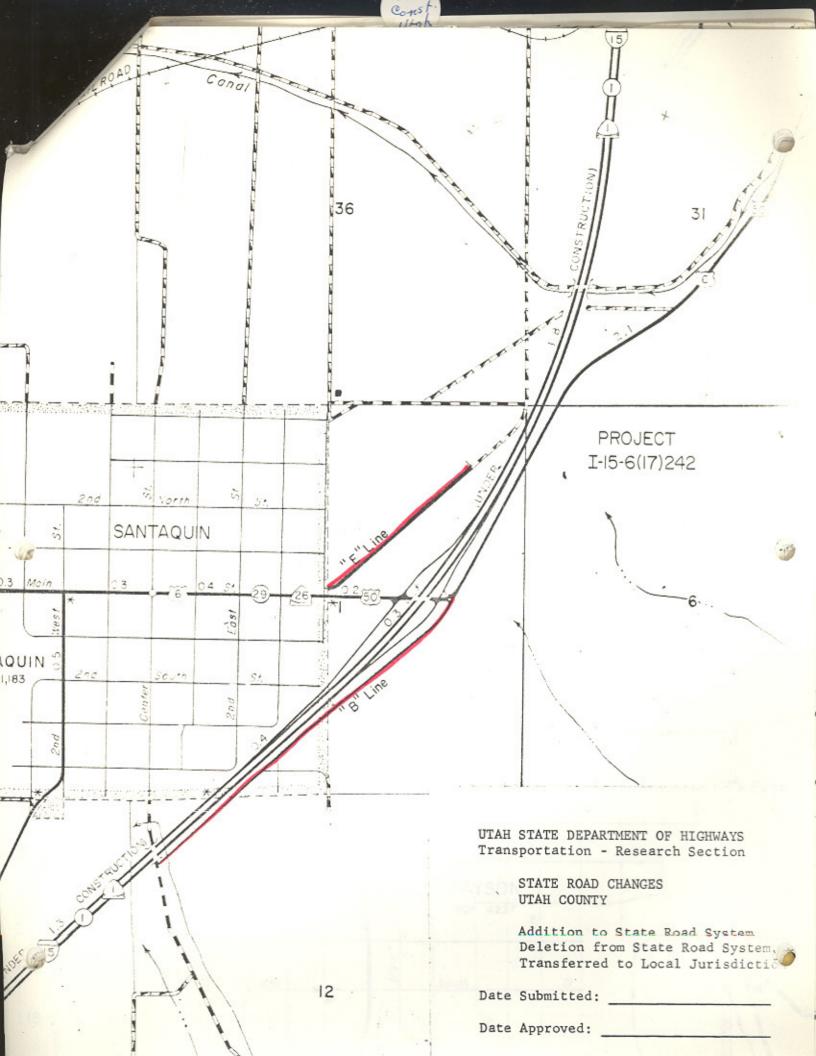
Mister & Hamilton

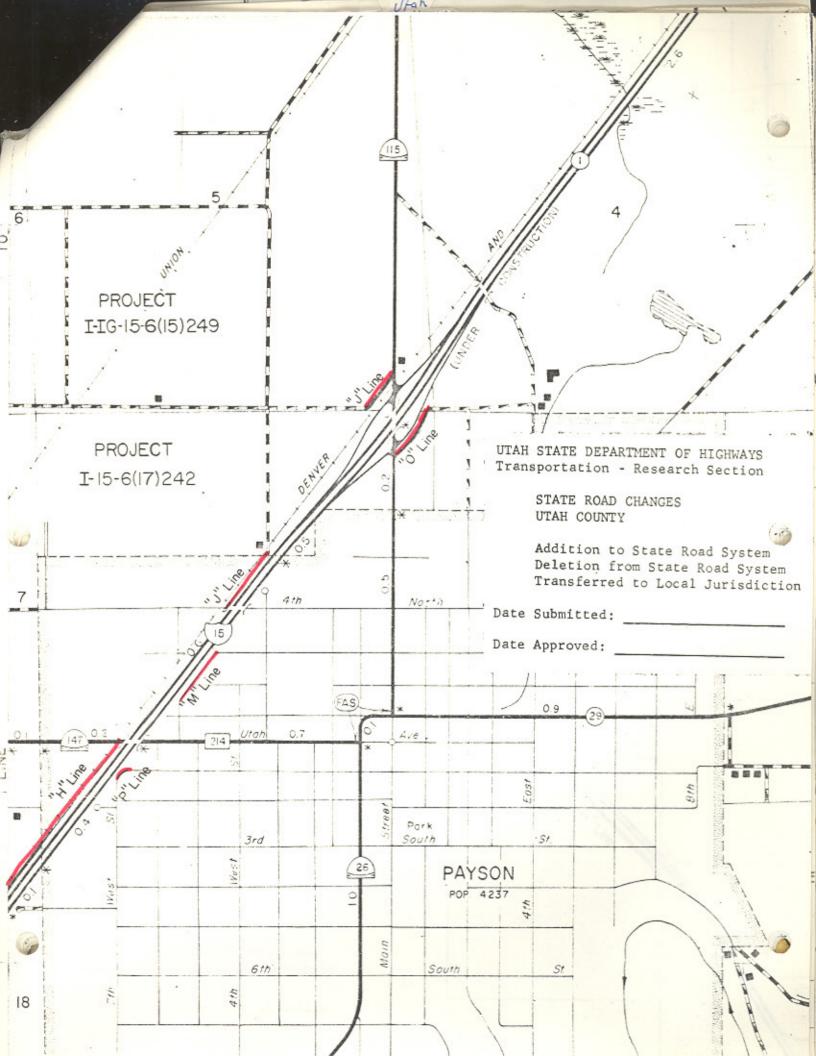
RESOLUTION Transfer of State Constructed Roads Page 4

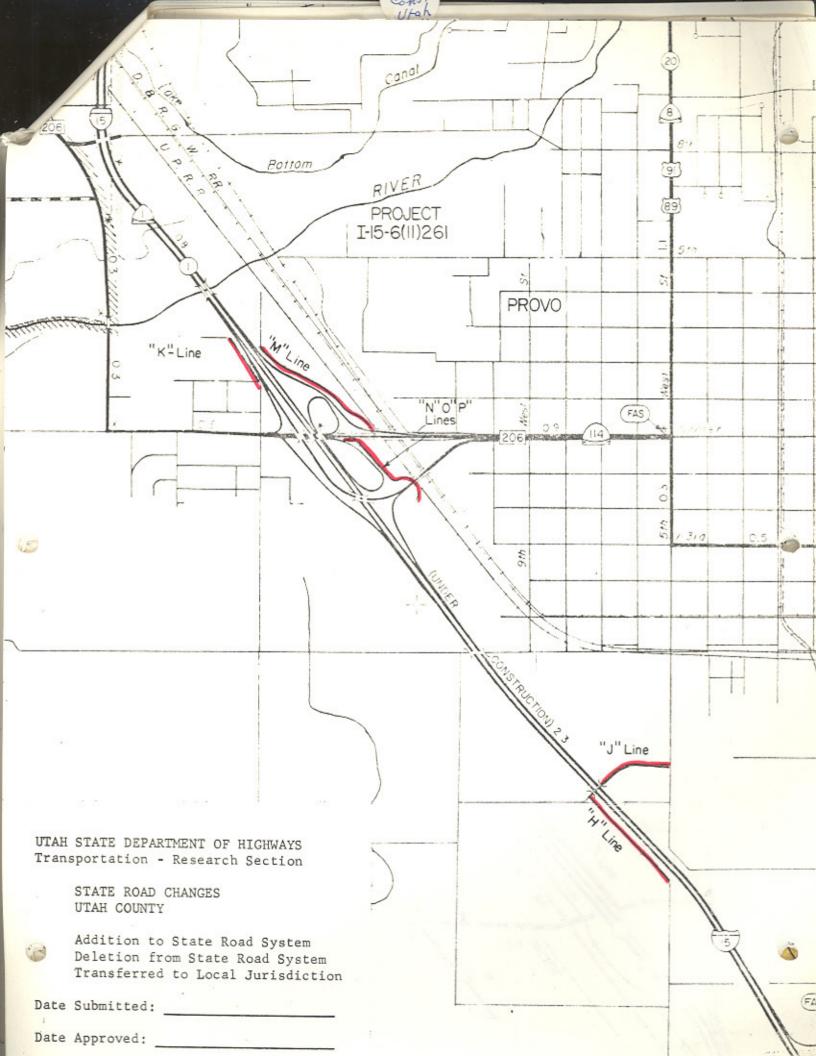
ATTEST:

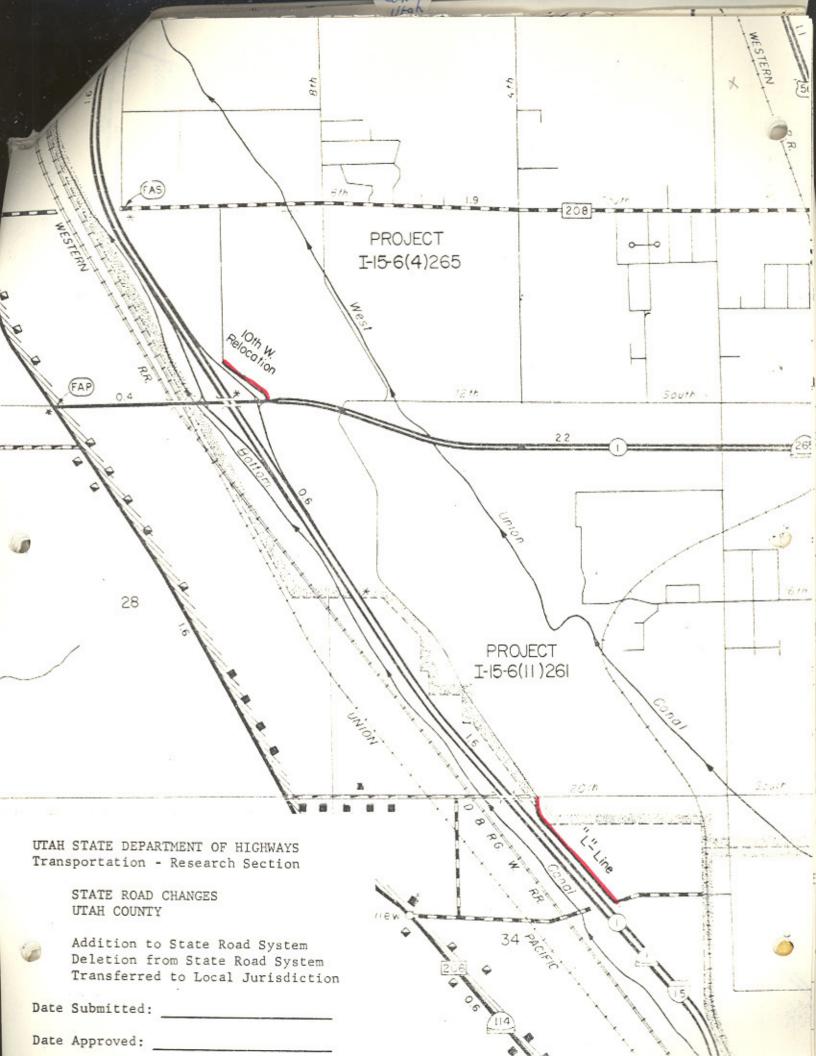


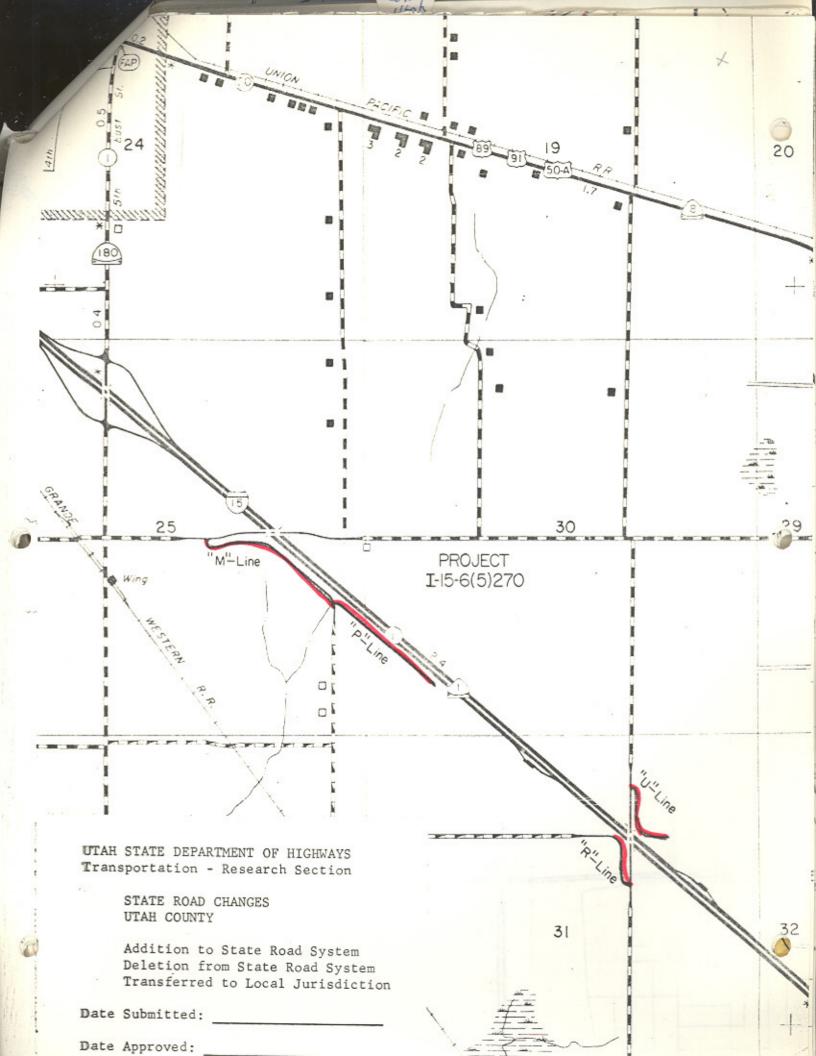


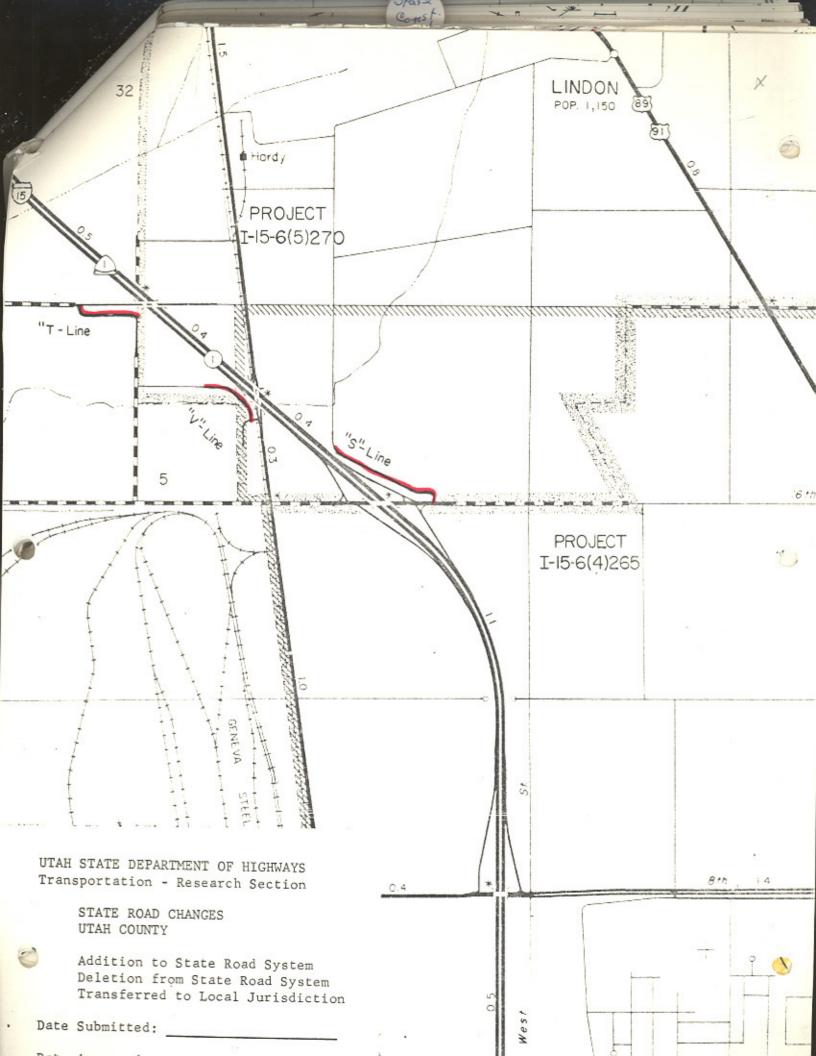


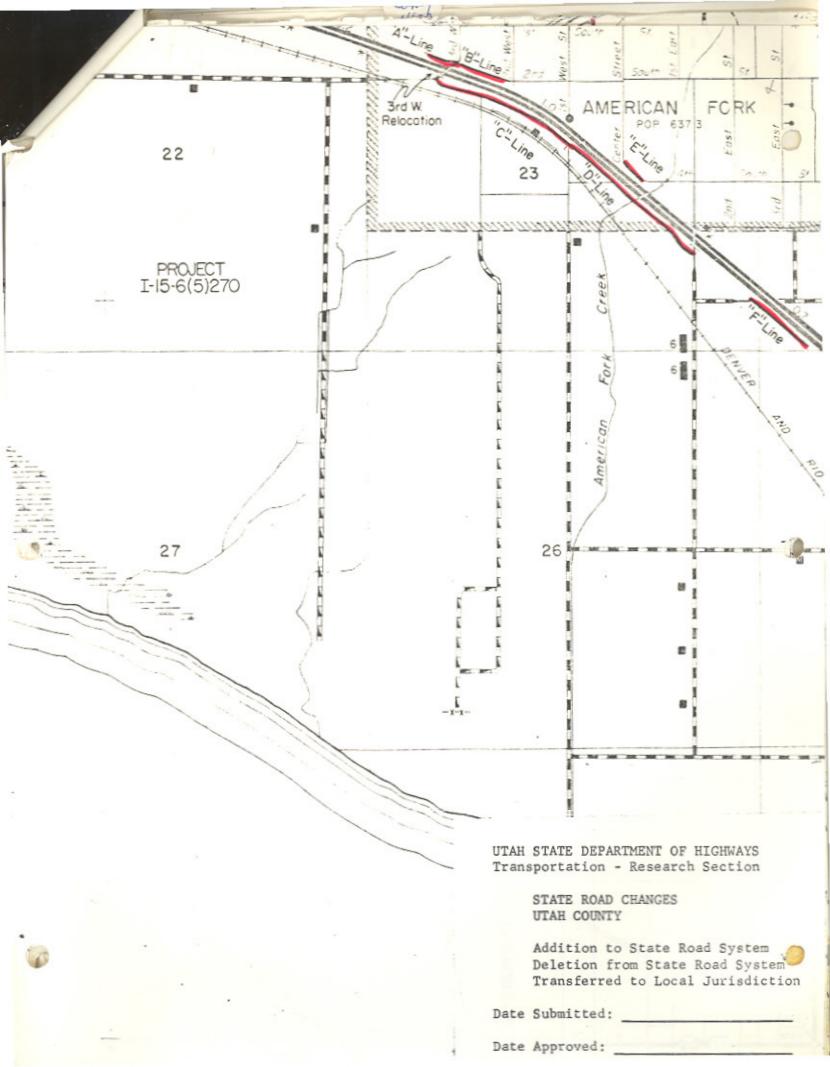






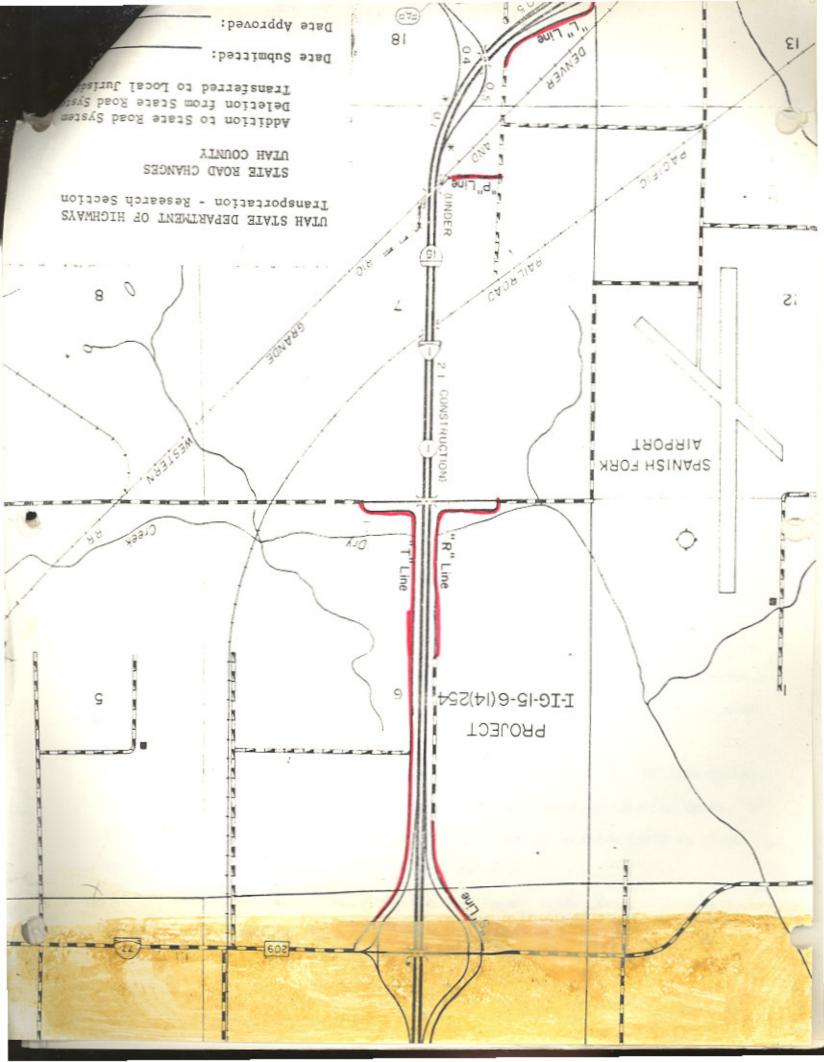














from the desk of

Frank E. Stephensen

Throw Away

This Copy ness all

Correspondence with

FHWA- End City Mayor

"safe today-alive tomorrow"

pont Throw

RESOLUTION

Transfer of State Constructed Roads

WHEREAS, with the completion of Interstate Projects I-15-6(10)276, I-15-6(5)270, I-15-6(4)265, I-15-6(11)261, I-15-6(17)242, I-IG-15-6(15)249 and I-IG-15-6(14)254 has resulted in the construction of frontage and bypass roads and,

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

WHEREAS, Mr. Earl A. Johnson, District Engineer has recommended that these frontage and bypass roads be transferred to the jurisdiction of the local governing agencies and,

WHEREAS, the local governing agencies affected by these transfers, concur in the transfer of these various road sections to their jurisdiction.

NOW THEREFORE, it is hereby resolved as follows:

1. That the following frontage and bypass roads constructed as a part of Project I-15-6(10)276, be transferred as follows:

A section of "L" Line between station 0+00 to 10+10, "AB" Line between station 92+00 to 103+05, "I" Line between station 0+00 to 27+73, "M" Line between station 0+00 to 6+00 and Lehi 9th North relocation between station 3+00 to 14+00 be transferred to the jurisdiction of Lehi City.

The portion of "J" Line between station 0+00 to 29+10, "G" Line between station 10+00 to 20+90, a portion of "L" Line between station 10+10 to 18+11, "Y" Line between station 0+00 to 16+00 and "Z" Line between station 12+26 to 17+50 be transferred to the jurisdiction of Utah County.

2. That the following frontage and bypass roads constructed as a part of Project I-15-6(5)270, be transferred as follows:

"A" Line between station 0+34 to 5+00, "B" Line between station 0+00 to 7+11, "C" Line between 0+00 to 20+61, "D" Line between station 0+33 to 17+50, "E" Line between station 0+00 to 10+00 and the 3rd West relocation between station 7+00 to 13+50 be transferred to the jurisdiction of American Fork City.

The portion of "D" Line between station 17+50 to 22+45, "F" Line between station 0+00 to 9+83, "M" Line between station 0+00 to 22+48, "P" Line between station 0+00 to 17+98, "R" Line between station 6+37 to 14+54, "U" Line between station 0+00 to 7+90, "T" Line between station 0+00 to 9+43, and "V" Line between station 0+00 to 6+75, be transferred to the jurisdiction of Utah County.

3. That the following frontage and bypass roads constructed as a part of Project I-I5-6(4)265, be transferred as follows:

That portion of "S" Line between station 1+50 to 20+00, be transferred to the jurisdiction of Lindon City.

That the 10th West frontage road between station 1+50 to 10+00, be transferred to the jurisdiction of Orem City.

- 4. That the Lines "K", "M", "O", "P", "J" and "H" constructed as a part of Project I-15-6(11)261, be transferred to the jurisdiction of Provo City, and that the "L" Line constructed as a part of this same project be transferred to the jurisdiction of Utah County.
- 5. That Lines "L", "P", "R", "S", "T", "U" and "V" constructed as a part of Project I-IG-15-6(14)254, be transferred to the jurisdiction of Utah County.
- 6. That the following frontage and bypass roads constructed as a part of Project I-I5-6(17)242, be transferred as follows:

The section on Line "B" between engineer stations 82+75 and 105+00, be transferred to the jurisdiction of Santaquin City and the remaining portions

RESOLUTION Transfer of State Constructed Roads

of Line "B" be transferred to the jurisdiction of Utah County.

The portion of the "E" Line within Santaquin City Incorporate Limits will be transferred to the jurisdiction of Santaquin City and the remainder of Line "E" will be transferred to the jurisdiction of Utah County.

That Lines "F" and "G" be transferred to the jurisdiction of Utah County.

That Lines "M", "J" and "P" be transferred to the jurisdiction of Payson City.

- 7. That Lines "J", "O", "P", "N", "G" and "M" constructed as a part of Project I-IG-15-6(15)249, be transferred to the jurisdiction of Utah County.
- 8. That by this action, Utah County "B" mileage will increase 11.3 + miles. Lehi City "C" mileage will increase 0.9 + - mile, American Fork "C" mileage will increase 0.6 + - mile, Lindon "C" mileage will increase 0.2 + mile, Orem "C" mileage will increase 0.1 + - mile, Provo "C" mileage will increase 1.3 + - mile, Santaquin "C" mileage will increase 0.5 + - mile and Payson "C" mileage will increase 0.1 + - mile.
- 9. That the maps attached herewith illustrating the action taken herewith, is hereby incorporated as a part of this submission.
- 10. That the letters of concurrence from all local governing agencies affected by the construction of these frontage and bypass roads, is hereby incorporated as a part of this submission.

		4-	
Dated this _	Toth	day of March	, 1967.

STATE ROAD COMMISSION OF UTAH

RESOLUTION
Transfer of State Constructed Roads
Page 4

Glen A Church
Commissioner

Commissioner

Commissioner

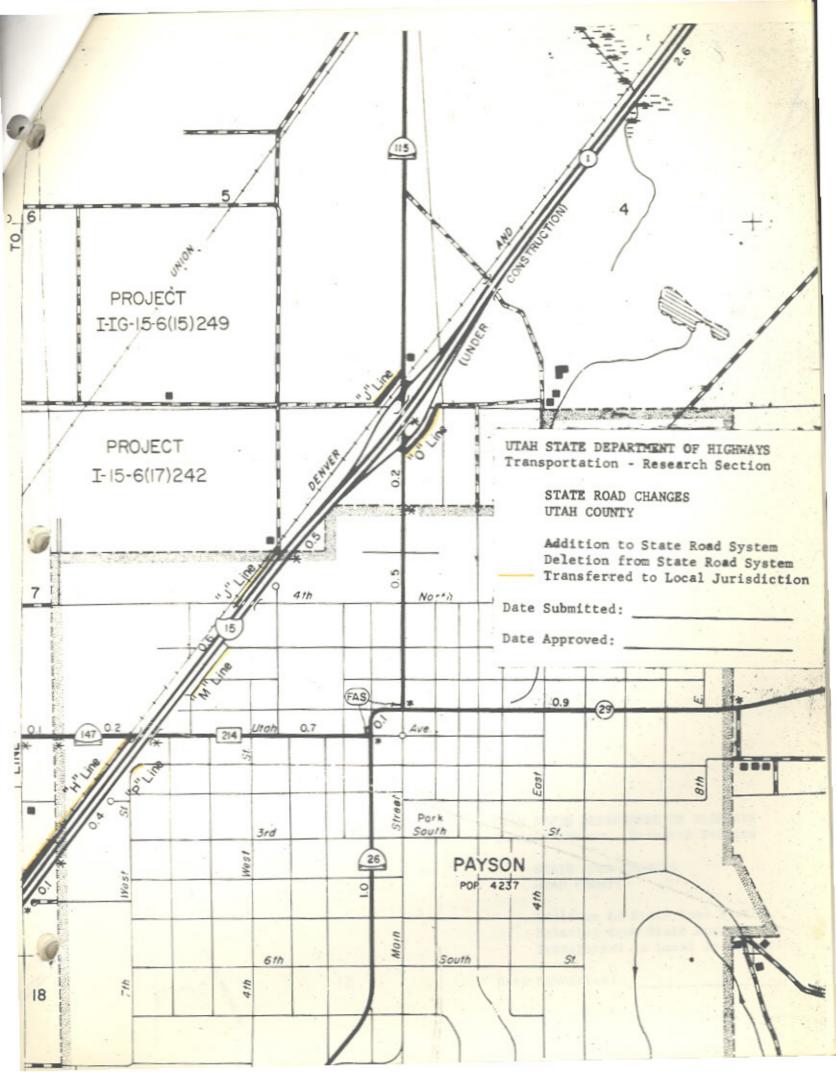
Commissioner

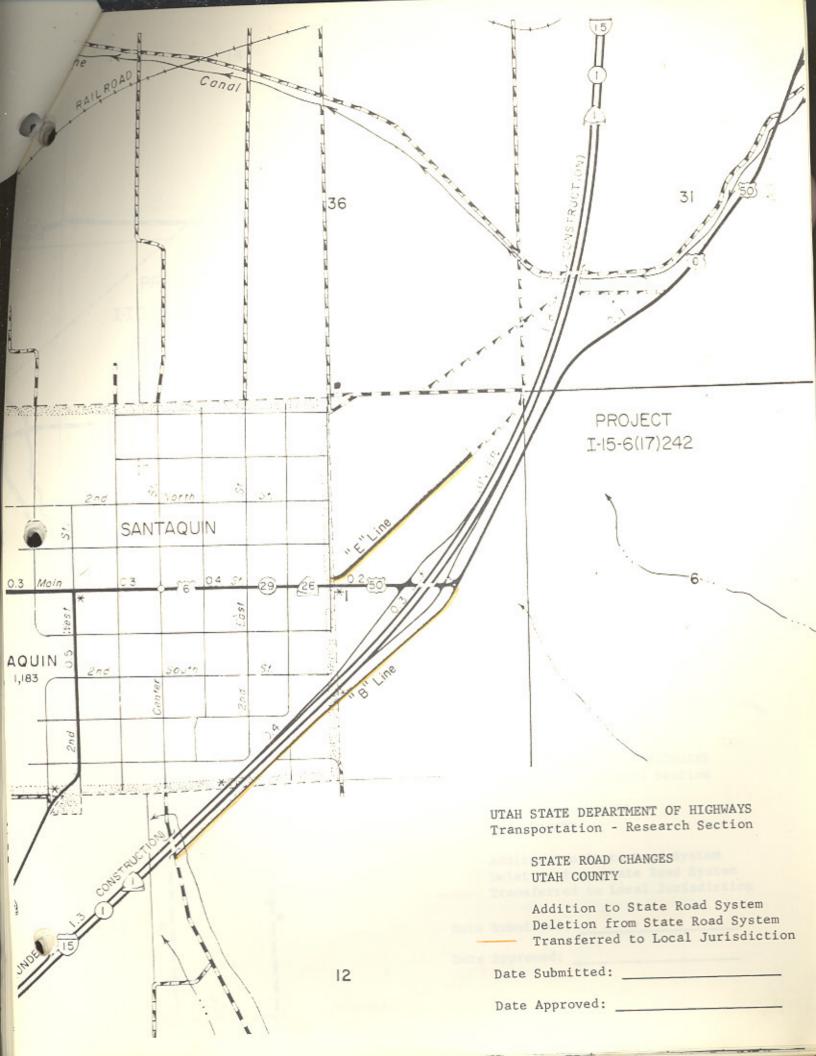
Commissioner

ATTEST:

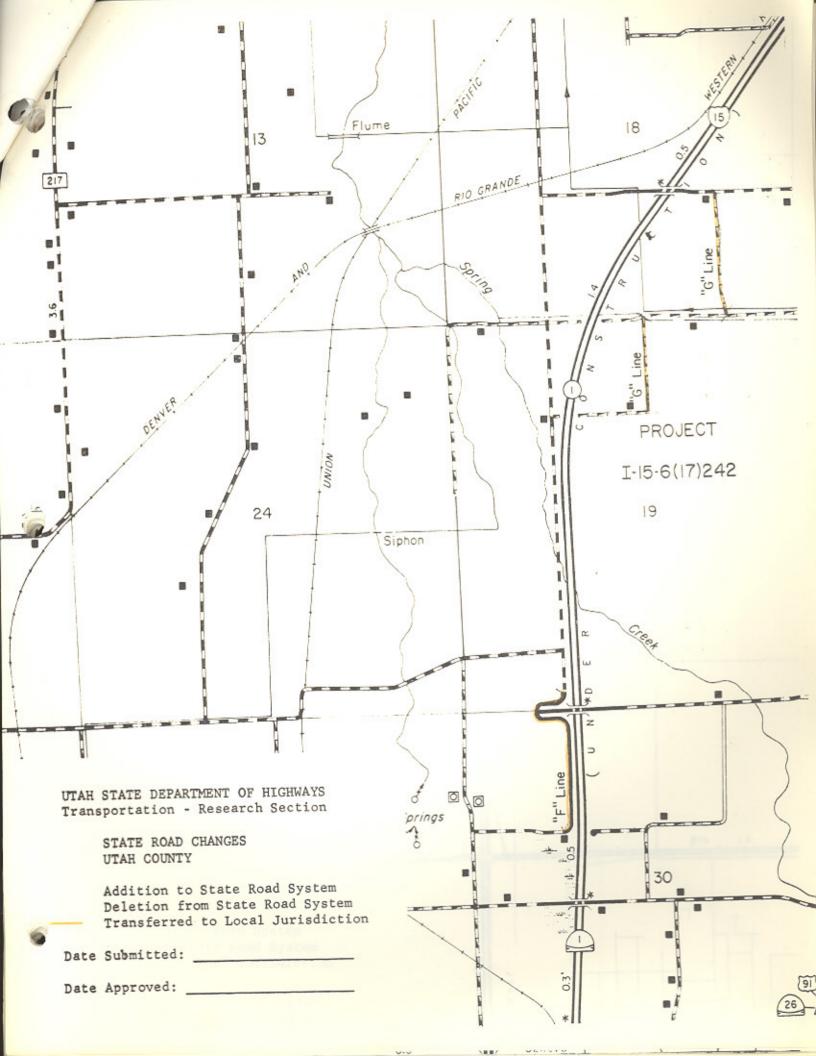
Secretary

Secretary

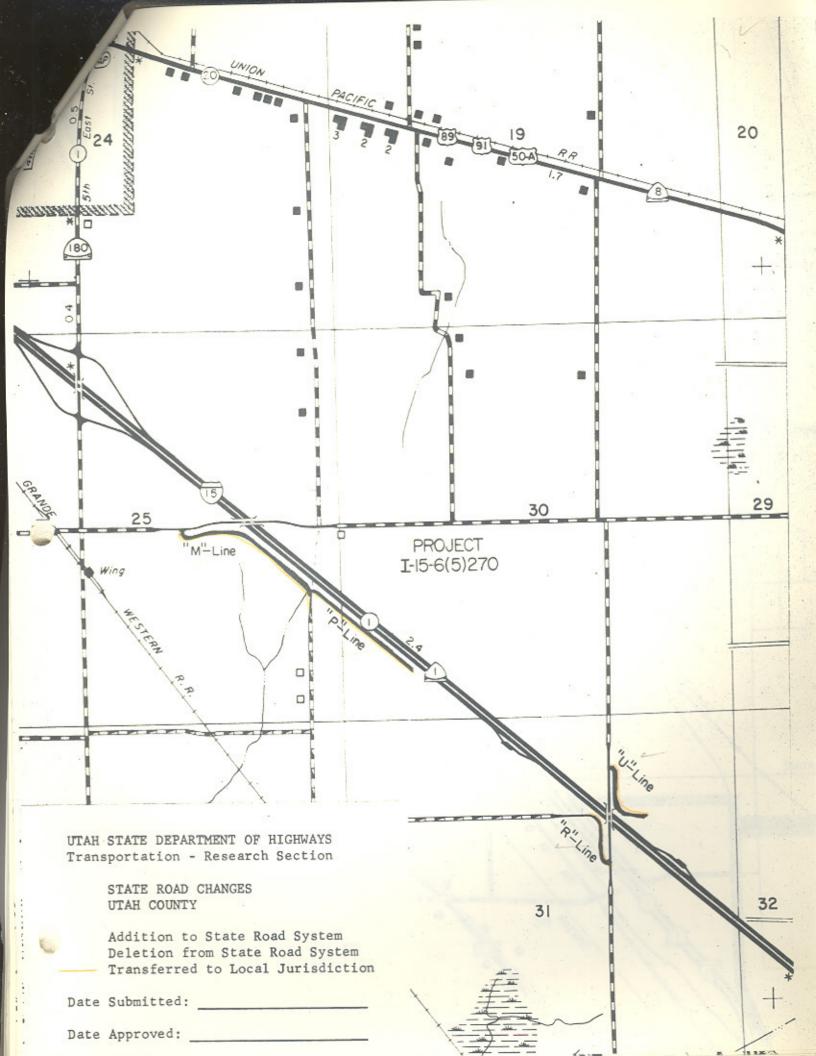


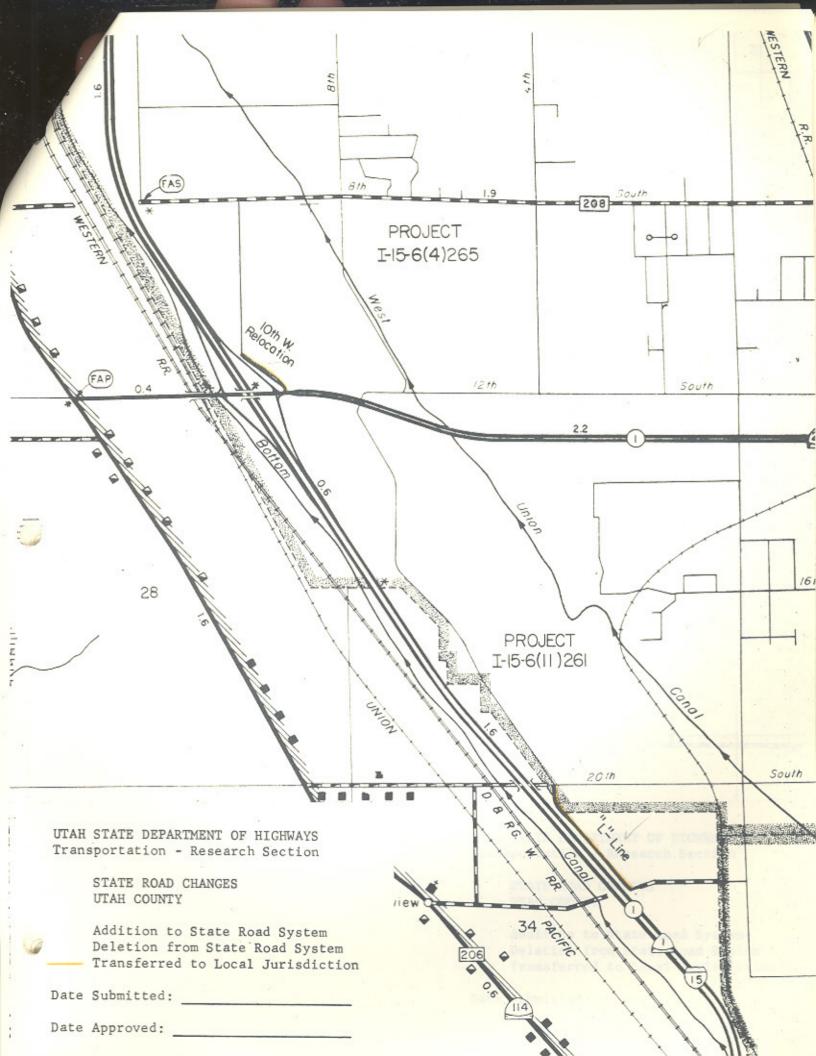


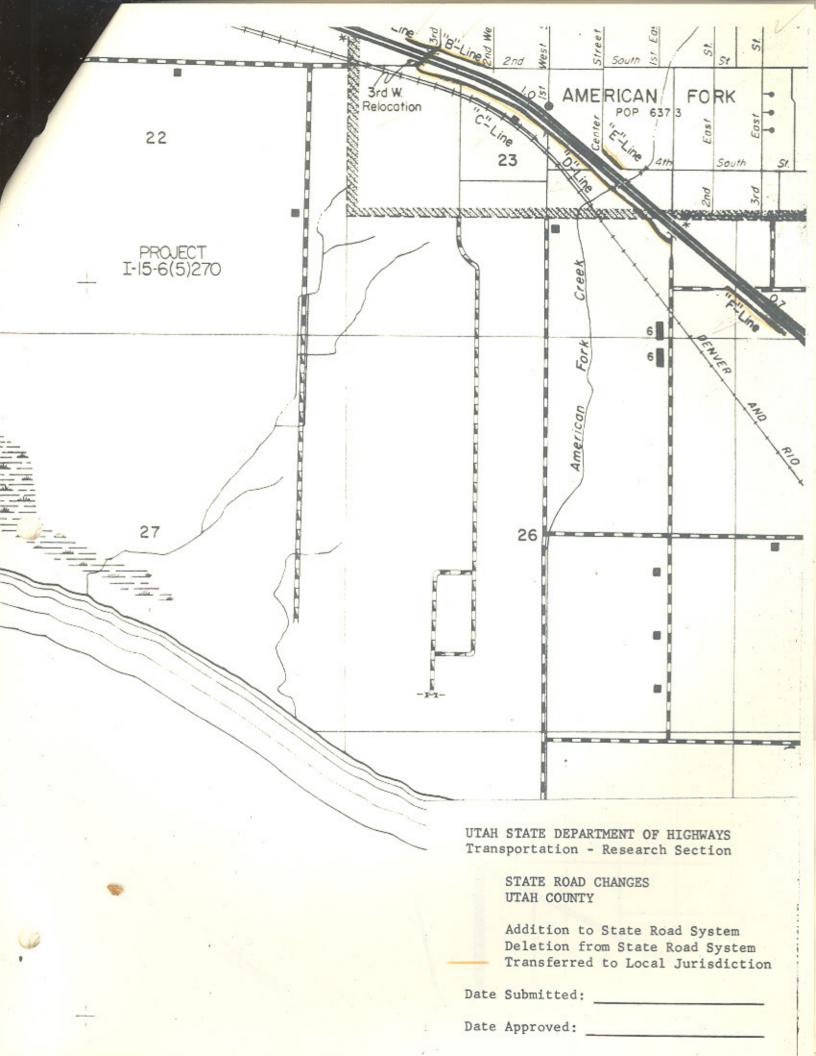


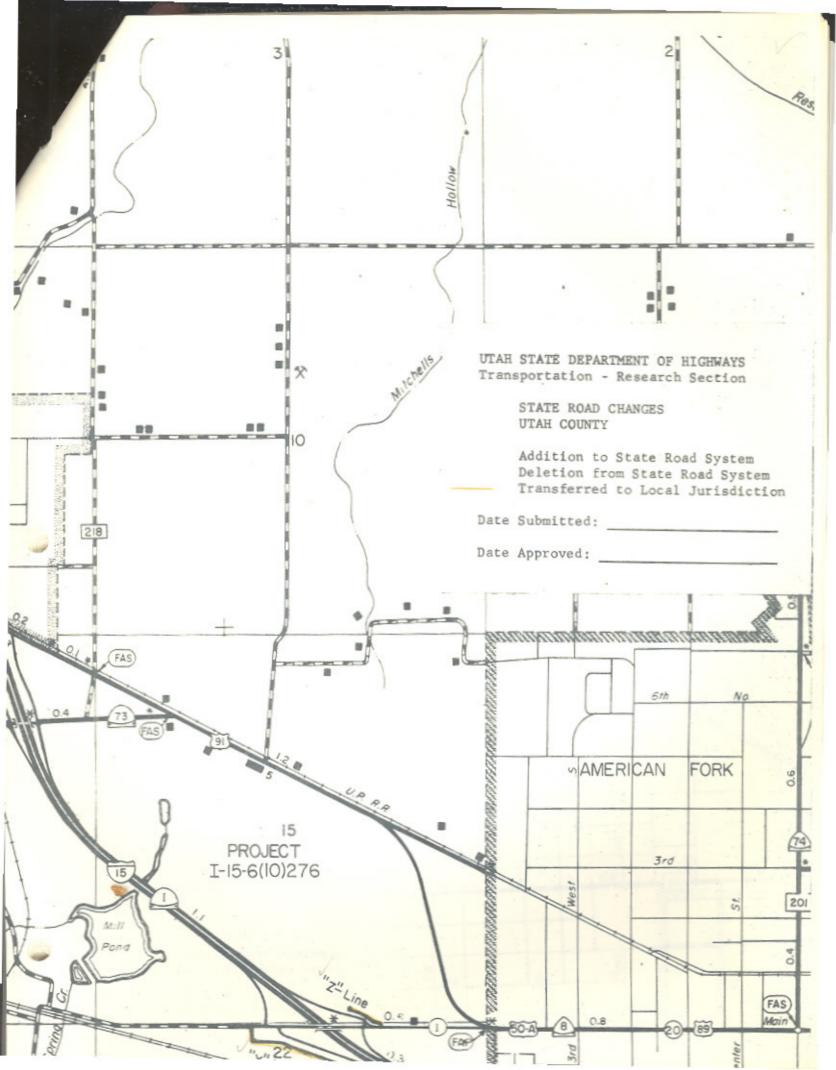


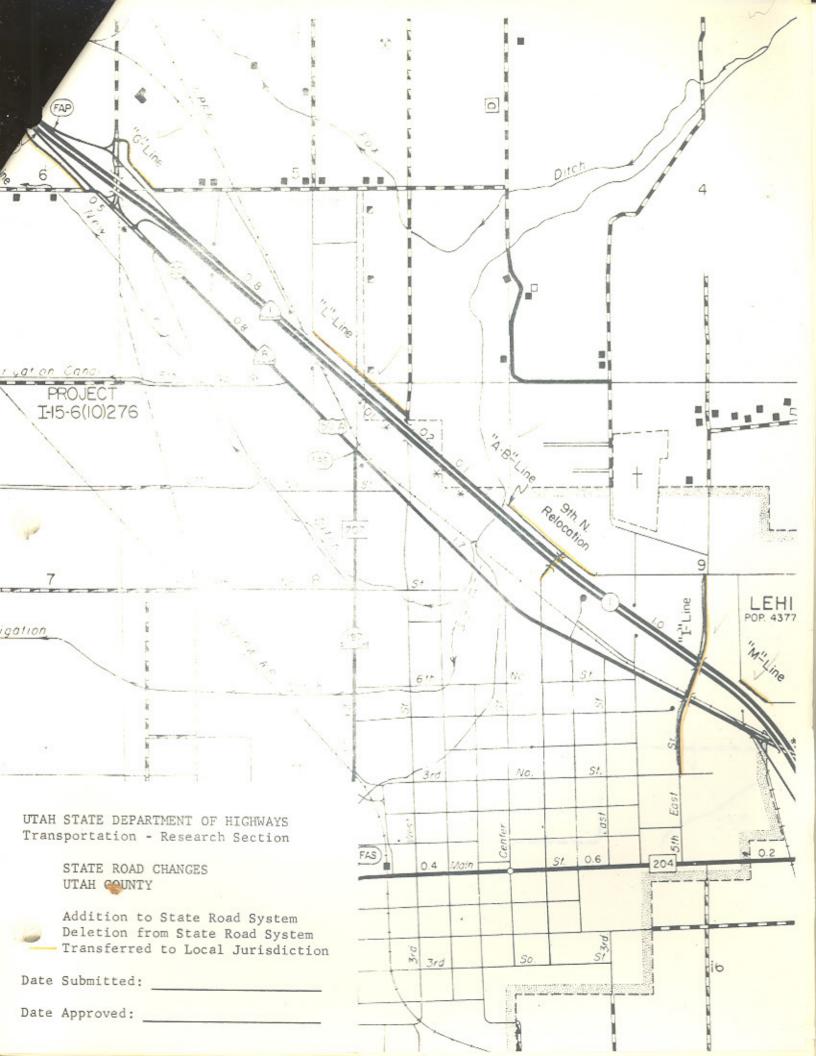


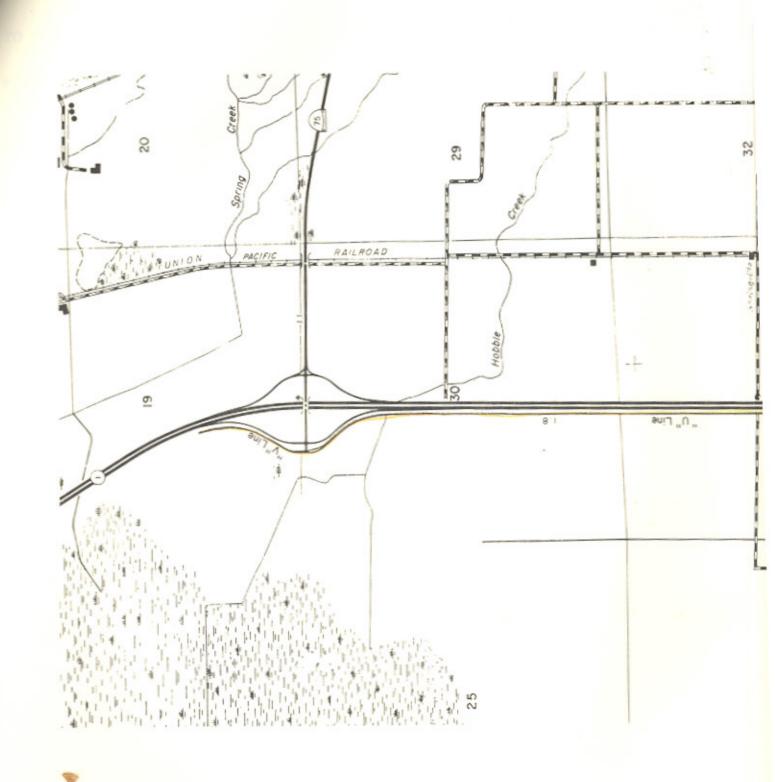


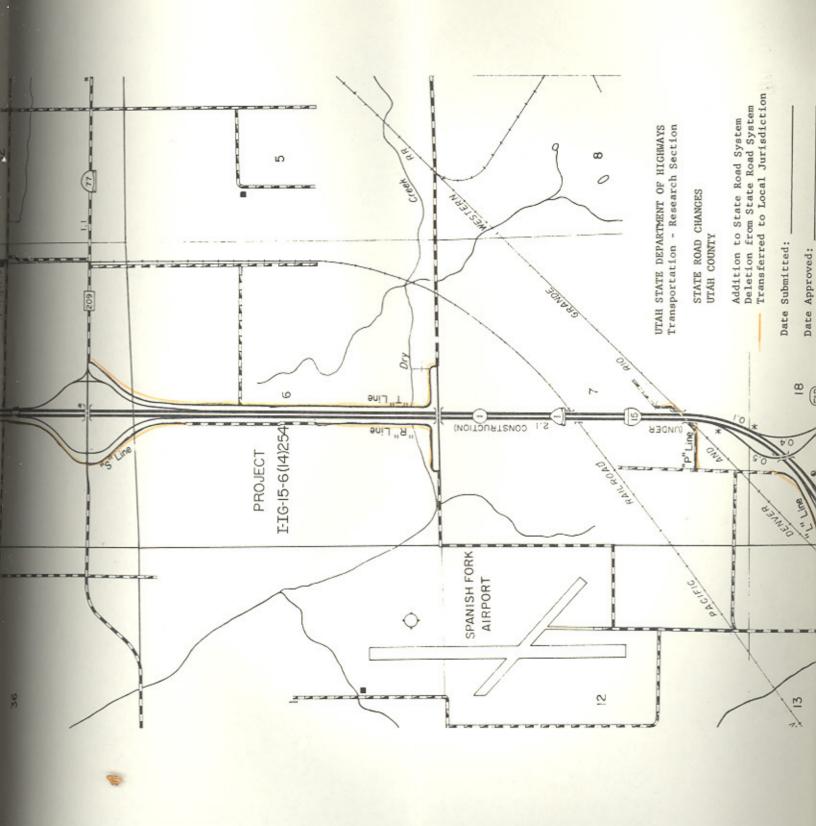












UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: December 7, 1966

TO

: B. Dale Burningham, Chief Research Engineer

FROM : Earl A. Johnson, District Six Engineer

SUBJECT: Transfer of State Constructed Roads to Local Control

The following roads which were constructed in connection with the interstate construction between Lehi and Provo in Utah County are to be transferred to the City or Utah County, as listed. All of the local agencies have been contacted with request for concurrence in the transfer. This approval will be obtained and submitted as soon as possible. The roads are listed by project number, line designation, and stationing.

PROJECT I-15-6(10)276 LEHI TO AMERICAN FORK

Lehi City

- 1. A section of "L" line between Sta. 0+00 to 10+10. This roadway is on the northerly side of the interstate and connects 6th West with 3rd West of Lehi.
- 2. "AB" line Sta. 92+00 to 103+05.36 This is a service road on the northerly side of the interstate running west from Lehi 1st East Street.
- 0.208 3. Lehi 9th North relocation Sta. 3+00 to 14+00
- "I" line Sta. 0+00 to 27+73.23 This is a new connecting road from 9th North at 6th East to 3rd North at 5th East. It overpasses both US-91 and the interstate route.
- 0.114 "M" line Sta. 0+00 to 6+00 This is a connecting road between 7th East and 5th North of Lehi on the easterly side of the interstate.

Utah County

0.207

- "J" line Sta. 0+00 to 29+10 0.551 This is a frontage road on the westerly side of the interstate extending northerly from 21st North of Lehi.
 - 2. "G" line Sta. 10+00 to 20+90 This road on the easterly side of the interstate connects 11th West of Lehi with 21st North of Lehi.

(continued next page)

TO

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: December 7, 1966

: B. Dale Burningham, Chief Research Engineer

page 2

FROM : Earl A. Johnson, District Six Engineer

SUBJECT: Transfer of State Constructed Roads to Local Control

3. A section of "L" line between Sta. 10+10 and 18+11
This is a portion of the road on the northerly side of the interstate which connects 6th West with 3rd West of Lehi.

1303 4. "Y" line Sta. 0+00 to 16+00

This road extends southeasterly from the west extension of American Fork Main Street on the southerly side of the interstate.

This service road extends northwesterly from American Fork
Main Street on the northerly side of the interstate.

PROJECT I-15-6(5)270 AMERICAN FORK TO OREM

American Fork City

0./89

Au 0.068

1. "A" line Sta. 0+34 to 5+00

This is a service road extending westerly from American Fork 3rd West on the northerly side of the interstate.

0.0 0.123 2. "3rd West Relocation" Sta. 7+00 to 13+50

This is a relocation of 2nd South between 2nd and 3rd West Streets.

All 0.390 4. "C" line Sta. 0+00 to 20+60.8

This is a frontage road on the southerly side of the interstate which connects 3rd West with 1st West Streets.

This is a continuation of the "C" line. The roadway connects 1st West Street with 1st East Street on the southerly side of the interstate. The portion of this road between Sta. 17+50 is outside the city limits and in Utah County. In actual maintenance, American Fork City will probably control the road.

6. "E" line Sta. 0+00 to 10+00
This is a relocation of 4th South Street between 1st East
Street and Center Street on the northerly side of the interstate.

(continued next page)

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: December 7, 1966

TO : B. Dale Burningham, Chief Research Engineer

page 3

FROM : Earl A. Johnson, District Six Engineer

SUBJECT: Transfer of State Constructed Roads to Local Control

O.056

O.786

1. "F" line Sta. 0+00 to 9+83

This is a service road on the southerly side of the interstate as an extension of a county road running east from American Fork 1st East.

7.426 2. "M" line Sta. 0+00 to 22+48.08
This is a relocated county road on the southerly side of the interstate providing a new connection from an eastwest county road to a north-south county road.

This is a service road on the southerly side of the interstate providing access to property southeasterly from the end of the "M" line.

This is a relocated county road on the southerly side of the interstate connecting an east-west county road with a north-south county road.

This is a service road on the northeasterly side of the interstate providing access from a county road to adjacent property.

This is a frontage road on the southerly side of the interstate connecting Orem 20th North Street with an existing lane.

This is a service road on the southerly side of the interstate providing access from SR-114 to adjacent property.

PROJECT I-15-6(4)265 NORTH OREM TO SOUTH OREM

Lindon City

1. 16th West frontage road "S" line Sta. 1-50 to 20-00
This road connects Lindon 6th West with Orem 16th North
Street on the northeasterly side of the interstate.

(continued next page)

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE:

May 20, 1966

TO

: B. Dale Burningham, Chief Research Engineer

FROM : Earl A. Johnson, District Engineer

SUBJECT: Transfer of State Construction Roads

+ 8.514 Utah Counts + .521 Contaguin

The construction of the interstate grading project I-IG-15-6(15)249 between Payson and Spanish Fork is now completed. The following roads were constructed as frontage or bypass roads and should now be transferred to Utah County.

- 1- "j" Line from Sta. 0+00 to Sta. 5+00+. This is a connecting road .095° Co from SR-115 southwesterly along the Denver and Rio Grande railroad tracks to an existing county road.
- 140 Co 2- "O" Line, Sta. 16+61 to Sta. 24+00. This is a new connecting road northeasterly along the easterly side of the interstate from SR-115 to an existing county road.
- .335 (3- "P" Line, Sta. 9+41.2 to Sta. 27+07.4 and continuing on SR-115 detour from Sta. 21+99.6 to Sta. 27+50+. This is a frontage road on 1104 Ca the easterly side of the interstate connecting an existing county road to SR-115.
- ,060 C. 4- "N" Line, Sta. 0+00 to Sta. 3+18.5. This is a connection from SR-115 to an existing county road on the north side of SR-115 overpass fill westerly from the interstate route.
- 205 (5. "G" Line, from Sta. 0+00 to Sta. 10+81.18. This is a connecting road on the westerly side of the Denver and Rio Grande railroad and interstate route near Leland.
- 1316 Co. 6- "M" Line, from Sta. 3+09.2 to Sta. 19+78. This is a connecting road from SR-147 northeasterly along the westerly side of the Denver and Rio Grande railroad tracks and the interstate route.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE:

May 20, 1966

B. Dale Burningham, Chief Research Engineer

FROM

Earl A. Johnson, District Engineer

SUBJECT:

Transfer of State Constructed Roads

The construction of interstate grading project I-IG-15-6(14)254 between Spanish Fork and Provo is now completed. The following roads were constructed as frontage or by-pass routes. These should be transferred to Utah County.

.285. Co 1- "L" line from Sta. 10+00 to Sta. 25+08. This is a connecting road between North Main Street and Second East in Spanish Fork.

305 G 2- "P" line, Sta. 0+00 to Sta. 16+12.42. This is the relocation of a local road to a new position passing beneath the overpass of the Denver and Rio Grande Railroad tracks.

635 (+ 3- "R" line, Sta. 0+00 to Sta. 28+23. This is a frontage road on the westerly side of the interstate from LeMar Lane northerly to connect to an existing road.

13/5 (-4- "S" line, Sta. 0+00 to Sta. 16+65. This is a frontage road on the westerly side of the interstate from Springville Fourth South . southerly to connect to an existing road. The "R" line and the "S" with the remaining portion of the existing road provide a continuous frontage road between LaMar Lane and Springville Fourth South Street.

1,320 (5- "T" line, Sta. 0+00 to Sta. 69_71. This is a frontage road on the easterly side of the interstate from LeMar Lane to Springville Fourth South.

1.927 (0 - 6- "U" line, Sta. 0+00 to Sta. 101+76. This is a frontage road on the westerly side of the interstate from Springville Fourth South norhterly to the Ironton connection.

5/1 (c. _ 7- "V" line, Sta. 0+00 to Sta. 27+00+. This is a frontage road on the westerly side of the interstate from the Ironton connection northerly. It was extended the additional distance from that shown on the plans during construction.

AWadley/jcw

Memorandum ·

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: July 8, 1966

TO

: Dale Burningham, Chief Research Engineer

FROM

: Earl A. Johnson, District Engineer

SUBJECT: Roadway Changes in Utah County

The interstate grading project I-15-6 (17) 242 between Santaquin and Payson is nearly completed. The following sections of roadway which were constructed in connection with this roadway should be transferred to Utah County (or appropriate City) as listed:

.421 Santaguin 1- "B" Line, Sta. 74+00 to Sta. 126+94. This is a frontage road on the easterly side of the interstate route connecting the Santaquin Canyon Road with Santaquin Main Street. The section between Sta. 82+75 and 105+00 is within Santaquin City. The remaining sections are in Utah County.

.426 Co - 2- The section of SR-26 (US-6 & 50) between Santaquin Main Street and Sta. 22+48.8 of "E" line which will now include the "W" line and the "E" should be transferred to Utah County. SR-26 will now be moved to the new alignment on "D" line beginning at Sta. 51+75.8 on Santaquin Main Street and ending at Sta. 106+63.7 = 222+01.7 of existing State Road.

. 484 (3- "F" line Sta. 0+00 to Sta. 25+59.4. This is a frontage road on the westerly side of the interstate, connecting two existing Utah County roads between interstate highway Stations 295 and 311.

4- "G" line, section 1 between Sta. 0+00 and Sta. 12+82.6 and section 2 between Sta. 23+57.9 and Sta. 40+78.4. This is a connecting road constructed away from the interstate alignment for connecting of existing facilities.

5- "M" line, Sta. 0+00 to Sta. 8+54.8. This is a frontage road on the easterly side of the interstate between 6th West near 1st North and 3rd North Street of Payson. This should be transferred to Payson City.

6- "J" line, Sta. 0+00 to Sta. 10+50+. This is a frontage road on the westerly side of the interstate and D. & R.G. Railroad tracks, connecting 4th North Street with 4th West Street of Payson. This should be transferred to Payson City.

7- "P" line, Sta. 0+00 to Sta. 3+13.4. This is a short connection between 8th West and 1st South of Payson, and should be transferred to Payson City.

1. Hilosoft

DIRECTOR HENRY C, HELLAND

> 09-42.4 70-RE



STATE HIGHWAY ENGINEER
HI ANY J. RAY

Utah State Department of Highways

State Office Building
Salt Lake City, Utah 84114
March 17, 1967

Mr. Daniel Watt, Division Engineer U. S. Department of Commerce Bureau of Public Roads Federal Building 125 South State Street Salt Lake City, Utah 84111

Dear Mr. Watt:

Subject: Transfer of State Constructed Prontage and Access Roads in Utah County

Effective March 10, 1967, the State Road Commission adopted a resolution to transfer various frontage and access roads, constructed in conjunction with Interstate projects in Utah County, that have been completed.

These roadways serve as public roads though not justified as part of the State System of Highways and local agencies concur in the transfer of these various roadways to their jurisdiction.

The distribution of mileage affected by these transfers are as follows:

American Fork "C" mileage is increased 0.6 + - mile.
Lehi City "C" mileage is increased 0.9 + - mile.
Lindon "C" mileage is increased 0.2 + - mile.
Orem "C" mileage is increased 0.1 + - mile.
Payson "C" mileage is increased 0.1 + - mile.
Provo "C" mileage is increased 1.3 + - mile.
Santaquin "C" mileage is increased 0.5 + - mile.
Utah County "B" mileage is increased 11.3 + - miles.

Mr. Daniel Watt

Page 2

Subject: Transfer of State Constructed Frontage and Access Roads

in Utah County

Transmitted is a copy of the resolution and location maps indicating these transfers.

Very truly yours,

B. Dale Burningham Chief Research Engineer

Transmittal





State Office Building Salt Lake City, Utah 84114 March 17, 1967

Mr. Floyd Harmer, Chairman Utah County Commission Provo, Utah 84601

Dear Mr. Harmer:

Subject: Transfer of State Constructed Frontage and Access Roads in Utah County

Effective March 10, 1967, the State Road Commission adopted a resolution to transfer various frontage and access roads, constructed in conjunction with Interstate projects in Utah County, that have been completed.

These roadways serve as public roads though not justified as .
part of the State System of Highways and local agencies concur in
the transfer of these various roadways to their jurisdiction.

The distribution of mileage affected by these transfers are as follows:

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Orem "C" mileage is increased 0.1 + - mile.
Payson "C" mileage is increased 0.1 + - mile.
Provo "C" mileage is increased 1.3 + - mile.
Santaquin "C" mileage is increased 0.5 + - mile.
Utah County "B" mileage is increased 11.3 + - miles.

Transmitted is a copy of the resolution and location maps indicating these transfers.

Very truly yours.



1 VII BIGHWAY ENGINEER 11 VINE J. EAY

Utah State Department of Highways

State Office Building Salt Lake City, Utah 84114 March 17, 1967

The Honorable Calvin H. Swenson Mayor of Lehi City Lehi City, Utah 84043

Dear Mayor Swenson:

Subject: Transfer of State Constructed Frontage and Access Roads in Utah County

Effective March 10, 1967, the State Road Commission adopted a resolution to transfer various frontage and access roads, constructed in conjunction with Interstate projects in Utah County, that have been completed.

These roadways serve as public roads though not justified as part of the State System of Highways and local agencies concur in the transfer of these various roadways to their jurisdiction.

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Payson "C" mileage is increased 0.1 + - mile.
Provo "C" mileage is increased 1.3 + - mile.
Santaquin "C" mileage is increased 0.5 + - mile.
Utah County "B" mileage is increased 11.3 + - miles.

Transmitted is a copy of the resolution and location maps indicating these transfers.

Very truly yours,



State Office Building Salt Lake City, Utah 84114 March 17, 1967

The Honorable LaMar Losser Mayor of Payson Payson, Utah 84651

Dear Mayor Losser:

Subject: Transfer of State Constructed Frontage and Access Roads in Utah County

Effective March 10, 1967, the State Road Commission adopted a resolution to transfer various frontage and access roads, constructed in conjunction with Interstate projects in Utah County, that have been completed.

These roadways serve as public roads though not justified as , part of the State System of Highways and local agencies concur in the transfer of these various roadways to their jurisdiction.

The distribution of Mileage affected by these transfers are as follows:

American Fork "C" mileage is increased 0.6 + - mile.
Lehi City "C" mileage is increased 0.9 + - mile.
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Payson "C" mileage is increased 0.1 + - mile.
Provo "C" mileage is increased 1.3 + - mile.
Santaquin "C" mileage is increased 0.5 + - mile.
Utah County "B" mileage is increased 11.3 + - miles.

Transmitted is a copy of the resolution and location maps indicating these transfers.

Very truly yours,



State Office Building
Salt Lake City, Utah 84114
March 17, 1967

The Honorable Howard Armstrong Mayor of Santaquin Santaquin, Utah 84655

Dear Mayor Armstrong:

Subject: Transfer of State Constructed Frontage and Access Roads in Utah County

Effective March 10, 1967, the State Road Commission adopted a resolution to transfer various frontage and access roads, constructed in conjunction with Interstate projects in Utah County, take have been completed.

These roadways serve as public roads though not justified as part of the State System of Highways and local agencies concur in the transfer of these various roadways to their jurisdiction.

The distribution of Mileage affected by these transfers are as follows:

American Fork "C" mileage is increased 0.6 + - mile.
Lehi City "C" mileage is increased 0.9 + - mile.
Lindon "C" mileage is increased 0.2 + - mile.
Orem "C" mileage is increased 0.1 + - mile.
Payson "C" mileage is increased 0.1 + - mile.
Provo "C" mileage is increased 1.3 + - mile.
Santaquin "C" mileage is increased 0.5 + - mile.
Utah County "B" mileage is increased 11.3 + - miles.

Transmitted is a copy of the resolution and location maps indicating these transfers.

Very truly yours,



State Office Building
Salt Lake City, Utah 84114
March 17, 1967

The Honorable Verl G. Dixon Mayor of Provo Provo, Utah 84601

Dear Mayor Dixon:

Subject: Transfer of State Constructed Frontage and Access Roads in Utah County

Effective March 10, 1967, the State Road Commission adopted a resolution to transfer various frontage and access roads, constructed in conjunction with Interstate projects in Utah County, that have been completed.

These roadways serve as public roads though not justified as part of the State System of Highways and local agencies concur in the transfer of these various roadways to their jurisdiction.

The distribution of Mileage affected by these transfers are as follows:

American Fork "C" mileage is increased 0.6 + - mile.
Lehi City "C" mileage is increased 0.9 + - mile.
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Orem "C" mileage is increased 0.1 + - mile.
Payson "C" mileage is increased 0.1 + - mile.
Provo "C" mileage is increased 1.3 + - mile.
Santaquin "C" mileage is increased 0.5 + - mile.
Utah County "B" mileage is increased 11.3 + - miles.

Transmitted is a copy of the resolution and location maps indicating these transfers.

Very truly yours,



State Office Building Salt Lake City, Utah 84114 March 17, 1967

The Honorable James E. Mangum Mayor of Orem Orem, Utah 84057

Dear Mayor Mangum:

Subject: Transfer of State Constructed Frontage and Access Roads in Utah County

Effective March 10, 1967, the State Road Commission adopted a resolution to transfer various frontage and access roads, constructed in conjunction with Interstate projects in Utah County, 66at have been completed.

These roadways serve as public roads though not justified as .
part of the State System of Highways and local agencies concur in
the transfer of these various roadways to their jurisdiction.

The distribution of Mileage affected by these transfers are as follows:

American Fork "C" mileage is increased 0.6 + - mile.
Lehi City "C" mileage is increased 0.9 + - mile.
Lindon "C" mileage is increased 0.2 + - mile.
Orem "C" mileage is increased 0.1 + - mile.
Payson "C" mileage is increased 0.1 mile.
Provo "C" mileage is increased 1.3 + - mile.
Santaquin "C" mileage is increased 0.5 + - mile.
Utah County "B" mileage is increased 11.3 + - miles.

Transmitted is a copy of the resolution and location maps indicating these transfers.

Very truly yours,



State Office Building Salt Lake City, Utah 84114 March 17, 1967

The Honorable Joseph Christiansen Mayor of Lindon Lindon, Utah 84062

Dear Mayor Christiansen:

Subject: Transfer of State Constructed Frontage and Access Roads in Utah County

Effective March 10, 1967, the State Road Commission adopted a resolution to transfer various frontage and access roads, constructed in conjunction with Interstate projects in Utah County, 64at have been completed.

These roadways serve as public roads though not justified as part of the State System of Highways and local agencies concur in the transfer of these various roadways to their jurisdiction.

The distribution of Mileage affected by these transfers are as follows:

American Fork "C" mileage is increased 0.6 + - mile.
Lehi City "C" mileage is increased 0.9 + - mile.
Lindon "C" mileage is increased 0.2 + - mile.
Orem "C" mileage is increased 0.1 + - mile.
Payson "C" mileage is increased 0.1 + - mile.
Provo "C" mileage is increased 1.3 + - mile.
Santaquin "C" mileage is increased 0.5 + - mile.
Utah County "B" mileage is increased 11.3 + - miles.

Transmitted is a copy of the resolution and location maps indicating these transfers.

Very truly yours,



State Office Building
Salt Lake City, Utah 84114
March 17, 1967

The Honorable F. Haws Durfey Mayor of American Fork American Fork, Utah 84003

Dear Mayor Durfey:

Subject: Transfer of State Constructed Frontage and Access Roads in Utah County

Effective March 10, 1967, the State Road Commission adopted a resolution to transfer various frontage and access roads, constructed in conjunction with Interstate projects in Utah County, that have been completed.

These roadways serve as public roads though not justified as part of the State System of Highways and local agencies concur in the transfer of these various roadways to their jurisdiction.

The distribution of Mileage affected by these transfers are as follows:

American Fork "C" mileage is increased 0.6 + - mile.
Lehi City "C" mileage is increased 0.9 + - mile.
Lindon "C" mileage is increased 0.2 + - mile.
Orem "C" mileage is increased 0.1 + - mile.
Payson "C" mileage is increased 0.1 + - mile.
Provo "C" mileage is increased 1.3 + - mile.
Santaquin "C" mileage is increased 0.5 + - mile.
Utah County "B" mileage is increased 11.3 + - miles.

Transmitted is a copy of the resolution and location maps indicating these transfers.

Very truly yours,

- (2) Project I-15-6 (5) 270 American Fork to Orem
- 1. A funtage or connecting road "M" line, sta. 0+00 to 22+48. This road is on the southwesterly sidFebruary 20, s1967 routs, connecting the east-west County Road known as Sam White Lane, which is the westerly extension of 7th South of Pleasant Grove and a north-south County Road.
 - 2. A service road "P" line extending southeasterly along the westerly side of the Interstate Route for 1,800 feet from the frontage road "A" line listed

Mr. Earl A. Johnson District Six Engineer

Utah State Department of Highways a from Str. 6+37 to Str. 14+54 on the wasterly P.O. Box 215 the Interstate Route connecting an east and west County Road with Orem, Utah orth-south County Road which is the southerly extension of Pleasant

Dear Mr. Johnson:

1

The frontage roads and other connections with the Interstate System, and County roads outlined in your letter of July 18, and September 8, 1966, and described herein, have been approved by the Utah County Commission for transfer to the County "B" System of roads.

As soon as these same roads are deleted from the State Highway control, which includes projects from Lehi to Santaquin and our commitment of May 20, 1966 for the acceptance of the former 91 to Santaquin connection on Highway 6, and the balance of the above mentioned roads are described as follows:

- (1) Project I-15-6 (10) 276 Lehi to American Fork
- 1. A frontage road "J" Line from Sta. 0+00 to 29+10. This road is on the westerly side of the Interstate route extending from a point near the abandoned Union Pacific Railroad crossing of US-91 north of Lehi, southeasterly to 21st North of Lehi, do of the Interstate running from 20th and Orem southerly to the Lakeview Road.
- 2. A frontage road "G" line from Sta. 10+00 to Sta. 20 +90. This road is on the easterly side of the Interstate route and connects 11th West Street of Lehi with 21st North Street of Lehi.
- 3. A frontage road "Y" Line from Sta. 00+00 to Sta. 16+00 on the southwesterly side of the Interstate route extending southeasterly from the westerly extension of American Fork Main Street.
- 4. A service road "Z" Line from Sta. 12+26 to Sta. 17+50. This road is on the northeasterly side of the Interstate extending northwesterly from American Fork Main Street.

"P" line from Sta. 0+00 to 16+12, 42. This is the relocation of a local

3. "R" line from Sta. 0+00 to Sta. 23 473. This is a frontage road on the westerly side of the Interestate route, from the County Road known as LeMar Lane, northerly to connect to an existing lane.

- (2) Project I-15-6 (5) 270 American Fork to Orem
- 1. A frontage or connecting road "M" line, sta. 0+00 to 22+48. This road is on the southwesterly side of the Interstate route, connecting the east-west County Road known as Sam White Lane, which is the westerly extension of 7th South of Pleasant Grove and a north-south County Road.
- 2. A service road "P" line extending southeasterly along the westerly side of the Interstate Route for 1,800 feet from the frontage road "M" line listed above.
- 3. A frontage road "R" Line from Sta. 6+37 to Sta. 14+54 on the westerly side of the Interstate Route connecting an east and west County Road with the north-south County Road which is the southerly extension of Pleasant Grove 9th West.
- 4. A service road "U" Line, Sta. 0+00 to Sta. 7+90 on the northeasterly side of the Interstate and a north-south County Road which is the southerly extension of Pleasant Grove 9th West Street. This road runs southeasterly 790 feet into adjacent fields. The state Constructed Frontage and Access Roads in Weber County
- 5. A frontage road "T" line from Sta. 0+00 to Sta. 9+43 on the southerly side of the Interstate Route and 20th North Street of Orem. This road connects 20th North Street with an existing lane which runs into the Maxfield property.
- 6. A service road "V" Line from Sta. 0+00 to 6+74.8 on the southerly side of the Interstate Route and extending from SR-114 northwesterly into property of Maxfield.
- (3) Project I-15-6 (11) 261 Orem to Provo

Transmitted to a rest of the mar-tun

- 1. A frontage road "L" line from Sta. 0+25 to Sta. 18+650. This is a connecting road on the easterly side of the Interstate running from 20th South of Orem southerly to the Lakeview Road.
- (4) Project I-IG-15-6 (14) 254, Spanish Fork to Provo
- 1. "L" line from Sta. 10+00 to Sta. 25+08. This is a connecting road between North Main street and Second East Street of Spanish Fork, in the area on the northerly side of the Interstate route.
- 2. "P" line from Sta. 0+00 to 16+12.42. This is the relocation of a local road to a new position, passing beneath the overpass of the Denver and Rio Grande Railroad tracks north of Spanish Fork.
- 3. "R" line from Sta. 0+00 to Sta. 23 +73. This is a frontage road on the westerly side of the Interstate route, from the County Road known as LeMar Lane, northerly to connect to an existing lane.

- 4. "S" line from Sta. 0+00 to Sta. 16+65. This is a frontage road on the westerly side of the Interstate route from Springville Fourth South, southerly to connect to an existing road. The "R" line and the "S" line with the portion of existing road, provides a continuous frontage road on the westerly side of the Interstate between Springville Fourth South and the County Road known as LeMar Lane.
- 5. "T" line from Sta. 0+00 to Sta. 69+71. This is a frontage road on the easterly side of the Interstate, from the County Road known as LeMar Lane, northerly to Springville Fourth South.
- 6. "U" line from Sta. 0+00 to Sta. 101+76. This is a frontage road on the westerly side of the Interstate route from Springville Fourth South, northerly to the Ironton Connection. This road is paved twenty feet wide with asphalt surfacing.
- 7. "V" line from Sta. 0+00 to Sta. 27+00. This is a frontage road on the westerly side of the Interstate route from the Ironton Connection northerly. It ends at this point and has no northerly connection.
- (5) Project I-IG-15-6 (15) 249, Payson to Spanish Fork
- 1. "J" line from Sta. 0+00 to Sta. 5+00. This is a connecting road from SR-115 southwesterly along the northerly side of the Denver and Rio Grande Railroad tracks to reconnect an existing County road north of Payson.
- 2. "O" line from Sta. 16+61 to Sta. 24+00. This is a new connecting road extending from SR-115 northeasterly along the Southeasterly side of the Interstate route, to connect to an existing County road north of Payson.
- 3. "P" line from Sta. 9+61 to Sta. 27+07, and continuing on the SR-115 detour from Sta. 21+99 to Sta. 27+50. This is a frontage road on the easterly side of the Interstate route connecting an existing County road to SR-115 west of Leland. This roadway is surfaced with asphalt paving.
- 4. "N" line from Sta. 0+00 to Sta. 3+16. This is a connection from SR-115 to an existing County road on the north side of SR-115 on the westerly side of the Interstate route west of Leland.
- 5. "G" line from Sta. 0+00 to Sta. 10+81. This is a connecting road on the westerly side of the Denver and Rio Grande Railroad tracks and Interstate route north of the Leland Sugar Factory.
- 6. "M" line from Sta. 3+09 to Sta. 19+78. This is a frontage road from SR-147 northeasterly along the westerly side of the Denver and Rio Grande Railroad tracks and the Interstate route west of Spanish Fork.

- (6) Project I-15-6 (17) 242, Santaquin to Payson
- "B" line Sta. 74+00 to Sta. 126+94. This is a frontage road on the easterly side of the Interstate route, connecting the Santaquin Canyon Road with Santaquin Main Street. The section of this road between Sta. 82+75 and Sta. 105+00, is within Santaquin City; the rest is in Utah County. This road is surfaced 24 feet wide with asphalt paving.
- 2. The section of SR-26 (US-6 and 50) between Santaquin Main Street and the old north connection with US-91. This will now include the "W" line and the "E" line, and will connect Santaquin Main Street with an existing County road which extends northerly along the west side of the Interstate route northeast of Santaquin.
- 3. "F" line from Sta. 0+00 to Sta. 25+59. This is a frontage road on the westerly side of the Interstate, connecting two existing County roads in the area north of Santaquin. This road is surfaced 18 feet wide with asphalt paving. able Gail C. Sanders
- Mayor of Rive 4. "G" line, Section one between Sta. 0+00 and Sta. 12+82, and Section Two between Sta. 23+58 and Sta. 40+78. These are connecting roads between existing County roads and furnish a roadway to Noble Dehart in the area southwest of Payson. These roads are not immediately adjacent to the Interstate route. They are surfaced 24 feet wide with asphalt paving. Transfer of State Constructed Prontage and

Utah County is ready to accept these roads on our "B" Road System.

a resolution to transfer verious Very truly yours, in conjunction with Interstate projecto to con-

completed in the vicinity of Ri BOARD OF COUNTY COMMISSIONERS UTAH COUNTY, STATE OF UTAH

p tocreased 2.37 wiles.

By this action Riverdale of Transmitted it a copy

Floyd Harmer, Chairman

Commissioners

G. Marion Hinckley, Commissioner

LDG:mv

cc - David L. Greenwood "B" and "C" Road Administrator

- B. Dale Berningham Chief Research Engineer
- L. D. Green Utah County Surveyor

Memorandum ·

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE:

September 16, 1966

TO

: B. Dale Burningham, Chief Research Engineer

FROM

: Ronald A. Fernley, Commission Secreta

SUBJECT: Resolution - Transfer of State Constructed Roads I-15-6 (17)242 I-IG-15-6(15)249 and I-IG-15-6(14)254 vicinity of Santaquin

> In a staff meeting today to firm up items for the Commission meeting to be held September 23, 1966, it was requested that all copies of the above Resolution be returned to you, with the request that you obtain concurrence of the local authorities. When this has been accomplished, please return all copies to me, with proper notation, in order that they may be presented to the Commission for action.

Encl.

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: September 20, 1966

TO

Mr. Earl Johnson

District #6 Engineer

FROM

: B. Dale Burningham

Chief Research Engineer

SUBJECT:

Local concurrence for transfer of State Constructed Roadways

As per our telephone conversation of September 19, 1966, we are transmitting a copy of the Proposed Resolution concerning the transfer of Jurisdiction for frontage and bypass roads constructed as part of Projects I-IG-15-6(15)249, I-IG-15-6(14) and I-15-6(17)242.

Your cooperation in obtaining local concurrence in the transfer of these roadways will be appreciated.

Transmittal

WDMears/blw

Boar Mayor Tenders:

Subject: Transfer of State Constructed Prontage and Access Roads in Weber County

Bifertive December 15, 1967, the State Road Countries a resolution to transfer vertical francese and access to the in conjunction with Intersters as about in Weber Countries and access to the completed in the vicinity of Execution.

By this action Riversels Chay "D" mileogs by "D" wiles,

and thorse ingham

Catistics Supervises

Yearsaltted is a copy - Type resolution with the ampa

Transmicts)

ERosevest / bt

RESOLUTION

Transfer of State Constructed Roads

WE REAS, with the completion of interstate construction projects in the vicinity of Riverdale has resulted in the construction of frontage and bypass roads and,

WHEREAS, these 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. W. E. Mickelson, District Engineer and concurred in by Riverdale City Council, that these various road sections be transferred to the jurisdiction of Riverdale City.

NOW THEREFORE, be it resolved as follows:

1. That the following frontage roads and bypass roads constructed as a part of the interstate constructed projects in the vicinity of Riverdale be transferred to the jurisdiction of Riverdale City as follows:

A section of "F-5" line from Roy-Riverdale Incorporate limits to the Riverdale Road.

The "F-X" line from the "F-5" line to 5100 South Street.

The "F-5A" line from "F-5" line to Riverdale Road.

The "R-10" line from old Riverdale Road to 4800 South Street.

A section of "R-7" line from Riverdale Road to the old Riverdale Road.

A section of "F" line from 4400 South Street to Riverdale North Incorporate limits.

A section of "R-8" line from Riverdale South Incorporate limits to 4400 South Street.

That by this action Riverdale City "C" mileage will increase
 2.87 miles.

RESOLUTION Transfer of State Constructed Roads Page 2

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

STATE ROAD COMMISSION OF UTAH

White, 20to willen

Commissioner 7

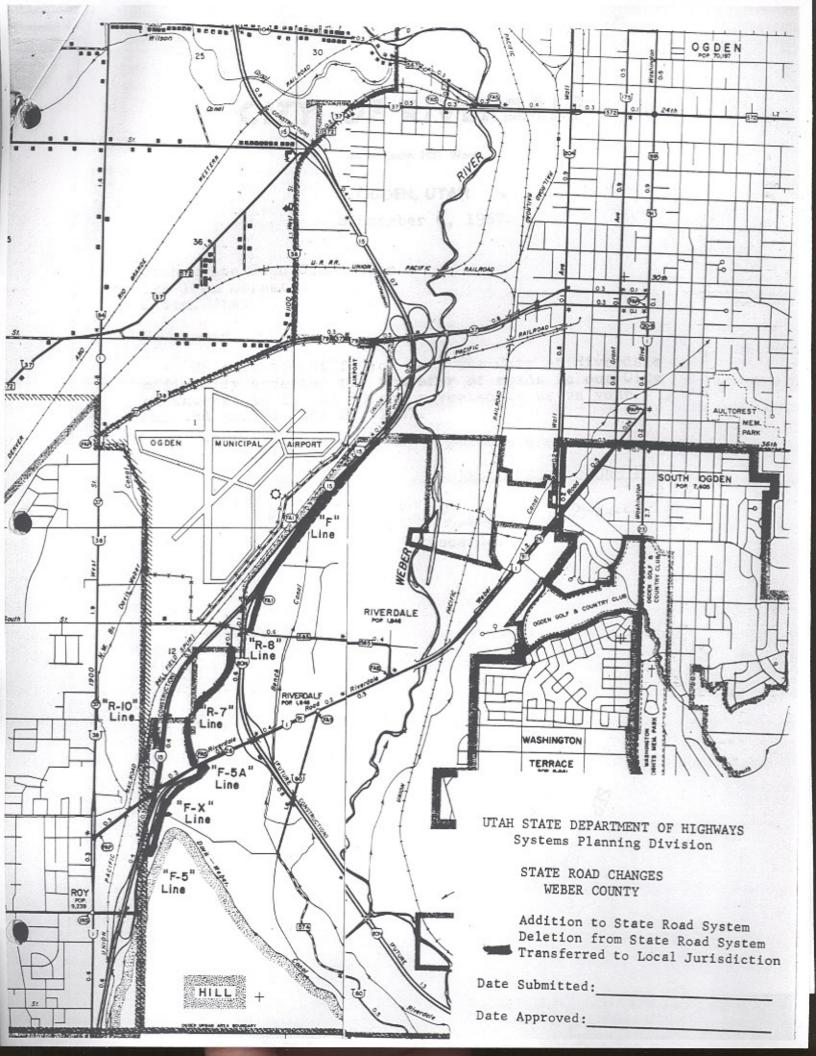
Transie Leth Commissioner

Commissioner

Commissioner

ATTEST:

Secretary Secretary



CITY OF RIVERDALE

4459 South 700 West

OGDEN, UTAH

September 6, 1967

Utah State Road Commission 128 17th Street Ogden, Utah

Gentlemen:

This is to notify you that the City of Riverdale officially accepted the transfer of roads in our City on interstate 15 and 80 as presented to us on your map and mailed June 27, 1967.

Sincerely yours,

RIVERDALE CITY COUNCIL

Recorder

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: December 26, 1967

TO

: Mr. W. E. Mickelson District #1 Engineer

FROM

: B. Dale Burningham

Planning Statistics Supervisor

SUBJECT: Transfer of State Constructed Frontage and Access Roads in Davis and Weber County

> Effective December 15, 1967, the State Road Commission adopted resolutions to transfer variour frontage and access roads constructed in conjunction with Interstate projects in Davis and Weber Counties that have been completed.

The distribution of mileage affected by these transfers are as tollows:

Davis County

Clearfield City "C" mileage is increased 0.36 mile. Layton City "C" mileage is increased 0.85 mile. Ugden City "C" mileage is increased 0.89 mile. Davis County "B" mileage is increased 0.50 mile.

Weber County

Riverdale City "C" mileage is increased 2.87 miles. Roy City 'C' mileage is increased 0.23 mile. Weber County "B" mileage is increased 0.31 mile.

Transmitted are copies of the resolutions and location maps.

Same Memo Sent To: Howard B. Leatham

Mr. Albert L. Bott, Chairman Weber County Commission Ogden, Utah 84401

Dear Mr. Bott:

Subject: Transfer of State Constructed Frontage and Access Roads in Weber County

Effective December 15, 1967, the State Road Commission adopted a resolution to transfer various frontage and access roads, constructed in conjunction with Interstate projects in Weber County that have been completed.

The distribution of mileage affected by these transfers are as follows:

Riverdale City "C" mileage is increased 2.87 miles. Roy City "C" mileage is increased 0.23 mile. Weber County "B" mileage is increased 0.31 mile.

Transmitted are copies of the resolutions and location maps.

Very truly yours,

B. Dale Burningham Planning Statistics Supervisor

Transmittal

ERosevear/bt

Mr. Stanley M. Smoot, Chairman Davis County Commission Farmington, Utah 84025

Dear Mr. Smoot:

Subject: Transfer of State Constructed Frontage and Access Roads in Davis County

Effective December 15, 1967, the State Road Commission adopted a resolution to transfer various frontage and access roads, constructed in conjunction with Interstate projects in Davis County that have been completed.

The distribution of mileage affected by these transfers are as follows:

Clearfield City "C" mileage is increased 0.36 mile. Leyton City "C" mileage is increased 0.85 mile. Ogden City "C" mileage is increased 0.89 mile. Davis County "B" mileage is increased 0.50 mile.

Transmitted are copies of the resolutions and location maps.

Very truly yours,

B. Dale Burningham Planning Statistics Supervisor

Transmitto

ERosevear/ot

The Honorable Bart Wolthuis Mayor of Ogden Ogden City, Utah 84401

Dear Hayor Wolthuis:

Subject: Transfer of State Constructed Frontage and Access Roads in Davis County

Effective December 15, 1967, the State Road Commission adopted a resolution to transfer various frontage and access roads, constructed in conjunction with Interstate projects in Davis Gounty that have been completed in the vicinity of Ogden.

By this action Ogden City "C" mileage is increased 0.89 mile.

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

Very truly yours,

B. Dale Burningham Planning Statistics Supervisor

Transmittal

ERosevear /bt

The Honorable James E. Biggs Mayor of Layton Layton, Utah 84041

Dear Mayor Biggs:

Subject: Transfer of State Constructed Frontage and Access Roads in Davis County

Effective December 15, 1967, the State Road Commission adopted a resolution to transfer various frontage and access roads, constructed in conjunction with Interstate projects in Davis County that have been completed in the vicinity of Layton.

By this action Layton City "C" mileage is increased 0.85 mile.

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

Very truly yours,

B. Pale Burningham Planning Statistics Supervisor

Transmittal

ERosevear bt

The Honorable Charles J. Eddy Mayor of Clearfield Clearfield, Utah 84015

Dear Mayor Eddy:

Subject: Transfer of State Constructed Frontage and Access Roads in Davis County

Effective December 15, 1967, the State Road Commission adopted a resolution to transfer various frontage and access roads constructed in conjunction with Interstate projects in Davis County that have been completed in the vicinity of Clearfield.

These roadways serve as public roads though not justified as part of the State System of Highways and local agencies concur in the transfer of these various roadways to their jurisdiction.

The following constructed frontage roads are transferred to the jurisdiction of Clearfield City:

A section of "N" line canal from Clearfield incorporate limits to 1000 East Street in Clearfield. The "Y" line from 1000 East Street to 450 South Street in Clearfield.

By this action, Clearfield City "C" mileage is increased 0.36 mile.

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

Very truly yours,

B. Dale Burningham Planning Statistics Supervisor

Transmittal

RRosevear/ht

The Honorable Charles F. Hull Mayor of Roy Roy, Utah 84067

Dear Mayor Hull:

Subject: Transfer of State Constructed Frontage and Access Roads in Weber County

Effective December 15, 1967, the State Road Commission adopted a resolution to transfer various frontage and access roads, constructed in conjunction with Interstate projects in Weber County that have been completed in the vicinity of Roy.

By this action Roy "C" mileage is increased 0.23 mile.

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

Very truly yours,

B. Dale Burningham Planning Statistics Supervisor

Transmittal

ERosevear/bt

The Honorable Gail C. Sanders Mayor of Riverdale Riverdale, Utah 84401

Dear Mayor Sanders:

Subject: Transfer of State Constructed Frontage and Access Roads in Weber County

Effective December 15, 1967, the State Road Commission adopted a resolution to transfer various frontage and access roads, constructed in conjunction with Interstate projects in Weber County that have been completed in the vicinity of Riverdale.

By this action Riverdale City "C" mileage is increased 2.87 miles.

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

Very truly yours,

B. Dale Burningham Planning Statistics Supervisor

Transmittal

ERosevear/bt

RESOLUTION

Transfer of State Constructed Roads



WHEREAS, with the completion of Interstate construction projects in Salt Lake County has resulted in the construction of frontage roads and bypass roads and,

WHEREAS, these 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 various road . sections be transferred to the jurisdiction of Salt Lake County.

NOW THEREFORE, be it resolved as follows:

 That the following roads constructed as a part of the Interstate construction projects in Salt Lake County be transferred to the jurisdiction of Salt Lake County as follows:

Identification No.	Location
2	From 90th South, northerly along the east side of I-15
	to where it connects with 300 West, at approximately
	8600 South.
3	From 90th South, south along the east side of I-15 to
	a connection on 300 West.
4	From 90th South, south along the west side of I-15 to
	94th South.
5	From 10000 South, south along the east side of I-15 to
	approximately 10200 South.
6	From a point north of 10600 South, south along the west
	side of I-15 to 11000 South.
7	From 11400 South, south along the west side of I-15 to

11800 South.

8	From 11800 South, south along the east side of I-15 to
	13800 South.
9	From 12300 South, south along the west side of I-15 to
	13800 South.
11	From 1700 North, northerly on the east bank of the City
	Drainage Canal to approximately 2700 North.
12	From 300 West, easterly along the north side of 3900
	South to the grade separation over I-15 (D.&R.G.W. R.R.)
13	From 300 West, west along the south side of 3900 South to
	near the grade separation over I-15.
14	From 300 West, west along the north side of 3900 South
	to a point near I-15.

- That by this action Salt Lake County "B" mileage will be increased
 8.60 miles.
- 3. That the letter from Mr. J. Q. Adair to Mr. Gunderson, Director,
 Salt Lake County Highway Department, relating the roads to be transferred to the
 jurisdiction of Salt Lake County is hereby incorporated as a part of this
 submission.
- 4. That the letter of concurrence from the Salt Lake County Commission is hereby incorporated as a part of this submission.

STATE ROAD COMMISSION OF UTAH

Mistan Stamilla.

RESOLUTION
Transfer of State Constructed Roads
Salt Lake County
Page 3

blem A Church-Commissioner

Commissioner

Commissioner

Commissioner

ATTEST:

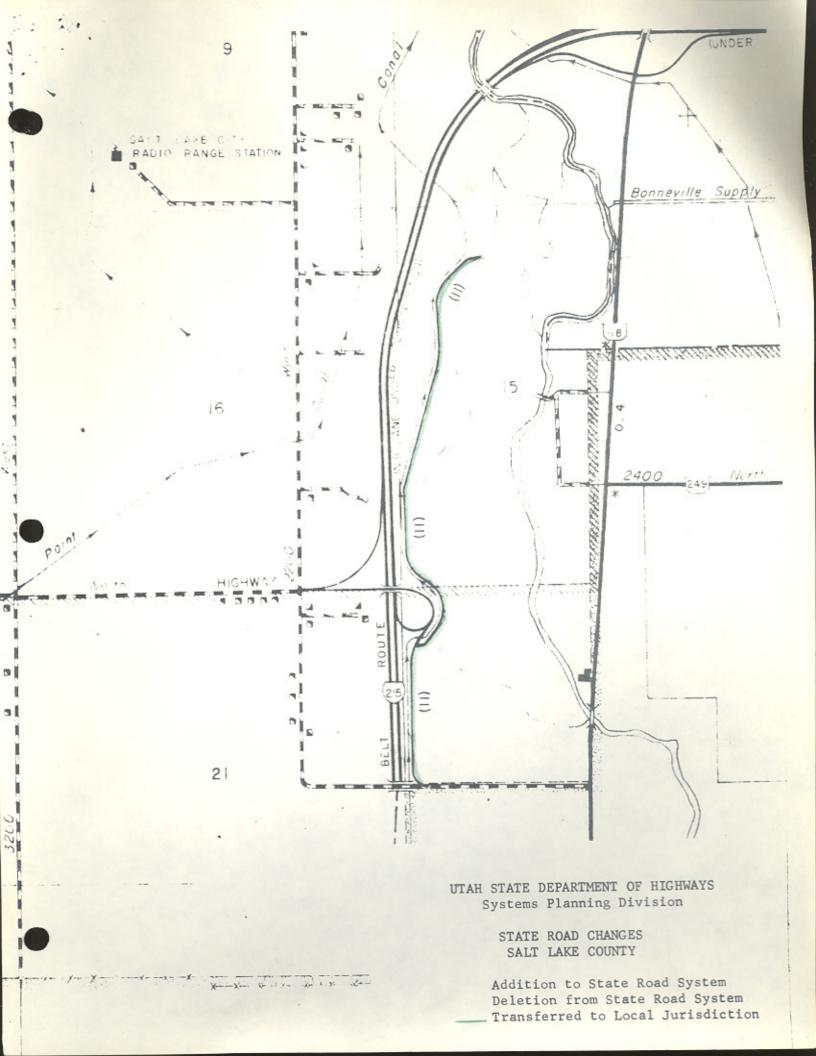
Secretary

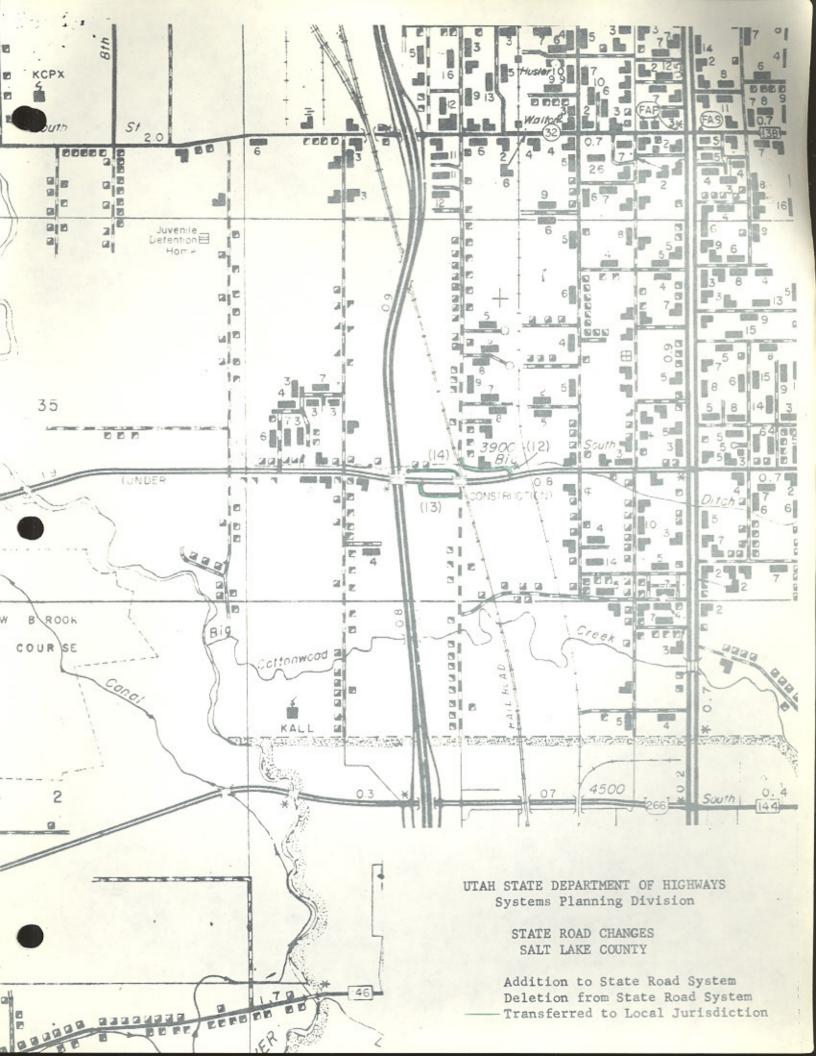


18 RAILROAD 11000 South 24 South 1/400 · 3 0 22 23 23 23 11800 30 REAMON SOUTH 31 UTAH STATE DEPARTMENT OF HIGHWAYS Systems Planning Division STATE ROAD CHANGES SALT LAKE COUNTY Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction

1

7







RECEIVED

JAN 1 9 1968

SALT LAKE COUNTY HIGHWAY DEPARTMENT

ADDRESS REPLY 10 DISTRICT ENGINEER

Utah State Department of Highways 525 West 13th South Salt Lake City, Utah

DISTRICT ENGINEER

16 January 1968

Mr. LaMort 8. Gunderson, Director Salt Lake County Highway Department 165 Suna Street

Midvale Utah 340-

Dear Mr. Gunderson:

The D-partment of Highways is interested in updating the "B" & "C" road. fund- for the e agencies involved in the Interstate program where frontage roads have been constructed.

The attached maps, Exhibits IV-A,B,C and D, show roads in your area with the following descriptions:

EXHIBIT IV-A

-		West s		SR-111	from 118th South, westerly, crossing SR-111 to the southeast side of SR-111, thence back across SR-111 into the populated area of Lark, thence back onto SR-111;
	(2)	Ents	side of	1-15	from 90th South, northerly to where it connects with 300 West, just south of approx. 8600 South;
	(3)	1+	11	1-15	from 90th South, for a short connection on 2nd West;
	(4)	West	11	1-15	from 90th South to 9400 South;
	(5)	East	0	1-15	from 100 South to approx. 102 South;
	(6)	West	o.	1-15	from just north of 106th South to 110th South;
	(7)	West	11	1-15	from 114th South to 118th South

See Page 2

LaMont B. Gunderson - J.Q. Adair Frontage Roads Disposition Page Two 16 January 1968

EXHIBIT IV-B Continued:

- (8) East side of I-15 from 118th South, on cast side of State Street, following along east side of I-15 to Draper Crossroads, thence southerly to 138th South (partially constructed area);
- (9) West " 1-15 from 123rd South (Draper Crossroads) to 168th South;
- (10) SR-111 from SR-111 westerly to Jordan River.

EXHIBIT IV-C:

(11) East of 1-215 from 1700 North, northerly on the east bank of the (Belt Route) City Drainage Canal to approximately 2700 North;

EXHIBIT IV-D:

- (12) North side of 3900 So. from 2nd West to the grade separation over I-15 (D&RGW RR);
- (13) South " " 3900 So. from 2nd West to near the grade Separation over I-15;
- (14) North " 3900 So. from 2nd West to near the UPRR.

If Salt Lake County approves the acceptance of these sections of road, we would appreciate receiving a letter of your approval at an early date. Then, as soon as the State Highway Department approves the transaction, you will be credited with the funds for their maintenance.

Yours truly.

UTAH STATE DEPARTMENT OF HIGHWAYS

J. QUINTIN ADAIR,
District Engineer - Dist. Two

JQA/nmc

Attachments (4)



COMMMISSIONERS

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

PHILIP R. BLOMQUIST, COMMISSIONER
DEPARTMENT OF FINANCE

MARVIN G. JENSON, COMMISSIONER DEPARTMENT OF HEALTH CHARITY-WELFARE

January 24, 1968

Mr. J. Quintin Adair, District Engineer Utah State Department of Highways 525 West 13th South Salt Lake City, Utah 84115

Dear Sir:

The Board of County Commissioners, at its meeting held this day, approved the transfer of certain frontage roads to Salt Lake County as outlined in your letter of January 16, 1968.

Commissioner Oscar Hanson, Jr., Chairman, Salt Lake County Highway Department, recommended approval of this transfer and the vote was unanimous.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

RICHARD G. ALLEN, COUNTY CLERK

By - (Lie M Clase - Deputy Clerk

cc Commissioner Hanson Salt Lake County Highway Department

HANCUM



irontage Rds. S.L. City

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: 1 March 1968

TO

: B. Dale Burningham

Planning Statistics Supervisor

: J. Quintin Adair

District Engineer - Dist. Two

SUBJECT: Disposition of State Constructed Frontage and Access Roads

In response to your 8 January 1968 memo request for documentation of roads to be transferred to various agencies, we are attaching the Salt Lake City Corporation approval of 27 February 1968 for the nine sections of roads described in our letter of 17 January 1968.

JQA/mmc

Attachment (1)

cc: D. L. Greenwood J. W. Pritchard Kenneth Hepworth Robert Wheadon District File (See Susp. #2198)



RESOLUTION

Deletion of State Constructed Roads

WHEREAS, with the construction of Interstate Project I-15-2(7)52 in Iron County from Hamilton Fort to South Cedar City, a distance of 5.459 miles and,

WHEREAS, this construction project has resulted in the construction of frontage and access roads and,

WHEREAS, remaining portions of the old roadway will no longer serve as a public roadway and,

WHEREAS, the Iron County Commission has declined to accept sections as County roads and,

WHEREAS, it has been recommended by Mr. C. V. Anderson, District
Engineer, that portions of the old alignment of State Route 1 and portions of
the constructed access and frontage roads be deleted as State responsibility.

NOW THEREFORE, be it resolved as follows:

- That the entire length of the "A" Line be abandoned from the State
 System of Highways.
- 2. That the entire length of the "C" Line, that portion of the old alignment of State Route 1 connecting the "C" Line and the "G" Line, and the entire length of the "G" Line be abandoned from the State System of Highways.
- 3. That the letter from the Iron County Commission indicating their desire as to the aforementioned roadways is hereby incorporated as a part of this submission.

	4. That	the map attached	illustrating the action taken herewith	is
hereby i	ncorporate	d as a part of thi	s submission.	
Dated th	is2,	3	day of finence	, 1968

STATE ROAD COMMISSION OF UTAH

RESOLUTION
Deletion of State Constructed Roads
Page 2

Chairman

Colon & Smuch

Commissioner

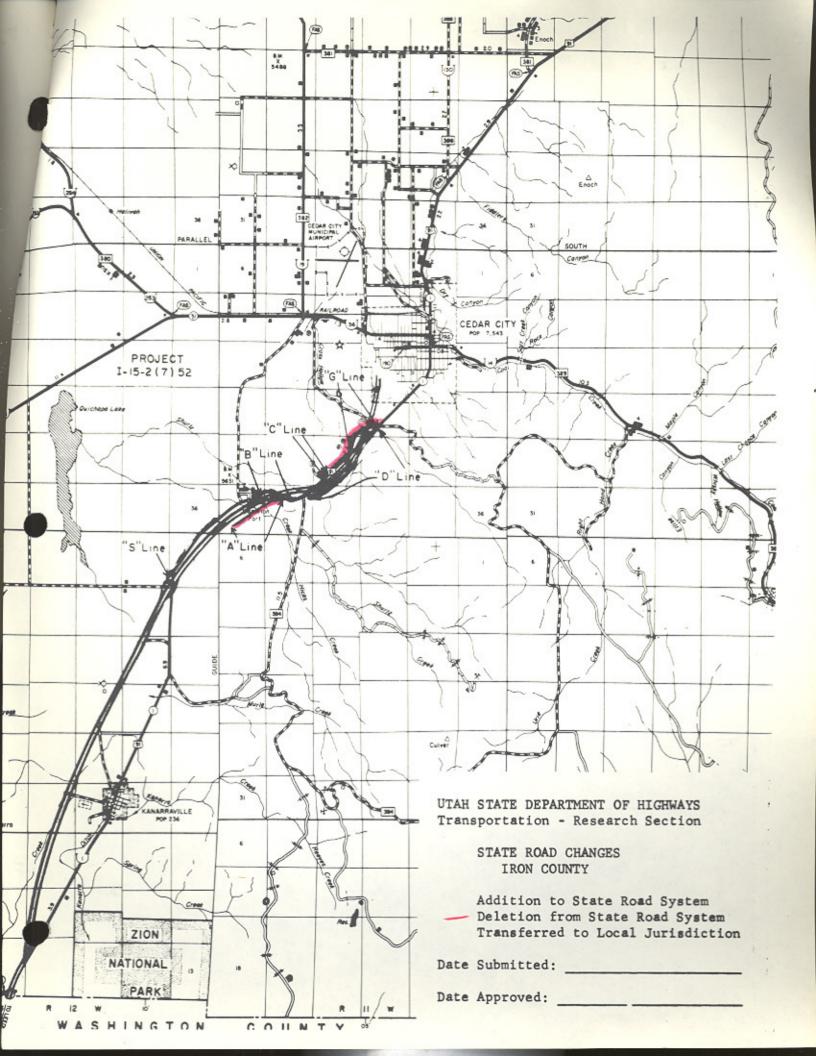
Commissioner

train tuth

Commissioner

ATTEST:

Secretary



RESOLUTION

Transfer of State Constructed Roads

WHEREAS, with the completion of Interstate construction projects in the vicinity of Salt Lake City has resulted in the construction of frontage roads and bypass roads and,

WHEREAS, these 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 City Commission, that these various road sections be transferred to the jurisdiction of Salt Lake City.

NOW THEREFORE, be it resolved as follows:

1. That the following frontage and bypass roads constructed as part of the Interstate construction projects within the incorporate limits of Salt Lake City be transferred to the jurisdiction of Salt Lake City as follows:

Identification No.	Location
15	From 7th North, northerly along the east side of
	I-15 to SR-249.
16	From approximately 1700 North, southerly along the
	west side of I-15 to 10th North.
17	From the intersection of 6th North and 7th West,
	northerly to 7th North, thence east crossing I-15 to
	frontage road number 15, thence southerly on the east
	side of I-15 to 5th North, thence crossing under the
	structure and thence west to 5th West.
18	From near the Jordan River on 2nd South, westerly
	crossing under I-80 on Pueblo Street, thence to the
	south side of I-80 westerly to the U.P.R.R. crossing
	on 2nd South.

RESOLUTION

Transfer of State Constructed Roads Salt Lake City

Page 2

19	From Pueblo Street east on the south side of I-80 to
	13th West.
20	From Navajo Street east on the south side of I-80 to
	Concord Street.
21	From 11th West, east on the south side of I-80 to
	10th West.
22	From 9th South, southerly under the off-ramp of I-15
	to Goltz Avenue, thence easterly to West Temple Street.
23	From 4th West and Fayette Avenue southerly crossing
	under I-15 to the west side of I-15, thence southerly
	to approximately 14th South.

- 2. That by this action, Salt Lake City "C" mileage will increase 5.58 miles.
- 3. That the letter of acceptance from the Salt Lake City Commission is hereby incorporated as a part of this submission.
- 4. That the maps attached illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this _ 29 th ____ day of March _____, 1968.

STATE ROAD COMMISSION OF UTAH

Commissioner

RESOLUTION
Transfer of State Constructed Roads
Salt Lake City
Page 3

Travin Joseph Commissioner

Commissioner

ATTEST:

Secretary

SALT LAKE CITY CORPORATION

OFFICE OF CITY RECORDER

SALT LAKE CITT I TAIL 94111 February 27, 1968

RITA M BEESLEY

Utah State Department of Highways c o J. Quintin Adair, District Engineer 525 West 13th South Street Salt Lake City, Utah 84115

Gentlemen:

HERMAN | HOGENSEN

City RECONDER

The Board of City Commissioners, at its meeting today, accepted the following streets from the Utah State Department of Highways for street maintenance:

3	East side of 1-15	at 7th North, northerly along the easterly side of 1-15 to SR-249.
9	West side of 1-15	from approximately 1700 North to 10th North.
	West side of 1-15 East side of 1-15	starting at 6th North and 7th West, thence north to 7th North, over Interstate structure easterly to frontage road, thence southerly on the east side of 1-15 to 5th North, under the structure to 5th West (600 West).
5	North side of 1-80 South side of 1-80	on 2nd South, westerly, crossing under 1-80 on Pueblo Street, thence to the south side of 1-80, thence westerly to the UPRR crossing on 2nd South.
19	South side of 1-80	from Pueblo Street to 13th West.
	South side of 1-80	from Navajo Street to Concord Street.
,1	South side of 1-80	from 10th West westerly to 11th West.
2.	West Temple	from 9th South southerly under the off-ramp of 1-15 to Goltz Avenue, thence to where it connects back to West Temple.
2	West Temple	1-15 to Goltz Avenue, thence to where it connects

approximately 14th South.

Yours truly,

southerly under 1-15 a long west side of 1-15 to

CC: Auditor Streets Mr. Denhalter Files

Avenue

3 4th West & Fayette

frank gonnin

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham

Engineer for Planning & Programming

Same letter sent to:

William D. White

Acting Division Engineer

Alton H. Sorensen

Salt Lake City Engineer

Art Geurts

Salt Lake City Traffic Engineer

See listing below:

April 9, 1968

The Honorable J. Bracken Lee Mayor of Salt Lake City City & County Building Salt Lake City, Utah 84111

Dear Mayor Lee:

Subject: Transfer of responsibility for State constructed frontage and bypass roads

Effective March 29, 1968, the State Road Commission adopted a resolution transferring the responsibility of various bypass and frontage roads constructed as part of Interstate construction projects, to the jurisdiction of Salt Lake City.

By this action Salt Lake City "C" mileage is increased 5.58 miles.

Attached is a copy of the resolution and location maps.

Very truly yours,

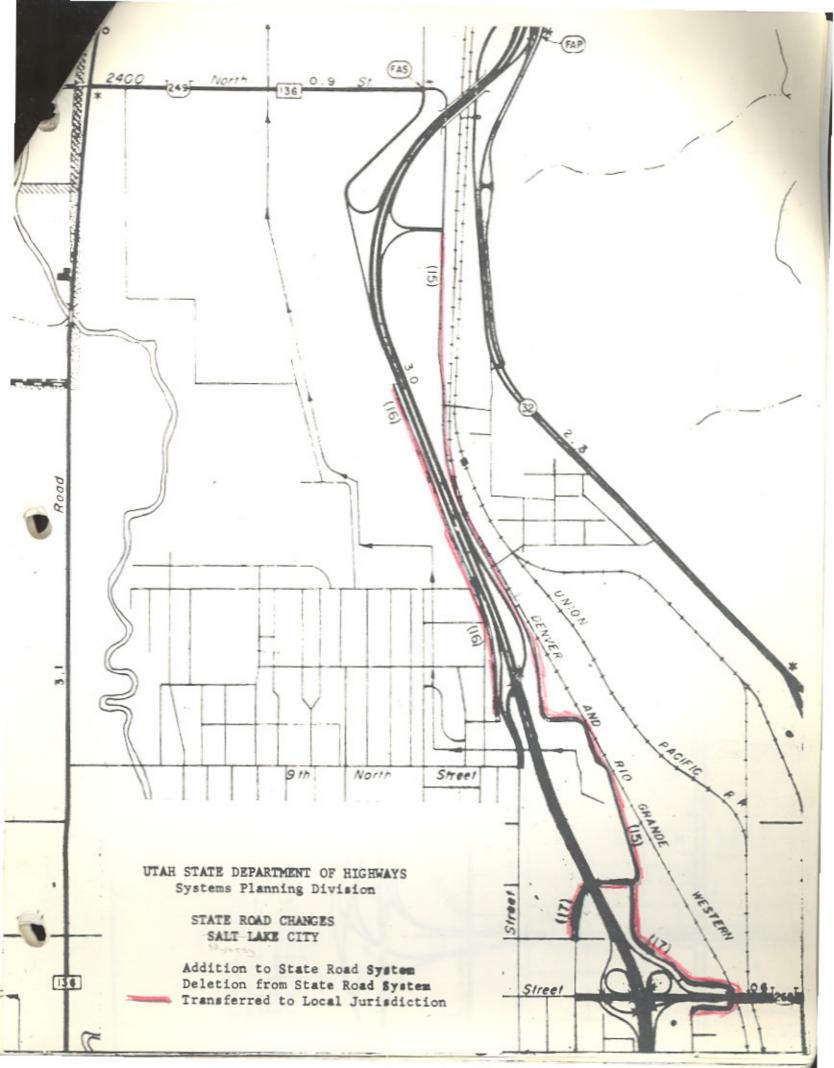
B. Dale Burningham Planning Statistics Supervisor

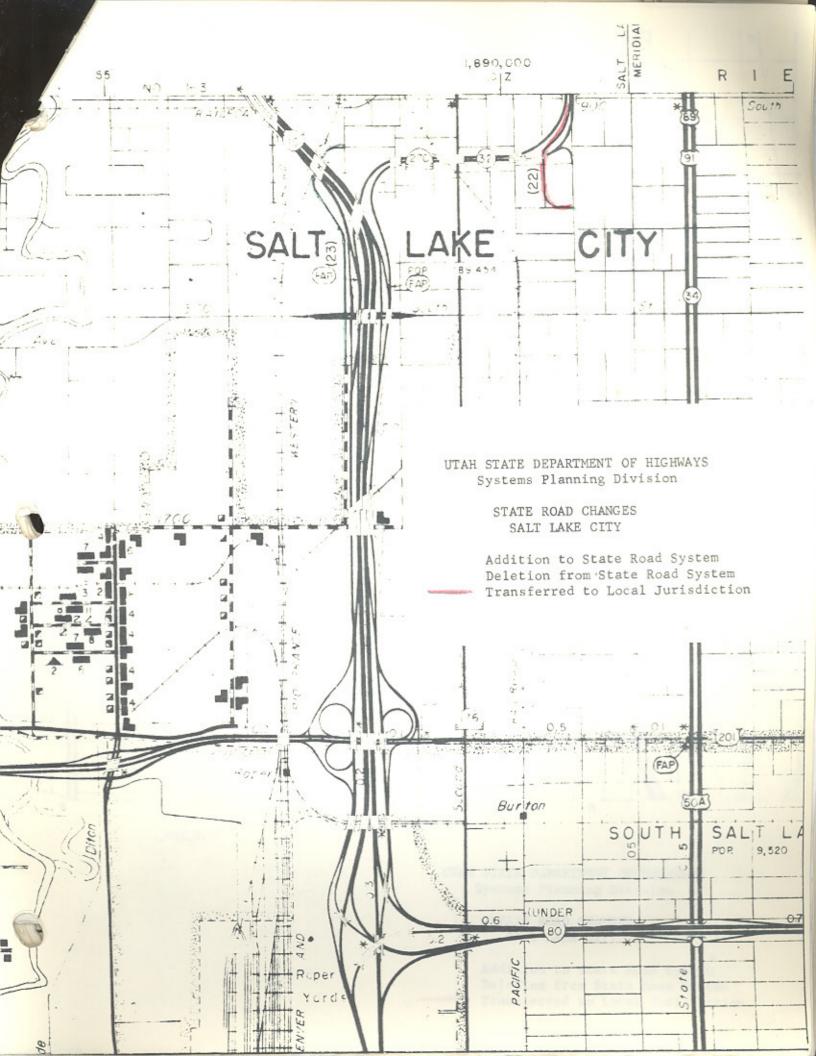
Resolution & Location Maps sent to:

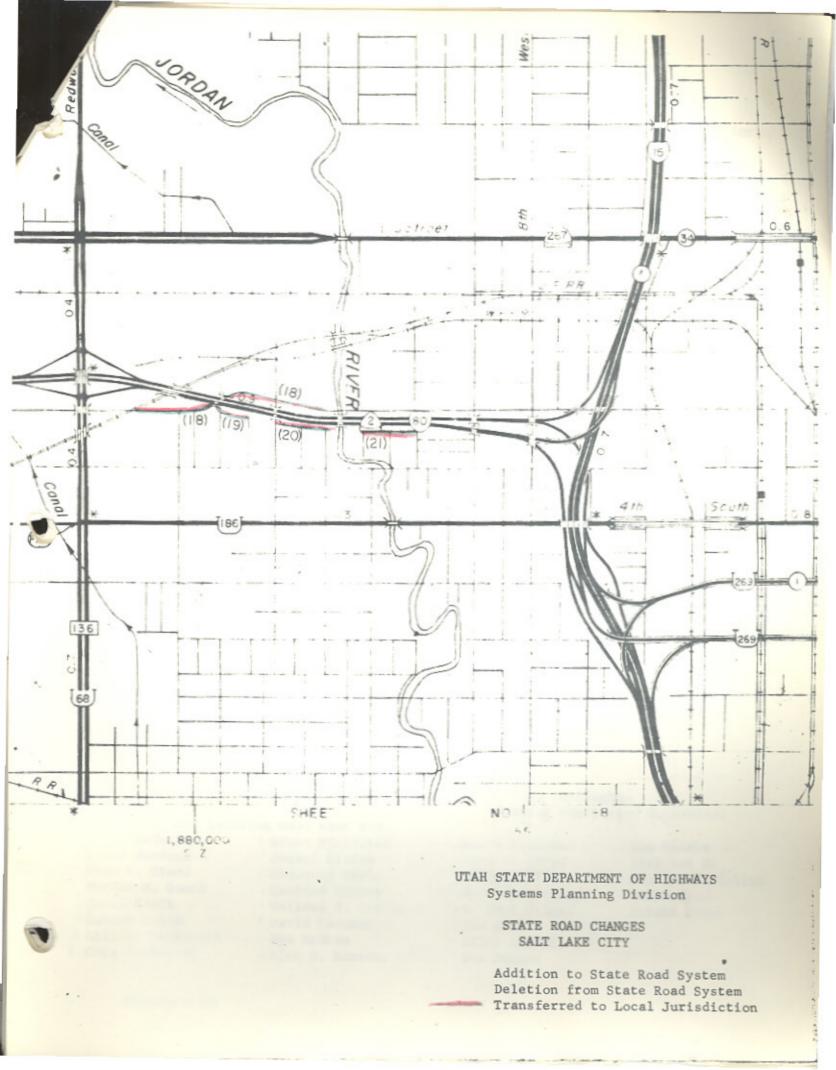
W. L. Anderson Ralph Murdock Dean R. Steed Porter M. Gooch James Booth Robert Walsh Lillian Witkowski Garn Henderson Bruce Fjeldsted
Janiel Little
Chauncey Powis
Maurice RiChey
Wallace J. Liddle
David Sargent
Eva McEwan
Alex E. Mansour

Keith Rosevear
John W. Homer
Evelyn Crill
Ezra Christensen
E. Paul Gilgen
Jim West
Ellen Wandell
Don Jensen

Ken Riddle District #2 Charles Bertolina Robin Hood Harold Brown







UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham
Engineer for Planning & Programming

Same letter sent to:
William D. White
Acting Division Engineer

LaMont Gunderson, Director H. O. Barrett, Permit Supervisor Norm Hancock, Fish & Game Department

See listing below:

April 9, 1968

Mr. Oscar Hanson Jr., Chairman Salt Lake County Commission City & County Building Salt Lake City, Utah 84111

Dear Mr. Hanson:

Subject: Transfer of responsibility for State constructed frontage and bypass roads

Effective March 29, 1968, the State Road Commission adopted a resolution transferring the responsibility of various bypass and frontage roads constructed as part of Interstate construction projects, to the jurisdiction of Salt Lake County.

By this action Salt Lake County "B" mileage is increased 8.60 miles.

Attached is a copy of the resolution and location maps.

Very truly yours,

Resolution and location maps sent to:

W. L. Anderson Ralph Murdock Dean R. Steed

Porter M. Gooch James Booth Robert Walsh

Garn Henderson

Bruce Fjeldsted

Janiel Little
Chauncey Powis
Maurice RiChey
Wallace J. Liddle

Robert Walsh David Sargent Lillian Witkowski / Eva McEwan

V Alex E. Mansour

B. Dale Burningham Planning Statistics Supervisor

Keith Rosevear

John W. Homer Evelyn Crill

Ezra Christensen

E. Paul Gilgen Jim West

| Ellen Wandell | Don Jensen

Ken Riddle

/ District #2

Charles Bertolina

Robin Hood Harold Brown

Gonst Solt Loke 30 2

RESOLUTION

Relinquishment of State Constructed Frontage Roads

WHEREAS, the completion of Interstate Project I-15-6(52)287, in Salt Lake County, has resulted in the construction of frontage roads on the east side and west side of Interstate Route 15 from 12300 South to 13800 South, and

WHEREAS, these 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 roads be relinquished and conveyed to the jurisdiction of Salt Lake County, and

WHEREAS, the frontage road constructed on the east side of Interstate Route 15 was constructed within the existing right-of-way and limited access line and the frontage road constructed on the west side was constructed within the right-of-way purchased as a part of the Interstate Project and is west of the existing controlled access line.

NOW THEREFORE, be it resolved as follows:

- 1. That the Utah State Road Commission relinquishes and conveys the aforementioned frontage 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 Bureau of Public Roads.
 - b. That should it be found at any time that any part of the facilities relinquished are required for the safe and proper operation of the Federal-aid highway, the facilities will revert to the State Road Commission without cost.
 - 2. That the maps showing the roadways to be relinquished are hereby

RESOLUTION Relinquishment of State Constructed Frontage Roads Page 2

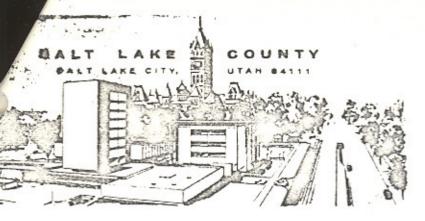
incorporated as a part of this submission.

- 3. That the letter from Mr. J. Q. Adair to Mr. Gunderson, Director, Salt Lake County Highway Department, relating to the roads to be transferred to the jurisdiction of Salt Lake County be hereby incorporated as a part of this submission.
- 4. That the letter of concurrence from the Salt Lake County Commission be hereby incorporated as a part of this submission.
- 5. That this action become effective upon the approval of the Bureau of Public Roads indicating concurrence in the aforementioned relinquishment and conveyance of roads in accordance with Policy and Procedure Memorandum 80-5.
- 6. That this action rescind that portion of the resolution adopted by the Utah State Road Commission on March 29, 1968, referring to the subject frontage roads.

day of Floriary, 1969. Dated this_ ofth. STATE ROAD COMMISSION OF UTAH

liste Stan

ATTEST:



COMMMISSIONERS

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

PHILIP R. BLOMQUIST, COMMISSIONER
DEPARTMENT OF FINANCE

MARVIN G. JENSON, COMMISSIONER
DEPARTMENT OF HEALTH CHARITY-WELFARE

January 24, 1968

Mr. J. Quintin Adair, District Engineer Utah State Department of Highways 525 West 13th South Salt Lake City, Utah 84115

Dear Sir:

The Board of County Commissioners, at its meeting held this day, approved the transfer of certain frontage roads to Salt Lake County as outlined in your letter of January 16, 1968.

Commissioner Oscar Hanson, Jr., Chairman, Salt Lake County Highway Department, recommended approval of this transfer and the vote was unanimous.

Very truly yours,

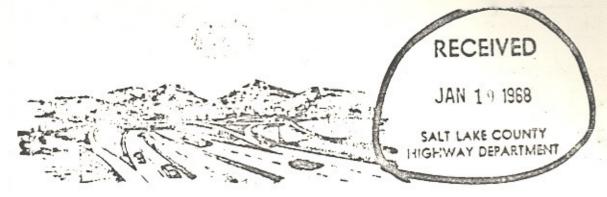
BOARD OF COUNTY COMMISSIONERS

RICHARD G. ALLEN, COUNTY CLERK

Deputy Clerk

cc Commissioner Hanson Salt Lake County Highway Department

HARCUM



ADDRESS REPLY 10

Utah State Department of Highways 525 West 13th South

J. Q. ADAIR DISTRICT ENGINEER

Salt Lake City, Utah

16 January 1968

Mr. LaMort 8. Gunderson, Director Salt Lake County Highway Department 165 Suga Street Midvale Otah 3400

Dear Mr. Gunderson:

The Department of Highways is interested in updating the "B" & "C" roads funds for those agencies involved in the Interstate program where from the roads have been constructed.

The attached maps, Exhibits IV-A,B,C and D, show roads in your area with the following descriptions:

EXHIBIT IY-A

	Werr	side of	SR-111 f		118th South, westerly, crossing SR-111 to the southeast side of SR-111, thence back across SR-111 into the populated area of Lark, thence back onto SR-111;
(2)	En:	side of	1-15	from	90th South, northerly to where it connects with 300 West, just south of approx. 8600 South;
(3)	1.		1-15	from	90th South, for a short connection on 2nd West;
(4)	West	H.	1-15	from	90th South to 9400 South;
(5)	East	11	1-15	from	100 South to approx. 102 South;
· (f)	West	11	1-1:	from	just north of 106th South to 110th South;
(7)	West	11	1-15	from	114th South to 118th South

See Page 2

LaMont B. Gunderson - J.Q. Addir Frontage Roof. 50 posterio Page Two 16 January 1968

EXHIBIT IV 5 Continued:

- (1) Fast side of 1-15 from 118th South, on east side of State Street, following along east side of 1-15 from Draper Crossroads, thence southerly to 138th South (partially constructed area),
- (3) West " " 1-15 from 123rd South (Draper Crossroads) to 1:8th South;

 (10) SR-111 from SR-111 westerly to Jordan River.

EXHIBIT IV-C:

(11) East of 1-215 from 1700 North, northerly on the cast back of the (Belt Rouse) City Drainage Canal to approximately 2700 North;

EXHIBIT IV-D:

- (12) North side of 3900 So. from 2nd West to the grade typer tion over 1-15 (DERGW RR);
- (13) South " " 3900 So. from 2nd West to near the grade separation over 1-15;
- (14) North " 3900 So. from 2nd West to near the HPRR.

If Salt Lake County approves the acceptance of these sections of road, we would appreciate receiving a letter of your approval at an early date. Then, as soon as the State Mighway Department approves the transaction, you will be credited with the funds for their maintenance.

Yours truly.

UTAH STATE DEPARTMENT OF HIGHWAYS

J. QUINTIN ADAIR, District Engineer - Dist. Two

Ellelein

JQA/nmc

Attachments (4)

FORM FHWA-121A (2-68)
UNITED STATES GOVERNMENT

Memorandum

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

RECEIVED

FEB 2 0 1999

то 07-S

Mr. Henry C. Helland Director of Highways Salt Lake City, Utah UTAH STATE DEPT.OF HIGHWAYS CENTRAL FILES

DATE: February 18, 1969

In reply refer to: 09-42.72

FROM

Mr. R. E. Kirby Division Engineer Salt Lake City, Utah Re Ling

SUBJECT:

Project I-15-6(52)287, Transfer of Frontage Roads to Salt Lake County

Your request dated February 13, 1969, to transfer the frontage roads on the east and west side of Interstate Route 15 from 12300 South to 13800 South has been reviewed by our office.

Approval is hereby given to relinquish and convey, in accordance with the resolution and maps submitted with your request, the above mentioned frontage roads to Salt Lake County for use as a public highway.





MEGINIE

UTAH STATE OSTARTHERT OF HISHWAY!

Systems Fluoring Division

February 4, 1969



Mr. Wilburn C. Vest 2680 Rombury Circle Salt Lako City, Utah 84108

Dear Mr. West:

Your request to have access restrictions removed in front of your property on the east side of old South State Street below Draper Crossroads has been considered.

The street in question was turned over by our Commission to Salt Lake County for control and maintenance. The United States Sureau of Public Roads will not be responsive to a request for complete removal of controls. They are interested, as I understand it, in seeing the property develop reasonably.

Salt Loke County has indicated that they would look favorably on a plan to devolop the entire area. Approval of any plan would have to come from Salt Lake County officials. Actually, this road has been the County's to administer and maintain since last April.

I would recommend that you resubmit your request to the Sait Lake County Planning Commission and would suggest that the request be accompanied by a plan for development of the property.

Yours truly,

Menry C. Halland Director of Highways

HCH/Intomor/out

CC: Deugles Compbell
Salt Lake County Flanning Commission

bc: J. Q. Adair, Dist. Eng., Dist. #2
Meurice Richey

PPSM - SO-S
WILBURN C. WEST
ZEBO ROXBURY CIRCLE
BALT LAKE CITY UTAH B41DB

196/ December 4, 1968

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

My letter of October 26, 1968, requesting release of access limitations on South State property.

Dear Mr. Helland;

On December 3, Mr. Wayne Mason and I discussed with Mr. Homer our request to have completely removed all restrictions relative to ingress and egress to the property described in my letter of October 26, 1968 (East side-of South State Street below Draper Crossroads). We sincerely appreciate Mr. Homer's courteous help.

He suggested that we write this additional letter of clarification, inasmuch as the original letter was not interpreted by him to be a request for complete and entire removal of all entranse restrictions. It is our desire that all restrictions be removed and that there be no limitations of any nature regarding ingress and egress.

It is my understanding from prior discussions with officials of the Highway Department that the Department finds no need to continue the limitations, and would recommend to the U.S. Bureau of Roads that they be removed. When the restrictions were imposed, the property fronted directly on Highway 89-91. Now the property fronts only on a newly constructed local service road which itself has limited access to the main artery. Furthermore, no such restrictions exist on the service road on the opposite side of the main artery. There is no through traffic on the service road on which the property in question has frontage.

We are grateful for the consideration being given our request and appreciate the opportunity to clarify our request.

HOUTED TO Wilburn C. West

HOUTED TO Wilburn C. West

Hallow Tel: 328 5895

RECENT

Tel: 328 5895

RECENT

Formation R-Return to Sender

C-Comment S-Signature

P-Prepare Reply for

OF UTAH

OF

Rec. 10/28/68

WILBURN C. WEST 2680 ROXBURY CIRCLE BALT LAKE CITY UTAH 84108 October 26, 1968

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

Dear Mr. Helland:

Re: Request for release of restrictions on right of ingress and egress to property described below.

On February 13, 1959, Mrs. West and I purchased the two parcels of property described below from Somen L. and Ortence F. Jensen and we presently hold title to it. However, we are now selling each parcel under Uniform Real Estate Contract. The sales may fail unless the encumbrances are removed because the purchasers' attorney has advised that the encumbrances would severely limit use of the land, possibly only to agricultural purposes. The parcels are adjacent to each other.

The subject property is located on the east side of the frontage service road about 13600 South State Street, gouth of Draper Crossroads, in Salt Lake County, Utah and is more particularly described as follows:

"Beginning at a point 1980 feet West and 811.8 feet North from the center of Section 6, Township 4 South, Range 1 East, Salt Lake Meridian, and running thence North 508.2 feet thence West 660 feet more at or less to center line of State Street; thence Southerly along center line of State Street 508.2 feet more or less to a point West of the place of beginning; thence East 660 feet more or less to the point of beginning.

Beginning at a point which is 191.6 feet, more or less, East and 995 feet South 0° 16' 38" East from the Northeast corner of Section 6, Township 4 South, Range 1 East Salt Lake Meridian, in the County of Salt Lake, State of Utah, and running thence East 670 feet; thence South 0° 16' 38" East 325 feet; thence West 670 feet; thence North 0° 16' 38" West 325 feet to the point of beginning."

On May 5, 1947, Soren L. and Ortonce F. Jensen, who then owned the property, conveyed certain rights to the Utah State Road Commission, as recorded July 19, 1947, Entry # 1089775, Book 551, Page 88, Official Records:

"... To enable the grantee to construct and maintain a public highway as a limited freeway, as contemplated by Chapter 63, Laws of Utah, 1945, the granters hereby release and relinquish to the grantee any and all rights or easements appurtenant to the granters' remaining property by reason of the location thereof with reference

to said highway, including, without limiting the foregoing, all rights of ingress to or egress from the grantors remaining property contiguous to the lands hereby conveyed, to or from said highway. EXCEPTING and reserving to the grantors, their successors and assigns, the right of access to the nearest roadway of said highway over and across the easterly right of way line for one 25 foot section, which said section centers at a point directly opposite Highway Engineer' Station 713+50."

The same general restrictions apply to the second parcel, except that provision is made for three points of access:

". . . EXCEPTING and reserving to the grantors, their successors or assigns, the right of access to the nearest realway of said highway over and across the easterly right of way line for one 23 and two 16 foot sections, which said sections center at points directly opnosite Highway Engineer's Stations 713+50, 720+00 and 726"61 respectively."

When the State Road Commission restricted the ingress and egress privileges, this property fronted directly on Highway 91-89. Now, however, Interstate 15 has been completed along the roadbed of 91-89, and a local service road has been completed on the east side of I-15, between I-15 and the subject property. The subject property now fronts only on the service road and not on I-15. Access to I-15 from the service road is limited to certain designated areas. There is no through traffic on the access road and hence the need for limited increas and egress seems no longer to exist.

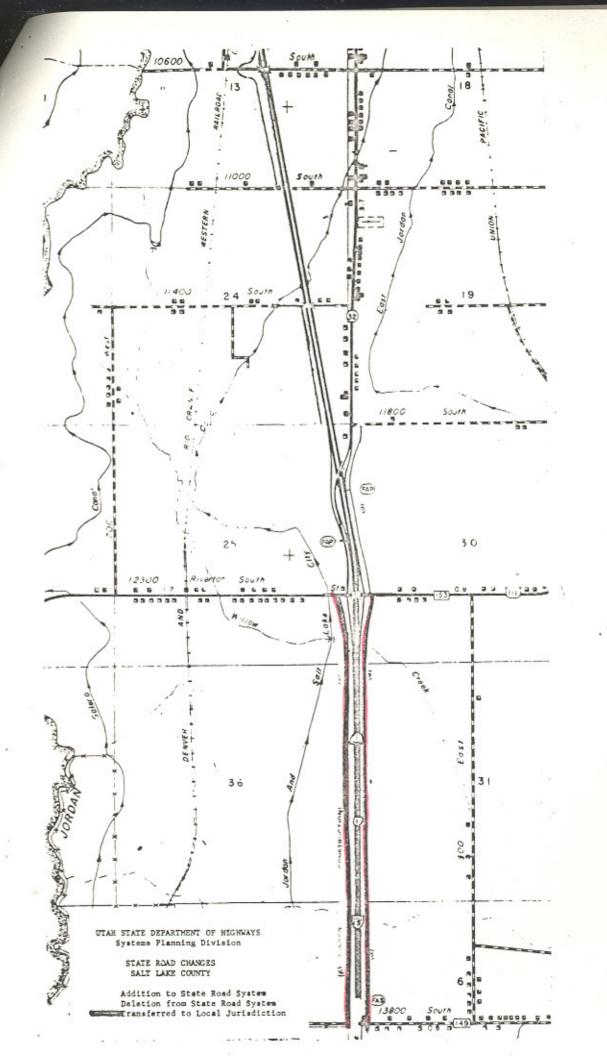
Your consideration in this matter will be much appreciated. If further information is desired, we shall be pleased to provide whatever we can.

Very truly yours,

Wilburn C. Fest

Wieburnelush

"elephone: 328 5895



RESOLUTION

Relinquishment of State Constructed Frontage Roads

WHEREAS, the completion of Interstate Project I-IG-15-7(62)294, in Midvale City, has resulted in the construction of a frontage road from 7200 South to Second Avenue, and

- WHEREAS, these 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 Midvale City Corporation, that these frontage roads be relinquished and conveyed to the jurisdiction of Midvale City, and

WHEREAS, the frontage road constructed east of I-15 from 7200 South

Street south to Second Avenue in Midvale, was constructed within the right-of-way

purchased as a part of the Interstate Project.

NOW THEREFORE, be it resolved as follows:

- 1. That the Utah State Road Commission relinquishes and conveys the aforementioned frontage road as noted on the attached map, to Midvale City for use as a public highway, subject to the following conditions:
- a. That Midvale City may not abandon these roads as public roads without prior approval of the Utah State Road Commission and the Bureau of Public Roads.
- b. That should it be found at any time that any part of the facilities relinquished are 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.
- 3. That the letter from Mr. J. Q. Adair to the Honorable Henry Beckstead, Mayor of Midvale City, relating to the road to be transferred to the jurisdiction of Midvale City be hereby incorporated as a part of this submission.

RESOLUTION Relinquishment of State Constructed Frontage Roads Page 2

- 4. That the letter of acceptance from the Midvale City Corporation be hereby incorporated as a part of this submission.

STATE ROAD COMMISSION OF UTAH

Chairman

Vice-Chairman

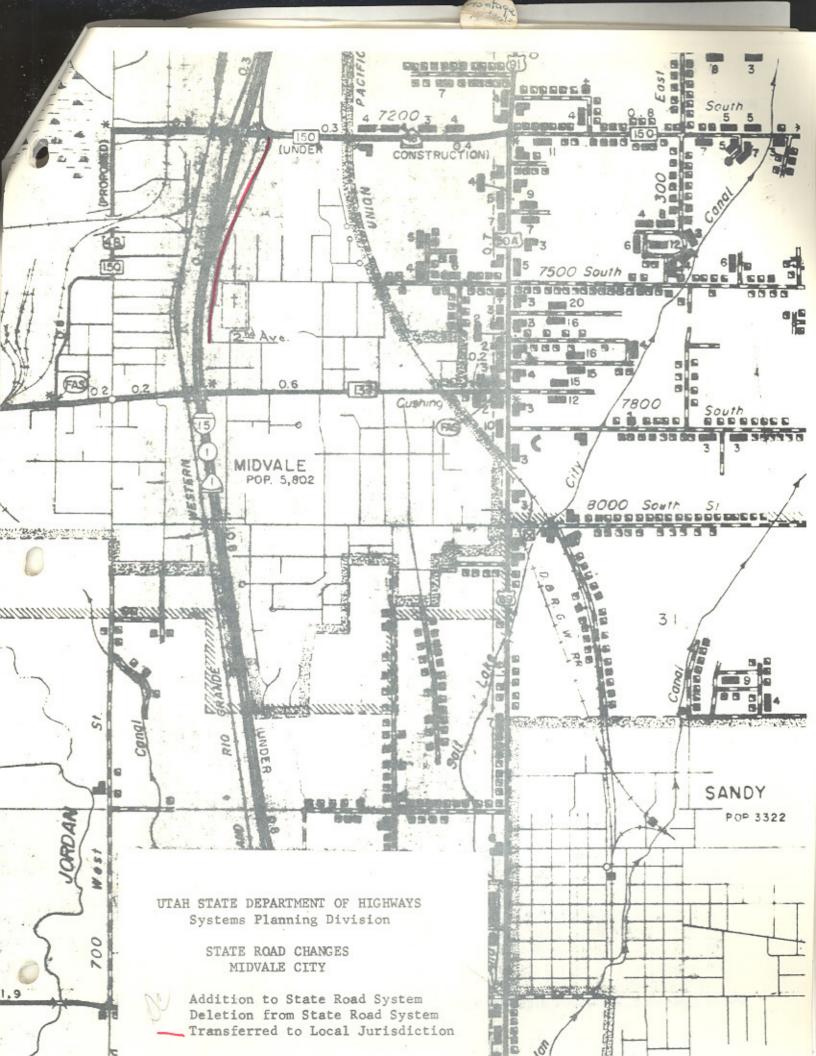
Commissioner

Commission

Commissioner

ATTEST:

Secretary



FORM FHWA-121A (2-68)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

UTAH DIVISION

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

March 20, 1969

In reply refer to: 09-42.72

FROM

R. E. Kirby Division Engineer Salt Lake City, Utah

SUBJECT:

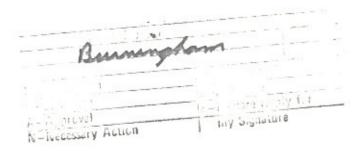
Project I-IG-15-7(62)294

Relinquishment of Frontage Roads to Midvale City

Wowhite

Your request dated March 17, 1969 to transfer the frontage road on the east side of Interstate Route 15 from 7200 South Street south to Second Avenue in Midvale City has been reviewed by our office.

Approval is hereby given to relinquish and convey, in accordance with the resolution and maps submitted with your request, the above mentioned frontage road to Midvale City for use as a public highway.





bcc: B. L. Greenwood, B. & C. Road Fund Administrator - Bale Burningham, Planning Statistics Supervisor District File 14 January 1969 Honorable Manry Beckstead Mayor of Midvale 12 Sugar Street Midwale, Utah 84047 Bear Mayor Backstead: CHANGE IN ROADS JURISDICTION 7200 South to 2nd Avenue We have not yet received the acceptance of the frantage read from 7200 South to 2nd Avenue on the east side of 1-15, as Indicated in our letter of 26 Movember 1968. We would like to call your attention to the need for your acceptance being made very soon if you wish to have "C" funds appropriated for the maintenance of the section designated. This item has nothing to do with the projects that are planned and designed for the future. it is to your advantage to secure the funds while they are available, and It will help us to clear the correspondence that was held over during Thanksgiving and Christmes holidays. You may be sure we will continue working with you in every way possible. Yours truly, J. QUINTIN ABAIR Bistrict Engineer JQA/mac ALAGORISHES (7) SPITTOSTOS OT PROVIDOS COMOSPONDONOS

Midvale City Corporation

MIDVALE. UTAH 84047

January 22, 1989

The State "oad Commission of Utah
Re: Class 'C' State oad Allotment Div.
State Office Building
Salt Lake City, Utah 84114

Dear Sirs:

At a regular meeting of the Midvale City Council held on Monday evening, January 21, 1969, official action was taken at that time to accept the Frontage Road extending North from Second Avenue to 7200 South St., as indicated by a map sent to us by your office some time ago.

This approval is being sent now that this road may be included in the appropriation of Class 'C' road funds to our City for this year.

Official action taken was on the premise of speedy fulfillment of promises Mr. Burton's office made to Midwale City through myself as Mayor that the State would install the appropriate signs for this road, part of which have been installed at this time.

Very respectfully yours,

MCC/lam

LIDVALL CITY CORPORATION hayor and City Council,

Henry Beckstead

Lavor

09-42.4 07-S

larch 17, 1:69

Mr. Robert Kirby, Division Engineer
U.S. Department of Transportation
Federal Bighray Administration
Bureau of Fublic Roads
Federal Building
125 South State Street
Salt Lake City, Utah 84111

Dear Mr. Kirby:

Subject: Transfer of Frontage Road in Midvale City

On March 7, 1969, the Utah State Road Commission adopted a resolution proposing that the frontage road on the east side of Interstate Route 15 from 7200 South Street south to Second Avenue in Midvale City, constructed as a part of Project I-IG-15-7(62)294 be relinquished and conveyed to the jurisdiction of Midvale City, subject to the conditions outlined in the resolution.

As indicated in the resolution, this action will become effective upon concurrence by the Bureau of Public Roads in the relinquishment and conveyance of this frontage road to the jurisdiction of Midvale City, in accordance with Policy and Procedure Memorandum 80-5.

Attached are copies of the aforementioned resolution.

Very truly yours,

B. Dale Burningham Chief Research Engineer

Attachment

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming Same Letter sent to: Norm Hancock, Game Management Section

Resolution & Location

Map sent to: J. Q. Adair
W. L. Anderson
Ralph Murdock
Dean Steed
Porter M. Gooch
Robert Walsh
Lillian Witkowski
J. Edward Johnston

James N. Adams

Janiel Little

Chauncey Powis
Maurice RiChey
Wallace Liddle
David Sargent
Eva McEwan
Alex E. Mansour
Keith Rosevear
Robin Hood
Harold Brown
Ray Behling

Lucy Ann Bean
John W. Homer
Evelyn Crill
Ezra Christensen
B. Paul Gilgen
Charles Bertolina
Jim West
Ellen Wandell
Don Jensen
Ken Riddle
Winston Neiman
Robert Weadon

March 25, 1969

The Honorable Henry Beckstead Mayor of Midvale Midvale City Hall 12 East Center Street Midvale, Utah 84047

Dear Mayor Beckstead:

Subject: Transfer of a Frontage Road in Midvale City, Salt Lake County

On March 20, 1969, the U.S. Department of Transportation, Federal Highway Administration, Buresu of Public Roads approved the transfer of the frontage road on the east side of Interstate Route 15 from 7200 South Street south to Second Avenue, to the jurisdiction of Midvale City.

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

Very truly yours,

B. Dale Burningham Chief Research Engineer

Transmittal

RESOLUTION

Relinquishment of State Constructed Frontage Roads

WHEREAS, the completion of Interstate Projects I-IG-15-7(77)300 and I-IG-15-7(62)294, in Murray City, has resulted in the construction of frontage roads from 4500 South to 5900 South, and

WHEREAS, these 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 Murray City Commission, that these frontage roads be relinquished and conveyed to the jurisdiction of Murray City, and

WHEREAS, the frontage road constructed west of I-15 from 5300 South north 500 feet, west of I-15 from 4500 South and southerly to Jensen Street, west of I-15 from 4800 South and southerly to Bonnyview Street, east of I-15 from 5300 South and southerly to 5900 South Street, and west of I-15 from 600 feet south of 5300 and southerly to Anderson Avenue, were constructed within the right-of-way purchased as a part of the Interstate Projects.

NOW THEREFORE, be it resolved as follows:

- 1. That the Utah State Road Commission relinquishes and conveys the aforementioned frontage roads as noted on the attached map, to Murray City for use as public highways, subject to the following conditions:
- a. That Murray City may not abandon these roads as public roads without prior approval of the Utah State Road Commission and the Bureau of Public
 Roads.
- b. That should it be found at any time that any part of the facilities relinquished are 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.

RESOLUTION Relinquishment of State Constructed Frontage Roads Page 2

- 3. That the letter from Mr. J. Q. Adair to the Honorable William E. Dunn, Mayor of Murray City, relating to the roads to be transferred to the jurisdiction of Murray City be hereby incorporated as a part of this submission.
- 4. That the letter of acceptance and resolution from the Murray City Commission be hereby incorporated as a part of this submission.

States tramelle

/ vice-chairman

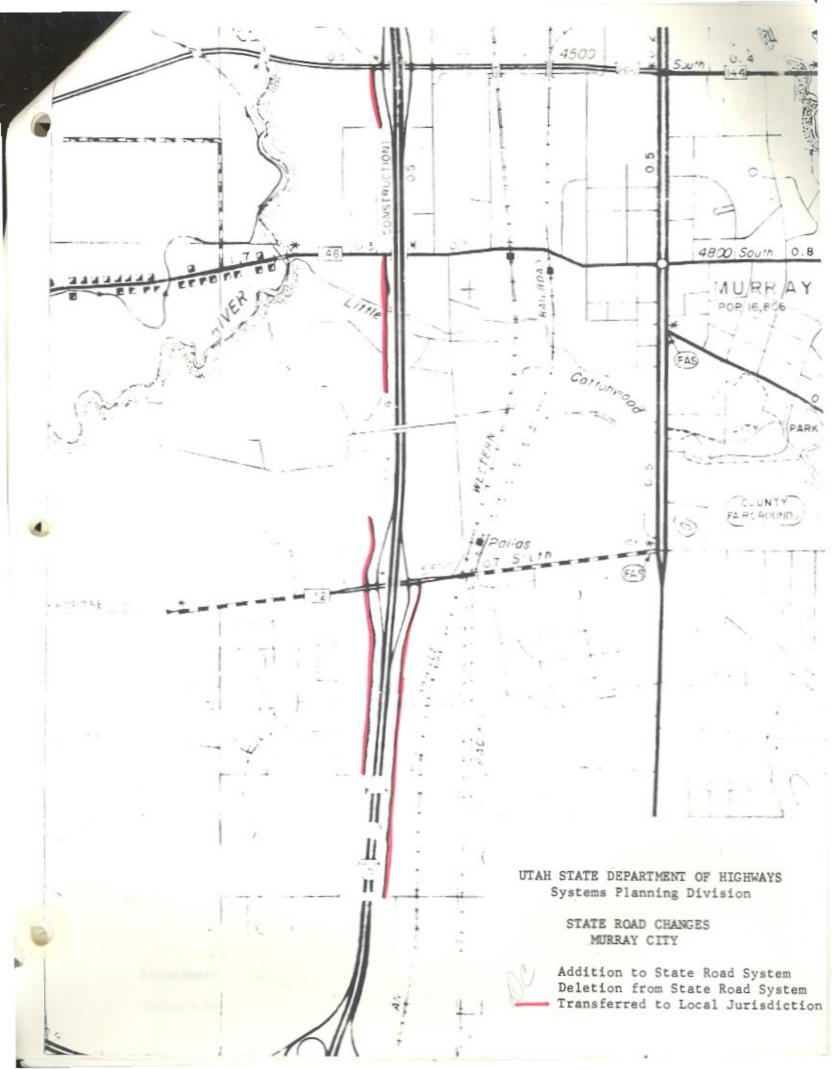
Commissioner

Commissioner

Commissioner

ATTEST .

Secretary



09-42.4 07-S

March 14, 1969

Mr. Robert Kirby, Division Engineer
U.S. Department of Transportation
Federal highway Administration
Bureau of Public Roads
Federal Suilding
125 South State Street
Salt Lake City, Utah 84111

Dear Mr. Kirby:

Subject: Transfer of Frontage Roads in Murray City

On Harch 7, 1969, the Utah State Road Commission adopted a resolution proposing that the frontage roads on the east and west side of Interstate Route 15 in Hurray City, constructed as a part of Projects I-IG-15-7(77)300 and I-IG-15-7(62)294 be relinquished and conveyed to the jurisdiction of Hurray City, subject to the conditions outlined in the resolution.

As indicated in the resolution, this action will become effective upon concurrence by the Bureau of Public Roads in the relinquishment and conveyance of these frontage roads to the jurisdiction of Murray City, in accordance with Policy and Procedure Memorandum 80-5.

Attached are copies of the aforementioned resolution.

Very truly yours,

B. Dale Burningham Chief Research Engineer

Attachment

WDMears:bt

FORM FHWA-121A (2-68)
UNITED STATES GOVERNMENT

Memorandum

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

TO 07-S Mr. Henry C. Helland Director of Highways Salt Lake City, Utah DATE: March 20, 1969

In reply refer to: 09-42.72

FROM

R. E. Kirby

Division Engineer

Salt Lake City, Utah

by Engineer Wowhite

SUBJECT:

Projects I-IG-15-7(77)300 and I-IG-15-7(62)294 Relinquishment of Frontage Roads to Murray City

Pursuant to your memorandum dated March 14, 1969, we have reviewed the request to transfer frontage roads on the east and west side of Interstate Route 15.

Approval is hereby given to relinquish and convey, in accordance with the resolution and maps submitted with your request, the subject frontage roads to Murray City for use as public highways.



John W. Pritchard
Kenneth Hepworth
Robert Wheadon
J. F. Burton
District File (See Susp. #2098)

16 January 1968

Monorable William E. Bunn Mayor of Murray City 5461 South State Street Murray, Utah 84107

Beer Neyer Bunnt

The Department of Highways is interested in updating the "B" & "C" roads funds for those agencies involved in the interstate program where frontage roads have been constructed.

The attached map, Exhibit \$1, shows frontage roads in your area with the following descriptions:

(1) West side of 1-15 from 4500 South to Cherry Street; June 44)

(2) " H 8-15 " 4808 South to Bonneyview (300 W-4900 S);

(3) M M 1-15 M 5300 South for 500 or 600 feet to the north;

(4) East H 1-15 H 5300 South to 5900 South;

(5) West H \$-15 H 5308 South to Anderson Avenue.

If Murray City approves the acceptance of these sections of road, we would appreciate receiving a letter of your approvel at an early date.

Then, as seen as the Highway Bepartment approves the transaction, you will be credited the "C" funds for their maintenance.

Yours truly,

J. QUINTIN ABAIR Bistrict Engineer

J@A/mmc

Attachment (w/original & Dist. File copies only)

DISTRICT TWO FILE

bcc: D.L. Greenwood
John W. Pritchard
Kenneth Hepworth
Robert Wheadon
J. F. Burton
District File (See Susp. #2098)

16 January 1968

Honorable William E. Bunn Mayor of Murray City 5461 South State Street Murray, Utah 84187

Bear Neyor Bunn:

The Department of Highways is interested in updating the "B" & "C" roads funds for those agencies involved in the interstate program where frontage roads have been constructed.

The attached map, Exhibit ii, shows frontage roads in your area with the following descriptions:

(1) West side of 1-15 from 4500 South to Cherry Street; June 4t)

H H 8-15 H 4800 South to Bonneyview (300 W-4900 S);

(3) M N 1-15 M 5300 South for 500 or 600 feet to the north;

(4) East " 1-15 " 5300 South to 5900 South;

(5) West H 1-15 H 5300 South to Anderson Avenue.

If Murray City approves the acceptance of these sections of road, we would appreciate receiving a letter of your approval at an early date. Then, as seen as the Nighway Separtment approves the transaction, you will be credited the "God funds for their maintenance.

Yours truly,

J. QUINTIN ABAIR District Engineer

JQA/smc

Attachment (w/original & Dist. File copies only)

ISTRICI TWO FILE



Murray City Corporation

5461 SOUTH STATE STREET, MURRAY, UTAH 84107 . PHONE 262-2421

ENGINEERING DEPARTMENT

January 2, 1969

J. Q. Adair District Two Engineer Utah State Department of Highways 525 West 1300 South Salt Lake City, Utah

Dear Mr. Adair:

We regret the oversight in listing the acceptance of the frontage road west of Interstate Highway 15 from 5300 South north 500 ft. Please be advised that this section of roadway has been accepted by the City.

Very truly yours,

Donald G. Spencer Murray City Engineer

DGS:mg

RESOLUTION

NO. 223

A RESOLUTION ACCEPTING CERTAIN FRONTAGE ROADS PARALLFLING INTERSTATE HIGHWAY 15

WHEREAS, the State Highway Department desires to transfer to Murray City certain frontage roads for the maintenance, repair and traffic control, and

WHEREAS, It is to the best interest of Murray City to accept these frontage roads for the movement of local traffic in these designated areas, and

NOW THEREFORE, BE IT AND IT IS HEREBY RESOLVED BY THE BOARD OF COMMISSIONERS OF THE CITY OF MURRAY, UTAH,

That Murray City accept from the State Highway Department the following frontage roads paralleling Interstate Highway #15, for maintenance, repair and traffic control:

- 1. West of I-15 from 4500 South and southerly to Jensen Street.
- 2. West of I-15 from 4800 South and southerly to Bonnyview Street.
- 3. East of I-15 from 5300 South and southerly to 5900 South Street.
- 4. West of I-15 from 600 feet south of 5300 and southerly to Anderson Ave.

PASSED, APPROVED and ADOPTED this 23" day of AUGUST, 1968.

(Sen)

MAYOR

ATTEST:

CITY PECORDER

Sqlf botte

RESOLUTION

State Route 287

Relinquishment of State Constructed Frontage and Access Roads

WHEREAS, the completion of Project I-15-6(67)286 has resulted in the construction of frontage and access roads from 13800 South Street on both sides of Interstate Route 15 southerly to a point south of the Bluffdale Road, and

WHEREAS, the construction of this project resulted in the isolation of State Route 287, and

WHEREAS, to maintain continuity in the State System of Highways, that State Route 287 be extended from its present termini near the main entrance to the Utah State Prison Grounds southerly via the new frontage and access road to the Bluffdale Road, then southeasterly coincident with the Bluffdale Road to the on and off access ramps on the east side of Interstate Route 15, and

WHEREAS, the remaining 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. RESOLUTION
State Route 287
Relinquishment of State Constructed Frontage and Access Roads
Page 2

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 map illustrating the action taken herewith be 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 3.8 + - miles and State Highway System 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 the Federal Highway Administration's Policy and Procedure Memorandum 80-5.

Dated	this_	5-00	day	of_	Thrember's	1971.

STATE ROAD COMMISSION OF UTAH

Chairman

Vice-Chairman

3R-

RESOLUTION
State Route 287
Relinquishment of State Constructed Frontage and Access Roads
Page 3

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

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

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION

J.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

UTAH DIVISION

TO 07-SP Mr. Henry C. Helland Director of Highways Salt Lake City, Utah DATE: November 22, 1971

In reply refer to: 09-42.41

FROM :

George W. Bohn Division Engineer Salt Lake City, Utah

Charles Fl. Culp

SUBJECT:

Utah Systems: Transfer of Frontage and Access Roads in Salt Lake County - Project I-15-6(67)286

Your November 11, 1971, request to transfer 3.8 miles of frontage and access roads to the jurisdiction of Salt Lake County and 0.6 mile of frontage and access roads to the State highway system (non-Federal-aid) is approved. The frontage and access roads involved were constructed as part of Project I-15-6(67)286.

The September 8, 1971, letter from the Salt Lake County Board of Commissioners indicating the county's acceptance of maintenance responsibility is accepted as evidence of the local cooperation required.

This sixth primary system action of the year does not affect the total accumulated Federal-aid primary mileage but does increase the Salt Lake County "B" mileage and the State highway system mileage as indicated above.



Memorandum. UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: November 11, 1971

TO 09-42.4 : George W. Bohn, Division Engineer Federal Highway Administration

FROM

: L. R. Jester, P.E.

07-S

Chief, Systems Planning Division

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

On November 5, 1971, the Utah State Road Commission adopted a resolution proposing that portions of the frontage and access roads constructed as a part of Interstate Project I-15-6(67)286 be relinquished and conveyed to the jurisdiction of Salt Lake County.

In accordance with Policy and Procedure Memorandum 80-5, 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

BDB:WDMears:bt

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: September 10, 1971

TO

: B. Dale Burningham, Planning Statistics Supervisor

FROM : J. Quintin Adair, P.E., District Engineer

SUBJECT: Transfer of Frontage Roads 1.15.6 (67) 286

> Attached is a copy of a letter from Salt Lake County approving maintenance responsibility of state constructed frontage roads on either side of I-15 from 138th South to 1/2 mile south of Bluffdale Road, for a total of three miles. Also attached is a map with these road sections marked in red.

Please continue with the processing of this transfer.

/bm

cc: Comm. Wayne S. Winters David L. Greenwood John W. Pritchard C. J. Reaveley Robert Wheadon W. Sterling Evans, Clerk, Salt Lake County

(2) att.



COMMISSIONERS

September 8, 1971

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

Dear Mr. Adair:

The Board of County Commissioners, at its meeting held this day, approved maintenance responsibility of the frontage roads on either side of I-15 from 138th South to 1/2 mile south of Bluffdale Road, for a total of three miles, inasmuch as they have been completed and brought up to standards for County roads.

You are hereby notified of the above, in order for the County to be credited with "B" Funds for the maintenance of these roads.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

W. STERLING EVANS, COUNTY CLERK

Deputy Clerk

hop cc:

Highway Auditor Finance WILLIAM E. DUNN, CHAIRMAN SALT LAKE COUNTY COMMISSION COMMISSIONER OF HIGHWAY DEPT.

PHILIP R. BLOMQUIST COMMISSIONER OF HEALTH & CHARITY

> RALPH Y. McCLURE COMMISSIONER OF FINANCE

> > CONTENT 2 FILE CO.

STRICT ENGINEER

RE-CONSTRUCTION EN

ONSTRUCTION ENGR

AINTENANCE ENGR.

ADMINISTRATION MANAGER

MOTOR POOL COORDINATOR

SAFETY COORDINATOR

DIST. FILES

PROJECT FILE

INFO

INFD

TUSPENSE

THE TOUR PERSON TO THE PERSON THE

UTAH STATE DEPARTMENT OF HIGHWAYS

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

Same letter sent to: Ralph McClure, Salt Lake County Commission

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

Jerry Fenn
Ralph Murdock
Dean Steed
Porter M. Gooch
Keith Rosevear
Robert Walsh
Lillian Witkowski
Mary Decker

to: J. Quintin Ad Maurice RiChey Clarence Stephens Evelyn Crill Wallace Liddle David Sargent Art Geurts Robin Hood Ezra Christensen

Ellen Wandell
Harold Brown
Ray Behling
Bonnie Garcia
John W. Homer
Chauncey Powis
E. Paul Gilgen
Bert Kros

Charles Bertolina Jim West Don Jensen Clarence Bywater Ken Riddle Winston Neiman Robert Weadon

December 2, 1971



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

Dear Commissioner Dunn:



Subject: Extension of State Route 287 and Transfer of Frontage and Access Roads in Salt Lake County

On November 5, 1971, the Utah State Road Commission approved the extension of State Route 287 from its present termini near the main entrance to the Utah State Prison Grounds southerly and southeasterly via the frontage and access roads to the on and off access ramps on the east side of Interstate Route 15.

Effective November 22, 1971, the Federal Highway Administration approved the transfer of portions of frontage and access roads constructed as a part of Interstate Project I-15-6(67)286 from 13800 South Street on both sides of Interstate Route 15, southerly to a point south of Bluffdale Road to the jurisdiction of Salt Lake County.

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

Very truly yours,

L. R. Jester, P.E. Chief, Systems Planning Division



RESOLUTION

Relinquishment of State Constructed Frontage and Access Roads

WHEREAS, the completion of Project I-15-7(25)311 has resulted in the construction of access roads and frontage roads in West Bountiful City, Davis County, 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 West Bountiful City Commission, that these frontage and access roads be relinquished and conveyed to West Bountiful City.

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 West Bountiful City for use as public highways subject to the following conditions:

- a. That West Bountiful City 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 West Bountiful City relating their concurrence in the roads to be transferred to their jurisdiction be hereby incorporated as a part of this submission,

That by this action West Bountiful City "C" mileage will increase 1.3 + - miles,

RESOLUTION

Relinquishment of State Constructed Frontage and Access Roads Page 2

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 5 th day of Zolometry STATE ROAD COMMISSION OF UTAH Chairman Commissioner

ATTEST:

Secretary

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: February 10, 1971

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

FROM 07-5

. L. R. Jester, Chief Systems Planning Division

SUBJECT: Transfer of Frontage and Access Roads in West Bountiful City

On February 5, 1971, the Utah State Road Commission adopted a resolution proposing that the frontege and access roads constructed as a part of Interstate Project I-15-7(25)311 be relinquished and conveyed to the jurisdiction of West Bountiful City.

In accordance with Policy and Procedure Manorandum 80-5, we hereby request your concurrence is the transfer of these frontage and access roads to the jurisdiction of Warn bounciful City.

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

Transmittel

LRJ:BDB:WDMears:bt

Form FHWA-121 (12-57) UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

UTAH DIVISION

TO 07-SP : Mr. Henry C. Helland Director of Highways MAR 21971

RECEIVED

DATE: March 1, 1971

Salt Lake City, Utah

In reply refer to: 09-42.41

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

Charles H. Culp

SUBJECT: Utah Systems: Transfer of Frontage and Access Roads in West Bountiful City

> We concur with your request of February 10, 1971, to transfer jurisdiction of frontage and access roads constructed as a part of Project I-15-7(25)311 to West Bountiful City.

> The letter from West Bountiful City is accepted as evidence of local cooperation required by Section 103c of Title 23, U.S.C.

This action increases West Bountiful City's "C" mileage by 1.3+ miles.

We are returning one copy of the approved map for your records.

Attachment

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



West Bountiful City

550 NORTH 800 WEST Woods Cross, Utah 81087

Nov. 17,1970

Utah State Dept of Highways 525 West 13th South Salt Lake City, Utah

Mr. J. Quintan Adair

-

RE: Acceptance of Frontage Road

Dear Sir:

As per our conversation and your letter dated January 22, 1970, this letter will serve as the letter of acceptance for West Bountiful in the transfer of the Frontage Road to West Bountiful City for maintenance responsibility.

This is the Frontage Road on the West side of 1-15 from 4th North to Pages Lane for a distance of approximately 1.2 miles.

> Respectfull: Mayor West Bountifil City



UTAH STATE DEPARTMENT OF HIGHWAYS

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

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

Jerry Fenn
Ralph Murdock
Dean Steed
Porter M. Gooch
Keith Rosevear
Robert Walsh
Lillian Witkowski
Maurice RiChey
James N. Adams
Evelyn Crill

Wallace Liddle
David Sargent
Art Geurts
Robin Hood
Ellen Wandell
Harold Brown
Ray Behling
Bonnie Garcia
John W. Homer
Chauncey Powis

E. Paul Gilgen
Charles Bertolina
Jim West
Don Jensen
Clarence Bywater
Ken Riddle
Winston Neiman
Robert Weadon
Mary Decker
Ezra Christensen

March 15, 1971

The Honorable Jerry Thompson Mayor of West Bountiful 550 North 800 West West Bountiful Utah 84037

Dear Mayor Thompson:

Subject: Transfer of Frontage and Access Roads to Local Jurisdiction in West Bountiful City, Davis County

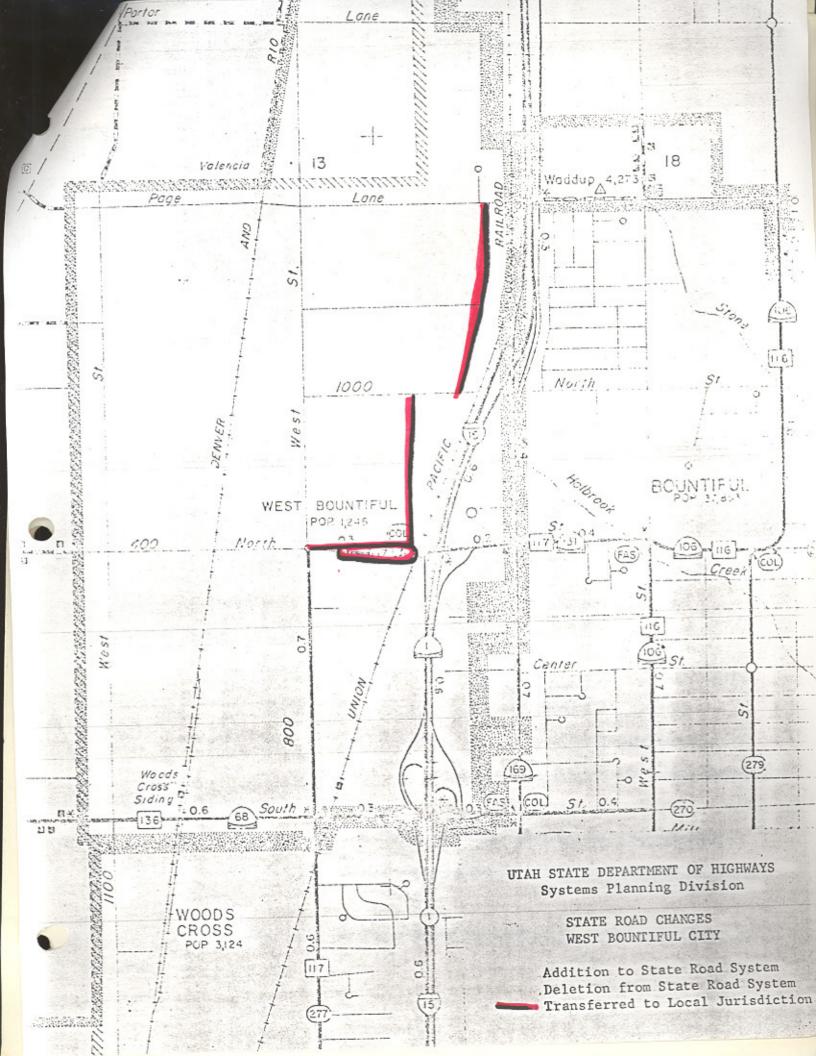
On March 1, 1971, the U.S. Department of Transportation, Federal Highway Administration, approved the transfer of the frontage roads on the north and south sides of 400 North Street and the roads on the west side of I-15 from 400 North Street, north to Pages Lana, resulting from the construction of Project I-15-7(25)311 to the jurisdiction of West Bountiful City.

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

Very truly yours,

L. R. Jester, Chief Systems Planning Division

Attachment



Relinquishment of State Constructed Access and Frontage Roads

WHEREAS, the completion of Project I-15-7(85)315 has resulted in the construction of access and frontage roads from Pages Lane northerly to the Lagoon - Burke Lane Interchange in Davis County, and

WHEREAS, the constructed access and frontage roads will serve as public roads though not justified as a 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 respective governmental agencies that these access and frontage roads be relinquished and conveyed to the respective jurisdiction of Centerville, Farmington, West Bountiful and Davis County.

NOW THEREFORE, be it resolved as follows:

That the Utah State Road Commission relinquishes and conveys the access and frontage roads as noted on the attached map to the respective governmental agencies for use as public highways, subject to the following conditions:

- a. That these governmental agencies 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 are 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 reflecting the roadways to be relinquished and conveyed are hereby incorporated as a part of this submission,

That the letters from Centerville City, Farmington City, West Bountiful City and Davis County, relating to the roads to be transferred to their respective jurisdiction be hereby incorporated as a part of this submission,

NR

RESOLUTION Relinquishment of State Constructed Access and Frontage Roads Davis County Page 2

That by this action Davis County "B" mileage will increase 4.6 + miles, Centerville City "C" mileage will increase 5.1 + - miles, Farmington City "C" mileage will increase 0.7 + - mile and West Bountiful City "C" mileage will increase 0.2 + - 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.

				1			
Dated	this	234	day	of Filey	124		1973.
				STATE ROAD	CONTRATON	OR HEAD	
				SIMIE MOND	COLLITOSTON	Or Ulan	

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

West Bountiful City

550 NORTH 800 WEST WOODS CROSS, UTAH 84037

Nov. 30,1972



Mr. Q. Adair Dist Engineer State Highway Dept.

Dear Mr. Adair:

RE: Child Lane

As a result of the action taken by the West Bountiful City Council at their regular meeting dated November 14,1972 the acceptance of that road commonly known as Child Lane (approxiately & mile north from Porters Lane to Centerville City limits) was unanimously approved to become part of West Bountiful City's road system. This will become part of West Bountiful City's C Road Fund.

Respectfully Jerry Thompson

Mayor West Bountiful City

LaRue P. Hugoe

Treasure West Bountiful

DISTRICT 2 FILE COS	men
DISTRICT ENGINEER	7
PRE-CONSTRUCTION ENGR/	7-6-
CONSTRUCTION SNOR.	-
MAINTENANCE ENCR.	
ADMINISTRATION MANAGER	F3
MOTOR POOL COORDINATOR	5
SAFETY COORDINATOR	- a species
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Deep	*****
SUSPENSE	(Care)

O D. MILLS Mayor JEANNETTE H. SESSIONS Recorder CLIFFORD RUSSELL

Chief of Police

Centerville City Corporation

CENTERVILLE, UTAH 84014 October 24, 1972

STANLEY GREEN FRANKLIN E. WALTON, JR. SUTHERLAND CLAYTON THOMAS Q. WILLIAMS ERIC HOGAN

· Councilmen



J. Quintin Adair, P.E. District Engineer Utah State Department of Highways 2410 West 21st South Salt Lake City, Utah 84119

Dear Mr. Adair:

At the last regular Centerville City Council meeting held October 16, 1972, it was the council's decision to assume the responsibility. of the maintenance of the following frontage roads listed below.

Frontage road on west side of I-15 - approximately 7,000 feet Frontage road on west side of I-15 - approximately 2,500 feet Parrish Lane from the west side of - approximately 1,300 feet I-15 to Frontage road Access road on west side of I-15 - approximately 800 feet Frontage road on east side of I-15 - approximately 15,400 feet

> Yours Very Truly, CENTERVILLE CITY CORPORATION

> > SUS-

Ivo D. Mills

Mayor

DISTRICT E .Ch. PRE-CONSTRUCTION ENGR. CONSTRUCTION ENGR. MAINTENANCE ENGR ADMINISTRATION MANAGER MOTOR POOL COORDINATOR SAFETY COORDINATOR

IDM/js

Commissioners Stanley M. Smoot-Chm. Glen W. Flint C. Evan Moss





FARMINGTON, UTAH 84025

October 11, 1972

J. Quintin Adair District Engineer 2410 W. 21st South Salt Lake City, Utah

Dear Mr. Adair:

At the commission meeting held the 25th of September 1972 by commission minute action we accepted the roads enclosed in your list, Disposition of State Constructed Frontage Roads, dated 15th of September 1972, as county roads. A total of 4.6 miles.

After discussion with you about the structure at Glovers Lane we will be responsible for snow removel and minor surface repair only, all other repair to structure and sub-surface will still remain the responsibility of the state road. We will accept the roads as indicated by you.

We are grateful for the cooperation we have received from you people and wish to express our thanks for the favors you have granted us.

Sincerely,

Glen W. Flint

Davis County Commissioner

len W, Flint

GWF:bd

cc: Amos Cook, Rd. Dept. Planning Commission

PRE-CONSTITU ON ENGY CONSTRUCTIO MARTITENATOR ADMINISTRATION MANAGER MOTOR POOL COORDINATOR SAFITY COCHDINATOR IT FILE INF.

SUSPENSE

LeCrande E. Grecory

Mayor

Jay S. Johnson

City Superintendent

Don G. Morgan

Recorder

ERNESTINE W. HELD

Treasurer

Farmington City Corporation

FARMINGTON, UTAH 84025

October 2, 1972

DALE E. SINCLETON
DIXON A. FORD
Councilmen
OCT 12 1972
DITION M. 2

GORDELL A. BROWN

LOUIS A. BARNETT

Mr. J. Quentin Adair District Engineer State Department of Highways 2410 West 21st South Salt Lake City, Utah 84119

Dear Mr. Adair:

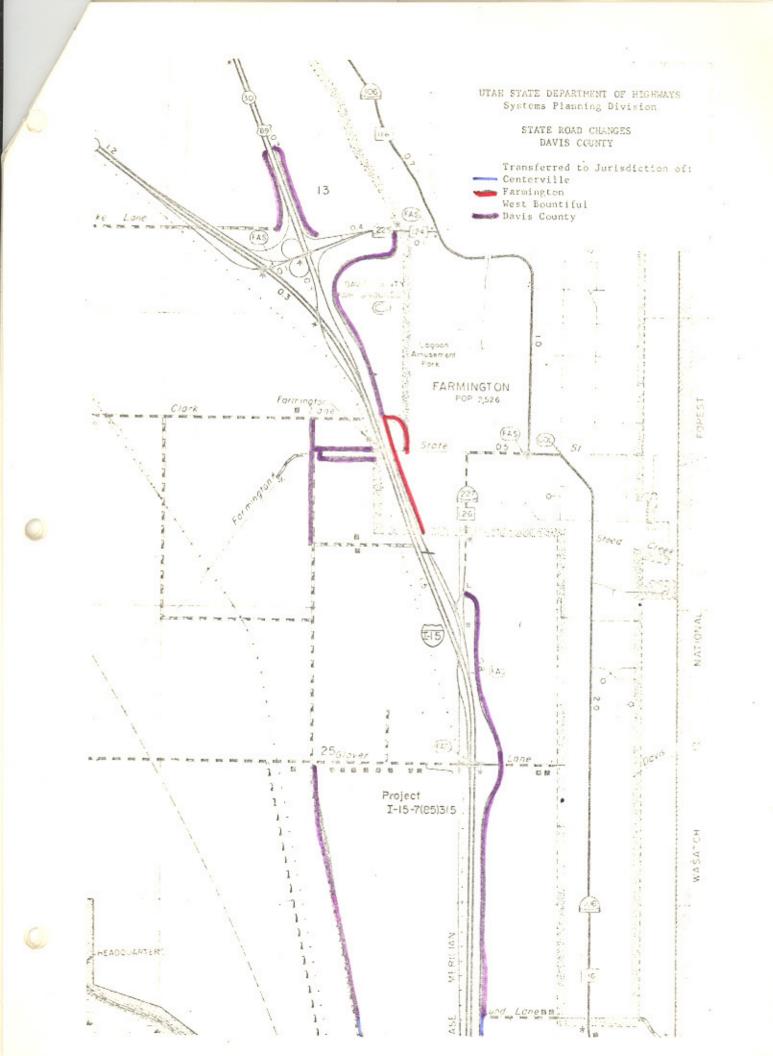
Farmington City will accept that portion of the frontage road outlined in your letter of September 15, 1972.

Cordially yours,

Gordell A. Brown City Councilman

GAB/sb

DISTRICT : F COPY	00
DISTRICT E . 1 . 1	ar
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SAFETY COORDINATOR	-
DIST, FILES	
PROJECT FILE	
ACCOUNTING	-mail/910
INFO	James
SUSPENSE	



Coms

UTAH STATE DEPARTMENT OF HIGHWAYS

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

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

Jerry Fenn Ralph Murdock Dean Steed Porter M. Gooch Keith Rosevear Robert Walsh Lillian Witkowski Mary Decker Clarence Stephens
Evelyn Crill
Wallace Liddle
David Sargent
David E. Kennison
Robin Hood
Ezra Christensen
Bert Kros

Ellen Wandell Harold Brown Ray Behling Bonnie Garcia John W. Homer Chauncey Powis E. Paul Gilgen Steve Lawson Charles Bertolina Jim West Don Jensen Clarence Bywater Ken Riddle Winston Neiman Robert Weadon

April 9, 1973

Mr. Stanley M. Smoot, Chairman
Davis County Commission
Davis County Courthouse
Farmington, Utah 84025

Dear Commissioner Smoot:

Subject: Transfer of Frontage and Access Roads in Davis County

Effective March 29, 1973, the Federal Highway Administration approved the transfer of frontage and access roads created by the construction of Froject I-15-7(85)315, as described in the attached resolution to the jurisdiction of Centerville, Farmington, West Bountiful and Davis County.

Attached is a copy of the resolution and location maps.

Very truly yours,

L. R. Jester, P.E. Chief, Systems Planning Div.

Attachment

Same Letter Sent To: Rodney Sutton, Davis County Planning Commission

The Honorable Jerry Thompson, Mayor of West Bountiful The Honorable Ivo D. Mills, Mayor of Centerville City The Honorable Legrand E. Gregory, Mayor of Farmington City

Wash Eo. 2

RESOLUTION

Relinquishment of State Constructed Frontage and Access Roads

WHEREAS, the completion of Projects I-15-1(21)0, I-15-1(24) and S-0417-1 has resulted in the construction of frontage and access roads in the vicinity of St. George in Washington County, 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. C. V. Anderson, District

Engineer, and concurred in by the Washington County Commission and the St. George

City Commission that these frontage and access roads be relinquished and conveyed to their respective jurisdiction.

NOW THEREFORE, be it resolved as follows:

That the Utah State Road Commission relinquishes and conveys the frontage and access roads to Washington County for use as public highways as follows:

Road Designation	Engineers Station or Location	Length
"E" Line	10+00 to 20+02	0.19
"F" Line	47+77 to 114+98	1.27
"G" Line	10+00 to 23+88	0.26
Frontage Road	From Santa Clara River northerly to "G" Line.	0.27
"T" Line	19+00 to 59+34	0.76

That the Utah State Road Commission relinquishes and conveys the frontage and access roads to St. George City for use as public highways as follows:

Road Designation	Engineers Station or Location	Length
"O" Line	10+00 to 18+55	0.16
Old US-91	From $18+55$ on "O" Line to $77+00 + -$	1.13
"U" Line	10+00 to 16+37	0.12

RESOLUTION
Relinquishment of State Constructed Frontage and Access Roads
Washington County
Page 2

"R" Line	10+00 to 12+06	0.04
"A" Line	10+00 to 22+73	0.26
01d US-91	From 1st North to SR-18.	0.10

That these transfers are subject to the following conditions:

- a. That Washington County or St. George City 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 letter from Mr. C. V. Anderson, to the Washington County

Commission and his memorandums to Mr. B. D. Burningham, relating to his recommendations transferring the subject roads to Washington County and St. George

City be hereby incorporated as a part of this submission,

That the letters from Washington County and St. George City relating their concurrence in the roads to be transferred to their respective jurisdiction be hereby incorporated as a part of this submission,

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

That by this action Washington County "B" mileage will increase 2.75 + - miles, and St. George City "C" mileage will increase 1.81 + - miles,

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

Const.

RESOLUTION
Relinquishment of State Constructed Frontage and Access Roads Washington County
Page 3

Dated this 237%

day of

1973.

STATE ROAD COMMISSION OF UTAH

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

Wash Harningha.

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION UTAH DIVISION

DATE:

April 9, 1973

In reply

refer to: 08-42.41

Relinquishment of Frontage and Access Roads

SUBJECT:

Projects I-15-1(21)0, I-15-1(24)6, S-0417-1

George W. Bohn FROM :

Division Engineer Salt Lake City, Utah

TO 07-SP Mr. Blaine J. Kay Director of Highways Salt Lake City, Utah

Reference is made to Mr. Jester's March 14, 1973, memorandum on the above subject.

This office concurs in the relinquishment of the frontage and access roads constructed as part of the above projects.

The resolution of the State Road Commission of Utah setting forth the conditions of the relinquishment and the correspondence from the local governmental agencies involved are accepted as evidence of meeting the requirements of PPM 80-6.1.

on George W. Bohn Culp

COPY OF LETTE? RETAINED IN CENTRAL FILES. RETU THIS ORIGINAL TO CENTRAL FILES AFTER ACTION HAS BEEN COMPLETED.

N 2 5 6 1 V E D. Shall be C vil Utah State Constitution of n.A. Trersportation Section .-

APR 11 1973

7,8,9,19,11,12,1,2,3,4,5,6

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: March 30, 1973

TO 08-42.4 : George W. Bohn, Division Engineer Federal Highway Administration

FROM

: L. R. Jester, P.E.

07-S

Chief, Systems Planning Division

SUBJECT: Transfer of Frontage and Access Roads in Washington County

On March 23, 1973, the Utah State Road Commission adopted a resolution proposing that the frontage and access roads constructed as a part of Projects I-15-1(21)0, I-15-1(24)6 and S-0417-1 be relinquished and conveyed to the jurisdiction of St. George City and Washington County.

In accordance with Federal Highway Administration's Policy and Procedure Memorandum 80-5, we hereby request your concurrence in the transfer of these frontage and access roads to the juris-diction of St. George City and Washington County.

Transmitted herewith are the requested number of resolutions.

Transmittal

BDB:WDMears:bt

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: February 27, 1973

TO

: Dale B. Burningham

Chf. Res. Engr., Plan. & Prog.

: C. V. Anderson, P.E

District Five Engineer

SUBJECT: Transfer of Mileage to St. George City System

Attached is a copy of a letter from St. George City concurring in the transfer of portions of old 91 and city streets reconstructed in connection with the recent construction of Interstate 15.

Sections to be transferred are:

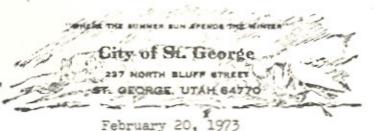
- 1. "O" Line Station 10+00 to Station 77+ = 6700 feet. North St. George Interchange to Middleton on old U.S. 91.
- 2. "U" Line Station 10+00 to 16+37 = 637 feet. Connection from the South St. George Interchange to Main Street.
- 3. "R" Line Station 10+00 to 12+05.56 = 205.56 feet. Connection between 6th South and 9th East.
- 4. Connection to the airport road.

CVA/th

Attachment

Wash

CHAEL R. EMBLEY. COORDINATOR
AXINE SMITH, RECORDER
LARA C. COTTAM, TREASURER
JOHN W. PALMER, ATTORNEY
ANDREW R. PRICE. ENGINEER
JOE HUTCHINGS, CHIEF OF POLICE
RUDGER M. MCARTHUR, OFFICE MANAGER
MARYIN A. JONES, PUBLIC WORKS



MARION H. BOWLER, MAYOR
COUNCILMEN
BARNARD H. SEEGMILLER
ELDON MCARTHUR
WALTER S. BROOKS
NEAL M. LUNDBERG
JOHN F. WHITNEY

Mr. Dean Smith District 5 Engineer State Highway Department 880 North Main Cedar City, Utah 84720

Dear Mr. Smith:

This letter will convey to you a decision of the St. George City Council, at their special meeting on February 15, 1973 with you and Mr. Anderson, that the City will accept that portion of old Highway 91 shown on your map adjacent to our Industrial Park as a part of our overall street system upon your conveyance of such road to the City.

Also, the City wishes to convey their approval to the State Highway Departments landscaping of the freeway running through St. George, including interchanges, and installation of the necessary sprinkler systems for the landscaping. The City will immediately undertake a feasibility study to provide the necessary water for such landscaping through the use of our sewage effluent or by some other means and will let you know immediately when such study is completed.

Sincerely,

Darwin M. Dennis City Coordinator

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: February 16, 1973

TO

: Dale B. Burningham

Chief Res. Engr., Plan. & Prog.

FROM

: C. V. Anderson, P.E.

District Five Engineer

SUBJECT: Transfer of Roads to Washington County "B" System

Attached is a copy of a Memorandum to the Washington County Commission requesting their concurrence in the transfer of various sections of frontage road to their "B" system. This mileage consists of connections and portions of frontage roads constructed in conjunction with Interstate 15.

I have also attached a copy of a letter from the Commission concurring in this transfer. Their description of the roads to be transferred is somewhat different than that contained in my letter, however, I did have an indication from the Chairman of the Commission that they agreed with the transfer of the sections in question.

CVA/th

Attachments

MCALLISTER
ERK & AUDITOR
E J. GRAFF
JTY RECORDER
ALPH ATHIN
UNTY ATTORNEY
PACE MCARTHUR
JUNTY TREASURER
COUNTY ASSESSOR
EVAN G. WHITEHEAD
GOUNTY SHERIFF

Washington County

ST. GEORGE, UTAH 84770

COMMISSIONERS
TRUMAN BOWLER
CHAIRMAN
G. MURRAY WEBB
VERNON CHURCH

February 13, 1973

C. B. Anderson District Engineer State Highway Department Cedar City, Utah

Dear Mr. Anderson,

This is to inform you that the Washington County Commission this day, in their regular Commission meeting, have agreed to accept the following roads as a part of the Washington County Road System:

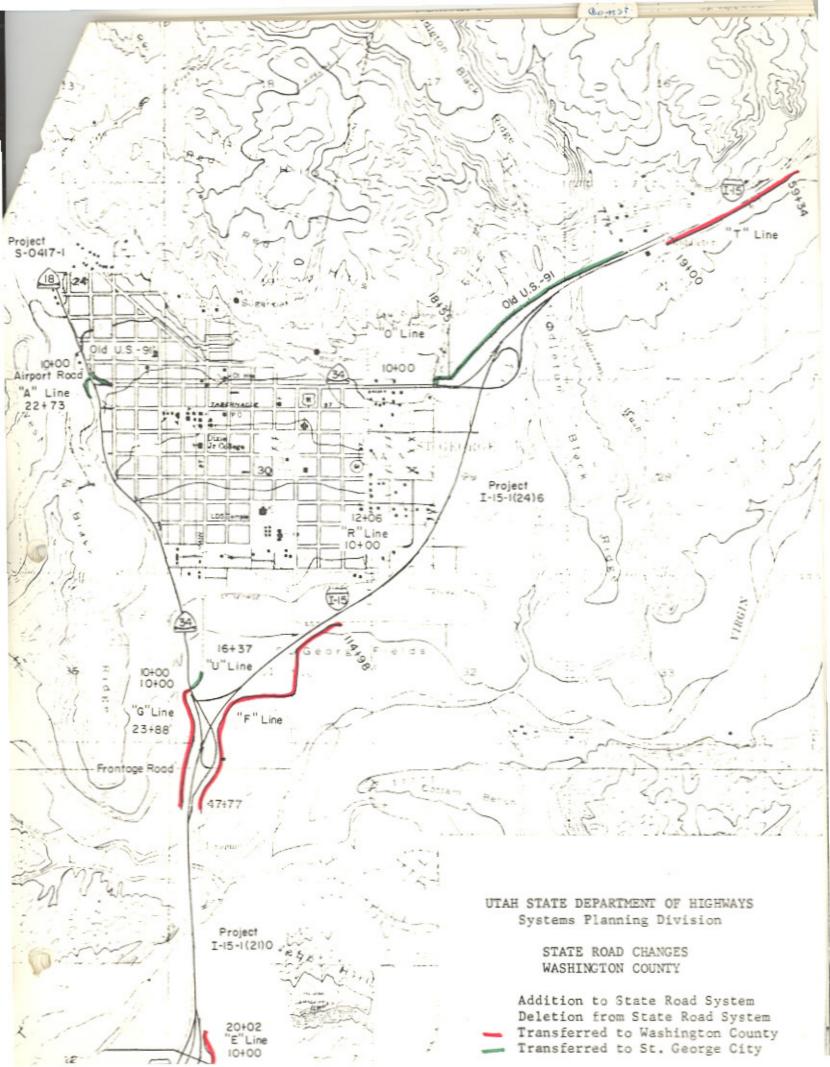
Frontage Road from corner of 700 East and 900 South to Santa Clara River South of I-15

Intersection to the Black South Hill Road leading to West Fields and Bloomington.

Sincerely yours,

Melvin T. Bowler, Chairman Washington County Commission

OF HIGHWAYS LINE



UTAH STATE DEPARTMENT OF HIGHWAYS

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

Information sent to: Dean L. Smith, District #5 Engineer

Jerry Fenn
Ralph Murdock
Dean Steed
Porter M. Gooch
Keith Rosevear
Robert Walsh
Lillian Witkowski

Mary Decker

Clarence Stephens Bvelyn Crill Wallace Liddle David Sargent David E. Kennison Robin Hood

David Sargent
David E. Kennison
Robin Hood
Ezra Christensen
Bert Kros

Ellen Wandell Harold Brown Ray Behling Bonnie Garcia John W. Homer Chauncey Powis E. Paul Gilgen Steve Lawson

Charles Bertolina Jim West Don Jensen Clarence Bywater Ken Riddle Winston Neiman Robert Weadon

April 17, 1973

The Honorable Marion H. Bowler Mayor of St. George City St. George City Office 237 North Bluff Street St. George, Utah 84770

Dear Mayor Bowler:

Subject: Transfer of Frontage and Access Roads in Washington County

Effective April 9, 1973, the Federal Highway Administration approved the transfer of frontage and access roads created by the construction of Projects I-15-1(21)0, I-15-1(24)6 and S-0417-1, as described in the attached resolution to the jurisdiction of St. George City and Washington County.

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

Very truly yours,

L. R. Jestor, P.E. Chief, Systems Planning Div.

Attachment

Same Letter sent to: M. Truman Bowler, Chairman, Washington County Commission

RESOLUTION

Relinquishment of State Constructed Frontage and Access Roads

WHEREAS, the completion of Project F001-6(13) 1st and 2nd Contract has resulted in the construction of access and frontage roads in the vicinity of the B.Y.U. Diagonal and Carterville Road in Orem City, Utah County, 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. Edwin E. Lovelace, District Engineer, and concurred in by Orem City and Utah County Commissions, that these frontage and access roads be relinquished and conveyed to Orem City and Utah 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 Orem City and Utah County for use as public highways subject to the following conditions:

- a. That Orem City and Utah 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
 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 memorandum from Mr. Edwin E. Lovelace, relating the transfer of these roads be hereby incorporated as a part of this submission,

That by this action Utah County "B" mileage will increase 0.1 + - mile, and Orem City "C" mileage will increase 0.3 + - mile,

RESOLUTION
Relinquishment of State Constructed Frontage and Access Roads
Orem City and Utah County
Page 2

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 the Federal Highway Administration's Policy and Procedure Memorandum 80-5.

Dated this	9th	day of Ituary, 197
		STATE ROAD COMMISSION OF UTAH
		Chairman
		B. La Dirun Cox
		Vice-Chairman
		Commissioner
		Per 11 Pant

ATTEST:

Secretary

Commissioner

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: February 21, 1973

TO 08-42.4 : George W. Bohn, Division Engineer

Federal Highway Administration

FROM

: L. R. Jester, P.E.

07-S

Chief, Systems Planning Division

SUBJECT: Transfer of Frontage and Access Roads in Orem City and Utah County

On February 9, 1973, the Utah State Road Commission adopted a resolution proposing that the frontage and access roads constructed as a part of Project F-Cul-1(.3) lat and 2nd Contracts be relinquished and conveyed to the jurisdiction of Orem City and Utah County.

In accordance with Federal Highway Administration's Policy and Procedure Memorandum 80-5, we hereby request your concurrence in the transfer of these frontage and access roads to the jurisdiction of Grem City and Utah County.

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

Transmittal

BDB:WDMears:bt

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION UTAH DIVISION

DATE: March 7, 1973

In reply 08-42.41 refer to:

Relinquishment of Frontage and Access Roads

SUBJECT:

Project F-001-6(13)

George W. Bohn-

FROM :

Division Engineer Salt Lake City, Utah

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

Reference is made to Mr. Jester's February 21, 1973, memorandum on the above subject.

This office concurs in the relinquishment of frontage and access roads constructed as part of Project F-001-6(13).

The resolution of the State Road Commission of Utah setting forth the conditions of the relinquishment is accepted as evidence for meeting the requirements of PPM 80-6.1. It should be noted that PPM 80-5, referenced in the resolution, has been superseded by PPM 80-6.1. With regard to item b. on the first page of the resolution, the word "Federal" should be "Federal-aid".

It would be appreciated if your office would include route and project identification on the attached map for future submittals.

Charles A. Culp George W. Bohn

MAR

PM 7,8,9,10,11,2,1,2,3,4,5.6

COPY OF LETTER RETAINED IN THIS ORIGINAL TO CENTRAL FILES BEEN COMPLETED.

-234

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: December 11, 1972

TO

B. Dale Burningham,

Planning Statistics Supervisor

A CONTRACT

FROM

Edwin E. Lovelace,

District Six Enginees

SUBJECT:

Transfer of highways resulting from State Road Construction.

In the construction of the B.Y.U. Diagonal Road under Project F001-6(13), first contract and second contract, there were some short sections of frontage road constructed. These roads were not transferred to the local authorities for maintenance at the completion of the construction. Therefore, will you provide for the following transfers:

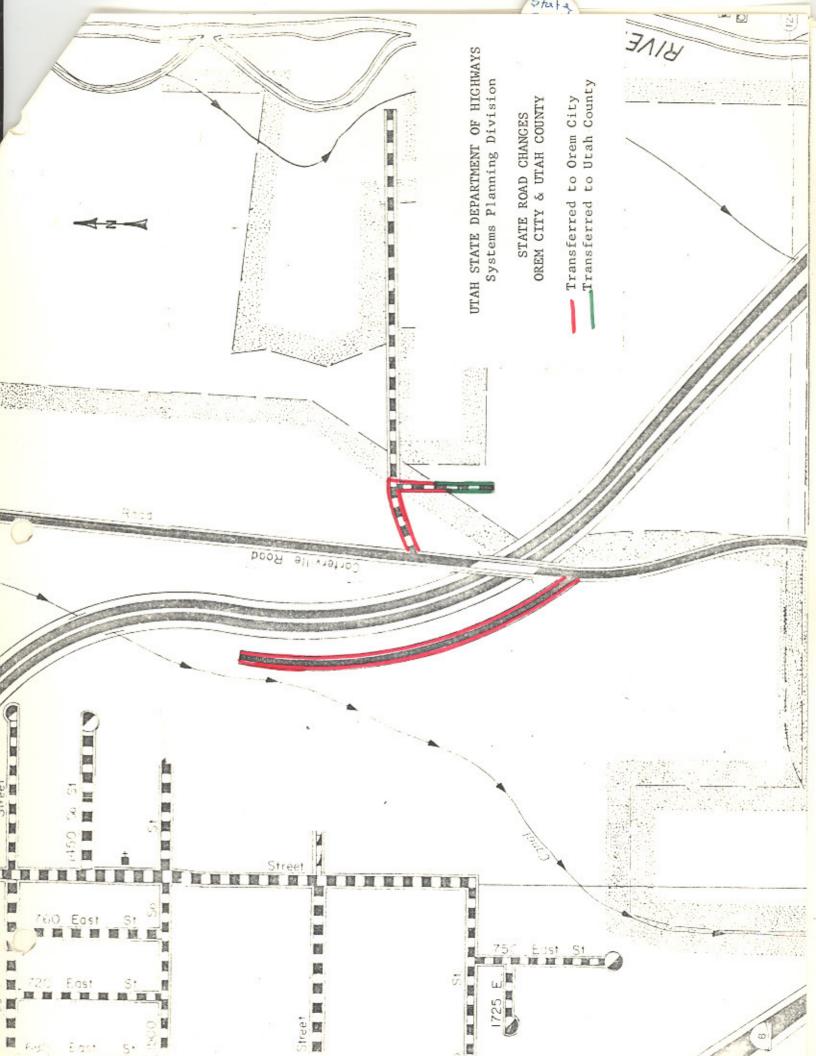
- Service road comprising "B" and "C" lines with a length of 778 feet to be transferred to Utah County. This is the roadway marked in red on the enclosed sheet. The County Officials have agreed to accept the road.
- Frontage road "C" with a length of 1423 feet to be transferred to Orem City. This road is marked in purple on the enclosed sheets.

The frontage road "A" as marked in blue on the enclosed sheet is to be transferred to Orem City. There may be some question on the need for this transfer since this is only a portion of a new road constructed by Orem City at the time of the project construction.

There was a slight change in alignment on the Carterville Road. If it is necessary to transfer any portion of this road, it is within Orem City. Part of the old road is still in use to provide an approach to an adjacent house.

EEL/AW/ksb

Enclosures



state -

UTAH STATE DEPARTMENT OF HIGHWAYS

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

Same letter sent to: Verl D. Stone, Chairman, Utah County Commission

Information sent to: Edwin E. Lovelace, District #6 Engineer

Jerry Fenn Ralph Murdock Dean Steed Porter M. Gooch Keith Rosevear Robert Walsh Lillian Witkowski

Mary Decker

t to: Edwin E. Lovel
Clarence Stephens
Evelyn Crill
Wallace Liddle
David Sargent
David E. Kennison
Robin Hood
Ezra Christensen

Bert Kros

Ellen Wandell
Harold Brown
Ray Behling
Bonnie Garcia
John W. Homer
Chauncey Powis
E. Paul Gilgen
Steve Lawson

Charles Bertolina Jim West Don Jensen Clarence Bywater Ken Riddle Winston Neiman Robert Weadon

April 11, 1973

The Honorable Winston M. Crawford
Mayor of Orem City
Orem City Hall
56 North State Street
Orem, Utah 84057

Dear Mayor Crawford:

Subject: Transfer of Frontage and Access Roads in Orem City and Utah County

Effective March 7, 1973, the Federal Highway Administration approved the transfer of frontage and access roads created by the construction of Project F-001-6(13), as described in the attached resolution to the jurisdiction of Orem City and Utah County.

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

Very truly yours,

L. R. Jester, P.E. Chief, Systems Planning Div.

Attachment

RESOLUTION

Relinquishment of State Constructed Access and Frontage Roads

WHEREAS, the completion of Project I-15-7(85)315 has resulted in the construction of access and frontage roads from Pages Lane northerly to the Lagoon - Burke Lane Interchange in Davis County, and

WHEREAS, the constructed access and frontage roads will serve as public roads though not justified as a 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 respective governmental agencies that these access and frontage roads be relinquished and conveyed to the respective jurisdiction of Centerville, Farmington, West Bountiful and Davis County.

NOW THEREFORE, be it resolved as follows:

That the Utah State Road Commission relinquishes and conveys the access and frontage roads as noted on the attached map to the respective governmental agencies for use as public highways, subject to the following conditions:

- a. That these governmental agencies 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 are 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 reflecting the roadways to be relinquished and conveyed are hereby incorporated as a part of this submission,

That the letters from Centerville City, Farmington City, West Bountiful City and Davis County, relating to the roads to be transferred to their respective jurisdiction be hereby incorporated as a part of this submission,

RESOLUTION
Relinquishment of State Constructed Access and Frontage Roads
Davis County
Page 2

That by this action Davis County "B" mileage will increase 4.6 + - miles, Centerville City "C" mileage will increase 5.1 + - miles, Farmington City "C" mileage will increase 0.7 + - mile and West Bountiful City "C" mileage will increase 0.2 + - 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	23 cd	day	of A	elsu	win		_,	1973
				STATE	ROAD	COMMISSION	OF UTAH		

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

Secretary

Burningham 900

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION UTAH DIVISION

MAR 3 0 1973

DATE: March 29, 1973

Relinquishment of Frontage and Access Roads SUBJECT: Project I-15-7(85)315

In reply refer to: 08-42.41

George W. Bohn

FROM : Division Engineer

Salt Lake City, Utah

70 : Mr. Blaine J. Kay 07-SP Director of Highways Salt Lake City, Utah

Reference is made to Mr. Jester's March 14, 1973, memorandum on the above subject.

This office concurs in the relinquishment of the frontage and access roads constructed as part of Project I-15-7(85)315.

The resolution of the State Road Commission of Utah setting forth the conditions of the relinquishment and the correspondence from the local governmental agencies involved are accepted as evidence for meeting the requirements of PPM 80-6.1.

faceorge W. Bohn Culp

TY OF LETTER RETAINED : THIS ONIGINAL TO CENTRAL FILE TEEN COMPLETED.

ROUTED TO

ion Otto

ADD 2 1973

Transportation Section

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234

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: March 14, 1973

TO 08-42.4 : George W. Bohn, Division Engineer Federal Highway Administration

FROM 07-S

: L. R. Jester, P.E.

Chi

Chief, Systems Planning Division

SUBJECT: Transfer of Frontage and Access Roads in Davis County

On February 23, 1973, the Utah State Road Commission adopted a resolution proposing that the frontage and access roads constructed as a part of Project I-15-7(85)315 be relinquished and conveyed to the jurisdiction of the respective governmental agencies.

In accordance with Federal Highway Administration's Policy and Procedure Memorandum 80-5, we hereby request your concurrence in the transfer of these frontage and access roads to the jurisdiction of Centerville, Farmington, West Bountiful and Davis County,

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

Transmittal

LRJ:BDB:WDMears:bt

West Bountiful City

550 NORTH 300 WEST Woods Cross, Utah 34087

Nov. 30,1972



Mr. Q. Adair Dist Engineer State Highway Dept.

Dear Mr. Adair:

RE: Child Lane

As a result of the action taken by the West Bountiful City Council at their regular meeting dated November 14,1972 the acceptance of that road commonly known as Child Lane (approxiately ½ mile north from Porters Lane to Centerville City limits) was unanimously approved to become part of West Bountiful City's road system. This will become part of West Bountiful City's C Road Fund.

Respectfully

Jerry Thompson Mayor West Bountiful City

Dy La Lucy - Hugge

Treasure West Bountiful

DISTRICT 2 FILE CORY	20
DISTRICT ENGINEER .	7
PRE-CONSTRUCTION ENGR	-
CONSTRUCTION SMOR.	-
MAINTENANCE FROM	-
ADMINISTRATION MANAGERY	-
MOTOR POOL COORDINATOR	7
SAFETY COORDINATOR	-
DIST. FILES	enca .
PROJECT FILE	-
ACCCUNTING	-
INFO	-
SUSPENSE	10

Ivo D. MILLS Mayor JEANNETTE H. SESSIONS Recorder CLIFFORD RUSSELL

Chief of Police

Centerville City Corporation

CENTERVILLE, UTAH 84014 October 24, 1972

STANLEY GREEN FRANKLIN E. WALTON, JR. SUTHERLAND CLAYTON THOMAS O. WILLIAMS ERIC HOGAN Councilmen



J. Quintin Adair, P.E. District Engineer Utah State Department of Highways 2410 West 21st South Salt Lake City, Utah 84119

Dear Mr. Adair:

At the last regular Centerville City Council meeting held October 16, 1972, it was the council's decision to assume the responsibility of the maintenance of the following frontage roads listed below.

Frontage road on west side of I-15 - approximately 7,000 feet Frontage road on west side of I-15 - approximately 2,500 feet Parrish Lane from the west side of - approximately 1,300 feet I-15 to Frontage road Access road on west side of I-15 - approximately 800 feet Frontage road on east side of I-15 - approximately 15,400 feet

> Yours Very Truly, CENTERVILLE CITY CORPORATION

Ivo D. Mills

Mayor

DISTRICT ENGINEER

PRE-CONSTRUCTION ENGR

CONSTRUCTION ENGR.

MAINTENANCE ENGR.

ADMINISTRATION MANAGERO

MOTOR POOL COORDINATOR

SAFETY COORDINATOR

DIST. FILES

IDM/js

County -

Commissioners Stanley M. Smoot-Chm. Glen W. Flint C. Evan Moss





DAVIS COUNTY FARMINGTON, UTAH 84025

October 11, 1972

J. Quintin Adair District Engineer 2410 W. 21st South Salt Lake City, Utah

Dear Mr. Adair:

At the commission meeting held the 25th of September 1972 by commission minute action we accepted the roads enclosed in your list, Disposition of State Constructed Frontage Roads, dated 15th of September 1972, as county roads. A total of 4.6 miles.

After discussion with you about the structure at Glovers Lane we will be responsible for snow removel and minor surface repair only, all other repair to structure and sub-surface will still remain the responsibility of the state road. We will accept the roads as indicated by you.

We are grateful for the cooperation we have received from you people and wish to express our thanks for the favors you have granted us.

Sincerely,

Glen W. Flint

Davis County Commissioner

Then W. Flint

GWF:bd

cc: Amos Cook, Rd. Dept. Planning Commission DISTRICT ENGINEER

PRE-CONSTRUCTION ENGIN

CONSTRUCTION ENGIN

MAINTENANCS ETIGR.

ADMINISTRATION MANAGER

MOTOR POOL COORDINATOR

DIST. FILES

PROJECT FILE

ACCOUNTING

INFO

SUSPENSE

Freetige

JAMES V. HANSEN

GORDELL A. BROWN

LOUIS A. BARNETT

DALE E. SINGLETON

Councilmen

DIXON A. FORD

LEGRANDE E. GREGORY
Mayor

JAY S. JOHNSON
City Superintendent
Don G. Morgan
Recorder

ERNESTINE W. HELD

Treasurer

Farmington City Corporation

FARMINGTON, UTAH 84025

October 2, 1972

Mr. J. Quentin Adair District Engineer State Department of Highways 2410 West 21st South Salt Lake City, Utah 84119

Dear Mr. Adair:

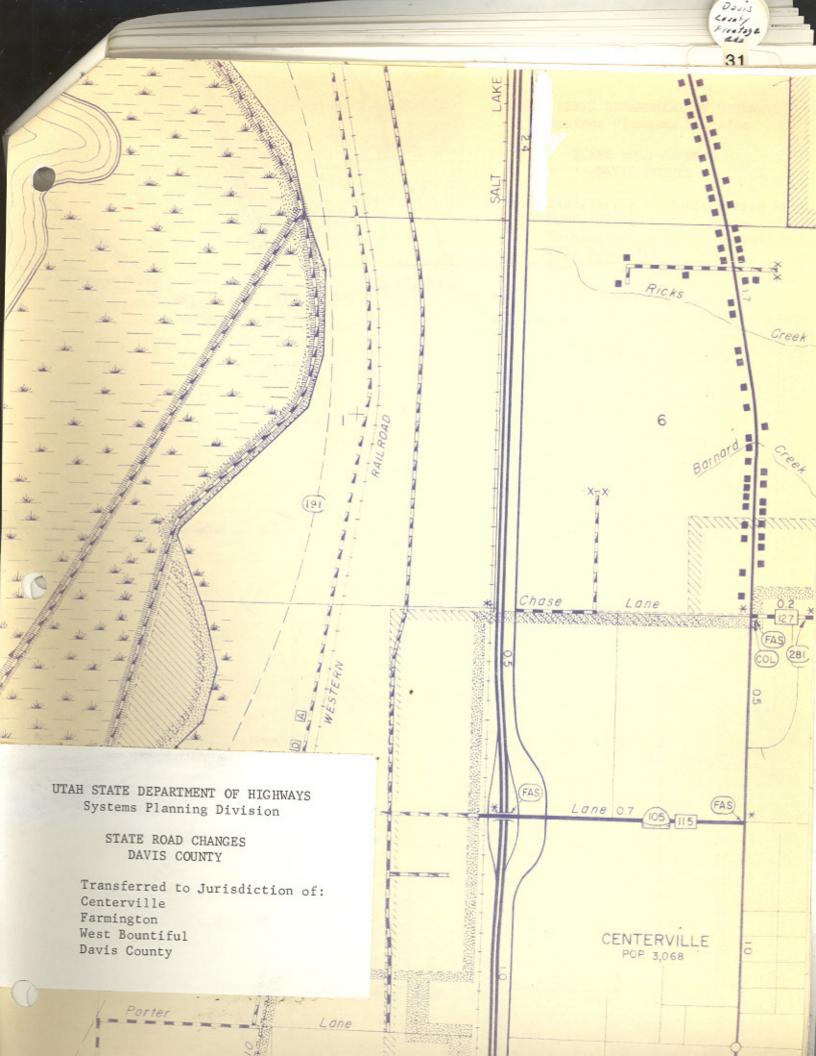
Farmington City will accept that portion of the frontage road outlined in your letter of September 15, 1972.

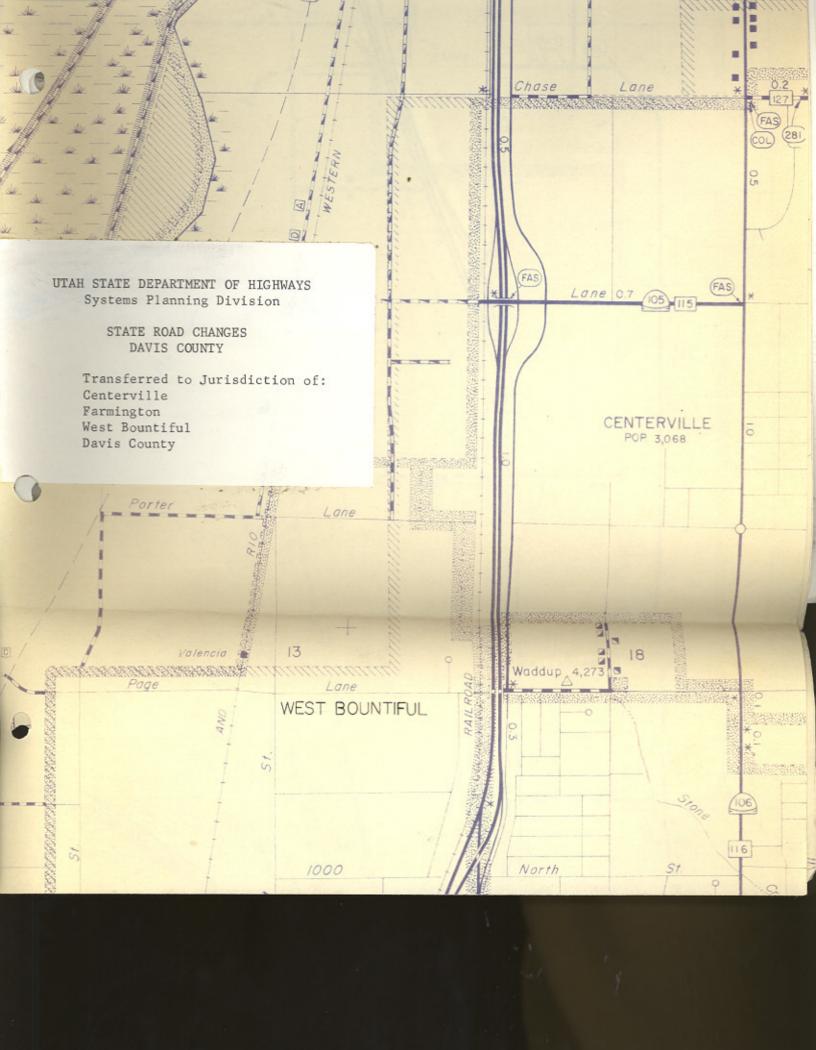
Cordially yours,

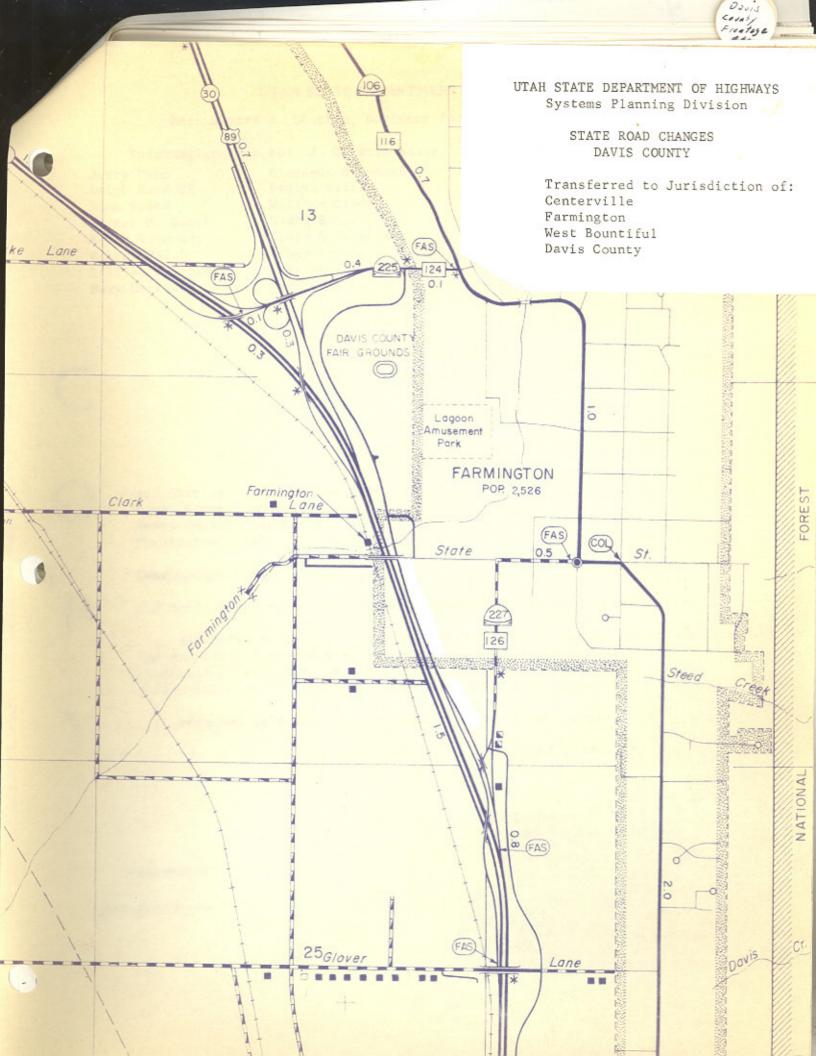
Gordell A. Brown City Councilman

GAB/sb

WFO .	
CCOUNTING	_
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AFETY COORDINATOR	
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OMINISTRATION MANAGER	8
MAINTENANCE ENGA.	
ONSTRUCT 1 E GR	
RE-CONSTRUCTION ENGIN	ga
STRUCT ENGINEER	H









UTAH STATE DEPARTMENT OF HIGHWAYS

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

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

Jerry Fenn Ralph Murdock Dean Steed Porter M. Gooch Keith Rosevear Robert Walsh Lillian Witkowski Mary Decker Clarence Stephens Evelyn Crill Wallace Liddle David Sargent David E. Kennison Robin Hood Ezra Christensen Bert Kros

Ellen Wandell Harold Brown Ray Behling Bonnie Garcia John W. Homer Chauncey Powis E. Paul Gilgen Steve Lawson Charles Bertolina Jim West Don Jensen Clarence Bywater Ken Riddle Winston Neiman Robert Weadon

April 9, 1973

Mr. Stanley M. Smoot, Chairman Davis County Commission Davis County Courthouse Farmington, Utah 84025

Dear Commissioner Smoot:

Subject: Transfer of Frontage and Access Roads in Davis County

Effective March 29, 1973, the Federal Highway Administration approved the transfer of frontage and access roads created by the construction of Project I-15-7(85)315, as described in the attached resolution to the jurisdiction of Centerville, Farmington, West Bountiful and Davis County.

Attached is a copy of the resolution and location maps.

Very truly yours,

L. R. Jester, P.E. Chief, Systems Planning Div.

Attachment

Same Letter Sent To: Rodney Sutton, Davis County Planning Commission

The Honorable Jerry Thompson, Mayor of West Bountiful
The Honorable Ivo D. Mills, Mayor of Centerville City
The Honorable Legrand E. Gregory, Mayor of Farmington City

Relinquishment of State Constructed Access and Frontage Roads

WHEREAS, the completion of Project I-15-7(85)315 has resulted in the construction of access and frontage roads from Pages Lane northerly to the Lagoon - Burke Lane Interchange in Davis County, and

WHEREAS, the constructed access and frontage roads will serve as public roads though not justified as a 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 respective governmental agencies that these access and frontage roads be relinquished and conveyed to the respective jurisdiction of Centerville, Farmington, West Bountiful and Davis County.

NOW THEREFORE, be it resolved as follows:

That the Utah State Road Commission relinquishes and conveys the access X and frontage roads as noted on the attached map to the respective governmental agencies for use as public highways, subject to the following conditions:

- a. That these governmental agencies 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 are 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 reflecting the roadways to be relinquished and conveyed are hereby incorporated as a part of this submission,

That the letters from Centerville City, Farmington City, West Bountiful City and Davis County, relating to the roads to be transferred to their respective jurisdiction be hereby incorporated as a part of this submission,

RESOLUTION
Relinquishment of State Constructed Access and Frontage Roads
Davis County
Page 2

That by this action Davis County "B" mileage will increase 4.6 + - miles, Centerville City "C" mileage will increase 5.1 + - miles, Farmington City "C" mileage will increase 0.7 + - mile and West Bountiful City "C" mileage will increase 0.2 + - 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 23 cd day of Stylling,	1973
-----------------------------------	------

STATE ROAD COMMISSION OF UTAH

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

ATTEST:

Dnack A. Fernling

Hurningham 900

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
UTAH DIVISION

3.3 0 1973

DATE: March 29, 1973

Relinquishment of Frontage and Access Roads SUBJECT: Project I-15-7(85)315

In reply refer to: 08-42.41

George W. Bohn

FROM : Division Engineer

Salt Lake City, Utah

10 Mr. Blaine J. Kay 07-SP Director of Highways Salt Lake City, Utah

Reference is made to Mr. Jester's March 14, 1973, memorandum on the above subject.

This office concurs in the relinquishment of the frontage and access roads constructed as part of Project I-15-7(85)315.

The resolution of the State Road Commission of Utah setting forth the conditions of the relinquishment and the correspondence from the local governmental agencies involved are accepted as evidence for meeting the requirements of PPM 80-6.1.

Jacker H. Calp

S ORIGINAL TO CENTRAL FILTER COMPLETED.

ROUTED TO

p.78, 2 1973

7,8,9,8,11,12,1,2,3,4,5,6

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R-234

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: March 14, 1973

TO 08-42.4 : George W. Bohn, Division Engineer Federal Highway Administration

FROM 07-S : L. R. Jester, P.E.

Chief, Systems Planning Division

SUBJECT: Transfer of Frontage and Access Roads in Davis County

On February 23, 1973, the Utah State Road Commission adopted a resolution proposing that the frontage and access roads constructed as a part of Project I-15-7(85)315 be relinquished and conveyed to the jurisdiction of the respective governmental agencies.

In accordance with Federal Highway Administration's Policy and Procedure Memorandum 80-5, we hereby request your concurrence in the transfer of these frontage and access roads to the jurisdiction of Centerville, Farmington, West Bountiful and Davis County.

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

Transmittal

LRJ:BDB:WDMears:bt

West Bountiful City

550 NORTH 200 WEST WOODS CROSS, UTAH 84037

Nov: 30,1972



Mr. Q. Adair Dist Engineer State Highway Dept.

Dear Mr. Adair:

RE: Child Lane

As a result of the action taken by the West-Bountiful City Council at their regular meeting dated November 14,1972 the acceptance of that road commonly known as Child Lane (approxiately ½ mile north from Porters Lane to Centerville City limits) was unanimously approved to become part of West Bountiful City's road system. This will become part of West Bountiful City's C Road Fund.

Respectfully Jerry Thompson

Mayor West Bountiful City

aRue P. Hugoe

Treasure West Bountiful

DISTRICT 2 FILE IGE .
DISTRICT ENGINEER
PRE-CONSTRUCTION EYOR
CONSTRUCTION ANDR.
MAINTENANCE FACE.
ADMINISTRATION LEVEGERYS
MOTOR POOL COORDINATOR
SAFETY COORDINATOR
DIST. FILES
PROJECT FILE
A' CECNITORS
SUSPENSE

IVO D. MILLS

Mayor

JEANNETTE H. SESSIONS

Recorder

CLIFFORD RUSSELL

Chief of Police

Centerville City Corporation

Centerville, Utah 84014 October 24, 1972 STANLEY GREEN
FRANKLIN E. WALTON, JR.
SUTHERLAND CLAYTON
THOMAS Q. WHEYAMS
ERIC HOGAN
Councilmen



J. Qmintin Adair, P.E.

District Engineer

Utah State Department of Highways
2410 West 21st South
Salt Lake City, Utah 84119

Dear Mr. Adair:

At the last regular Centerville City Council meeting held October 16, 1972, it was the council's decision to assume the responsibility of the maintenance of the following frontage roads listed below.

Frontage road on west side of I-15 - approximately 7,000 feet
Frontage road on west side of I-15 - approximately 2,500 feet
Parrish Lane from the west side of
I-15 to Frontage road - approximately 1,300 feet
Access road on west side of I-15 - approximately 800 feet
Frontage road on east side of I-15 - approximately 15,400 feet

Yours Very Truly, CENTERVILLE CITY CORPORATION

Ivo D. Mills

Mayor

Dis*-

PRE CONSTRUCTION ENGR.

CONSTRUCTION ENGR.

MAINTENANCE ENGR.

ADMINISTRATION MANAGERY

MOTOR POOL COORDINATOR

SAFETY COORDINATOR

CHST FILES

KUTG

SUS ...

IDM/js

Commissioners Stanley M. Smoot Chm. Glen W. Flint C. Evan Moss





DAVIS COUNTY FARMINGTON, UTAH 84025

October 11, 1972

J. Quintin Adair District Engineer 2410 W. 21st South Salt Lake City, Utah

Dear Mr. Adair:

At the commission meeting held the 25th of September 1972 by commission minute action we accepted the roads enclosed in your list, Disposition of State Constructed Frontage Roads, dated 15th of September 1972, as county roads. A total of 4.6 miles.

After discussion with you about the structure at Glovers Lane we will be responsible for snow removel and minor surface repair only, all other repair to structure and sub-surface will still remain the responsibility of the state road. We will accept the roads as indicated by you.

We are grateful for the cooperation we have received from you people and wish to express our thanks for the favors you have granted us.

Sincerely,

Glen W. Flint

Davis County Commissioner

Then W. Flint

GWF:bd

cc: Amos Cook, Rd. Dept.
Planning Commission

DISTRICT ENSITIES

PRE-CONSTRUCTION ENGR.

CONSTRUCTION ENGR.

MAINTENANCE FIGR.

ADMINISTRATION MANAGER

MOTOR POOL COORDINATOR

DIST, FILES

PROJECT FILE

ACCULATING

INFO.

SUSPENSE

LEGRANDE E. GREGORY
Mayor

JAY S. JOHNSON
City Superintendent
Don G. Morgan

Recorder

ERNESTINE W. HELD

Treasurer

Farmington City Corporation

FARMINGTON, UTAH 84025

October 2, 1972



JAMES V. HANSEN GORDELL A. BROWN

Mr. J. Quentin Adair District Engineer State Department of Highways 2410 West 21st South. Salt Lake City, Utah 84119

Dear Mr. Adair:

Farmington City will accept that portion of the frontage road outlined in your letter of September 15, 1972.

Cordially yours,

Gordell A. Brown City Councilman

GAB/sb

DETENTED & COPY	20
DISTRICT ELL LL	AT
PRE-CONSTRUCT ON ENCLY	
CONSTRUCT L' 1 GR	
MAINTEN NO. I VGA	0
MOMINISTRATION MAIL LOFR	0
MOTOR POOL COORDINATOR	
SAFETY COORDINATOR	-
DIST. FILES	
PROJECT FILE	
ACCOUNTING	-
INFO	-
CHEDENCE	

UTAH STATE DEPARTMENT OF HIGHWAYS

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

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

Jerry Fenn Ralph Murdock Dean Steed Porter M. Gooch Keith Rosevear Robert Walsh Lillian Witkowski Mary Decker Clarence Stephens Evelyn Crill Wallace Liddle David Sargent David E. Kennison Robin Hood Ezra Christensen Bert Kros

Ellen Wandell Harold Brown Ray Behling Bonnie Garcia John W. Homer Chauncey Powis E. Paul Gilgen Steve Lawson Charles Bertolina
Jim West
Don Jensen
Clarence Bywater
Ken Riddle
Winston Neiman
Robert Weadon

April 9, 1973

Mr. Stanley M. Smoot, Chairman Davis County Commission Davis County Courthouse Farmington, Utah 84025

Dear Commissioner Smoot:

Subject: Transfer of Frontage and Access Roads in Davis County

Effective March 29, 1973, the Federal Highway Administration approved the transfer of frontage and access roads created by the construction of Project I-15-7(85)315, as described in the attached resolution to the jurisdiction of Centerville, Farmington, West Bountiful and Davis County.

Attached is a copy of the resolution and location maps.

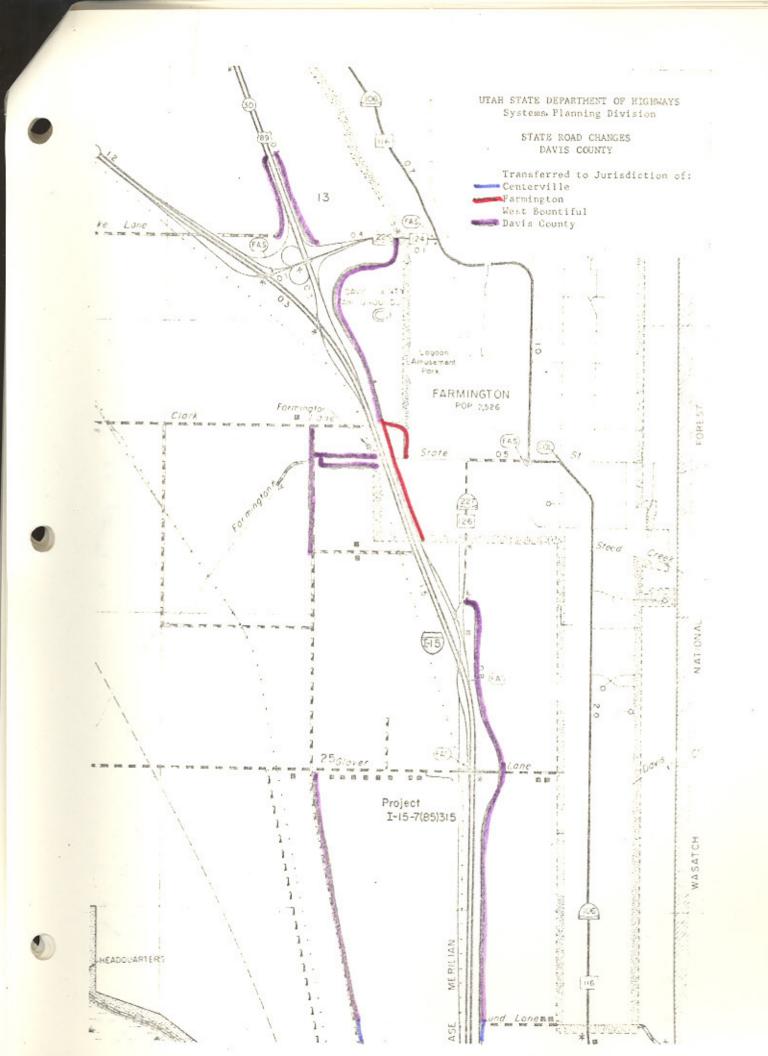
Very truly yours,

L. R. Jester, P.E. Chief, Systems Planning Div.

Attachment

Same Letter Sent To:

Rodney Sutton, Davis County Planning Commission
The Honorable Jerry Thompson, Mayor of West Bountiful
The Honorable Ivo D. Mills, Mayor of Centerville City
The Honorable Legrand E. Gregory, Mayor of Farmington City



Creek 6 Chase Lone Project I-15-7(85)315 UTAH STATE DEPARTMENT OF HIGHWAYS Systems Planning Division STATE ROAD CHANGES DAVIS COUNTY Transferred to Jurisdiction of: Centerville Farmington West Bountiful CENTERVILLE Davis County overcia & 13 Woddup 4,273 8 Lone WEST BOUNTIFUL

State Construction OL Go I Nothil

RESOLUTION

Relinquishment of State Constructed Frontage and Access Roads

WHEREAS, the completion of Project I-15-6(41)281, 2nd Contract, has resulted in the construction of access and frontage roads between the Salt Lake County Line and the North Lehi Interchange in Utah County, and WHEREAS, the constructed frontage and access roads will serve as public roads though not justified as part of the State System of Highways,

WHEREAS, it has been recommended by Mr. Edwin E. Lovelace, District #6
Engineer and concurred in by the Utah County Commission, that these frontage
and access roads be relinquished and conveyed to Utah County.

NOW THEREFORE, be it resolved as follows:

and

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

- a. That Utah 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 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,

State

RESOLUTION
Relinquishment of State Constructed Frontage and Access Roads
Utah County
Page 2

That the memorandum from Mr. Edwin E. Lovelace and the letter from the Utah County Commission, relating to the transfer of these roads be hereby incorporated as a part of this submission,

That by this action Utah County "B" mileage will increase 6.0 +- 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 the Federal-aid Program Manual 80-6.1.

Dated	this	2702	day of,	1974.
		,		

STATE ROAD COMMISSION OF UTAH

Chairman

Chairman

Chairman

Mice-Chairman

Commissioner

Commissioner

ATTEST:

Secretary A. Lember

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
Utah Division
Salt Lake City, Utah

DATE: October 17, 1974

In reply refer to: 08-49.23

SUBJECT: Relinquishment of Frontage and Access Roads Project I-15-6(41)281

FROM : George W. Bohn, P.E. Division Engineer

10 Mr. Blaine J. Kay, P.E. 07-SP Director of Highways Salt Lake City, Utah

Reference is made to Mr. L. R. Jester's October 7, 1974, memorandum on the above subject.

This office concurs in the relinquishment of frontage and access roads, constructed as part of Project I-15-6(41)281, to Utah County. The resolution of the State Road Commission of Utah setting forth the conditions of the relinquishment and the letter of concurrence from Utah County are accepted as evidence for meeting the requirements of Volume 6, Chapter 1, Section 1, Subsection 8 of the Federal-Aid Highway Program Manual.

Please note the new directive referenced above concerning relinquishments. The new directive supercedes PPM 80-6.1 and should be referenced in future actions taken by the Road Commission.

One copy of the map containing the endorsement of this office is attached for your records.

George W. Bohn

Attachment

Utab State Department of Hiways
Transportation Section

OCT 2 1974

AM

7,8,9,10,11,12,1,2,3,4,5,6

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: October 7, 1974

TO

George W. Bohn, Division Engineer

08-49.23

Federal Highway Administration

FROM

L. R. Jester, P.E.

07-S

Chief, Systems Planning Division

SUBJECT: Transfer of Frontage and Access Roads in Utah County

On September 27, 1974, the Utah State Road Commission adopted a resolution proposing that the frontage and access roads constructed as a part of Project I-15-6(41)281 be relinquished and conveyed to the jurisdiction of Utah County.

In accordance with Federal Highway Administration's Policy and Procedure Memorandum 80-6.1, we hereby request your concurrence in the transfer of these frontage and access roads to the jurisdiction of Utah County.

Transmitted herewith are the requested number of resolutions and maps.

Transmittal

LRJ:BDB:WDMears:bt

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MALIST MOUTE COMMISSION VER, DISTONE COMMISSION PAUL A THORN COMMISSION MANOLD CIRCUMSTRATING AND MANOLD CIRCUMSTRATING AND WILLIAM FINISH COMMINAL SHOP ALL VERN DISTONERAL SHOPPOLITIES OF CIRCUMSTRATION CARES OF CARES

State of Utah
COUNTY BUILDING • PROVO, UTAH 84601 • TELEPHONE 801 373-5510

December 17, 1973

Edwin E. Lovelace District 6 Engineer Utah State Department of Highways P. O. Box 215 Orem, Utah 84057

Subject: Frontage Road Adjacent to I-15

from Lehi to Point of Mountain

for Snow Removal

Dear Ed:

We concur in your proposal of December 13, 1973, and will expect the State Highway Department to take care of the frontage road as outlined in your letter, on the east side of I-15. We will take care of the frontage road on the west side for the time being. If we find that this is going to be a problem, we will then enter into an agreement with you to take care of the west side.

We appreciate the trouble you have gone to in order to clear this problem up.

Very truly yours,

Paul A. Thorn

UTAH COUNTY COMMISSION

PAT/vh ·

cc/ L. D. Green, County Surveyor Sterling Jones, Superintendent of Roads

18 UEC 3/3
UST. # 6
ORE4

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: December 18, 1973

TO

B. Dale Burningham

Chief Research Engineer

FROM

Edwin E. Lovelace

District Six Engineer

SUBJECT:

Transfer of State Constructed Frontage Roads.

Will you provide for the transfer of the frontage roads at the Point of the Mountain to Salt Lake and Utah Counties? These roads were constructed on Projects I-15-6(41)281 First and Second Contracts.

The description of the roads in Salt Lake County has been furnished to District Engineer, J. Quinten Adair, with a suggestion that he obtain concurrance of the Salt Lake County Commission for the transfer. A copy of the memorandum to him is enclosed.

The Utah County Commission has agreed to the transfer of two frontage roads to Utah County. These are:

- 1. Frontage road 3W. on the westerly side of I-15 beginning at Station 102+30 at the Salt Lake County Line and extending southerly to equation station 162+46.7 back= 30+36.20 ahead then continuing southerly as frontage road 4W. to station 135+00. This point is approximately at station 1+10 of "J" line of Project I-15-6(10)276. The "J" line roadway was transferred to Utah County on March 10, 1967.
- Frontage road 4E. on the easterly side of I-15 beginning at Station 60+00 and extending southerly and easterly to Station 179+55 at Lehi 11th West, excepting the portion of the roadway which crosses State Route 80 at P.O.T. Station 101+74.5.

A copy of a letter from the Utah County Commission is enclosed. The letter is somewhat indefinite. The frontage roads are to be transferred but the Highway Department will remove the snow from Frontage Road 4E because the Maintenance Station is on the road. Utah County is to do all other maintenance.

EEL/AW/bj

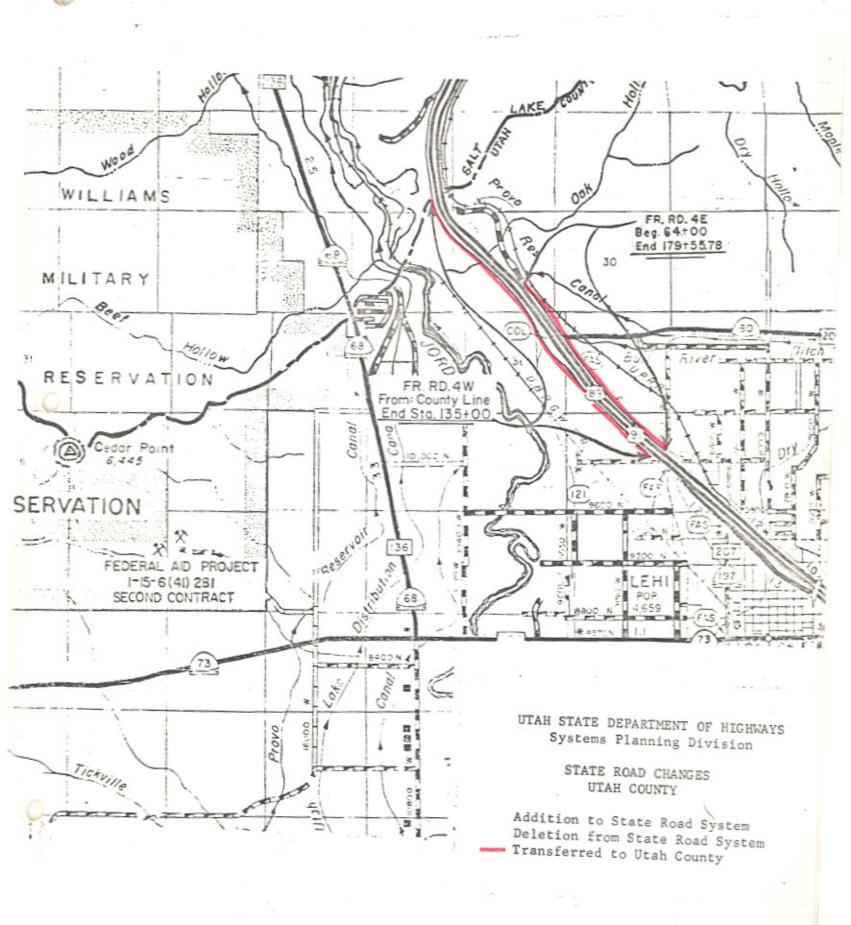
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DEC 191973

DEPT. OF HIGHWAYS

CENTRAL FILESS

sans



UTAH STATE DEPARTMENT OF HIGHWAYS

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

Same letter sent to: LaVern Green, Utah County Surveyor

Marvin E. Olsen, U.S. Department of Soil Conservation

Information sent to: E. E. Lovelace, District #6 Engineer

Jerry Fenn Ralph Murdock Dean Steed Robert Weadon Keith Rosevear Robert Walsh Lillian Witkowski Clarence Stephens Evelyn Crill W. J. Stephenson Sheldon McConkie David E. Kennison Robin Hood

Ellen Wandell Harold Brown Ray Behling Bonnie Garcia John W. Homer Chauncey Powis

Charles Bertolina Jim West Don Jensen Clarence Bywater Ken Riddle

Mary Decker Ezra Christensen

October 23, 1974

The Honorable Verl D. Stone Chairman, Utah County Commission Utah County Courthouse Provo, Utah 84601

Dear Commissioner Stone:

Subject: Transfer of Frontage and Access Roads in Utah County

Effective October 17, 1974, the Federal Highway Administration approved the transfer of frontage and access roads created by the construction of Project I-15-6(41)281, 2nd Contract, between the Salt Lake County line and the North Lehi Interchange in Utah County as described in the attached resolution to the jurisdiction of Utah County.

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

Very truly yours,

L. R. Jester, P.E. Chief, Systems Planning Division

Attachment

RESOLUTION

Relinquishment of State Constructed Frontage and Access Roads

WHEREAS, the completion of Project I-15-6(41)281 1st Contract, has resulted in the construction of access and frontage roads between the Bluffdale Road and the Salt Lake County line, in Salt Lake County, 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. Quintin Adair, District #2
Engineer, that these frontage and access roads be relinquished and conveyed to
Salt Lake County, and

WHEREAS, the proposed transfers have been discussed with Salt Lake

County Officials and said Officials have not furnished a statement concurring or

not concurring in the transfers, or disposition of these frontage and access

roads.

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 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,

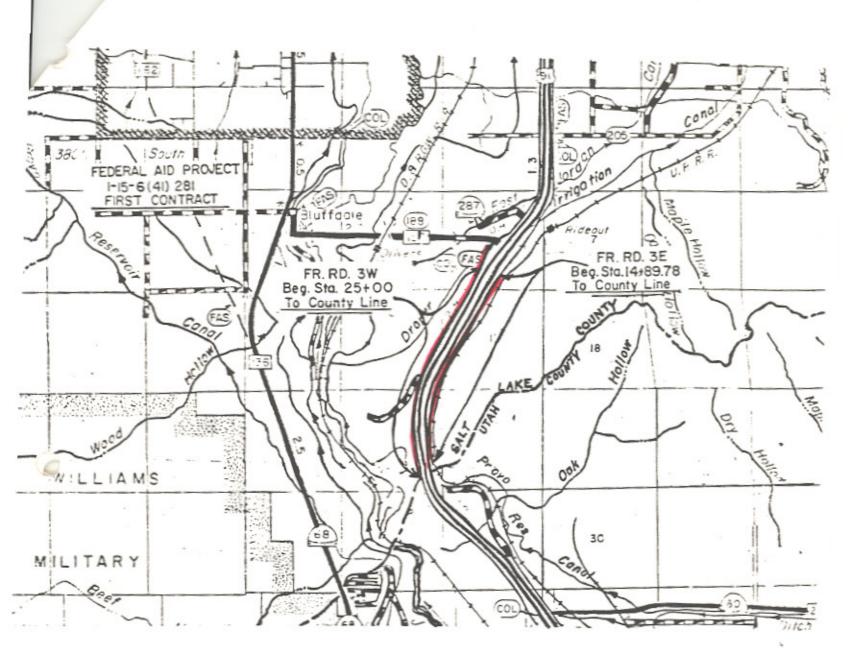
That by this action Salt Lake County "B" mileage will increase 4.5 + - miles.

Relinquishment of State Conscructed Frontage and Access Roads Salt Lake County Page 2

That this action becomes effective upon the approval of the Federal

ent and convey	ance of roads	in accor	currence in the aforementioned relinquisted ance with the Federal-aid Highway Progr
			, Subsection 8.
ated this	is th		sty of Linember , 197
	ā		STATE ROAD COMMISSION OF UTAH
	e e		B La Zaun Cox
	61 21		Chairman
			Clayne S. Winter
		-	Vice-Chairman
	#/ El		Commissioner
	ii.		
			Commissioner
			3.
			Commissioner

ATTEST:



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 Salt Lake County

1-18-34 18 Washing to n

Interim Designation and Deletion of Federal-aid Highways Authority: Sec. 27-12-27, UCA, 1953, As Amended

RESOLUTION

State Routes 1, 18 & 34

Federal-aid Primary Routes 1 & 43

Federal-aid Secondary Route 417

Federal-aid Secondary Route 416

Federal-aid Urban Route 4002

WHEREAS, with the completion of Projects I-15-1(21)0 and I-15-1(24)6 from the Utah-Arizona State line northerly to St. George, a distance of 9.0 + - miles has resulted in the construction on new alignment, a section of new roadway, and

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

WHEREAS, it has been recommended by Mr. Alex E. Mansour, District #5
Engineer, and concurred in by the Washington County Commission, Santa Clara
City and St. George City, that the old alignment of State Route 1 from the UtahArizona State line northeasterly to a junction with State Route 18 in St. George
be transferred to local jurisdiction; and

WHEREAS, that portion of the old alignment of State Route 1 from Shivwits southeasterly to State Route 18 in St. George was designated as Collector Road 7 by the 1969 Legislature, and

WHEREAS, to maintain continuity, it is further recommended that adjustments be made in the designation of Federal-aid System Routes within this area.

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

That all portions of highway constructed as a result of Projet's

I-15-1(21)0 and I-15-1(24)6 be designated as a part of State Route 1.

That the old alignment of State Route 1 from the Utah-Arizona State

RESOLUTION

Page 2

Federal-aid Primary outes 1 & 43
Federal-aid Secondar Route 417
Federal-aid Secondar oute 416
Federal-aid Urban Re 4002

line northeasterly to a junction with State Route 18 in St. George, be transferred to the respective local jurisdiction of Washington County, Santa Clara and St. George,

That the designation of State Route 1 be relocated to be coincident with the highway constructed as a part of Projects I-15-1(21)0 and I-15-1(24)6,

That State Route 18 be extended from its present termini at Tabernacle Street in St. George southerly to the South St. George Interchange and that by this action delete the designation of State Route 34 being replaced by State Route 18,

That application be made to the Federal Highway Administration to relocate Federal-aid Primary Route 1 to be coincident with the relocation of State Route 1 and the Federal-aid Primary Route 43 be extended to be coincident with the extension of State Route 18 and that State Route 34 from State Route 18 east to the St. George Northeast Interchange be designated as a stub to Federal-aid Primary Route 43, and by this action the designation of Federal-aid Secondary Route 417 will be deleted in its entirety, and that Federal-aid Secondary Route 416 be extended from its present termini at Shivwits southeasterly coincident with Collector Road 7 to the west urban limits of St. George which is coincident with the Santa Clara East Incorporate limits and that this same route from the St. George west urban limits east coincident with Collector Route 7 to Federal-aid Primary Route 43 (SR-18) be designated as Federal-aid Urban Route 4002,

That by this action State Highway System mileage will decrease 18.9 + - miles, Washington County 'B" System mileage will increase 23.8 + - miles, Santa Clara "C" System mileage will increase 1.6 + - miles and St. George "C" System mileage will increase 2.5 + - miles,

RESOLUTION
State Routes 1, 18 & 34
Federal-aid Primary Routes 1 & 43
Federal-aid Secondary Route 417
Federal-aid Secondary Route 416
Federal-aid Urban Route 4002
Page 3

That the memorandum from Mr. Alex E. Mansour and the letters from the Washington County Commission, Santa Clara City and St. George City pertaining to their concurrence in the aforementioned revisions be hereby incorporated as a part of this submission,

STATE ROAD COMMISSION OF UTAH

Razaun lor
Vice-Chairman

Commissioner

Commissioner

Samua Chest

ATTEST:

Secretary

Burnighen

Hery foreter

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

FEDERAL HIGHWAY ADMINISTRATION
Utah Division

Salt Lake City, Utah

DEPARTMENT OF TRANSPORTATION

August 12, 1974

In reply refer to: 08-49.231

RECEIVED

Utah State Department of Hiways Transportation Section

AUG 14 1974

7,8,9,10,11,12,1,2,3,4,5,6

Revisions to Federal-Aid Routes in SUBJECT: Washington County

George W. Bohn, P.E. Division Engineer

07-SP

Mr. Blaine J. Kay, P.E. Director of Highways Salt Lake City, Utah

Reference is made to Mr. L. R. Jester's July 30, 1974, memorandum on system revisions in Washington and Weber Counties. This memorandum covers the revisions in Washington County.

The relinquishment to local jurisdictions of old FAP 1, from the Arizona State line to St. George (resulting from the relocation of FAP 1 to the newly constructed I-15) is approved subject to the conditions of Volume 7, Chapter 4, Section 5 of the Federal-Aid Highway Program Manual (PPM 80-6.1). The letter from the Washington County Commission is accepted as evidence for meeting the requirement of concurrence by local governmental agencies. As requested on several occasions in the past, maps accompanying requests for relinquishment shall include Federal-aid project numbers (if applicable) and the date of relinquishment (paragraph 3c(1) of PPM 80-6.1). Please include this information on future requests for relinquishment.

The designation of Federal-Aid Urban Route 4002 in the St. George urban area is not approved. The requirements set forth in Section 109 of the Federal-Aid Highway Act of 1973 have not been met.

The extension of FAS 416, from its present terminus at Shivwits southeasterly coincident with Collector Road 7 to the west urban limits of St. George, is approved contingent upon final approval by this office of the above urban system action.

The extension of FAP 43 southerly, coincident with the newly designated SR 18, is approved. This office reluctantly approves the stub portion of FAP 43 in St. George. It is our opinion that the use of stubs should be strongly discouraged, particularly as part of the Federal-aid primary system. It is recommended that this particular facility be considered for inclusion in the Federal-aid urban system.

The deletion of FAS 417 resulting from the previously mentioned system actions is approved.

It is understood that the realignments made by the previously mentioned actions are consistent with the requirements of Section 148 of the Federal-Aid Highway Act of 1973 concerning realignment. This had been discussed with Mr. Dale Burningham of your office.

This action is the fifth primary system action of the year and decreases the primary mileage by 12.2 miles. There has been a decrease of 130.8 miles in the FAP system since January 1, 1974. Also, this is the fifth secondary system action of the year resulting in a net increase in the secondary mileage of 8.9 miles. There has been a decrease of 242.9 miles in the FAS system since January 1, 1974.

Copies of the approved descriptions are attached for your records.

George W. Bohn

Attachments

DRIGINAL TO CENTRAL FILES AFTER ACTION - COMPLETED.

-- labordode y removal

R-234

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: May 13, 1974

Lester R. Jester, P.E.

Chief, Systems Planning Division alex & manion

ATTENTION :

Dale Burningham

FROM

Alex E. Mansour, P.E.

District Five Engineer

SUBJECT: Transfer of U.S. 91, St. George to Arizona State Line

The attached letter from Washington County concurs in the transfer of U.S. 91 to its jurisdiction. It would now be appropriate to seek a State Road Commission resolution for such transfer.

Attachment

Utah State Department of Hiways
Transportation Section 7,8,9,10,11,12, 12,3,4,5,6

18 Wather ton

BEULAH MCALLISTER
COUNTY CLERK & AUUTON
GAYLE J. GRAFF
COUNTY RECORDER
J. RALPH ATKIN
COUNTY ATTORNEY
HORACE MCARTHUR
COUNTY TREASURER
DEAN C. GARDNER
COUNTY ASSESSOR
EVAN G. WHITEHEAD
COUNTY SHERIFF

Washington County

ST. GEORGE UTAH 84770

May 6, 1974

Utah Department of Highways 880 North Main Street Cedar City, Utah 34720

Attention: Alex E. Lansour, P.E.,

District Engineer

Gentlemen:

We concur in the transfer of that portion of old US-91 as shown in blue on the attached map, to our jurisdiction. This transfer is subject to the State Highway Department performing the maintenance as discussed by Mr. Mansour and the County Commission, from SR-18 to Shivwits. We understand that the mileage will be added to our mileage of roads used to determine our total allocation for Class B Road Funds.

We also recommend that FAS 416 be extended from Shivwits to the Junction with State Road 18 as shown by the dashed orange line on the map. The County would be responsible for that section between Shivwits and the west boundary of Santa Clara Town.

Yours truly

Melyin T. Bowler, Chairman

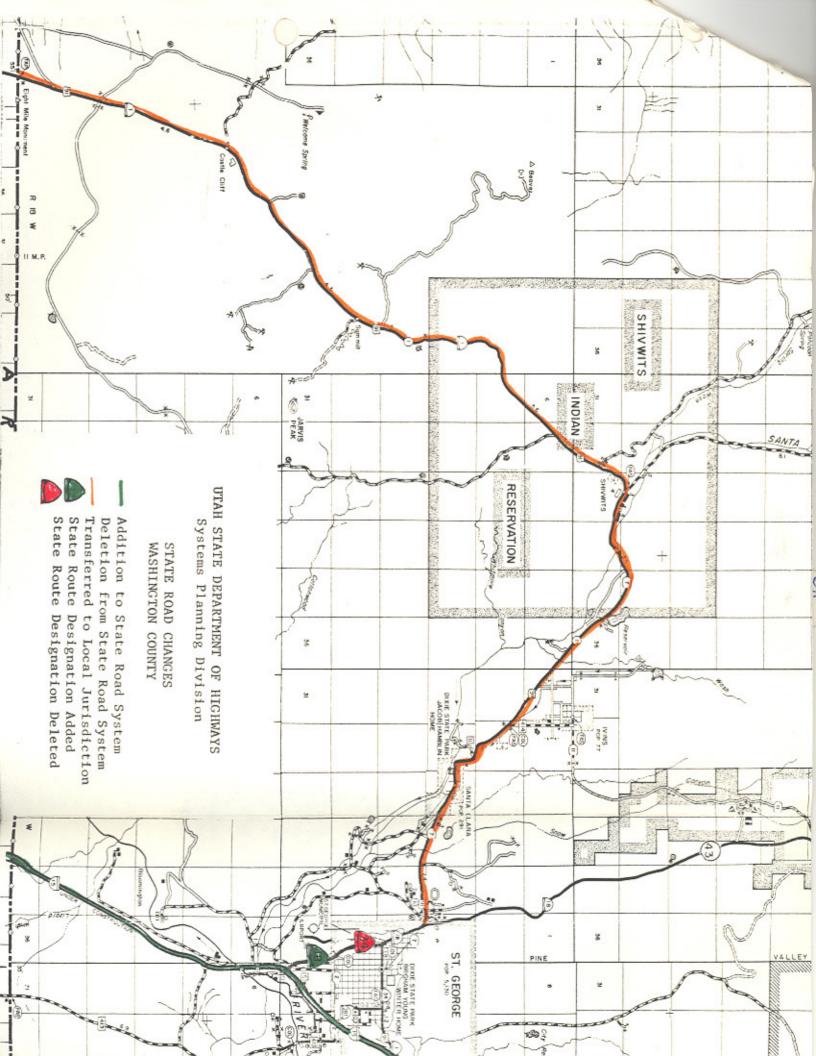
Washington County Commission

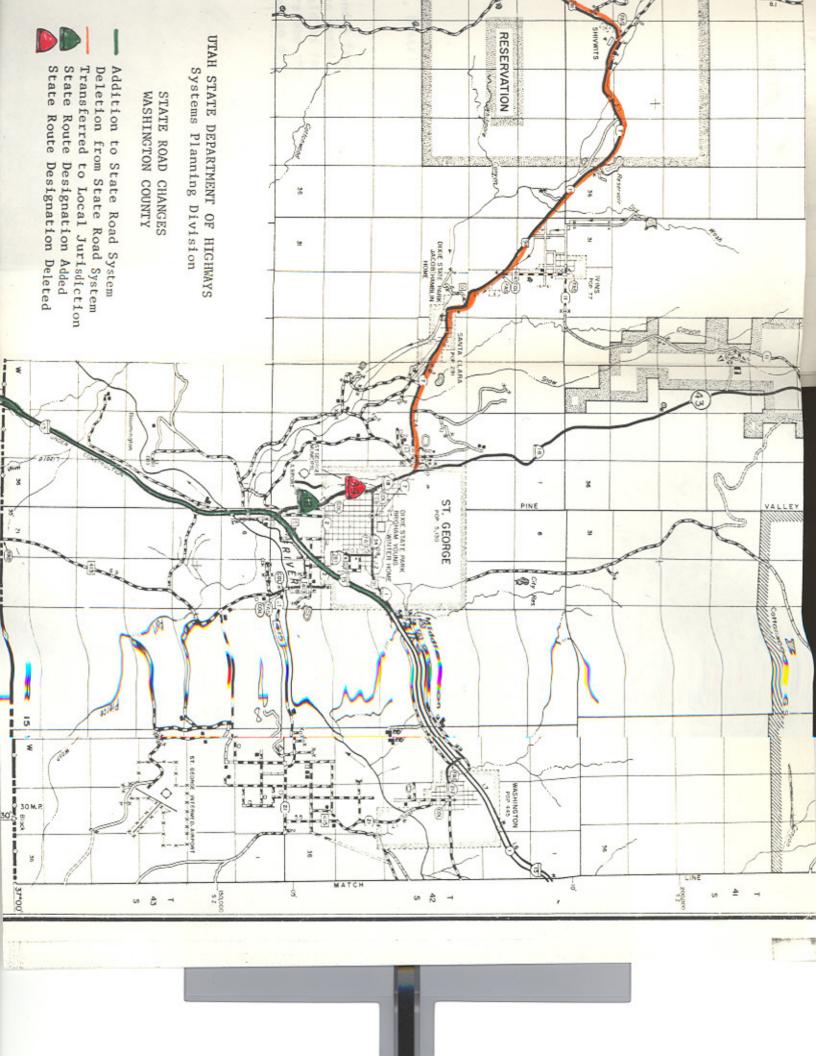
MIB:ks

Enclosure

RECEIVED

DEPARTMENT OF MIGHWAYS DIS. 5





February 6, 1974

Utah Department of Highways 880 North Main Street Cedar City, Utah 84720

Attention: Alex E. Mansour, P.E., District Engineer

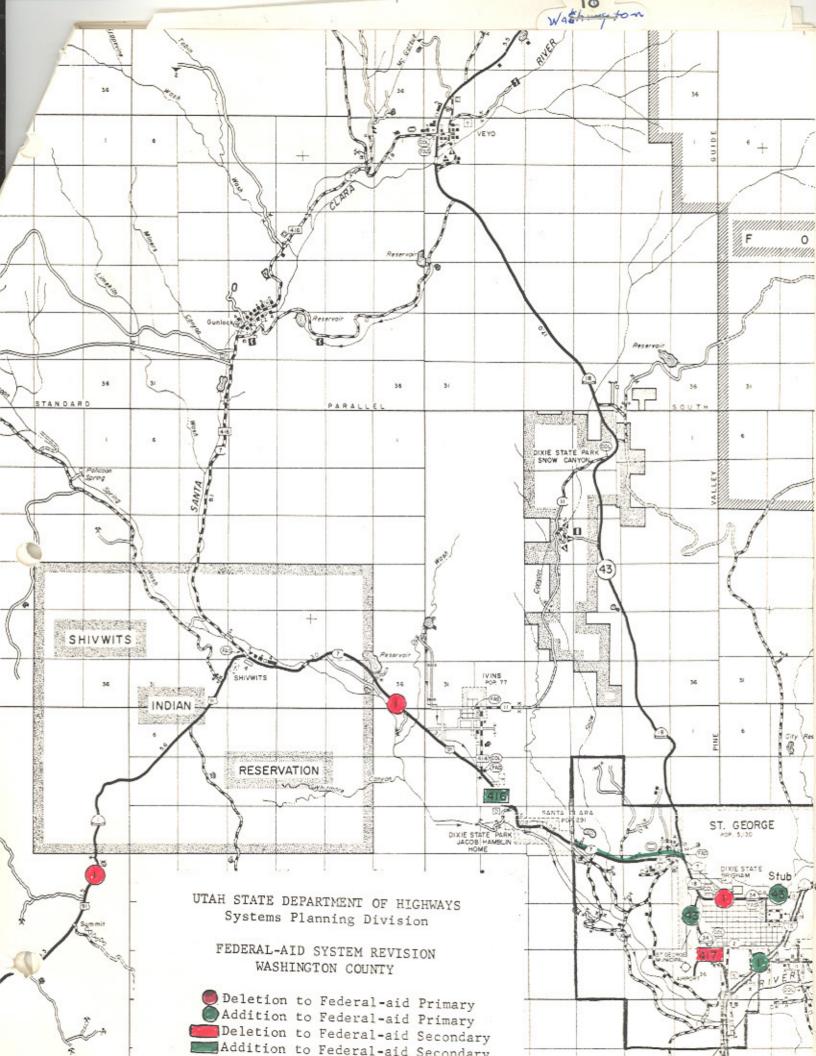
Gentlemen:

We recommend that FAS 416 be extended from Shivwits to the Junction with State Road 18 as shown by the dashed orange line on the attached map. The Town of Santa Clara would be responsible for that section within the town limits. We understand that the mileage will be added to out mileage of roads used to determine our total allocation for Class C Road Funds.

With Sept. Yours, Graf Muyor

JUL 1 6 1974

DEPARTMENT
OF HIGHWAYS Dist. 5



UTAH STATE DEPARTMENT OF HIGHWAYS

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

Same letter sent to: Marvin E. Olsen, Dept. of Soil Conservation, S.L.C.

Mayor Neal M. Lundberg, St. George, Utah

Sylvan Graf, Town President, Santa Clara, Utah

Information sent to: Alex Mansour, District #5 Engineer

Jerry Fenn Clarence Stephens
Ralph Murdock Evelyn Crill
Dean Steed W. J. Stephenson
Robert Weadon Sheldon McConkie
Keith Rosevear David E. Kennison
Robert Walsh Robin Hood

Harold Brown
Ray Behling
Bonnie Garcia
John W. Homer
Chauncey Powis

Ellen Wandell

Charles Bertolina Jim West Don Jensen Clarence Bywater Ken Riddle Mary Decker Ezra Christensen

E. Paul Gilgen

August 26, 1974

Mr. M. Truman Bowler, Chairman Washington County Commission Washington County Courthouse St. George, Utah 84770

Dear Commissioner Bowler:

Lillian Witkowski

Subject: Revisions of State Routes, Federal-aid Primary Routes and Federal-aid Secondary Routes in Washington County

Effective August 12, 1974, the Federal Highway Administration approved the deletion, revision and addition of Federal-aid Primary Routes 1 and 43, and Federal-aid Secondary Routes 416 and 417 resulting from the construction of Projects I-15-1(21)0 and I-15-1(24)6 in Washington County as described in the attached resolution.

The redesignation of State Routes within this area are as described in the attached resolution.

Federal-aid Urban Route 4002 in the St. George Urban Area was not approved by the Federal Highway Administration.

Attached is a copy of the resolution, description sheets and location maps.

Very truly yours,

L. R. Jester, P.E. Chief, Systems Planning Division

Attachment

File

Relinquishment of Realigned Highway Authority: Sec. 27-12-29, UCA, 1953, As Amended

RESOLUTION

State Route 41 and 54 oV

Federal-aid Primary Route 1

WHEREAS, the completion of Projects I-15-5(3)228 1st Contract and S-0274(2) has resulted in the construction on new alignment a section of Interstate Route 15 between north Nephi and two miles south of the Juab-Utah County line in Juab County, and

. WHEREAS, the portion of State Route 41 within this area was deleted from the State Highway System by the 1975 Legislature and will no longer be used as Traveled Way for Interstate Route 15, and

WHEREAS, State Route 54 was designated by Commission action May 14, 1971, and approved by the 1973 Legislature, and

WHEREAS, it has been recommended by Mr. E. E. Lovelace, District #6
Engineer, and concurred in by the Juab County Commission and the Mona Town
Officials, that these subject roads be relinquished and conveyed to their respective jurisdiction, and

WHEREAS, the Agreements pertaining to the disposition of the subject roads have been duly executed.

NOW THEREFORE, pursuant to the Authority of Section 27-12-29, UCA, 1953, as amended, it is hereby resolved as follows:

That the Utah Department of Transportation relinquishes and conveys to Juab County and Mona Town, the roads indicated on the map sheets attached to the Agreements in accordance with the conditions outlined in the Agreements,

That the Agreements be hereby incorporated as a part of this submission, RESOLUTION State Route 41 and 54 Federal-aid Primary route 1 Page 2

That the memorandums from E. E. Lovelace and J. W. Homer, Plans and Estimates Engineer, pertaining to this action be hereby incorporated as a part of this submission,

That by this action Juab County "B" mileage will increase 8.9 + miles and Mona Town "C" mileage will increase 1.3 + - miles,

That application be made to the Federal Highway Administration to relocate Federal-aid Primary Route 1 to be coincident with Interstate Route 15, State Route 1, resulting from the construction of Project I-15-5(3)228 1st Contract,

Dated	this	12th	day of Splember,	1975
			/ /	

UTAH DEPARTMENT OF TRANSPORTATION

B. La Jaun Ex
Chairman
11 11/4
(Capril X Ulinder
Vice-Chairman
Commissioner Commissioner

ATTEST:

Commissioner

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: May 22, 1975

TO

Dale B. Burningham

Chief Research Engineer

FROM

J. W. Homer QU

Plans & Estimates Engineer

SUBJECT:

Redesignation transfer, and Abandoment of Highways

US-89, North Nephi to Juab-Utah County Line.

(Transfer to local jurisdiction)

Research of the right-of-way files in compliance with revised Policy & Procedure 07-4 indicate that the portion of the above captioned highway was acquired thru Right of Way Deeds and Prescriptive rights.

In answer to an inquiry of April 14, 1975, we concur with Edwin E. Lovelace, District 6 Engineer, to transfer said portion of US-89 to local jurisdiction.

Attached is the correspondence concerning the above proposal.

If you have any further questions, please advise.

Att.

cc: Sheldon W. McConkie

R-234

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: July 15, 1975

TO : B. Dale Burningham, Chief Research Engineer

FROM : Edwin E. Lovelace, District Director &&L. 4 a.N.

SUBJECT: Transfer of Bypassed Roadway

The newly constructed section of Interstate 15 between North Nephi and Two Miles south of the Juab, Utah County Line, Project I-15-5(3)228 1st Contract, and S-0274(2) was opened to traffic on July 15, 1975.

It is proposed that the old roadway, S.R. 41 (Temporary I-15) be transferred to Juab County and Mona Town. Agreements signed by the appropriate officials are enclosed. These were effective on June 30, 1975 and were appropriate for execution on that day by the officials of the State Road Commission. There has been some delay in getting the documents to you, but it is believed that they are still appropriate.

The construction also provided a new connection from I-15 to Mona Town. This roadway replaces an extisting road which was under the jurisdiction of Mona Town and Juab County. This new road will now be a part of the State Road System.

Will you provide for the transfer of these roadways?

The information available here shows that the section of S.R. 41 (Temp. I-15) within Mona Town is 1.27 miles long. The remaining portion of S.R. 41 which is bypassed and is to be transferred to Juab County is 8.86 Niles long.

The Mona Connection which is be S.R. 54 occupies existing roads. A section 0.30 miles long was in Mona Town. The remaining 0.8 miles was previously a Juab County road.

enc.

aw

*R-151 2-1-75 I-15-5(3)228 Project No. S-0274(2)

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.

THIS AGREEMENT, made and entered into this 30th day of June

1975, by and between the State Road Commission of Utah, hereinafter called the
"Road Commission" and the Authorized Officials of Mona Town hereinafter
called "Mona Town (City, County, etc.)

WITNESSETH:

WHEREAS, the Road Commission proposes the construction of a highway between North Nephi and Utah County Line known as Project No. I=15-5(3)328 & and has prepared a plan showing that portion of the highway within the limits of s=0274(2) and/or affecting the roads of Mona Town (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 Mona Town .

(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 Road Commission, in the construction of the highway project, will at the expense of the Road Commission, make the changes in the roads of Mona Town (City, County, etc.) in accordance with the plan, or as may hereafter be agreed between the parties hereto.
- 2. Mona Town agrees and consents to the construction of the proposed (City, County, etc.)
 highway project with the access and frontage roads and crossings of and connections with Mona Town roads as shown on the plan; also, to the closing, relocation, (City, County, etc.)
 abandonment, or transfer of the roads as shown by the special markings on the plan.
 - 3. The State Road Commission will retain control and maintenance of the roads

and has prepared a plan snowing that purtion of the highway within the finites of B=02/11/2/
and/or affecting the roads of Mona Town
(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,

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

and the roads which cross or connect with existing roads in $\frac{\text{Mona Town}}{\text{(City, County, etc.)}}$

NOW THEREFORE, it is agreed:

the												ighway p e roads (of	Mona To	own	
in	accord	dance	with	the	plan,	or a	is ma	y here	after	be	agreed	between		ity, Cou parties		

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

3. The State Road Commission will retain control and maintenance of the roads which are adopted or recommended for adoption by the Road Commission or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan.

Mona Town will assume control and maintenance of all other roads which are (City, County, etc.)

within its jurisdiction, and as marked on the plan upon notice from the Road Commission. Notification will be given by the Road Commission at the time maintenance responsibility is to be assumed by Mona Town (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.

AGREEMENT

		In accorda	nce with	Sections	27-12-27.	27-12-28,	27-12-29	and	27-12-102
of	the	Utah Code Ann	notated 19	53 as am	ended.				

THIS AGREEMENT, made and entered into this 30th day of June

19 75 , by and between the State Road Commission of Utah, hereinafter called the

"Road Commission" and the Authorized Officials of Juab County hereinafter

called " Juab County ." (City, County, etc.)

WITNESSETH:

WHEREAS, the Road Commission proposes the construction of a highway between North Nephi and Utah County Line known as Project No. I-15-5(3)228 & and has prepared a plan showing that portion of the highway within the limits of S-0274(2) and/or affecting the roads of $\frac{Juab\ County}{(City,\ County,\ etc.)}$

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 $\frac{Ju_ab\ County}{(City,\ County,\ etc.)}$

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 Road Commission, in the construction of the highway project, will at the expense of the Road Commission, make the changes in the roads of Juab County (City, County, etc.) in accordance with the plan, or as may hereafter be agreed between the parties hereto.
- 2. Juab County agrees and consents to the construction of the proposed (City, County, etc.)
 highway project with the access and frontage roads and crossings of and connections with Juab County roads as shown on the plan; also, to the closing, relocation, (City, County, etc.)
 abandonment, or transfer of the roads as shown by the special markings on the plan.
- 3. The State Road Commission will retain control and maintenance of the roads which are adopted or recommended for adoption by the Road Commission or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan.

 Juab County will assume control and maintenance of all other roads which are (City, County, etc.)

 Within its jurisdiction, and as marked on the plan upon notice from the Road Commission. Notification will be given by the Road Commission at the time maintenance responsibility is to be assumed by Juab County (City, County, etc.)
- This agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary in the public interest.

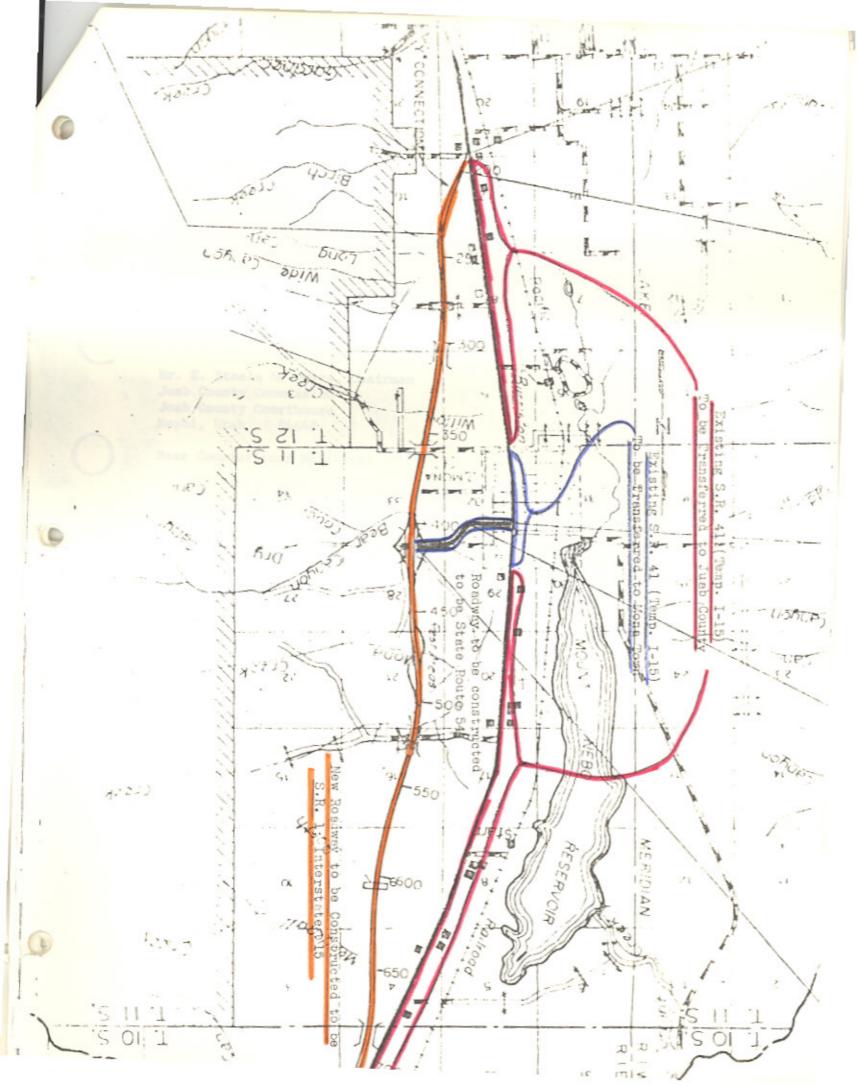
IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized officers on the day and year listed above.

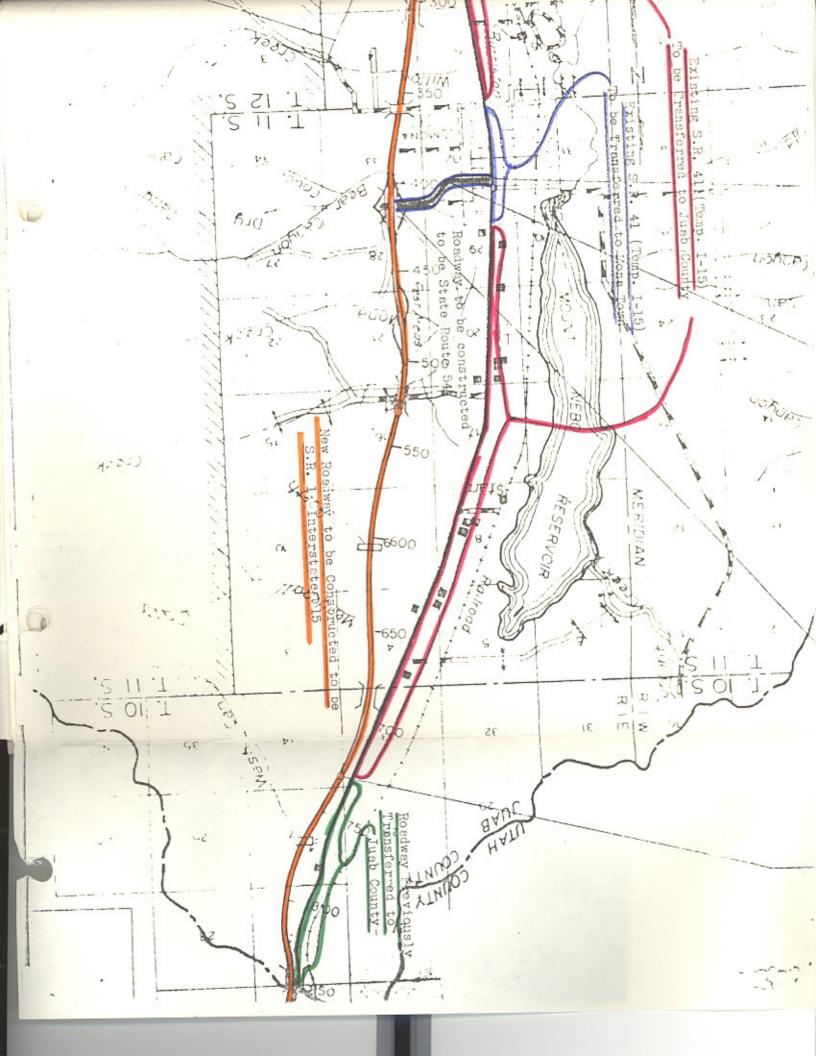
County of ______, State of Utah

STATE ROAD COMMISSION OF UTAH

and/or affecting the roads of Juab 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 Just 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 Road Commission, in the construction of the highway project, will at the expense of the Road Commission, make the changes in the roads of Juab County (City, County, etc.) in accordance with the plan, or as may hereafter be agreed between the parties hereto. Guab County agrees and consents to the construction of the proposed (City, County, etc.) highway project with the access and frontage roads and crossings of and connections Juab County roads as shown on the plan; also, to the closing, relocation, City, County, etc.) abandonment, or transfer of the roads as shown by the special markings on the plan. The State Road Commission will retain control and maintenance of the roads which are adopted or recommended for adoption by the Road Commission or by the Utah State Legislature as a part of the State Highway System and are so marked on the plan. Juab County will assume control and maintenance of all other roads which are (City, County, etc.) within its jurisdiction, and as marked on the plan upon notice from the Road Commission. Notification will be given by the Road Commission at the time maintenance responsibility is to be assumed by Juab 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, State of Utah	STATE ROAD COMMISSION OF UTAH
By State Mistry Chairman of Board of Co. Commissioners	By Director of Highways
ATTEST County Clerk	ATTEST Ancel a July Secretary to the Road Commission
By Mayor or Town President	
ATTEST City or Town Clerk	





UTAH STATE DEPARTMENT OF HIGHWAYS

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

· Same letter sent to: Mr. Don F. Newton, Town President, Mona City

Information sent to: Edwin E. Lovelace, District #6 Engineer

Jerry Fenn
Ralph Murdock
Dean Steed
Robert Wheadon
Keith Rosevear
Robert Walsh
Lillian Witkowski

Clarence Stephens
Evelyn Crill
W. J. Stephenson
J. Q. Adair
David L. Kennison
Robin Hood

e, District #6 Engineer
Ellen Wandell Charles Bertolina
Harold Brown Jim West
Ray Behling Don Jensen
Bonnie Garcia Clarence Bywater
John W. Homer Ken Riddle
Jo Ann Slough Ezra Christensen

October 8, 1975

Mr. E. Steele McIntyre, Chairman Juab County Commission Juab County Courthouse Nephi, Utah 84648

Dear Commissioner McIntyre:

Subject: Transfer of a Portion of State Route 41 to Juab County and Mona City

Effective September 12, 1975, the Utah Transportation Commission approved the transfer of the deleted portion of State Route 41 to the jurisdiction of Mona City and Juab County as described in the enclosed resolution.

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

Very truly yours,

L. R. Jester Engineer for Transportation Planning

Enclosure

RESOLUTION

Relinquishment of State Constructed Frontage and Access Roads

WHEREAS, the completion of Projects I-15-2(6)71 and S-0387(4) has resulted in the construction of frontage and access roads between Summit and Paragonah, in Iron County, 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. A. E. Mansour, District #5
Engineer, and concurred in by the Parowan City Commission and the Iron County
Commission that these frontage and access roads be relinquished and conveyed
to their respective jurisdiction, and

NOW THEREFORE, be it resolved as follows:

That the Utah State Road Commission relinquishes and conveys the frontage and access roads indicated on the attached map to Iron County and Parowan City for use as public highways,

That these transfers are subject to the following conditions:

- a. That Iron County or Parowan City 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 Federalaid Highway, the facilities will revert to the State Road Commission without
 cost.

That the letters from Iron County and Parowan City relating their concurrence in the roads to be transferred to their respective jurisdiction be hereby incorporated as a part of this submission,

That the map showing the roadways to be relinquished are hereby incorporated as a part of this submission, RESOLUTION Relinquishment of State Constructed Frontage and Access Roads Iron County Page 2

That by this action Iron County "B" mileage will increase 8.04 + miles, and Parowan City "C" mileage will increase 0.20 + - miles,

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 the requirements of Volume 6, Chapter 1, Section 1 Sub-Section 8 of the Federal-and Highway Program Manual. day of truckey -STATE ROAD COMMISSION OF UTAH Vice-Chairman Commissioner Commissioner

ATTEST:

R-234

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: January 16, 1975

TO 08-49.23 : George W. Bohn, Division Engineer Federal Highway Administration

FROM

: L. R. Jester, P.E.

07-S

Chief, Systems Planning Division

SUBJECT: Transfer of Frontage and Access Roads in Iron County

On January 10, 1975, the Utah State Road Commission adopted a resolution proposing that the frontage and access roads constructed as a part of Projects I-15-2(6)71 and S-0387(4) in Iron County and Parowan City ! relinquished and conveyed to the jurisdiction of Iron County and Parowan City respectively.

In accordance with Volume 6, Chapter 1, Section 1, Subsection 8 of the Federal-Aid Highway Program Manual, we hereby request your concurrence in the transfer of these frontage and access roads to the jurisdiction of Iron County and Parovan City.

Transmitted herewith are the requested number of resolutions and maps.

Transmittal.

LRJ:BDB:WDMears:bt

BOH.

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION Utah Division Salt Lake City, Utah

DATE: January 27, 1975 I

SUBJECT: Relinquishment of Frontage and Access Roads

In reply refer to: 08-49-23

FROM : George W. Bohn, P.E. Division Engineer

TO Mr. Blaine J. Kay, P.E. Director of Highways Salt Lake City, Utah

eorge W. Bohn

Attachment

Reference is made to Mr. L. R. Jester's January 16, 1975, memorandum requesting relinquishment of frontage and access roads constructed as part of Projects I-15-2(6)71 and S-0387(4).

This office has reviewed the request and concurs in the relinquishment of the roads to Iron County and the City of Parowan. The letters from the local governmental agencies involved and the resolution of the Utah State Road Commission, which sets forth the conditions of the relinquishment, are accepted as evidence for meeting the requirements of Volume 6, Chapter 1, Section 1, Subsection 8 of the Federal-Aid Highway Program Manual.

A copy of the map containing the endorsement of this office is attached for your records.

FICEIVED

Utah State Department of Hiwavs Transportation Section

AM

DM 7,8,9,1,1,12,1,2,3,4,5,6

COOK OF LETTER RETAINED IN CENTRAL FILES. RETURN MIGNAL TO CENTRAL FILES AFTER ACTION HAS BUEN COMPLETED.

ACTION INITIAL ROUTED TO Lealer R-Return to Sender I-Information S-Signature C-Comment P-Prepara Reply for A-Appreval my Signature N-Necessary Action

Dalm Resoldina & Hong Roads

Parowan City Corperation PAROWAN, UTAH

MEMDALL O. COLD. Never
 MEMDALL O. COLD. Never
 MEMDALL O. COLD.
 MEMDALL O. COLD.

· EASE BUSIN

. RICHARD T. HARRIS

. GALE STOLE Councilmen

DENNIS A. LOWDEN, Recording
 WANDA H. PLUSON, Tricerors
 ORVILLE NO. L. Alternay
 GARY ADAMUCK

. RICHARD C. EVARS

Polico :078

· EARL SMITH

Justice of the Peace

November 15, 1974

Utah State Department of Highways P.O. Box 1009 Cedar City, Utah 81,720

Alex E. Mansour, P.E. District Fngineer

Gentlemen:

Parcwan City Corporation recommends that 200 South Street in Parcuan, from the west City Limits easterly to Main Street, be placed on the State Highway System and that all of old U.S. 91 from 200 South Street southerly to the City Limits be made a part of the City Street System. The City also recommends that the westerly extension of 400 North Street in the vicinity of I-15 be placed on the City Street System. The "C" mileage should be adjusted in accordance with the revisions.

Yours truly,

Kendall O. Gurr, Mayor Parowan City Corporation SERVICE ON ERE

CHAIRMAN

OLEN HALTELLIAN

CLAIR HULET CLEEK & AUDITOR Fran County

PAROWAN, UTAH 84761

TOTALULTA

H. DES WHITE RESESSA

JOAN W. WASTEN

IRA SCHOPHNAM CHERIFF

HANS C. CHAIRMESLAIN

December 2, 1974

Mr. Alex Manseur, District Engineer Utah State Highway Department North Main Cedar City, Utah 84720

This to confirm an oral committment recently made to you, wherein we agreed to have added to the Iron County Road System those roads identified in red on the attached exhibit, Schedule 'A,' which roads are no longer necessary to the State system in Iron County, due to the construction of Interstate 15.

Trusting this will complete your record in the matter, we are,

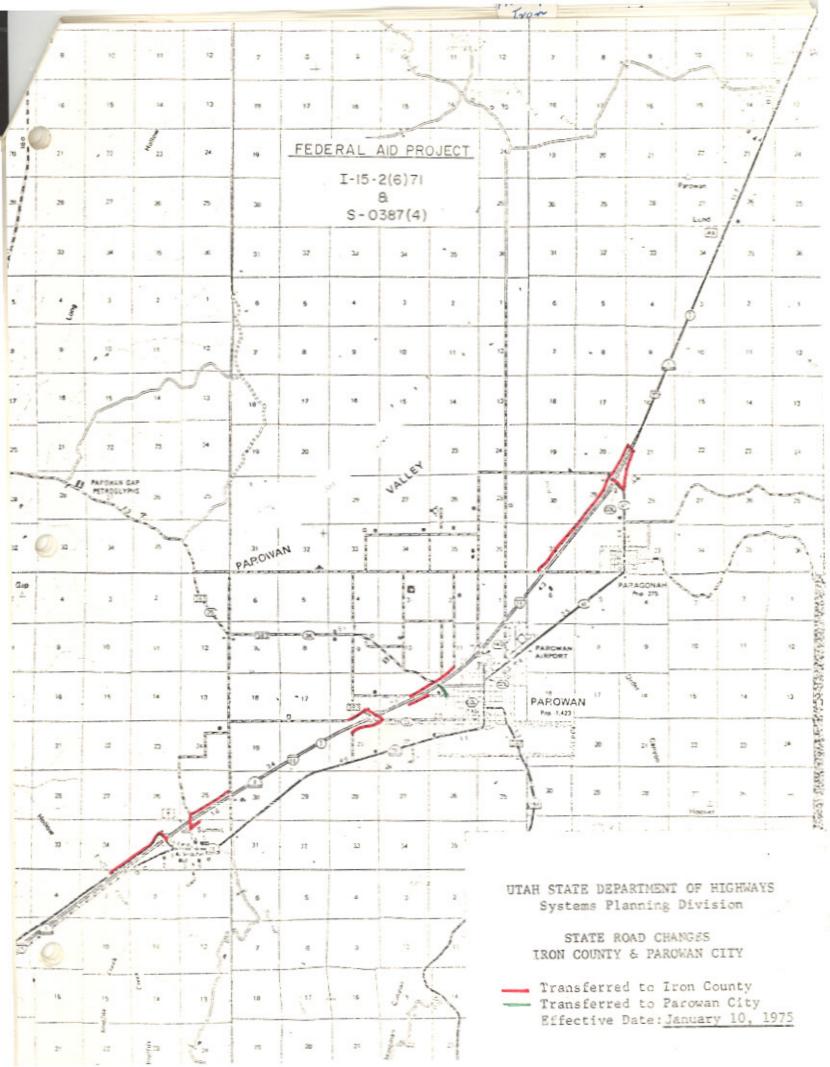
Very truly yours,

BOARD OF IRON COUNTY COMMISSIONERS

Cler

CH:ch





Frontage Trans

UTAH STATE DEPARTMENT OF HIGHWAYS

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

Same letter sent to: Mayor Kendall O. Gurr, Parowan City, Utah

Information sent to: Alex E. Mansour, District #5 Engineer

Jerry Fenn Ralph Murdock Dean Steed Robert Weadon Keith Rosevear Robert Walsh Lillian Witkowski Clarence Stephens
Evelyn Crill
W. J. Stephenson
Sheldon McConkie
David L. Kennison
Robin Hood

Ellen Wandell
Harold Brown
Ray Behling
Bonnie Garcia
John W. Homer
Chauncey Powis

Charles Bertolina Jim West Don Jensen Clarence Bywater Ken Riddle Jo Ann Slaugh Ezra Christensen

January 30, 1975

The Honorable G. D. MacDonald Chairman, Iron County Commission Iron County Courthouse Parowan, Utah 84761

Dear Commissioner MacDonald:

Subject: Transfer of Frontage and Access Roads in Iron County

On January 27, 1975, the Federal Highway Administration concurred in the transfer of the frontage and access roads created by the construction of Projects I-15-2(6)71 and S-0387(4) between Summit and Paragonah in Iron County to the jurisdiction of Iron County and Parowan City as described in the attached resolution.

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

Very truly yours,

L. R. Jester, P.E. Chief, Systems Planning Div.

Enclosure

RESOLUTION

Relinquishment of State Constructed Frontage and Access Roads

WHEREAS, the construction of Project I-15-2(2)98 will result in the construction of frontage and access roads between fremont Wash and the Beaver County line, in Iron County, 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. A. E. Mansour, District #5 Director, and concurred in by the Iron County Commission that these frontage and access roads will be relinquished and conveyed to their jurisdiction, and

WHEREAS, the Agreement pertaining to the disposition of the subject frontage and access roads has been duly executed.

NOW THEREFORE, be it resolved as follows:

That the Utah Department of Transportation will relinquish and convey the frontage and access roads indicated on the map sheet attached to the Agreement in accordance with the conditions outlined in the Agreement,

That the Agreement be hereby incorporated as a part of this submission. That by this action Iron County "B" mileage will increase 3.1 + miles,

That this resolution becomes effective upon concurrence by the Federal Highway Administration in the aforementioned relinquishment and conveyance of roads in accordance with the requirements of Volume 6, Chapter 1, Section 1, Sub-Section 8 of the Federal-aid Highway Program Manual.

23ch Dated this day of UTAH TRANSPORTATION COMMISSION

RESOLUTION
Relinquishment of State Constructed Frontage and Access Roads
Iron County
Page 2

Vice-Chairman
Vice-Chairman
Commissioner

Samuel Court

Commissioner

ATTEST:

Secretary

SUBJECT:

UNITED STATES GOVERNMENT

Memorandum

RECEIVED

1976 FEB 25 #1 10: 10

Relinquishment of Frontage and Access Roads -

Millard, Iron and Beaver Counties T. be minister and Atlon

CENTRAL FILES

FROM : Planning and Research Engineer Salt Lake City, Utah 84147

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

> Reference is made to Mr. L. R. Jester's January 28, 1976, memorandum on the above subject. The roads involved are being constructed as part of Projects I-15-4(9)180, I-15-4(11)168, I-15-2(2)98 and I-15-3(2)101.

This office has reviewed your request and concurs in the relinquishment of the roads to the counties involved. The resolutions of the Utah Transportation Commission and the agreements with the counties involved are accepted as evidence for meeting the requirements of FHPM 6-1-1-8.

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

BEEN COMPLETED

Actosas , Atlant

RECEIVED Utan State Consertional of Transportation Transportation statistic Division

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

Utah Division

08-49.23

DATE:

In reply

February 24, 1976

FEB 2 6 1976

AM7,8,9,16,11,12,1,2,3,4,5,6

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: January 28, 1976

TO 08-49.23 : George W. Bohn, Division Engineer Federal Highway Administration

FROM

: L. R. Jester, P.E.

07-S

Engineer for Transportation Planning

SUBJECT: Transfer of Frontage and Access Roads in Millard, Iron and Beaver Counties

On January 23, 1976, the Utah Transportation Commission adopted resolutions proposing that the frontage and access roads constructed as part of Projects I-15-4(9)180, I-15-4(11)168, I-15-2(2)98 and I-15-3(2)101 in Millard, Beaver and Iron Counties be relinquished and conveyed to the jurisdiction of the respective counties.

In accordance with Volume 6, Chapter 1, Section 1, Subsection 8 of the Federal-Aid Highway Program Manual, we hereby request your concurrence in the transfer of these frontage and access roads to the jurisdiction of the respective counties.

Transmitted herewith are the requested number of resolutions and maps.

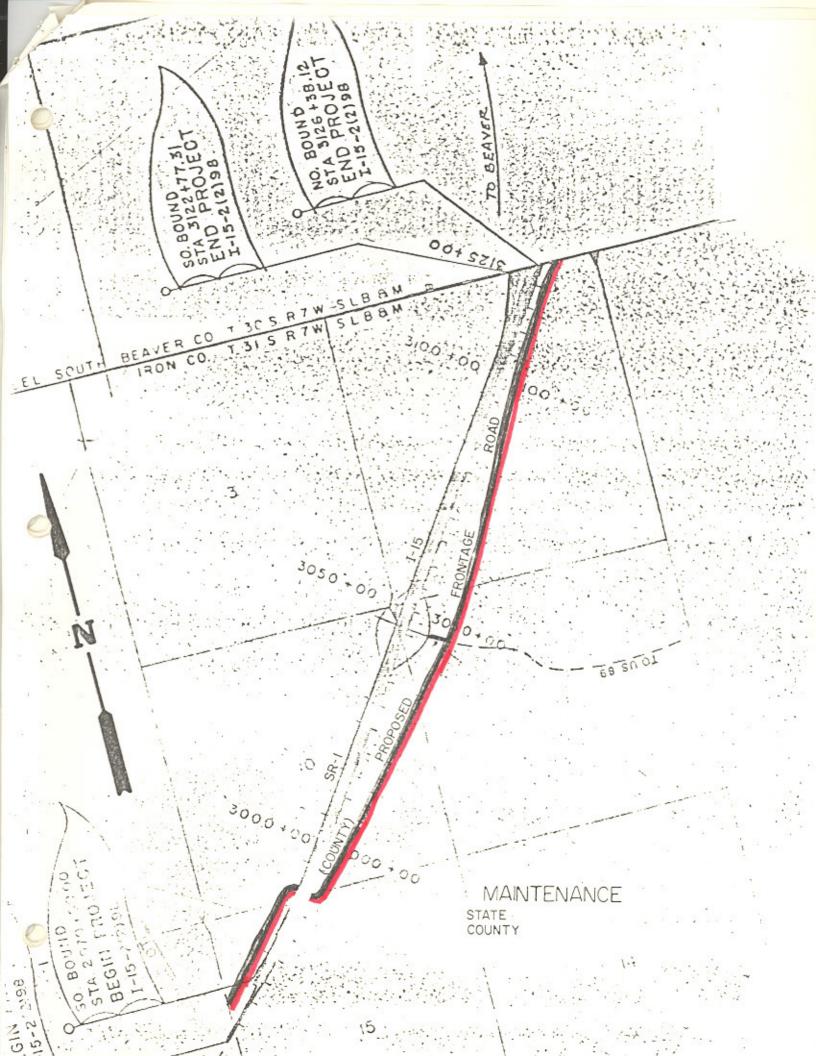
Transmittal

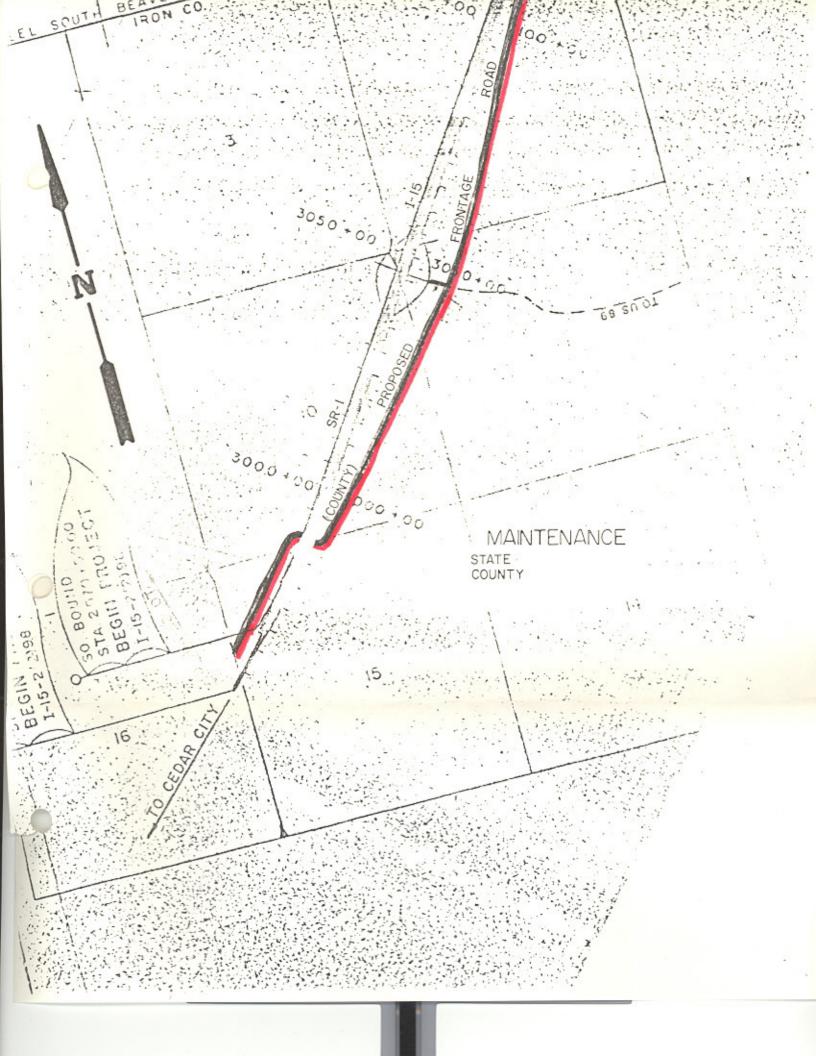
LRJ:BDB:WDMears:bt

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.
THIS AGREEMENT, made and entered into this day of
WITNESSETH:
WHEREAS, the Department proposes the construction of a highway between $\frac{\text{Fremont Wash}}{\text{as Project No.}} \frac{\text{and the Beaver County Line}}{\text{1-15-2(2)98}}, \text{ and has prepared a plan showing that portion of the highway within the limits of and/or affecting the roads of \frac{\text{the County}}{\text{(City, County, etc.)}}.$
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 $\frac{\text{the County}}{\text{(City, County, etc.)}}$
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:
l. The Department, in the construction of the highway project, will at the expense of the Department, 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 agrees and consents to the construction of the proposed (City, County, etc.)
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

	of the highway within the limits of and/or affecting the roads of the County.						
	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 Department, in the construction of the highway project, will at the expense of the Department, 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 agrees and consents to the construction of the proposed (City, County, etc.) 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, (City, County, etc.) 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 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 Department. Notification will be given by the Department 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 Iron , State of Utah UTAH DEPARTMENT OF TRANSPORTATION						
	Chairman of Board of Co. Commissioners By Flexible Affect Director of Department of Transportation						
	ATTEST TO DE COUNTY CHERK County Cherk Secretary Secretary						
	Mayor or Town President						
	ATTESTClark						
	City or Town Clerk						





UTAH STATE DEPARTMENT OF HIGHWAYS

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

Information sent to: Alex Mansour, District #5 Director

Jerry Fenn Ralph Murdock Dennis Spackman Robert Wheadon Keith Rosevear Robert Walsh

Clarence Stephens Marian Hunt W. J. Stephenson J. Q. Adair David L. Kennison Robin Hood Lillian Witkowski Steve Lawson

Ellen Wandell Harold Brown Ray Behling Bonnie Garcia John W. Homer Jo Ann Slaugh

Charles Bertolina Jim West Don Jensen Clarence Bywater Ken Riddle Ezra Christensen

March 10, 1976

Mr. G. D. MacDonald, Chairman Iron County Commission Iron County Courthouse Parowan, Utah 84761

Dear Commissioner MacDonald:

Subject: Transfer of State Constructed Frontage Roads in Iron County

On February 24, 1976, the Federal Highway Administration concurred in the transfer to local jurisdiction those frontage roads in Iron County created by the construction of Project I-15-2(2)98 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

RESOLUTION

Relinquishment of State Constructed Frontage and Access Roads

WHEREAS, the construction of Project I-15-2(2)98 will result in the construction of frontage and access roads between fremont Wash and the Beaver County line, in Iron County, 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. A. E. Mansour, District #5 Director, and concurred in by the Iron County Commission that these frontage and access roads will be relinquished and conveyed to their jurisdiction, and

WHEREAS, the Agreement pertaining to the disposition of the subject frontage and access roads has been duly executed.

NOW THEREFORE, be it resolved as follows:

That the Utah Department of Transportation will relinquish and convey the frontage and access roads indicated on the map sheet attached to the Agreement in accordance with the conditions outlined in the Agreement,

That the Agreement be hereby incorporated as a part of this submission. That by this action Iron County "B" mileage will increase 3.1 + miles,

That this resolution becomes effective upon concurrence by the Federal Highway Administration in the aforementioned relinquishment and conveyance of roads in accordance with the requirements of Volume 6, Chapter 1, Section 1, Sub-Section 8 of the Federal-aid Highway Program Manual.

23ch Dated this day of UTAH TRANSPORTATION COMMISSION

RESOLUTION
Relinquishment of State Constructed Frontage and Access Roads
Iron County
Page 2

Vice-Chairman

Commissioner

January Buglo

Commissioner

ATTEST:

Secretary

SUBJECT:

UNITED STATES GOVERNMENT

Memorandum

RECEIVED

1976 FEB 25 #1 10: 10

Relinquishment of Frontage and Access Roads -

Millard, Iron and Beaver Counties T. be minister and Atlon

CENTRAL FILES

FROM : Planning and Research Engineer Salt Lake City, Utah 84147

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

> Reference is made to Mr. L. R. Jester's January 28, 1976, memorandum on the above subject. The roads involved are being constructed as part of Projects I-15-4(9)180, I-15-4(11)168, I-15-2(2)98 and I-15-3(2)101.

This office has reviewed your request and concurs in the relinquishment of the roads to the counties involved. The resolutions of the Utah Transportation Commission and the agreements with the counties involved are accepted as evidence for meeting the requirements of FHPM 6-1-1-8.

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

BEEN COMPLETED

Actosas , Atlant

RECEIVED Utan State Connectional of Transportation Transportation statistic Division

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

Utah Division

08-49.23

DATE:

In reply

February 24, 1976

FEB 2 6 1976

AM7,8,9,16,11,12,1,2,3,4,5,6

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: January 28, 1976

TO 08-49.23 : George W. Bohn, Division Engineer Federal Highway Administration

FROM

: L. R. Jester, P.E.

07-S

Engineer for Transportation Planning

SUBJECT: Transfer of Frontage and Access Roads in Millard, Iron and Beaver Counties

On January 23, 1976, the Utah Transportation Commission adopted resolutions proposing that the frontage and access roads constructed as part of Projects I-15-4(9)180, I-15-4(11)168, I-15-2(2)98 and I-15-3(2)101 in Millard, Beaver and Iron Counties be relinquished and conveyed to the jurisdiction of the respective counties.

In accordance with Volume 6, Chapter 1, Section 1, Subsection 8 of the Federal-Aid Highway Program Manual, we hereby request your concurrence in the transfer of these frontage and access roads to the jurisdiction of the respective counties.

Transmitted herewith are the requested number of resolutions and maps.

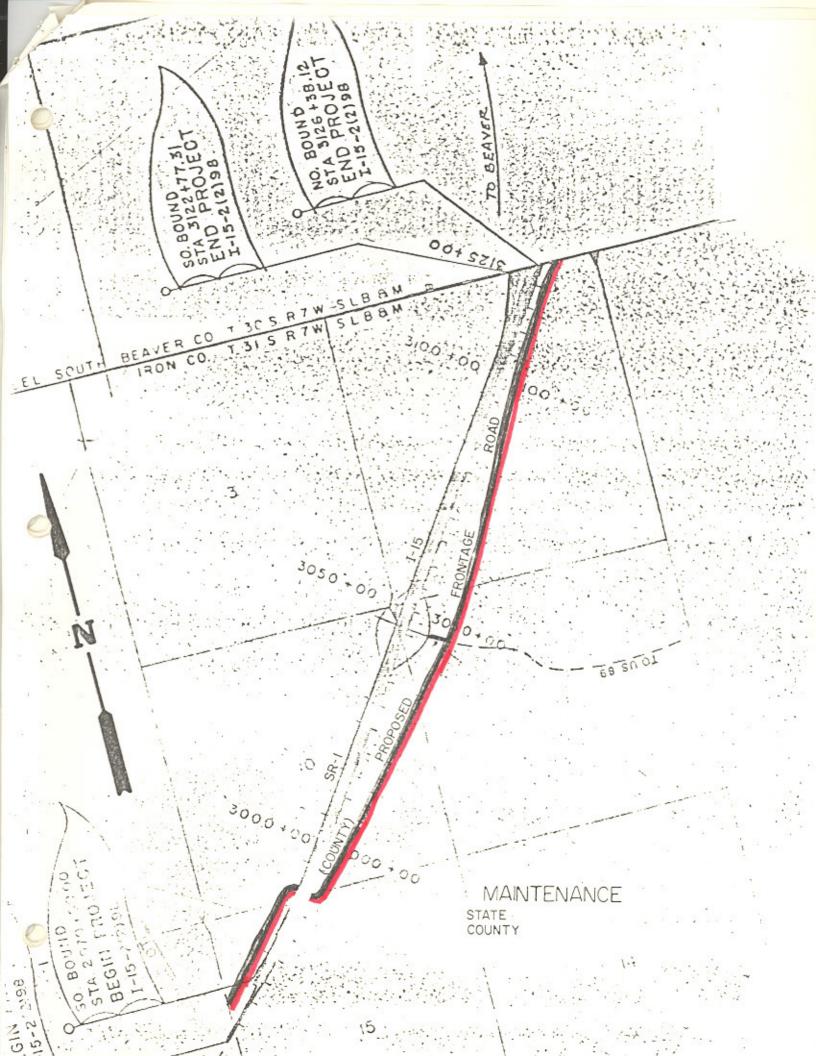
Transmittal

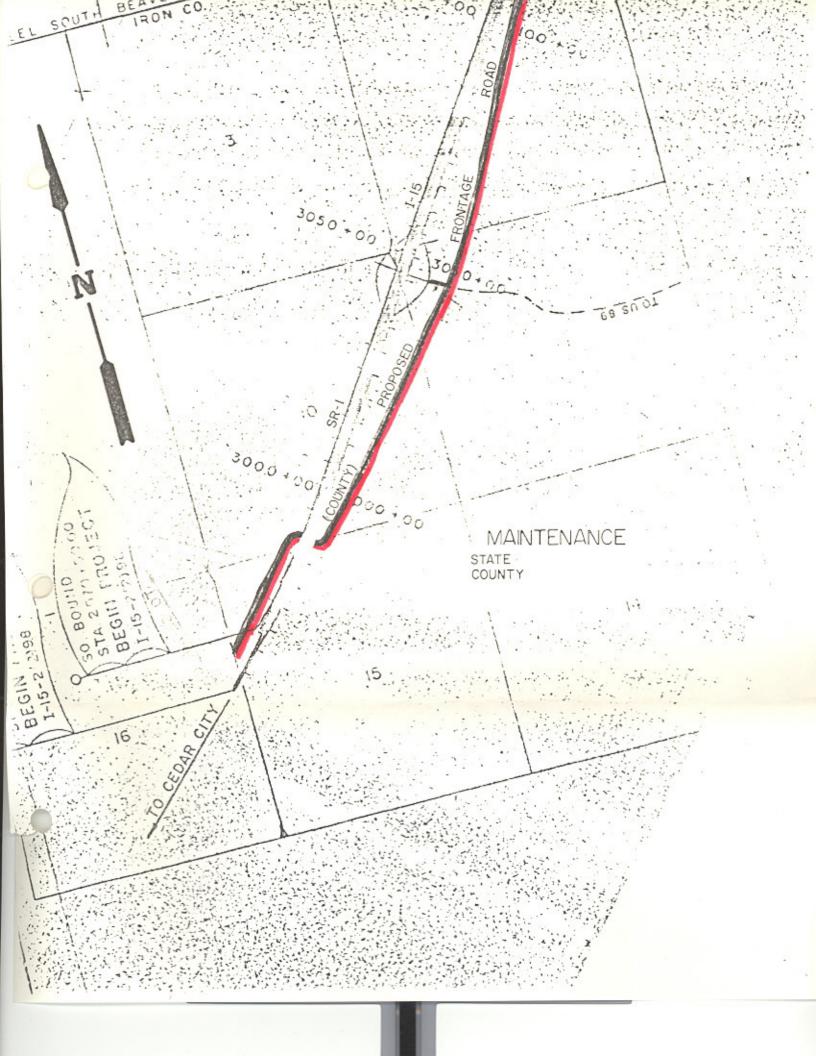
LRJ:BDB:WDMears:bt

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.
THIS AGREEMENT, made and entered into this day of
WITNESSETH:
WHEREAS, the Department proposes the construction of a highway between $\frac{\text{Fremont Wash}}{\text{as Project No.}} \frac{\text{and the Beaver County Line}}{\text{1-15-2(2)98}}, \text{ and has prepared a plan showing that portion of the highway within the limits of and/or affecting the roads of \frac{\text{the County}}{\text{(City, County, etc.)}}.$
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 $\frac{\text{the County}}{\text{(City, County, etc.)}}$
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:
l. The Department, in the construction of the highway project, will at the expense of the Department, 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 agrees and consents to the construction of the proposed (City, County, etc.)
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

	of the highway within the limits of and/or affecting the roads of the County.						
	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 Department, in the construction of the highway project, will at the expense of the Department, 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 agrees and consents to the construction of the proposed (City, County, etc.) 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, (City, County, etc.) 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 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 Department. Notification will be given by the Department 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 Iron , State of Utah UTAH DEPARTMENT OF TRANSPORTATION						
	Chairman of Board of Co. Commissioners By Flexible Affect Director of Department of Transportation						
	ATTEST TO DE COUNTY CHERK County Cherk Secretary Secretary						
	Mayor or Town President						
	ATTESTClark						
	City or Town Clerk						





UTAH STATE DEPARTMENT OF HIGHWAYS

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

Information sent to: Alex Mansour, District #5 Director

Jerry Fenn Ralph Murdock Dennis Spackman Robert Wheadon Keith Rosevear Robert Walsh

Clarence Stephens Marian Hunt W. J. Stephenson J. Q. Adair David L. Kennison Robin Hood Lillian Witkowski Steve Lawson

Ellen Wandell Harold Brown Ray Behling Bonnie Garcia John W. Homer Jo Ann Slaugh

Charles Bertolina Jim West Don Jensen Clarence Bywater Ken Riddle Ezra Christensen

March 10, 1976

Mr. G. D. MacDonald, Chairman Iron County Commission Iron County Courthouse Parowan, Utah 84761

Dear Commissioner MacDonald:

Subject: Transfer of State Constructed Frontage Roads in Iron County

On February 24, 1976, the Federal Highway Administration concurred in the transfer to local jurisdiction those frontage roads in Iron County created by the construction of Project I-15-2(2)98 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



RESOLUTION

Relinquishment of State Constructed Frontage Roads



WHEREAS, the construction of Project I-15-3(2)101 will result in the construction of frontage roads between the Iron County line and south of Beaver in Beaver County, and

WHEREAS, the constructed frontage 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. A. E. Mansour, District #5

Director, and concurred in by the Beaver County Commission that these frontage

roads will be relinquished and conveyed to their jurisdiction, and

WHEREAS, the Agreements pertaining to the disposition of the subject frontage roads has been duly executed.

NOW THEREFORE, be it resolved as follows:

That the Utah Department of Transportation will relinquish and convey the frontage roads indicated on the map sheet attached to the Agreements in accordance with the conditions outlined in the Agreement,

That the Agreement be hereby incorporated as a part of this submission,

That by this action Beaver County "B" mileage will increase 4.4 +
miles,

UTAH TRANSPORTATION COMMISSION

Chairman

RESOLUTION
Relinquishment of State Constructed Frontage Roads
Beaver County
Page 2

Vice-Chairman
Commissioner

Samuel Pagh

Commissioner

ATTEST:

Secretary

UNITED STATES GOVERNMENT

Memorandum

RECEIVED

FEDERAL HIGHWAY ADMINISTRATION

Utah Division

DEPARTMENT OF TRANSPORTATION

1976 FEB 25 #1 10: 10

February 24, 1976 DATE:

Relinquishment of Frontage and Access Roads -SUBJECT: Millard, Iron and Beaver Counties HAR

In reply 08 - 49.23refer to:

CENTRAL FILES

FROM : Planning and Research Engineer Salt Lake City, Utah 84147

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

Reference is made to Mr. L. R. Jester's January 28, 1976, memorandum on the above subject. The roads involved are being constructed as part of Projects I-15-4(9)180, I-15-4(11)168, I-15-2(2)98 and I-15-3(2)101.

This office has reviewed your request and concurs in the relinquishment of the roads to the counties involved. The resolutions of the Utah Transportation Commission and the agreements with the counties involved are accepted as evidence for meeting the requirements of FHPM 6-1-1-8.

AM

COPY OF LETTER RETAINED IN CENTRAL FILES RETURN THIS UNIGINAL TO CENTHAL FILES AFTER ACTION HAS

BEEN COMPLETED

N Attendary Silver

RECEIVED Utah State Department of Transportation Transportation (Tanning Division

FEB /2 6 1976

PM

7,8,9,6,11,12,1,2,3,4,5,6

R-234

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: January 28, 1976

TO 08-49.23 : George W. Bohn, Division Engineer Federal Highway Administration

FROM

: L. R. Jester, P.E.

07-S

Engineer for Transportation Planning

SUBJECT: Transfer of Frontage and Access Roads in Millard, Iron and Beaver Counties

On January 23, 1976, the Utah Transportation Commission adopted resolutions proposing that the frontage and access roads constructed as part of Projects I-15-4(9)180, I-15-4(11)168, I-15-2(2)98 and I-15-3(2)101 in Millard, Beaver and Iron Counties be relinquished and conveyed to the jurisdiction of the respective counties.

In accordance with Volume 6, Chapter 1, Section 1, Subsection 8 of the Federal-Aid Highway Program Manual, we hereby request your concurrence in the transfer of these frontage and access roads to the jurisdiction of the respective counties.

Transmitted herewith are the requested number of resolutions and maps.

Transmittal

LRJ:BDB:WDMears:bt

R-151 Rev. 7-15-75

Project No. I-15-3(2)101

AGREEMENT

		In	acco	ordance	with	Secti	ons	27-12-27,	27-12-28,	27-12-29	and	27-12-102
of	the	Utah	Code	Annotat	ted 19	953 as	ame	ended.				

WITNESSETH:

WHEREAS, the Department proposes the construction of a highway between the Iron County Line and South Beaver known as Project No. $\underline{\text{I-15-3(2)101}}$, 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 _______. (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:

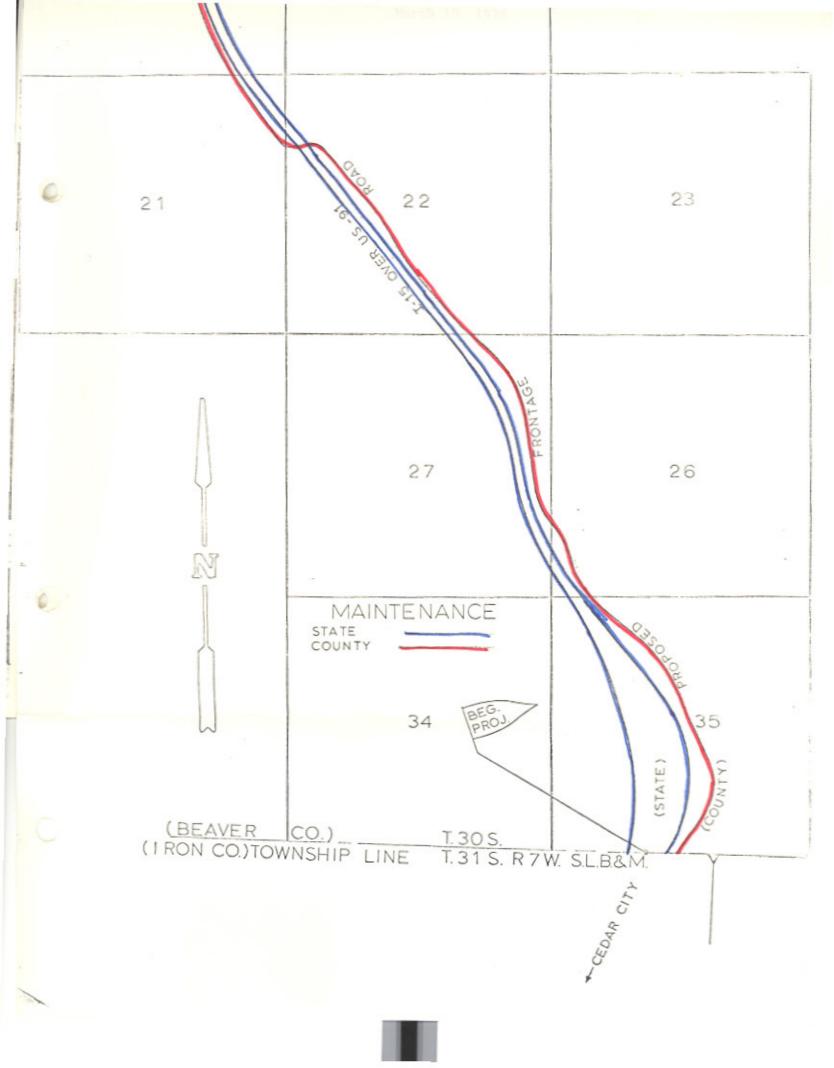
- l. The Department, in the construction of the highway project, will at the expense of the Department, make the changes in the roads of $\frac{\text{the County}}{\text{(City, County, etc.)}}$ in accordance with the plan, or as may hereafter be agreed between the parties hereto.
- 2. The County agrees and consents to the construction of the proposed (City, County, etc.) highway project with the access and frontage roads and crossings of and connections with $\frac{\text{County}}{\text{(City, County, etc.)}}$ 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 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 Department. Notification will be given by the Department at the time maintenance responsibility is to be assumed by the County (City, County, etc.)
 - 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.

WHEREAS, the Department proposes the construction of a highway between the Iron County Line and South Beaver known as Project NoI_5_3(2)101, 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 (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 Department, in the construction of the highway project, will at the expense of the Department, 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.							
 The County agrees and consents to the construction of the proposed (City, County, etc.) 							
highway project with the access and frontage roads and crossings of and connections with roads as shown on the plan; also, to the closing, relocation, (City, County, etc.)							
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 a part of the State Highway System and are so marked on the plan							
(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 Department. Notification will be given by the Department 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 Beaver , State of Utah UTAH DEPARTMENT OF TRANSPORTATION							
By Fred B Houris Chairman of Board of Co. Commissioners By Form Houriston By Director of Department of Transportation							
ATTEST Michela R. Solvan ATTEST Arrest Tours Secretary							
Mayor or Town President							
ATTESTCity or Town Clerk							





UTAH STATE DEPARTMENT OF HIGHWAYS

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

Information sent to: Alex Mansour, District #5 Director

Jerry Fenn Ralph Murdock Dennis Spackman Robert Wheadon Keith Rosevear . Robert Walsh

Clarence Stephens Marian Hunt W. J. Stephenson J. O. Adair David L. Kennison Robin Hood Lillian Witkowski Steve Lawson

-Ellen Wandell Harold Brown Ray Behling Bonnie Garcia John W. Homer Jo Ann Slaugh

Charles Bertolina Jim West Don Jensen Clarence Bywater Ken Riddle Ezra Christensen-

March 10, 1976

Mr. Fred B. Harris, Chairman Beaver County Commission Beaver County Courthouse Beaver, Utah 84713

Dear Commissioner Harris:

Subject: Transfer of State Constructed Frontage Roads in Beaver County

On February 24, 1976, the Federal Highway Administration concurred in the transfer to local jurisdiction those frontage roads in Beaver County created by the construction of Project I-15-3(2)101 as described in the enclosed resolution.

Enclosed is a copy of the resolution and location map.

Very truly yours,

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

Enclosure

2

RESOLUTION

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 and by this action delete the designation of State Route 3 and redesignate present State Route 82 as State Route 126,

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

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 assignated 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 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 UtahIdaho 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 32 (Interstate Route 80N) west of Snowville. Then commencing

again at a junction with Route 82 (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 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 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 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 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 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 (Interstate Route 80N) 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 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

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 200 day of

UTAH TRANSPORTATION COMMISSION

ATTEST:

STATE ROUTES REQUIRING CHANGES IN ROUTE DESIGNATION SIGNING

Existing Designation	Nev	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.

2

UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

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: "r. "arvin E. Olema, M.S. Tant. of Soil Conservation "r. Calph Hodges, Utah Forms | Lines adjumy



AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

200121 N. HUNTER, President Chief Engineer Missouri State Highway Department



HENRIC L STATELLE, Facchise Director -444 N. Capitol States, 14 W., Salle 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

COPY OF FETTER RETAINED IN CENTRAL FILES RETURN THE SETTING CENTRAL FILES AFTER ACTION HAS BEEN TO VOLUME TO

Kay

7-14-77

June 2, 1977

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: I'm. Marvin C. Diene, T.S. Tour, of hell Tenteration to. Helph podecs, but for a 1 bit of payer,

1/1/2

RESOLUTION

Relinquishment of Access Roads on 5300 South Between I-15 and State-Street

WHEREAS, the Utah Department of Transportation has completed construction of 5300 South between Redwood Road and State Street in Murray, Utah, and

WHEREAS, Murray City agreed with the construction of the highway with the relocated City streets and access roads as shown by the attached sketch, and

WHEREAS, the Transportation Cormission has been granted authority by Sections 27-12-27, 27-12-28, 27-12-29 and 27-12-102 of the Utah Code Annotated 1953 as amended to change alignment of State Highways for greater highway safety or more economical highway operation and maintenance and to relinquish access roads which should be administered by local jurisdiction.

NOW THEREFORE, be it resolved that the relocated City streets, access roads and frontage roads marked "A", "B", "C", "F" and "K" on the attached sketch be relinquished to Murray City for control and maintenance, and

Be it resolved that Murray City "C" System mileage will increase 0.64 miles.

Dated this 17th day of UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

/Commissioner

Cormissioner

ATTEST:

Secretary

Commissioner(

December 5, 1978

The Honorable LaRell D. Muir Mayor of Murray City Murray City Offices 5461 South State Street Murray, Utah 84107

Dear Mayor Muir:

Subject: Transfer of Access Roads in Murray City

Effective November 17, 1978, the Utah Transportation Commission approved the transfer of those relocated city streets and access roads on 5300 South between SR-15 (I-15) and State Street as described in the enclosed resolution to the jurisdiction of Murray City.

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: Howard B. Leatham, Engineer for Planning & Programming Blaine J. Kay, District #2 Director

Information sent to:

Tree or Filling	exon oune co.		
Jerry Fenn	W. J. Stephenson	Martin Cutler	Charles Bertolina
Ralph Murdock	J. Q. Adair	Ray Behling	E. E. Lovelace
Dennis Spackman	James Naegle	Bonnie Garcia	Don Jensen
Robert Wheadon	Robin Hood	John W. Homer	Clarence Bywater
Keith Rosevear	Art Guerts	Ken Riddle	

RESOLUTION

Transfer of State Road to Box Elder County Project I-15-8(24)382

WHEREAS, Sections 27-28-28 and 27-12-29 of the Utah Code Annotated 1953, as amended, provides for the deletion of highways from the State System and the disposition of realigned highways, and

WHEREAS, the completion of Project I-15-8(24)382, Plymouth to the Idaho State Line necessitates a change in the State System, and

WHEREAS, at a March 11, 1980 meeting of the Box Elder County Commission and Transportation Planning personnel, the Class B System for Box Elder County was agreed to.

NOW, THEREFORE, be it resolved that a 0.24 mile section near the beginning of the recently completed I-15 project from Plymouth to the Idaho State Line, as shown in red on the accompanying map, and a 1.77 mile section from the Portage interchange to the Idaho State Line, also shown in red on the accompanying map, be designated as a part of the Box Elder County B System thereby increasing that system by a total of 2.01 miles, and

Be it resolved that the remaining portions of old US-191, as shown in blue on the accompanying map, will no longer serve as a public highway.

Dated this 6 day of

may

UTAH TRANSPORTATION COMMISSION

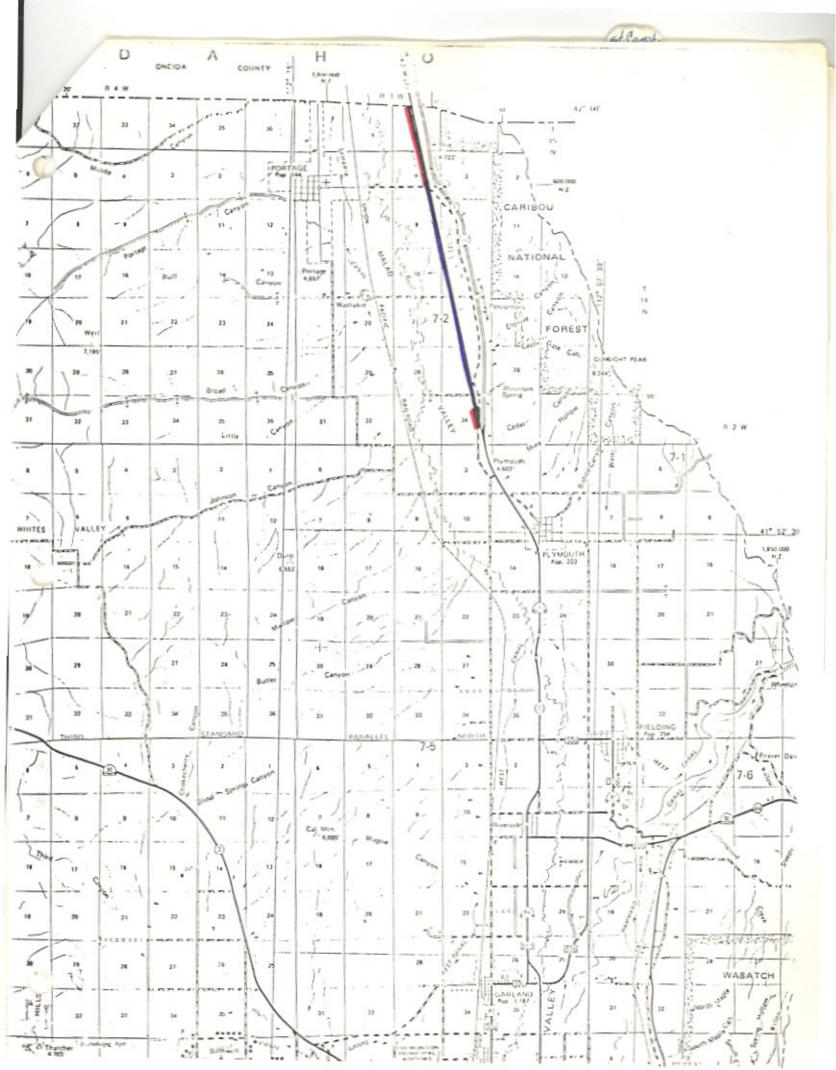
Chairman

Vice-Chairman

ATTEST:

Roser a. Malecker

Commissione



St. Const.

UTAH STATE DEPAREMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming James Deaton, District #1 Director

Jerry Fenn Darrus Middleton Gene Findlay Robert Wheadon Keith Rosevear W. J. Stephenson J. Q. Adair James Naegle Robin Hood Art Guerts Martin Cutler Ray Behling Bonnie Garcia Mark Musuris Ken Riddle

Richard Julio E. E. Lovelace Don Jensen Clarence Bywater Kent Lee

June 2, 1980

Mr. Don E. Chase, Chairman Box Elder County Commission Box Elder County Courthouse Brigham City, Utah 84302

Dear Commissioner Chase:

Subject: Transfer of State Road in Box Elder County

Effective May 16, 1980, the Utah Transportation Commission approved the transfer of portions of the old alignment of US-191 created by the construction of Project I-15-8(24)382 as described in the enclosed Resolution to the jurisdiction of Box Elder County.

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

Very truly yours,

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

Enclosure

WDM:RDent:bt

RESOLUTION

Frontage Road - 1-15-7(38)289 Sandy City Limits to 9400 South

WHEREAS, Sections 27-12-27, 27-12-28, 27-12-29 and 27-12-102 of the Utah Code Annotated 1953, as amended, authorizes the Utah Department of Transportation to recommend additions or deletions to the State Highway System and to vacate any highway by resolution to local authorites, and

WHEREAS, the Utah Department of Transportation constructed a frontage road associated with project I-15-7(38)289 along the east side of the freeway between Sandy City Limits and 9400 South, and

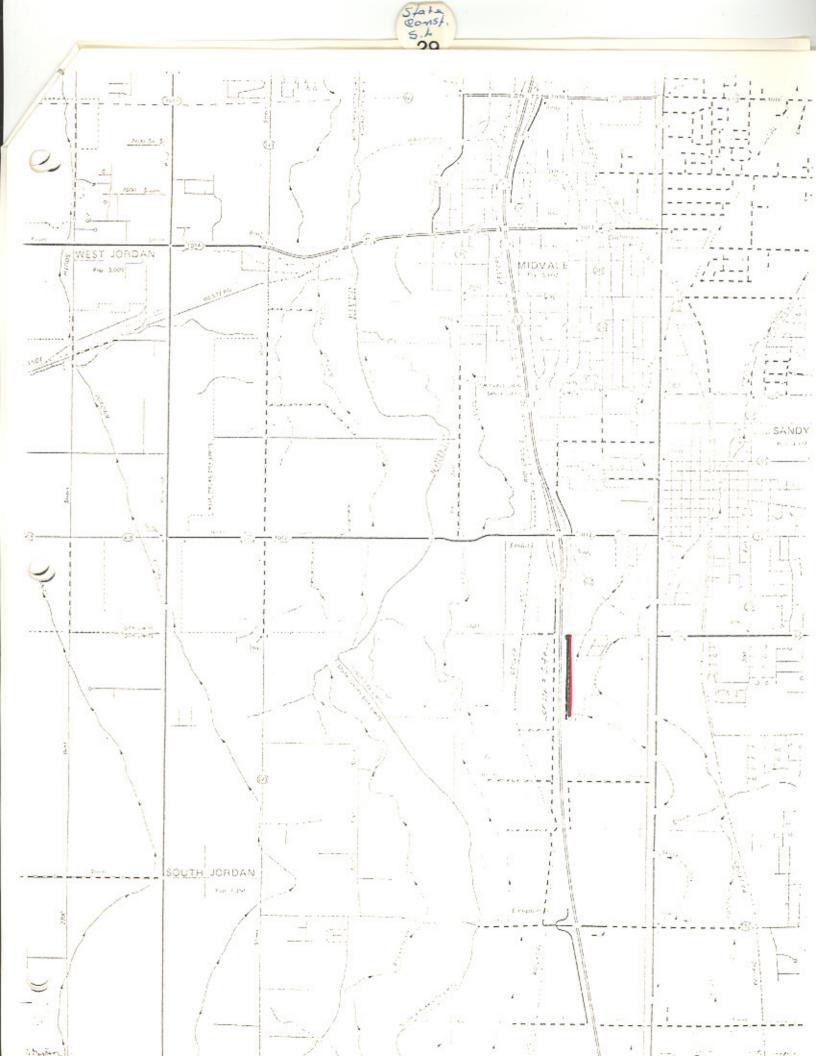
WHEREAS, Sandy City has agreed to maintain the frontage road by agreement dated December 4, 1979, and

WHEREAS, the District Two Director recommends that control and maintenance of the frontage road be transferred to the jurisdiction of Sandy City.

NOW, THEREFORE; be it resolved that the frontage road east of I-15 from Sandy City Limits north to 9400 South, a distance of 0.4 miles, be transferred to the jurisdiction of Sandy City who will assume all control and maintenance responsibilities, and

Be it resolved that by this action Sandy City's 'C' system mileage will increase 0.4 miles and that the accompanying map be a part of this resolution.

Commissioner



Const.

UTAH DEPARTMENT OF TRANSPORTATION

Letter sent to:

Mr. Philip L. Palmer, Sandy City Engineer

Howard B. Leatham, Engineer for Planning & Programming

Blaine J. Kay, District #2 Director

January 17, 1980

The Honorable W. Paul Thompson Mayor of Sandy City Sandy City Offices 800 East 100 North Sandy City, Utah 84070

Dear Mayor Thompson:

Subject: Transfer of Frontage Road in Sandy City

Effective January 11, 1980, the Utah Transportation Commission approved the transfer of the frontage road east of I-15 created by the construction of Project I-15-7(38)289 as described in the enclosed resolution to the jurisdiction of Sandy City.

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

Very truly yours,

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

Enclosure

WDM:RDent:bt

RESOLUTION

Relinquishment of State Constructed Frontage Roads

Iron County

WHEREAS, the construction of Projects I-15-2(25)81 and I-15-2(22)81 has resulted in the construction of frontage roads between the Paragonah Interchange and approximately 2.5 miles south of the Beaver County line, and

WHEREAS, the constructed frontage 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. C. Gene Sturzenegger, District #5 Director, that these frontage roads be relinquished and conveyed to the jurisdiction of Iron County.

NOW THEREFORE, be it resolved as follows:

That the Utah Department of Transportation will relinquish and convey the frontage roads indicated on the attached map sheet to the jurisdiction of Iron County for use as public roads subject to the following conditions:

- a. That Iron County may not abandon these roads as public roads without prior approval of the Utah Transportation 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 Highway, the facilities will revert to the Utah Transportation Commission without cost.

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

That by this action Iron County "B" mileage will increase 27.4 + miles,

That this resolution becomes effective upon concurrence by the Federal Highway Administration in the aforementioned relinquishment and conveyance of roads in accordance with the requirements of Volume 6, Chapter 1, Section 1, Sub-Section 8, of the Federal-aid Highway Program Manual.

Dated this 15th day of October , 1982

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

Frantage Rds

RESOLUTION
Relinquishment of State Constructed Frontage Roads
Iron County
Page 2

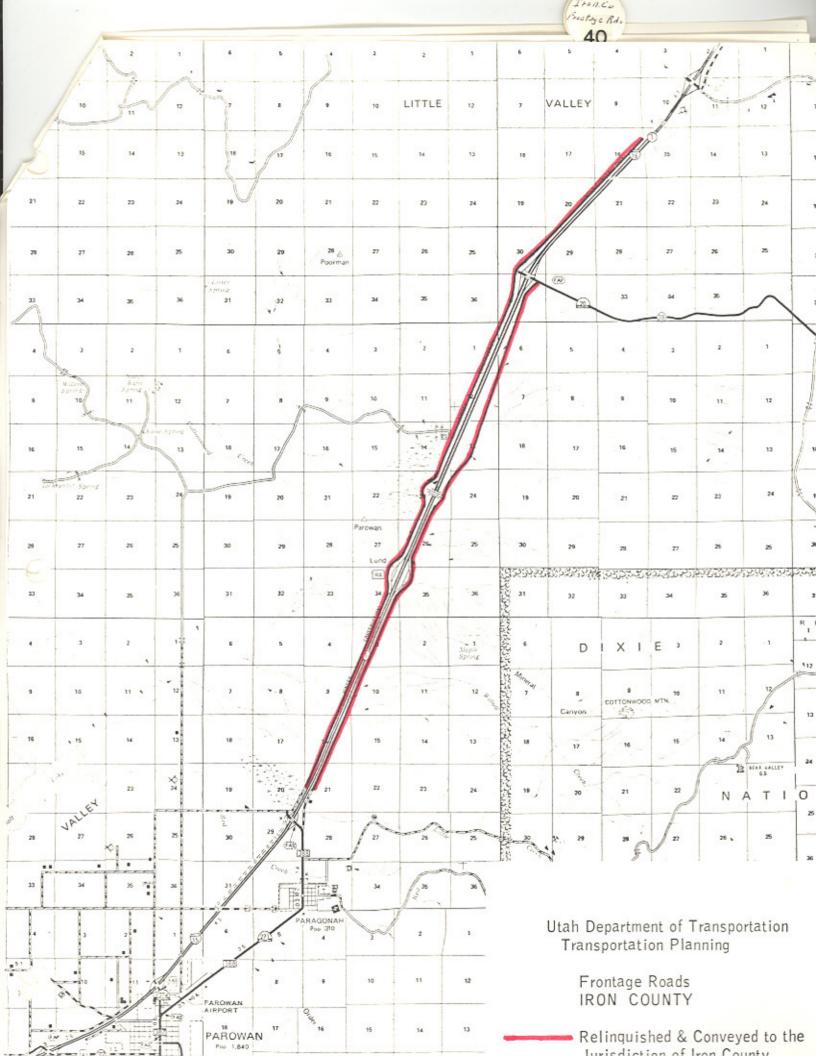
Commissioner

Commissioner

Commissioner

ATTEST:

Slva X Judison





R E S O L U T I O N Transfer of State Constructed Roads at various locations throughout Box Elder County and Tremonton City Project I-84-5(7)29 Project I-15-8(68)380 Project I-15-8(61)387

WHEREAS, with the completion of Interstate construction projects in Box Elder County has resulted in the construction of frontage roads along with bypass roads and,

WHEREAS, these roads will serve as public roads though not justified as part of the state system highways and,

WHEREAS, the District 1 Director has requested that these roads be relinquished to the jurisdiction of Box Elder County along with Tremonton City and,

WHEREAS, the Box Elder County Commission and Tremonton City concur with the jurisdictional changes and,

WHEREAS, the appropriate staff of the Planning Division has reviewed the proposal for transfer.

NOW THEREFORE, be it resolved as follows:

1. The following frontage and bypass roads constructed as part of the Interstate construction projects within the boundary of Box Elder County and Tremonton City be transferred to the jurisdiction of these entities as follows:

I-84-5(7)29

Map Location	Transferred to County	Total Feet Existing on B System	Total Feet Add to B System
Map 1			
(10) J Line	2,443'=.46 mi.	550'=.10 mi.	1,893'=.36 mi.
(ll) H Line	2,050'=.39 mi.	175'=.03 mi.	1,875'=.36 mi.
(12) E Line	16,968=3.21 mi.		16,968'=3.21 mi.
(13) K Line	1,836'=.35 mi.	1,836'=.35 mi.	
(14) L Line	934'=.18 mi.	250'=.05 mi.	684'=.13 mi.
(15) M Line	1,214'=.23 mi.	300'=.06 mi.	914'=.17 mi.
(16) F Line	4,500'=.85 mi.		4,500'=.85 mi.

Map Location	Transferred to County	Total Feet Existing on B System	Total Feet Add to B System
Map 2			
(17) Q Line	2,704'=.51 mi.	600'=.ll mi.	2,104'=.40 mi.
(18) U Line	9,612'=1.82 mi.		9,612'=1.82 mi.
Totals	42,261'=8.00 mi.	3,711'=.70	38,550'=7.30 mi.

Footage deleted from previous "B" routes = 8,725'=1.65 miles Net gain of "B" Footage = 29,825'=5.65 miles

I-15-8(68)380

Tremonton City

Map Location	Transferred to City	Total Feet Existing on C System	Total Feet Add to C System
(20) T Line	1,795'=.34 mi.		1,795'=.34 mi.
(21) Z Line	1,025'=.19 mi.		1,025'=.19 mi.
(22) Y Line	775'=.15 mi. (port. of Y Line in Co.)	775'=.15 mi.
Totals	3,595'=.68 mi.		3,595'=.68 mi.

Footage deleted from previous "B" routes = 1,795'=.34 miles

Net loss of "B" footage 1,795'=.34 miles (Box Elder County footage that has become Tremonton City footage and placed on the "C" system)

Box Elder County

Map Location	Transferred to County	Total Feet Existing on B System	Total Feet Add to B System
(22) Y Line	1,675'=.32 mi.	575'=.11 mi.	1,100'=.21 mi.
(23) J Line	4,072'=.77 mi.	300'=.06 mi.	3,772'=.71 mi.
(24) L Line	1,820'=.35 mi.		1,820'=.35 mi.
Totals	7,567'=1.44 mi.	875'=.17 mi.	6,692'=1.27 mi.

Footage Deleted from previous "B" routes 800' .15 miles
Net Gain of "B" Footage 5,892'=1.12 miles

I-15-8(61)387

Map Location	Transferred to County	Total Feet Existing on B System	Total Feet Add to B System
(30) E Line	729'=.14 mi.		729'=.14 mi.
(31) S Line	5,830'=1.10 mi.		5,830'=1.10 mi.
(32) K Line	3,150'=.60 mi.	3,150'=.60 mi.	
(33) P Line	13,440'=2.55 mi.	4,150'=.79 mi.	9,290'=1.76 mi.
(34) F Line	1,429'=.27 mi.	1,429'=.27 mi.	
Total	24,578'=4.65 mi.	8,729'=1.65 mi.	15,849'=3.00 mi.

Footage deleted from previous "B" routes = 2,900'=.55 miles

Net gain of "B" footage = 12,949'=2.45 miles

- By this action Box Elder County B System will show a net increase of 8.88± miles.
- 3. By this action Tremonton City C mileage will increase 0.68 + miles.
- 4. In order to maintain continuity of the Functional Classification system, Major Collector mileage will increase 2.55 + miles along P line project I-15-8(61)387, also a portion of F line will become Functionally Classified Major Collector a distance of 0.07 + miles to the connection of State Route 13 at the south bound on and off ramps of SR-15.
- All other roadways aforementioned that are not currently residing on the B system will have a Functional Classification of Local a distance of 11.56 + miles.
- The changeover in control, operation and maintenance of the aforementioned roadways will become effective upon completion of that segment of Interstate highway.
- 7. The accompanying letters and maps be made part of this resolution.

Roads SR-15 BOX Elde

R E S O L U T I O N
Transfer of State Constructed Roads
at various locations throughout
Box Elder County and Tremonton City
Project I-84-5(7)29
Project I-15-8(68)380
Project I-15-8(61)387

Dated this 16th day of September, 1988

Chairman

Vice-Chairman & Claude.

Commissioner Commissioner

Commissioner

Commissioner

Attest:

Secretary and Carle 180x

R-234

Memorandum.

UTAH DEPARTMENT OF TRANSPORTATION

DATE:

8/24/88

TO

: Glen Nielsen

FROM

John Quick P.E.

SUBJECT:

Classification of I-15 frontage road transfers

That section of the I-15 "P" line north of the "F" line should be classified as Major Collector. The function of the roadway in this area is that of a major collector and this will preserve the continuity with SR-13 as a major collector. If this line does not connect with SR-13 then the connecting portion of the "F" line should also be classified as a major collector.

Eugene R. Brauer Vice President

Kenneth E. Gardner Dodd M. Greer Craig A. Peterson Lorin T. Powell Boyd A. Wilson



Clut 8-16-88

ARIX Corporation

Engineers Architects Planners

Greeley, CO • Grand Junction, CO Provo, UT • Ogden, UT • Phoenix, AZ Laramie, WY • Riverton, WY

August 12, 1988

Mr. Clinton D. Topham, P.E. District One Director State of Utah Department of Transportation P. O. Box 2747 Ogden, UT 84404

Dear Mr. Topham:

Tremonton City has received your letter requesting designation of certain roads within the Tremonton City jurisdiction. We have reviewed the proposed streets and certified that we will accept them as designated.

I do apologize for the delay in documenting our site review and acceptance. Please keep us informed and provide further documentation of the further designation once it's completed.

Sincerely,

Kenneth E. Gardner, P.E. Tremonton City Engineer

tds 86118.00

AUG 15 1988

UTAH DEPT. OF TRANS.
DISTRICT

38

CIRCA 1890's

June 14, 1988

Clint 6-20-88

GOUNTY GOMMISSIONERS FRANK O. NISHIGUCHI ROBERT G. VALENTINE JAMES J. WHITE



OFFICERS

APTON R. DARNELL, COUNTY TREASURER
JAY R. HIRSCHI, COUNTY CLERK
ROBERT E. LIMB, COUNTY SHERIFF
MARIE G. KORTH, COUNTY RECORDER
JON J. BUNDERSON, COUNTY ATTORNEY
VON R. GURTIS, COUNTY ASSESSOR
DENTON BEECHER, COUNTY SURVEYOR
DORIS L. OLSEN, COUNTY AUDITOR



GIRCA 1980'S

Clinton D. Topham State of Utah Utah Department of Transportation 169 North Wall Avenue P. O. Box 2747 Ogden, Utah 84404

Dear Clint:

We are in receipt of your letter dated June 8, 1988, wherein you are asking for our concurrence to take over the frontage roads of I-84 and I-15 when the system is finished.

Based upon our latest discussions and the revised drawings, we do concur with the frontage roads. We still reserve the right to reject 13600 North, west of the Garland Cemetery, if agreements are not reached regarding the gates and cattle movements in the area.

When the final resolutions are reached and the changes made, we would appreciate a final of the mileage.

Thank you for your assistance.

Respectfully,

Denton H. Beecher

Box Elder County Surveyor

DHB:msm



State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

E. H. Findlay
Director
Gene Sturzenegger, P.E.
Assistant Director
H. H. Richardson, P.E.
Diagnet Director

169 North Wall Avenue P.O. Box 2747 Ogden, Utah 84404 Row D.

Samuel J. Taxine
Charman
Wayne S. Winters
Vice Charman
James G. Larkin
R. Lavaiun Cox
Todd G. Weston
Elva H. Anderson
April 28, 1988

City of Tremonton 102 South Tremont Street Tremonton, Utah 84337

Re: Tremonton to Riverside

I-15-8(68)380

Transfer of Frontage Roads

Attn: Mr. Richard Woodworth, City Manager

Gentlemen:

As you know, the grading contract for I-15 in the Tremonton area is well underway. This work is expected to be completed by this fall or early Winter.

Following closely on the completion of the grading work will be one or more contracts which will include all of the structures, concrete paving, signing, painting and all features to put this section in service. It is expected that this work may require two years to complete.

As a consequence of the interstate construction, it is necessary to reconstruct, realign and relocate several local non-State roads. This relocation construction cost is being borne entirely by State and Federal funds. The roads will be in as good or better condition/quality than when in their former and undisturbed locations.

After all of our highway construction is complete we will return them to the jurisdictions of Tremonton City for their continued operation. The attached summary sheet and map depicts the roads so affected. Their length and type of surfacing are listed so they can be entered upon your official inventory maintained at our headquarters for gas tax revenue eligibility.

Your written concurrence in this action is requested at this time so an appropriate resolution can be executed by our Transportation Commission to insure the smooth transfer at the completion of the project and continued revenue generation.

Please call if you desire a clarification on any of these matters.

Sincerely yours,

H. H. Richardson, P. E. District One Director

HHR/jw/0318J Attachment

cc: Lynn Zollinger, District Preconstruction Engineer
Ron Delis, Engineer for Planning and Programming
Luke Mildon, Project Engineer

an equal opportunity employer





E. H. Pindlay
Director
Gene Sturzenegger, P.E.
Assistant Director
H. H. Richardson, P.E.
District Director

State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

169 North Wall Avenue P.O. Box 2747 Ogden, Utah 84404 Row D.

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

April 25, 1988

The Honorable Box Elder County Commission Courthouse Brigham City, Utah 84301

Re: Frontage Road Transfers in Box Elder County

I-84-5(7)29 West Tremonton to Blue Creek Summit

I-15-8(61)387 Riverside to Plymouth I-15-8(68)380 Tremonton to Riverside

Attn: Mr. Denton H. Beecher, County Surveyor

Gentlemen:

Thank you for your comments contained in your March 16, 1988, letter regarding transfer of frontage/access roads to Box Elder County. After some additional study on this matter, and also taking the recommendations of the Highway System Study into consideration we offer the following comments to your questions addresing them in the same order:

- 1. On I-84 "E" line, no delineators, guardrail or jersey barrier was required on the contract plans. Near the end of the construction project our local maintenance supervisor at Bothwell placed about 6 delineators to satisfy Mr. Egglis complaint. Nothing more than delineators is warranted with respect to speed and traffic volume. A few delineators could be added if desired, but are not critical.
- 2. During the I-15 surfacing contract, which will begin in the Fall of 1988, we will provide a 100' diameter or suitable turn around for all dead end roads. This will include "L", "J", "E" lines and the north end of temp I-15 near the Riverside North Garland well house.
- 3. "U" line at Whites Valley only goes to the south side of the large culvert and does not include any roadway under I-84 $\,$
- 4. You are correct on I-15 "E" line. This is an extension of SR-129 from Collinston and proceeds westerly to the westerly no-access line at the Riverside interchange.

The Honorable Box Elder County Commission Page 2 of 2 April 25, 1988

- 5. The county was sent recently a letter from Mr. Clinton Topham, our new district one director, stating the desire of UDOT to extend the mileposting and routing of SR-13 from its present north terminus at SR-129 in Riverside, northerly, along the present temporary I-15, to the Nucor Road Intersection, then westerly along the Nucor Road (County road at present) to the westerly no-access line of I-15. This would mean that only that part of temporary I-15 extending northerly from the Nucor Road to the Riverside-North Garland well house access would be transferred to Box Elder County.
- 6. The area of jurisdiction of Tremonton has been clarified and the roads appropriately sorted to the respective governmental entity. As listed on the attached maps "T" and "Z" lines go to Tremonton. "Y" line is divided with part to Tremonton and part to Box Elder County.
- 7. "J" line turn around will be constructed as described in No. 2 above. "JB" line is a private access and is being deleted from the road transfer summary.
- 8. We believe that UDOT's design criteria for the structure over the westerly extension of the Garland Cemetery Road was based on this being a public route because the structure is a bridge rather than a farm underpass. We believe the fencing and gates will need to be redesigned and relocated to provide the public access to the west side of I-15. We will work out this fencing adjustment with the owners during the contract period, in consultation with our attorneys and yourself, so there will be a clear understanding of the final outcome.

We will also discuss the drainage with you at this location as it affects the Garland Cemetary Road so would you analyze what appropriate solutions should be considered. This, of course, is separate and apart from the road transfer.

Please review the revised maps attached herewith in keeping with our original letters of February 18, 1988, and our additional comments above and advise if we now have your approval on what is to be transferred to Box Elder County.

Sincerely yours,

H. H. Richardson, P. E. District One Director

A. W. Rutarain

0

HHR/iw/0308J

Attachments

cc: Lynn Zollinger, District Preconstruction Engineer
Ron Delis, Engineer for Planning and Programming
Luke Mildon, Project Engineer
Don Johnston, Project Engineer





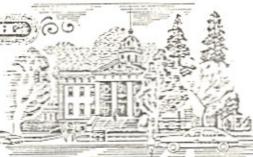
GIRCA 1890'S

Box Fider County,

BRIGHAM CITY, UTAH 84302

GLEN S. FIFE, COUNTY TREASURER
JAY R. HIRSCHI, COUNTY CLERK
ROBERT E. LIMB, COUNTY SHERIFF
MARIE G. KORTH, COUNTY RECORDER
JON J. BUNDERSON, COUNTY ATTORNEY
VON R. CURTIS, COUNTY ASSESSMEN
DENTON BEECHER, COUNTY SURVEYOR
DORIS L. OLSEN, COUNTY AUDITOR

OFFICERS



GOUNTY COMMISSIONE DON E. CHASE GLEN R. GURTIS JAMES J. WHITE

CIRCA 1980'S

March 16, 1988

Howard Richardson District One Engineer P.O. Box 2747 Ogden, Utah 84404

RE: Frontage road transfers in Box Elder County

Dear Howard

We have reviewed the proposed transfer of frontage roads on the I-84 and I-15 systems. We concurr with the proposal except for the following comments.

- On I-84 "E" Line we understood that there was going to be placed delinators along the fill that fronts Floyd Egglis' property or a beam guard rail to protect from going off the fill.
- All dead end roads should have a turn around of not less than 100 foot diameter.
- 3. At Whites Valley exit, "U" Line, does this include under I-84 and to the gate or to the south entrance of the structure?
- 4. On I-15 "E" Line sheet A, it is our understanding that this is SR129 from the interchange to 6000 West and not a county road, the only portion that might be county is a short section west of the on and off ramp.
- 5. We are not in favor of the state turning Temp.I-15 from Riverside to Plymouth or I-15. This move would leave I-15 as the only State route through this area and would deleate the state route for the people in this portion of the county to obtain access to I-15.
- On sheet 1B of I-15 there are several errors, parts of this area has been annexed to Tremonton, see map enclosed. Therefore those section within Tremonton City should go on their system.

Roads SR-15 BOX Eld

- 7. Again on Sheet 1B "J" Line should include a turnaround not less than 100 feet in diameter for access at the end. Also, we are unclear what the purpose of the "JB" Line is. This has no purpose that serves the county.
- 8. On Sheet 1-C of I-15 "L" Line is very controversial; we feel that the county road should end at the west line of the cemetary and that the remainder be turned over to the private sector as they seem to want to control access with locked gates. We are still concerned about the run-off factor at this point and the lack of concern by the Department of Transportation for the washing effect that this funnell will create on this road. If this is to be turned over to the county, there can not be locked gates and there should be a turn-around not less than a 100 foot diameter at the end. The gates shall then be installed to provide access to each individual owners.

We understand that all frontage roads etc. on I-15 will not be turned over to the county until final acceptance has been completed. If we need to discuss these with you further please let us know and we will be happy to meet with you.

Respectfully.

Denton H. Beecher County Serveyor

DHB/sg

cc: Commissioner Valentine



TRANSPORTATION 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

> H. H. RICHARDSON District Director

UTAH DEPARTMENT OF TRANSPORTATION

169 North Wall Avenue Box 2747 Oaden, Utah 84404

February 18, 1988

The Honorable Box Elder County Commission Box Elder County Courthouse Brigham City, Utah 84302

Re: Transfer of Frontage/Access Roads in Box Elder County

I-84-5(7)29, West Tremonton to Blue Creek Summit

I-15-8(61)387, Riverside to Plymouth I-15-8(68)380, Tremonton to Riverside

Attention: Mr. Denton Beecher, County Engineer

Gentlemen:

During the past several years, the Utah Department of Transportation (UDOT) has been heavily involved in the construction of I-84 and I-15 in the Tremonton area of Box Elder County. As a consequence of this construction, there have been certain existing county roads that have been relocated and/or reconstructed to maintain services and access to private property. Some of these roads are now in service and some are presently being constructed as part of current contracts underway and future contracts to be awarded within the next few months.

A summary is attached, for each of the three projects referenced above, showing the length, width, surface type, etc for each roadway. Color coded maps are also attached to aid in identifying each roadway.

State statutes provide for the roads to become part of the local road system upon completion of their construction. It is the desire of the Transportation Commission to transfer such



The Honorable Box Elder County Commission February 18, 1988 Page 2

be transferred upon receiving written notices from this office after the resolution is executed and after the roads are completed and placed in service.

Your letter of concurrence is hereby requested. The attached color coded maps, one for each of the three projects, will be helpful in identifying the location of each of the roads to become part of the county system.

Please contact me if you have any questions about this procedure.

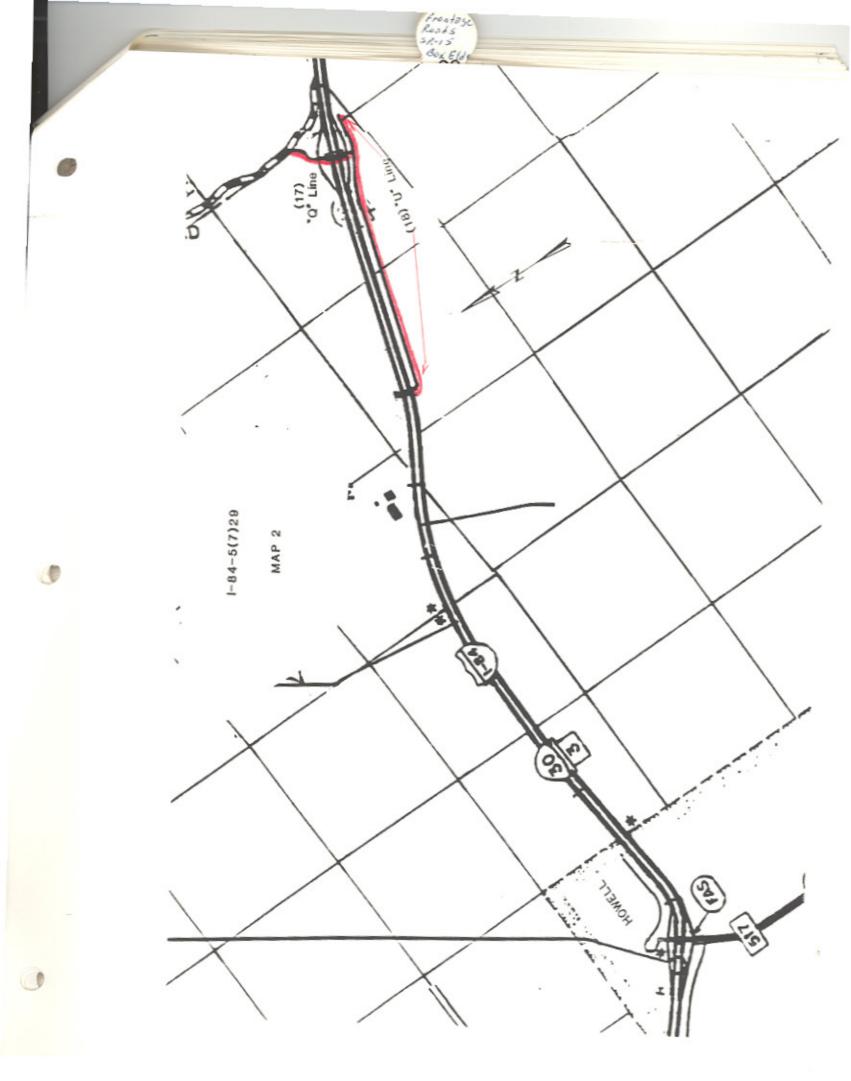
Sincerely yours,

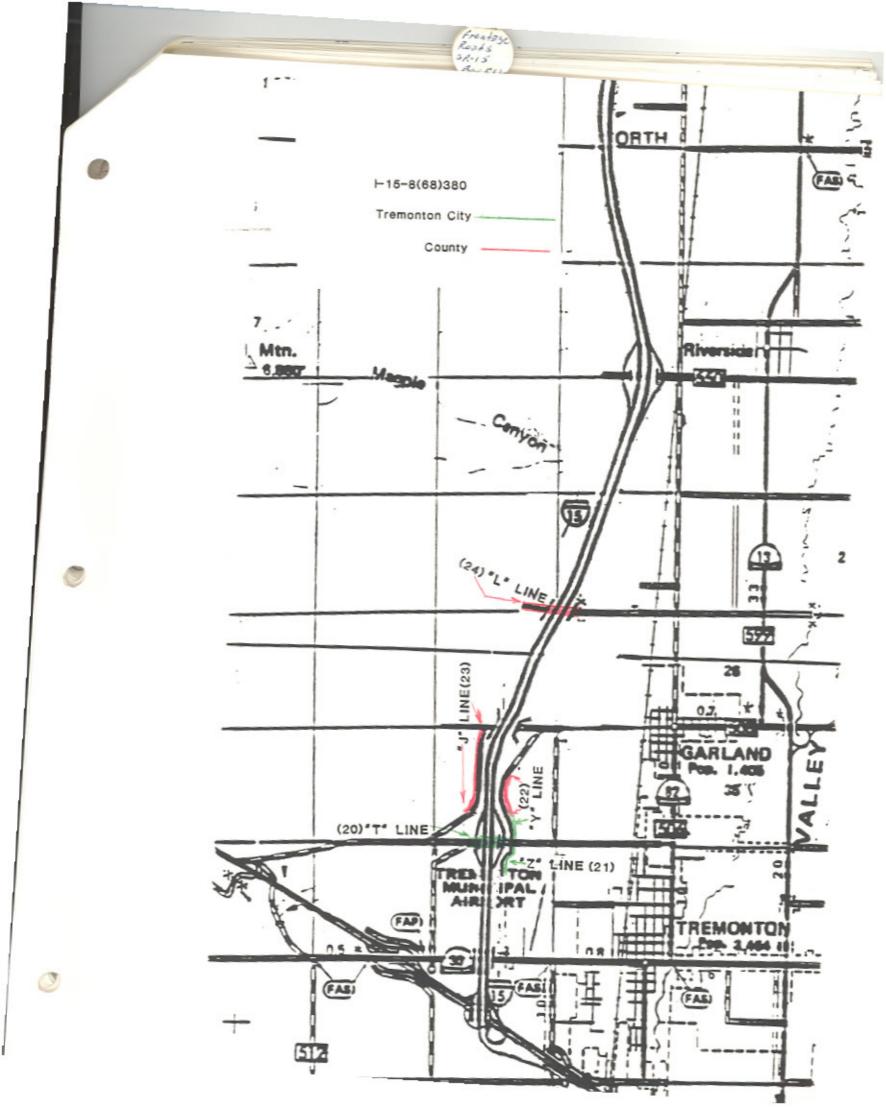
H. H. Richardson, P. E. District One Director

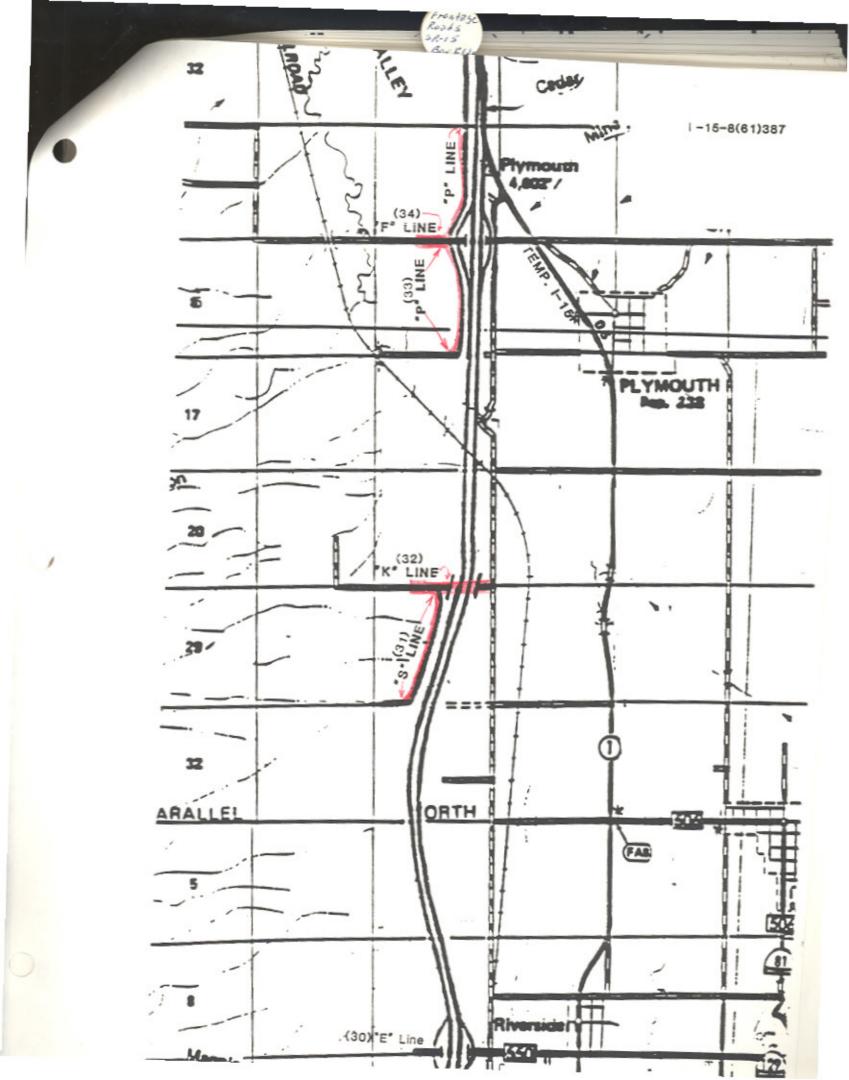
HHR: mo

Attachment

cc: Lynn Zollinger, District Preconstruction Engineer Ron Delis, Engineer for Planning and Programming







RESOLUTION

Extension State Route 13
Federal-Aid Secondary 599
On Temp-15 from Riverside
to S.B. Ramps at Plymouth Interchange
Project No. I-15-8(61)387

WHEREAS, Section 27-12-27 of the Utah Code 1987-1988 provides for the addition or deletion of highways from the state system and,

WHEREAS, the District One Director recommends the roadway currently serving as temporary Interstate 15 and roadway currently serving as a County facility (20800 North) be placed on the state system and,

WHEREAS, construction of Interstate 15 provides a need for the Plymouth Interchange to be serviced by a state highway and,

WHEREAS, Box Elder County has concurred with the proposed extension of State Route 13 and,

WHEREAS, the appropriate staff of the Transportation Division has reviewed the proposed extension of State Route 13.

NOW, THEREFORE, be it resolved as follows:

- State Route 13 be extended from State Route 129 north, traversing roadway known as Temporary Interstate 15 to a junction with roadway known as 20800 North, thus traversing westerly via 20800 North a portion of which is known as (F line project Number I-15-8(61)387, to the southbound on and off ramps of Interstate 15 a distance of 7.84+ miles.
- The section of roadway known as 20800 North a portion of which is known as F line project Number I-15-8(61)387 from station no. 21+29 to station no. 43+00 be functionally reclassified Major Collector a distance of 0.58+ miles.
- Federal-Aid Secondary Route 599 be extended traversing the alignment described for State Route 13 extension a distance of 7.84+ miles.
- 4. The remaining portion of Temporary I-15 that traverses northwesterly from where extended State Route 13 turns west be under the jurisdiction of Box Elder County a distance of 1.28+ miles and be functionally classified Local.
- By this action Box Elder County's "B" system mileage will increase 0.70+ miles.
- The above mentioned changes be actuated upon completion of that portion of interstate system traversing from SR-129 to the previously completed interstate north of Plymouth.
- 7. The accompanying map and letters be made part of this resolution.

Dated this 8th day of Guly Sanuel Gao. C-B. La Tour los Attest: alie B. aston

R-234

Memorandum ·

UTAH DEPARTMENT OF TRANSPORTATION

DATE: April 21, 1988

TO

: Glen Nielsen

Transportation Planner

FROM

Clinton D. Topham, P.E

District One Director

SUBJECT: Extension of SR-13 Designation

In our routine signing and maintenance activities we have found the designation of temporary I-15 in Box Elder County to be somewhat awkward in administering. Since the Utah Highway Systems Study is recommending that this highway be State administered even after opening of I-15 we request that you go ahead with the redesignation of this entire route as State Route 13. Please include in this change the transfer of the temporary connection between Nucor access road and I-15 to the County and the Nucor access road from I-15 back to the current state route to become a state highway.

We will send a letter of concurrence from the County as soon as we obtain it. The transfer of the mileages between UDOT and the County should take place when I-15 opens to traffic.





COUNTY COMMISSIONERS

DON E. CHASE
GLEN R. GURTIS
JAMES J. WHITE

BRIGHAM CITY, UTAH 84302 OFFICERS

GLEN S. FIFF, COUNTY TREASCREE
JAY R. HIRSCHI, COUNTY CLERK
ROBERT E. LIMB, COUNTY SHERIFF
MARIE G. KORTH, COUNTY RECORDER
JON J. BUNDERSON, COUNTY ATTORNEY
VON R. CURTIS, COUNTY ASSESSOR
DENTON BEECHER, COUNTY SURVEYOR
DORIS L. OLSEN, COUNTY AUDITOR



CIRCA 1980'S

March 16, 1988

Howard Richardson District One Engineer P.O. Box 2747 Ogden, Utah 84404

RE: Frontage road transfers in Box Elder County

Dear Howard

We have reviewed the proposed transfer of frontage roads on the I-84 and I-15 systems. We concurr with the proposal except for the following comments.

- On I-84 "E" Line we understood that there was going to be placed delinators along the fill that fronts Floyd Egglis' property or a beam guard rail to protect from going off the fill.
- All dead end roads should have a turn around of not less than 100 foot diameter.
- 3. At Whites Valley exit, "U" Line, does this include under I-84 and to the gate or to the south entrance of the structure?
- 4. On I-15 "E" Line sheet A, it is our understanding that this is SR129 from the interchange to 6000 West and not a county road, the only portion that might be county is a short section west of the on and off ramp.
- 5. We are not in favor of the state turning Temp.1-15 from Riverside to Plymouth or I-15. This move would leave I-15 as the only State route through this area and would deleate the state route for the people in this portion of the county to obtain access to I-15.
- On sheet 1B of I-15 there are several errors, parts of this area has been annexed to Tremonton, see map enclosed. Therefore those section within Tremonton City should go on their system.

- 7. Again on Sheet 1B "J" Line should include a turnaround not less than 100 feet in diameter for access at the end. Also, we are unclear what the purpose of the "JB" Line is. This has no purpose that serves the county.
- 8. On Sheet 1-C of I-15 "L" Line is very controversial; we feel that the county road should end at the west line of the cemetary and that the remainder be turned over to the private sector as they seem to want to control access with locked gates. We are still concerned about the run-off factor at this point and the lack of concern by the Department of Transportation for the washing effect that this funnell will create on this road. If this is to be turned over to the county, there can not be locked gates and there should be a turn-around not less than a 100 foot diameter at the end. The gates shall then be installed to provide access to each individual owners.

We understand that all frontage roads etc. on I-15 will not be turned over to the county until final acceptance has been completed. If we need to discuss these with you further please let us know and we will be happy to meet with you.

Respectfully.

Denton H. Beecher County Serveyor

DHB/sg

cc: Commissioner Valentine



GIRGA 1890'S

JOX JUCH (DUIN)



APTON R. DARNELL, COUNTY TREASURER
JAY R. HIRSCHI, COUNTY CLERK
ROBERT E. LIMB, COUNTY SHERIFF
MARIE G. KORTH, COUNTY ARCORDER
JON J. BUNDERSON, COUNTY ASSESSOR
DENTON BEECHER, COUNTY ASSESSOR
DENTON BEECHER, COUNTY ASSESSOR
DORIS L. OLSEN, COUNTY AUDITOR

OFFICERS



Cliut 6-20-88

GOUNTY COMMISSIONERS FRANK O. NISHIGUCHI ROBERT G. VALENTINE JAMES J. WHITE

GIRCA 1980'S

Clinton D. Topham State of Utah Utah Department of Transportation 169 North Wall Avenue P. O. Box 2747 Ogden, Utah 84404

Dear Clint:

June 14, 1988

We are in receipt of your letter dated June 8, 1988, wherein you are asking for our concurrence to take over the frontage roads of I-84 and I-15 when the system is finished.

Based upon our latest discussions and the revised drawings, we do concur with the frontage roads. We still reserve the right to reject 13600 North, west of the Garland Cemetery, if agreements are not reached regarding the gates and cattle movements in the area.

When the final resolutions are reached and the changes made, we would appreciate a final of the mileage.

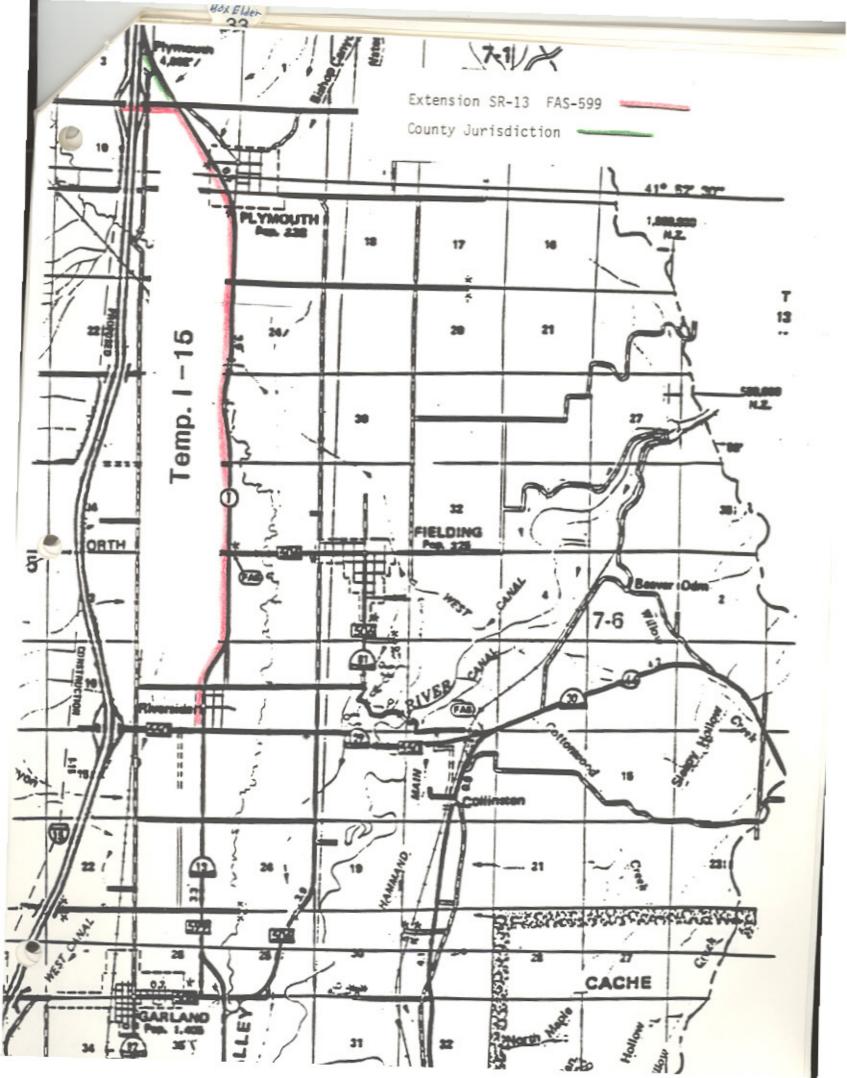
Thank you for your assistance.

Respectfully,

Denton H. Beecher

Box Elder County Surveyor

DHB:msm





RESOLUTION

Deletion of Z Line Project No. I-15-8(68)380 From Tremonton Class C Mileage

WHEREAS, Tremonton City requests that a roadway which was included on their C system mileage in a resolution passed September 16, 1988, known as "Z" Line project No. I-15-8(68)380, which is an access to a severed tract that will not function as a public street, be deleted from stated C system and

WHEREAS, the District One Director concurs with the request of Tremonton City for deletion of "Z Line from stated C system and

WHEREAS, the appropriate staff of the Planning Division has reviewed the request of Tremonton City and recommends deletion of said roadway.

NOW THEREFORE, be it resolved as follows:

- 1. That roadway known as "Z" Line Project No. I-15-8(68)380 from engineer station 14+75 to engineer station 25+00 a distance of $.19\pm$ miles be deleted from Tremonton City C system.
- 2. The accompanying letters and map be made part of this resolution.

Dated this _______, day of ________, 1984

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

Attest:

Secretary . C. L. COLOR

R-234

Memorandum

Utah Department of Transportation

Date: January 24, 1988

TO:

Mark Musuris, P. E.

Engineer for Transportation Planning

FROM:

Clinton D. Topham, Pl

District One Director

SUBJECT: Transfer of Frontage Roads in Tremonton City

Reference is made to your memorandum dated December 14, 1988, in which "Z Line" was transferred to Tremonton City. Subsequent discussions with the City have revealed that "Z Line" is an access to a severed tract which UDOT intends to sell following completion of the interstate. We agree with the City that it does not need to be a public street and hereby request that the resolution and public road mileages be re-written to reflect that fact.

I have discussed this with Glen Nielsen via telephone and he is aware of this request. We apologize for any inconvenience this may have caused by us not catching it before it went clear through the Commission process.

CDT:mo



TREMONTON CITY CORPORATION

102 South Tremont Street - Box 98 Tremonton, Utah 84337 Phone 257-3324

February 27, 1989

Utah Department of Transportation Attn: Clint Topham 169 North Wall Ave. P.O. Box 2747 Ogden, Utah 84404

Dear Clint Topham:

Tremonton City requests that the "Z line" road, at approximately 1645 West 1000 North in Tremonton, not be designated a city street. This proposed "street" would not have full improvements; nor, would it serve more than one property owner. Tremonton can not afford to maintain this type of situation. We are agreeable, not to have the "Z line" road added to our "class C" mileage.

If there are further questions please contact Richard E. Woodworth at our City offices.

SECEUNED)

MAR 06 1989

UTAH DEPT. OF TRANS.

Sincerely

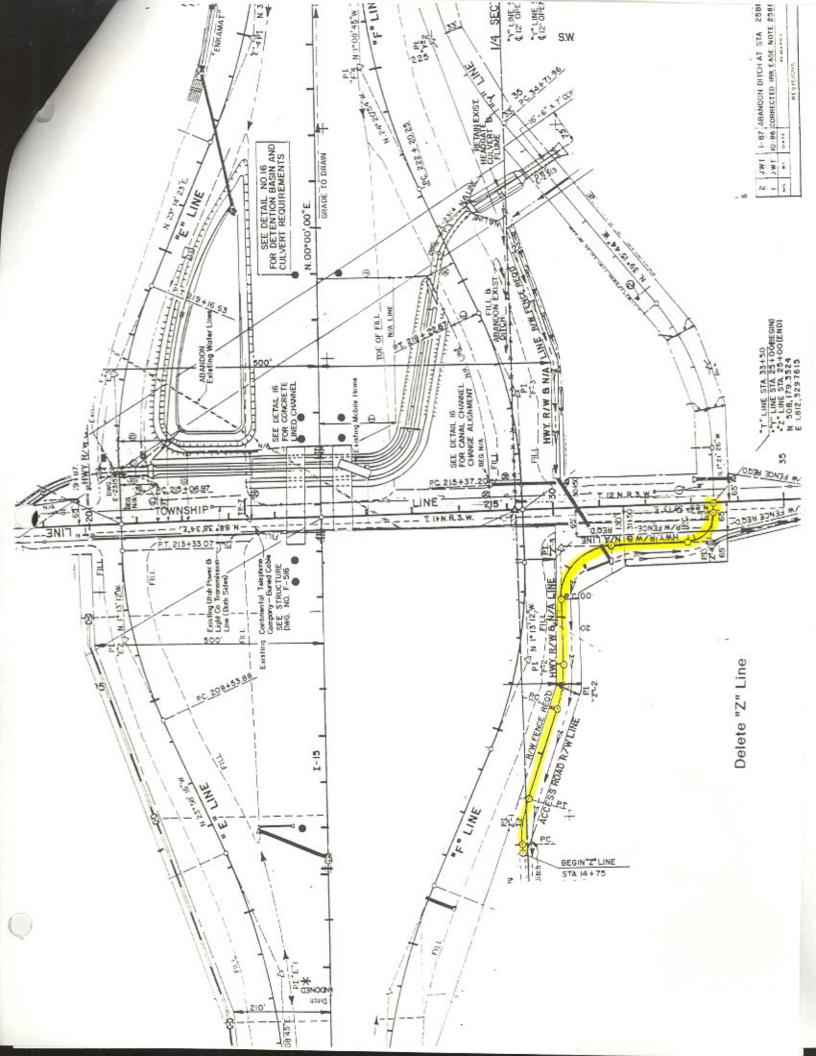
GII Smart

Mayor, Tremonton City

J/m Greer

City Councilman

REW/dpa



R E S O L U T I O N Transfer of State Constructed Haul Road to St. George City Project No. I-15-1(6)00

WHEREAS, a state constructed haul road known as "H" Line, Project I-15-1(6)00, has been functioning as a city street since completion of the aforementioned interstate project and,

WHEREAS, this roadway serves as a public road though not justified as part of the state system of highways and,

WHEREAS, St. George City has requested that "H" Line, Project I-15-1(6)00, be relinquished to St. George City's jurisdiction and,

WHEREAS, the District 5 Director has concurred with the aforementioned transfer of "H" Line, Project I-15-1(6)00 and,

WHEREAS, the appropriate staff of the Transportation Planning Division has reviewed the proposal for transfer and concurs with this request.

NOW THEREFORE, be it resolved as follows:

- The roadway known as Tonaquint Drive from 2025 South Street (right) traversing northerly to a junction with Indian Hills Drive (left), conversely "H" Line from Engineer Station 40+00 to 55+85 a distance of .30± miles be transferred to the jurisdiction of St. George City.
- The aforementioned roadway will continue to serve as a city street residing on St. George's "C" system unless it ceases to be a public street; at that time jurisdiction will revert to the Utah Department of Transportation.
- The accompanying letter, system change proposal, copies of original quit claim deeds and map be made part of this resolution.

Dated this 19+0 day of January , 1990
Chairman Drug
Man & Clanter
Vice-Chairman
tak - Westen
Commissioner 1
Compissioner aukin
San
Compesioner
Attest:

wy H. and shop

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Memorandum. UTAH DEPARTMENT OF TRANSPORTATION

DATE:

August 17, 1989

TO

Mark Musuris, P. E.

Engineer for Transportation Planning

J. R. Chamberlain, P.E.

FROM

District Director

SUBJECT:

Request for a Resolution to Relinquish

Right-of-Way to St. George City

Attached is form "Proposal for Highway System Change in Utah" and two maps. The first map is a copy of the right-of-way map showing the parcel as they were purchased. The second map is a copy of St. George City's master plan and shows the location of our right-of-way as it relates to the City Streets.

The change form indicates this right-of-way was never a part of the State Highway System, but was purchased for a material haul road when I-15 was constructed. Since that time, the City has apparently constructed or allowed a City Street to develop on this right-of-way. The street encompasses more area than our right-of-way, but includes our entire ownership.

I hope this will give you enough information to prepare a resolution for Commission action, however, if you need any additional information, we would be happy to attempt to furnish whatever you need. We are therefore requesting you to proceed with the preparation of the resolution.

JRC/kd

0638B

RECEIVED Click State Department Transportation

AUG 2 1 1989

Treasportation Plannie & Programming



PROPOSAL FOR HIGHWAY SYSTEM CHANGE IN UTAH

Proposed Transaction:		
	SYSTEM SEGMENT DESCRIPT	ION
SEGMENT DATA	CURRENT	PROPOSED
Common Name	Haul Road	Indian Hills Drive
Location (Co., City)	St. George City	St. George City
Admin. System & No	U.D.O.T.	St. George City
Functional Classification	None minos Arterial	City Street Miner Arterial
FedAid System & No	Mana a	None
Length (Miles)	0.30	0.30
The foregoing proposal for Uta 19 69 by Signature	to St. George City for part of Highway System Change is requ	their street system.
Agreed to by:	Agency	Title
Signature	Agency	Title
Signature	Agency	Title
UDOT Review:		
District:		
△ Concur	2	
□ Do Not Concur	12 Ihrmhalain	B/10/89
Ois	trict Director	Øate €
Transportation Planning:		
□ Do Not Concur	gineer for Transportation Planning	September 21, 1989

Color coded descriptive map must be attached.

CORRECTION

Quit Claim Beed

RALPH O.	BROWN and RICHAR	D A. SCHMUTZ		, Grantor ^S ,
of Orem		County of	IItah	, State of IItah
hereby QUIT	CLAIMS to the UTAH P. O Dollars and oth	DEPARTMENT OF TRA Box 1009 Cedar er consideration	ANSPORTATION Granter r City, Utah 8472	e, for the sum of Dellars, the following
	rcel of land in	Washington		nty, State of Utah, to-wit;

A parcel of land in Lots 7 & 8 of Block 2 of Charles A. Terry's ... Entry in the NE's of Section 1, T.43S., R.16W., SLB&M. The boundaries of said parcel of land are described as follows:

A strip of land 50 ft. wide, 25 ft. on each side of the centerline of an existing City Street, said centerline is described as follows:

BEGINNING at the intersection of said City Street and a Southeasterly-Northwesterly roadway at a point 1478.3 ft. S.88°59'W. along the north line of said Section 1, and 1149.3 ft. $\rm S.0^{o}41^{h}33^{m}W.$ from the NE corner of said Section 1; thence $\rm S.2^{o}07^{h}30^{m}W.$ 176.00 ft. to a point of tangency with a 200.00 ft. radius curve to the right; thence Southerly 194.31 ft. along the arc of said curve; thence S.57047'30"W. 181.44 ft., to a point of tangency with a 138.00 ft. radius curve to the left; thence Southwesterly 150.09 ft., along the arc of said curve; thence S.4031'30"E. 108 ft., more or less, to the northerly line of the parcel of land described in Book S-34 on Page 436, Entry No. 114850 in the office of the Washington County Recorder.

394

WITNESS, the hand 5 of said Grantor 5, this 5 in th

CORRECTION

Quit Claim Deed

(CORPORATION)

OTAL RESOURCES INTERNATIONAL, INC.	a corporation of
	QUIT CLAIMS to the UTAH DEPARTMENT OF
TRANSPORTATION / Grantee, for the sum of ar City, Utal	h 84/20
Ten Dollars and other consideration	TOTATES, the following described
parcel of land in Washington County,	State of Utah, to-wit:
A parcel of land in Lots 7 & 8 of Entry in the NE's of Section 1, T.43S., R.16 said parcel of land are described as follow	SW., SLB&M. The boundaries of
A strip of land 50 ft. wide, 25 f of an existing City Street, said centerline	
BEGINNING at the intersection of Southeasterly-Northeasterly roadway at a po the north line of said Section 1, and 1149. corner of said Section 1; thence S.2007'30" tangency with a 200.00 ft. radius curve to 194.31 ft. along the arc of said curve; the a point of tangency with a 138.00 ft. radiu Southwesterly 150.09 ft., along the arc of 108 ft., more or less, to the northerly lin in Book S-34 on page 436, Entry No. 114850 County Recorder.	oint 1478.3 ft. S.88°59'W. along 3 ft. S.0°41'33"W. from the N.E. W. 176.00 ft. to a point of the right; thence Southerly ence S.57°47'30"W. 181.44 ft., to as curve to the left; thence said curve; thence S.4°31'30"E. he of the parcel of land described
	BOUK 380 PAGE 395 BOUK 380 PAGE 395 ISS ABS ABS ISS JUN 21 PH 1: BY ASSENDED TO RECOR BY

IN WITNESS WHEREOF, the said Utah Resources Internationals has caused this instrument to be executed by its proper officers thereunto duly authorized, this 6 to day of June, A.D. 1985.

John H. Margan, Jr., President

STATE OF Utah)

CORRECTION

Quit Claim Deed

(CORPORATION)
TONAQUINT, INC., Formerly WILLIAMSBURG WEST, INC., a corporation of
the State of Utah , Grantor, hereby QUIT CLAIMS to the UTAH DEPARTMENT OF TRANSPORTATION, Grantee, for the sum of Text Bolliers and other consideration
DONATS, the following described
parcel of land in Washington County, State of Utah, to-wit:
A parcel of land in Lots 7 & 8 of Block 2 of Charles A. Terry's Entry in the NE% of Section 1, T.43S., R.16W., SLB&M. The boundaries of said parcel of land are described as follows:
A strip of land 50 ft. wide, 25 ft. on each side of the centerline of an existing City Street, said centerline is described as follows:
BEGINNING at the intersection of said City Street and a Southeasterly-Northwesterly roadway at a point 1478.3 ft. S.88°59'W. along the north line of said Section 1, and 1149.3 ft. S.0°41'33"W. from the NE corner of said Section 1; thence S.2°07'30"W. 176.00 ft. to a point of tangency with a 200.00 ft. radius curve to the right; thence Southerly 194.31 ft. along the arc of said curve; thence S.57°47'30"W. 181.44 ft., to a point of tangency with a 138.00 ft. radius curve to the left; thence Southwesterly 150.09 ft. along the arc of said curve; thence S.4°31'30"E. 108 ft., more or less to the northerly line of the parcel of land described in Book S-34 on page 436 Entry No. 114850 in the office of the Washington County Recorder.
IN WITNESS WHEREOF, the said Tona such Inc. has caused this instrument to be executed by its proper officers thereunto duly authorized, this day of Jule, A.D. 1985.
day of June, A.D. 1985.

STATE OF (Hah)

appeare

COUNT

1 uO

396

					0
Sntry	No. 114652	_Recorded at request of	State Road	Commission	70
Date	October 16, 1961.	at _11:00 A.M Book _	S-34 . mage	207 Fe	e \$
Nel	en P. Bleak	Washington County I	Recordor, By	1	Deputy.
-		2.	_17		

Quit Claim Peed 15-1:25

Ferdinand K. Stucki	and Iona B. Stucki, his wife, grantors
of St. George	County of Washington, State of Utah,
hereby quit claim to the STATE ROAD CO	MMISSION OF UTAH, Grantee for the sum of
Three Hundred Forty Five and no/1	00 Dollars,
the following described tract of land in Was	county, State of Utah, to-wit:

A parcel of land situated in Section 1, T. 43 S., R. 16 W., S.L.M.

Said parcel of land is described as being the existing roadway right of way, being further defined as a strip of land 50.0 ft. wide and being the easterly 50.0 ft. of the grantors' land extending from the northerly to the southerly limits of said grantors' land and lying within the following total parcel of land;

Lots 13 and 15 of the Charles A. Terry Entry in Section 1, T. 43 S., R. 16 W., S.L.M. Said parcel being conveyed contains 0.69 acre, more or less.



the lonowing described tract of land in "Goldington County, State of Utah, to-wit:

A parcel of land situated in Section 1, T. 43 S., R. 16 W., S.L.M.

Said parcel of land is described as being the existing roadway right of way, being further defined as a strip of land 50.0 ft. wide and being the easterly 50.0 ft. of the grantors' land extending from the northerly to the southerly limits of said grantors' land and lying within the following total parcel of land;

Lots 13 and 15 of the Charles A. Terry Entry in Section 1, T. 43 S., R. 16 W., S.L.M. Said parcel being conveyed contains 0.69 acre, more or less.



WITNESS, the hand of said gran	tors, this day of
October	, AcD. 19. 61
Signed in the presence of	Ferdinand X: Stricks
	Jona B. Lucki
STATE OF UTAH)	1.60, 20
County of Washington ss.	0.30
On the3rd day ofOctobe	A. D. 19.61. personally appeared
of the within instrument, who duly ack same.	nowledged to me that the . Y executed the
My Commission expires4-12-63	Notary Public
Prepared by WIN	
E. DW 1 E : D . 100 //2	

Ref. Parcel No. 15-1:25:0 Project No. I-15-1(6)0

Grances address: 484 South 590 East Orem, Utah 84058

Quit Claim Beed

The UTAH DEPARTMENT OF TRANSPORTATION, by its duly appointed Director, Grantor, of Salt Lake City, County of Salt Lake, State of Utah, hereby QUIT CLAIMS TO RALPH O. BROWN, RICHARD A. SCHMUTZ, and UTAH RESOURCES INTERNATIONAL, INC., a Utah Corporation (an undivided 1/3 interest each) Grantees, of Orem and Salt Lake, State of Utah, for the sum of One and no/100 Dollars, the following described parcel of land in Washington County, State of Utah, to-wit:

A parcel of land situated in Section 1, T.43 S., R. 16 W., SLB&M.

Said parcel of land is described as being the existing roadway right-of-way, being further defined as a strip of land 50.0 ft. wide and being the easterly50.0 ft. of the grantors'land extending from the northerly to the southerly limits of said grantors'land and lying within the following total parcel of land;

Lots 13 and 15 of the Charles A. Terry Entry in Section 1, T. 43 S., R. 16 W. SLB&M. Said parcel being conveyed contains 0.69 acre, more or less.



wilders, the rollowing described parcel of land in Washington County, State of Utah, to-wit: A parcel of land situated in Section 1, T.43 S., R. 16 W., SLB&M. Said parcel of land is described as being the existing roadway right-of-way, being further defined as a strip of land 50.0 ft. wide and being the easterly50.0 ft. of the grantors' land extending from the northerly to the southerly limits of said grantors'land and lying within the following total parcel of land; Lots 13 and 15 of the Charles A. Terry Entry in Section 1, T. 43 S., R. 16 W. SLB&M. Said parcel being conveyed contains 0.69 acre, more or less. IN WITNESS WHEREOF, the said UTAH DEPARTMENT OF TRANSPORTATION has caused this instrument to be executed this. 18th. day of June 1995 instrument to be executed this 18th day of June , A.D., 1985 , by its Director. UTAH DEPARTMENT OF TRANSPORTATION STATE OF UTAH By William A Hurle SS. E SALT LAKE the 18thay of June , A.D. 1985 , personally appeared --William D. Hurley , who by me duly sworn did say that he is Director, and he further acknowledged to me thatosaid instrument was signed by him in behalf of said UTAH DEPARTMENT OF TRANSPORTATION. 4-28-1988 My Commission Expires

RW Special

Prepared by GBL 5-10-85

866

国教 San to B. d.

Entry 1. 114850

Dete November 14, 1961 10:40 A. S-34 436 100 Deput

Quit Claim Beed

15-1:26

Ferdinand K. Stucki an		, grantor
of St. George	, County of	Washington, State of Utah,
hereby quit claim to the STATE B	OAD COMMISSION O	F.UTAH, Grantee for the sum of
Two Hundred Sixty and	no/100	Dollars,
the following described tract of land	in Washington	County, State of Utah, to-wit:
A named of land gituated i	n Section 1 T	13 S R 16 W. S.T.M.

A parcel of land situated in Section 1, T. 43 S., R. 16 W., S.L.M.

Said parcel of land is described as being the existing roadway right of way, being further defined as a strip of land 50.0 ft. wide and being the easterly 50.0 ft. of the grantors' land extending from the northerly to the southerly limits of said grantors' land and lying within the following total parcel of land;

Beginning at a point S. 81° 00° E. 24.5 rods from the Southwest Corner of Lot 6, Block 2, of the Charles A. Terry's Entry in the NE½ of Section 1, T. 43 S., R. 16 W., S.L.M. as platted on the official map of said survey, and running thence Northeasterly along the west line of said roadway a distance of 50.5 rods, more or less, to a point of intersection of said roadway, and a roadway running Southeasterly and Northwesterly, said point of intersection being on the Easterly line of Lot 7 of said Block 2; thence Northwesterly along the southerly line of said Southeast-Northwest roadway a distance of 14 rods; thence Southwesterly 56.5 rods, more or less, to the point of beginning and being a part of Lot 7, Block 2, and part of Lot 5, Block 1 of said Charles A. Terry's Entry.

Said existing roadway being conveyed containing 0.48 acre, more or less.

the lollowing described tract of land in Washington County, State of Utah, to-wit:

A parcel of land situated in Section 1, T. 43 S., R. 16 W., S.L.M.

Said parcel of land is described as being the existing roadway right of way, being further defined as a strip of land 50.0 ft. wide and being the easterly 50.0 ft. of the grantors' land extending from the northerly to the southerly limits of said grantors' land and lying within the following total parcel of land;

Beginning at a point S. 31° 00° E. 24.5 rods from the Southwest Corner of Lot 6, Block 2, of the Charles A. Terry's Entry in the NE½ of Section 1, T. 43 S., R. 16 W., S.L.M. as platted on the official map of said survey, and running thence Northeasterly along the west line of said roadway a distance of 50.5 rods, more or less, to a point of intersection of said roadway, and a roadway running Southeasterly and Northwesterly, said point of intersection being on the Easterly line of Lot 7 of said Block 2; thence Northwesterly along the southerly line of said Southeast-Northwest roadway a distance of 14 rods; thence Southwesterly 56.5 rods, more or less, to the point of beginning and being a part of Lot 7, Block 2, and part of Lot 5, Block 1 of said Charles A. Terry's Entry.

Said existing roadway being conveyed containing 0.48 acre, more or less.



WITNESS, the hands of said grants October	1 D 1061
Signed in the presence of	alta X. Truman
STATE OF UTAH County of Washington } ss.	Herdinard & Studen
before me .Ferdinand K. Stucki & Iona	owledged to me thatthey executed the
V Dist f. C i D	

409 WARRANTY DEED Description No. 15-1:27

Project No. 1-15-1(6)0

Cecil Blake and Carol D. Blake, his wife

grantor(s)

of St. George, Washington County, State of 'tah hereby convey(s) and warrant(s)to the STATE ROAD COMMISSION OF UTAH

grantee

for the sum of Thirty-five and no/100

Dollars.

the following described tract(5) of land in

Washington

County, State of Utah, to-wit:

A parcel of land situated in the $N\frac{1}{2}$ of Section 1, T. 43S., R. 16W., S.L.M., is described as follows:

Said parcel of land is described as being an existing roadway right of way lying between the Santa Clara Creek on the north and an existing county road on the south (Said county road bears Northwest - Southeast and runs to the community of Bloomington on its northwesterly bearing), and having as its easterly boundary an existing north-south fence line and as its westerly boundary a line 50.0 ft. distant westerly from said north-south fence line. Said parcel is further described as being approximately 605 ft. in length, from the center of said Santa Clara Creek on the north to the center of said county road on the south, as shown and designated as parcel number :27 on the official map of the project on file in the office of the State Road Commission of Utah. Said parcel lies within the grantors total tract of land described as follows:

Beginning at the SW corner of Lot 5, Block 1, Charles A. Terry's Entry of the NE# of Section 1, T. 43S., R. 16W., S.L.M. and running thence North 12.3 chains; thence S. 81°E. 17.7 chains; thence South 2 chains; thence S. 44°15'E. 11 chains; thence South 0.5 chains; thence West 25.17 chains, to the point of beginning.

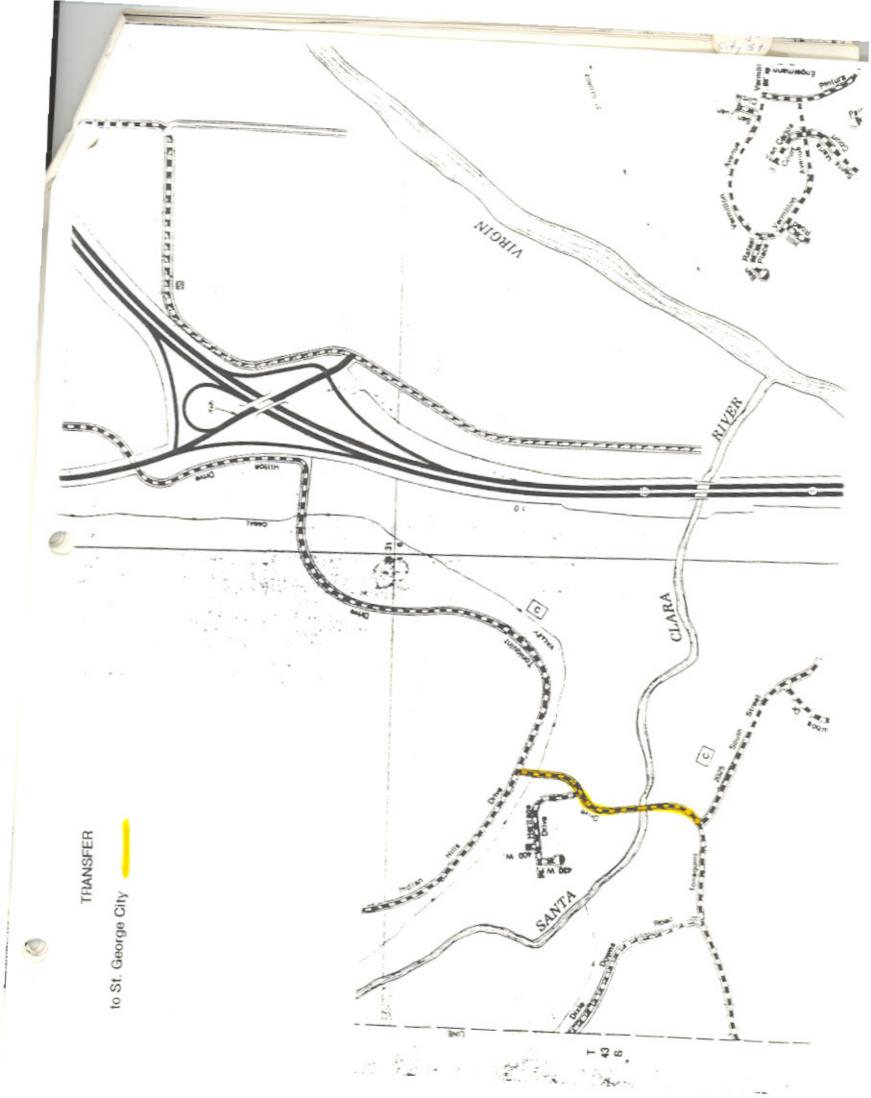
Said road way right of way being conveyed in the above described parcel contains 0.69 acre, more or less.

Said parcel of land is described as being an existing roadway right of way lying between the Santa Clara Creek on the north and an existing county road on the south (Said county road bears Northwest - Southeast and runs to the community of Bloomington on its northwesterly bearing), and having as its easterly boundary an existing north-south fence line and as its westerly boundary a line 50.0 ft. distant westerly from said north-south fence line. Said parcel is further described as being approximately 605 ft. in length, from the center of said Santa Clara Creek on the north to the center of said county road on the south, as shown and designated as parcel number :27 on the official map of the project on file in the office of the State Road Commission of Utah. Said parcel lies within the grantors total tract of land described as follows:

Beginning at the SW corner of Lot 5, Block 1, Charles A. Terry's Entry of the NE+ of Section 1, T. 43S., R. 16W., S.L.M. and running thence North 12.3 chains; thence S. 81°E. 17.7 chains; thence South 2 chains; thence S. 44°15'E. 11 chains; thence South 0.5 chains; thence West 25.17 chains, to the point of beginning.

Said road way right of way being conveyed in the above described parcel contains 0.69 acre, more or less.

W	ITNESS, the h	and(s) of said gran	tor(s), this	12th		day of
	Dec	ember	A. D. 1963	Q DV.	201	
Sig	gned in the pro	esence of:	X	Carol D.	Espe Blake	
	OF UTAH of Washingt	ss.	******			
On	n the	12th	day of	December	A. D. 1963	personally
appear	ed before me	Cecil Blake	and Carol D. H	Blake, his wife		11. 77
				ledged to me that T	hey executed the	same.
My Co	mmission expir	res 15 September	er 66		Notary public /	0.0
Form R	W-1	Prepared	by WIN, 10/24/6	2	, , , , , , , , , , , , , , , , , , , ,	200
ry No. 1	20447	Recorded at rec	nuest ofState	e Road Commission	1	TUT I FEBRUARY
war			3-46		Fee \$	
	? Barker	Washington	County Recorder	, Zy	Deputy.	



Orignal

RESOLUTION

Relinquishment of State Constructed Service Road Project No. I-15-6(1)275 Parcel No. 234,234B, and 234D American Fork

Whereas, Sections 27-12-97, and 27-12-102 of the Utah Code 1991 provide for the disposal of unused rights-of-way, also abandonment of easement or vacation of highway, and

Whereas, the Utah Department of Transportation having Procured parcels of land through Warranty Deeds and Condemnation Proceedings which includes, Parcels 234, 234B and 234D, Project Number I-15-6(1)275, and

Whereas, roadway residing within stated parcels no longer serves the purpose to which it was constructed, and

Whereas, the officials of American Fork City have requested the Utah Department of Transportation relinquish the stated parcels to their jurisdiction, and

Whereas, the District 6 Director recommends the Utah Department of Transportation relinquish stated parcels to the officials of American Fork, City, and

Whereas, the appropriate staff of the Transportation Planning Division have reviewed all appropriate documnets related to procurement and relinquishment of stated parcels, and concur with stated relinquishments.

NOW THEREFORE, be it resolved as follows:

- A service road constructed as part of Project No. I-15-6(1)275 traversing northwesterly through parcels numbered 234,234B, and 234D a distance of 0.18± miles be relinquished to the jurisdiction of American Fork City.
- 2. This roadway will be Functionally Classified Local Road.
- 3. This resolution will be actuated upon approval of the Transportation Commission.

4. The accompanying memorandum, final order of condemnation, warranty deeds and map be made part of this resolution.

Vice-Chairman

Commissioner

Commissioner

Attest: Shirley J. Juesson

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: June 8, 1992

TO

: Mark Musuris, P. E.

Engineer for Transportation Planning

FROM

: Stephen R. Noble, P. E.

District Six Director

SUBJECT

: Transfer of State Constructed Road

I-15-6(1)275

Service Road, Parcels 234, 234B, 234D

Would you please take the necessary action to have this service road turned over to American Fork City. I have included Sheet 10, of the right of way plans, showing the existing service road in red. I have also included deeds for the above-mentioned parcels. Anything you can do to expedite this action would certainly be appreciated.

SRN/GCB:ch Attachments

15755

C1229-A

IN THE FOURTH DISTRICT COURT IN AND FOR UTAH COUNTY

:

:

STATE OF UTAH

STATE OF UTAH, by and through its ROAD COMMISSION,

Plaintiff.

ALTA B. POWELL, et al., * * * *

-VS-

EMERY A. NICHOLES and VIVIAN L. NICHOLES, his wife,

Defendants.

FINAL ORDER OF CONDEMNATION

(AS TO DEFENDANTS EMERY A.

: NICHOLES AND VIVIAN L. NICHOLES,

HIS WIFE)

Civil No. 24,116

Project No. I-15-6(1)275

Parcels No. 234:A, 234 and 234:E :

Total Judgment: \$17,361.28

It appearing to the Court and the Court now finds that heretofore, on the 3rd day of September, 1964, this Court made and entered its judgment in the above entitled proceeding, and maid judgment is hereby referred to; and

It appearing to the Court and the Court now finds that pursuant to the law and the said judgment the plaintiff did pay said judgment to the defendants, Emery A. Nicholes and Vivian L. Nicholes, his wife, together with all costs and interest required by said judgment to be paid; and

It further appearing to the Court that the plaintiff has made all payments as required by law and order of this Court, and that this STATE OF UTAH, by and through its ROAD COMMISSION,

Plaintiff,

-VS-

ALTA B. POWELL, et al.,

EMERY A. NICHOLES and VIVIAN L. NICHOLES, his wife,

Defendants.

FINAL ORDER OF CONDEMNATION
(AS TO DEFENDANTS EMERY A.

NICHOLES AND VIVIAN L. NICHOLES, HIS WIFE)

Civil No. 24,116

Project No. I-15-6(1)275

Parcels No. 234:A, 234 and 234:E

Total Judgment: \$17,361.28

It appearing to the Court and the Court now finds that heretofore, on the 3rd day of September, 1964, this Court made and entered
its judgment in the above entitled proceeding, and said judgment is
hereby referred to; and

:

:

It appearing to the Court and the Court now finds that pursuant to the law and the said judgment the plaintiff did pay said judgment to the defendants, Emery A. Nicholes and Vivian L. Nicholes, his wife, together with all costs and interest required by said judgment to be paid; and

It further appearing to the Court that the plaintiff has made all payments as required by law and order of this Court, and that this is not a case where any bond was required to be given, and all and singular the law in the premises being by the Court understood and fully considered,

IT IS THEREFORE ORDERED, ADJUDGED AND DECREED that the parcels of land hereinafter described are hereby taken and condemned in fee

simple title for the purpose described and set forth in the plaintiff's complaint, i.e., for the use of the plaintiff, the State of Utah, for highway purposes.

IT IS FURTHER ORDERED, ADJUDGED AND DECREED that said use is a public use and an use authorized by law.

IT IS FURTHER ORDERED, ADJUDGED AND DECREED that a copy of this Final Order of Condemnation be filed with the County Recorder of Utah County, State of Utah, and thereupon the property interests hereinafter referred to and set forth shall vest in fee simple title in the plaintiff. The following is a description of the property so ordered and condemned as hereinabove provided, which is hereby vested in fee simple title in the plaintiff, all of such property being situated in Utah County, State of Utah, and is more particularly described as follows:

Parcel No. 15-6:234:A

A parcel of land in fee for a freeway and ramp roads incident to the construction of said freway known as Highway Project No. 15-6, being part of an entire tract of property in the My of Section 22 and the St of Section 15, T. 5 S., R. 1 E., S.L.M. The boundaries of said parcel of land are described as follows:

Beginning at a point on the south boundary line of said entire tract 15.84 ft. south from the Sk corner of said Section 15; thence S. 89° 30' E. 797.44 ft., more or less, along said south boundary line to the SE, corner of said entire tract; 3 thence North 137 ft., more or less, along the east boundary 2 line of said entire tract to a point 55.0 ft. perpendicularly distant northeasterly from the center of a northeasterly ramp o road of said project; thence N. 680 02' 46" W. 698 ft., more or less, to a northerly boundary line of said entire tract; thence N. 89° 44' W. 310 ft., more or less, to an east boundary to the mouth houndaws line of said outles to

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IT IS FURTHER ORDERED, ADJUDGED AND DECREED that said use is a public use and an use authorized by law.

IT IS FURTHER ORDERED, ADJUDGED AND DECREED that a copy of this

Final Order of Condemnation be filed with the County Recorder of

Utah County, State of Utah, and thereupon the property interests

hereinafter referred to and set forth shall vest in fee simple title

in the plaintiff. The following is a description of the property

so ordered and condemned as hereinabove provided, which is hereby

vested in fee simple title in the plaintiff, all of such property

being situated in Utah County, State of Utah, and is more particularly

described as follows:

Parcel No. 15-6:234:A

A parcel of land in fee for a freeway and ramp roads incident to the construction of said freeway known as Highway Project No. 15-6, being part of an entire tract of property in the N's of Section 22 and the S's of Section 15, T. 5 S., R. 1 E., S.L.M. The boundaries of said parcel of land are described as follows:

Beginning at a point on the south boundary line of said entire tract 15.84 ft. south from the Sk corner of said Section 15; thence S. 89° 30' E. 797.44 ft., more or less, along said south boundary line to the SE. corner of said entire tract; thence North 137 ft., more or less, along the east boundary line of said entire tract to a point 55.0 ft. perpendicularly distant northeasterly from the center of a northeasterly ramp road of said project; thence N. 68° 02' 46" W. 698 ft., more or less, to a northerly boundary line of said entire tract; thence N. 890 44' W. 310 ft., more or less, to an east boundary line of said entire tract; thence N. 20 19' W. 136.52 ft. to the north boundary line of said entire tract; thence N. 89° 30° W. 380 ft., more or less, to a point 165.0 ft. perpendicularly distant southwesterly from the center line of survey of said project; thence S. 31° 53' 02" E. 212.4 ft.; thence S. 10° 39' 36" E. 249 ft., more or less, to a south boundary line of said entire tract; thence S. 89° 30' E. 240 ft., more or less, to a west boundary line of said entire tract; thence S. 20 30' E. 81.84 ft.; thence South 14.75 ft. to the south boundary line of said entire tract; thence S. 89° 29' E. 120.78 ft., more or less, to the point of beginning. Above described parcel of land contains 9.46 acres, more or less.

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Together with any and all rights or easements appurtenant to the remaining portions of said entire tract by reason of the location thereof with reference to said freeway, including, without limiting the foregoing, all rights of ingress to or egress from said remaining portions contiguous to the lands hereby conveyed to or from said freeway.

Parcel No. 15-6:234

A parcel of land in fee for a service road incident to the construction of a freeway known as Highway Project No. 15-6, being part of an entire tract of property in the SW4 of Section 15, T. 5 S., R. 1 E., S.L.M. The boundaries of said parcel of land are described as follows:

Beginning at the SW. corner of said entire tract, which point is approximately 120.78 ft. N. 89° 29' W., 81.4 ft. N. 2° 30' W. and 1072.50 ft. N. 89° 30' W. from the St corner of said Section 15; thence N. 2° 30' E. 411.9 ft. to the NW. corner of said entire tract; thence S. 89° 30' E. 16.5 ft.; thence S. 2° 30' E. 411.9 ft.; thence N. 89° 30' W. 16.5 ft. to the point of beginning. Above described parcel of land contains 0.16 acre.

Parcel No. 15-6:234:E

Two easements for irrigation and waste water ditches, and appurtenant parts thereof upon part of an entire tract of property in the St of Section 15, T. 5 S., R. 1 E., S.L.M.

One part of said entire tract being a strip of land adjoining westerly the westerly boundary line of Parcel No. 15-6: 234:A herein above described. Said strip of land is 15.0 ft. wide, 7.5 ft. on each side of the following described center line:

Beginning at a point on a north boundary line of said entire tract which point is approximately 545 ft. west and 500 ft. north from the 5½ corner of said Section 15; thence S. 31° 53' 02" E. 212.4 ft.; thence S. 10° 39' 36" E. 249 ft., more or less, to a south boundary line of said entire tract. ALSO:

A part of said entire tract being a strip of land adjoining northeasterly the northeasterly boundary line of said Parcel No. 15-6:234:A. Said strip of land is 15.0 ft. wide 7.5 ft. on each side of the following described center line:

ft. on each side of the following described center line;
Beginning at a point on the easterly boundary line of said entire tract, which point a approximately 797,4 ft. east and

to or egress from said remaining portions contiguous to the lands hereby conveyed to or from said freeway.

Parcel No. 15-6:234

A parcel of land in fee for a service road incident to the construction of a freeway known as Highway Project No. 15-6, being part of an entire tract of property in the SW4 of Section 15, T. 5 S., R. 1 E., S.L.M. The boundaries of said parcel of land are described as follows:

Beginning at the SW. corner of said entire tract, which point is approximately 120.78 ft. N. 89° 29' W., 81.4 ft. N. 2° 30' W. and 1072.50 ft. N. 89° 30' W. from the Sk corner of said Section 15; thence N. 2° 30' E. 411.9 ft. to the NW. corner of said entire tract; thence S. 89° 30' E. 16.5 ft.; thence S. 2° 30' E. 411.9 ft.; thence N. 89° 30' W. 16.5 ft. to the point of beginning. Above described parcel of land contains 0.16 acre.

Parcel No. 15-6:234:E

Two easements for irrigation and waste water ditches, and appurtenant parts thereof upon part of an entire tract of property in the Sk of Section 15, T. 5 S., R. 1 E., S.L.M.

One part of said entire tract being a strip of land adjoining westerly the westerly boundary line of Parcel No. 15-6: 234:A herein above described. Said strip of land is 15.0 ft. wide, 7.5 ft. on each side of the following described center line:

Beginning at a point on a north boundary line of said entire tract which point is approximately 545 ft. west and 500 ft. north from the S¹4 corner of said Section 15; thence S. 31° 53' 02" E. 212.4 ft.; thence S. 10° 39' 36" E. 249 ft., more or less, to a south boundary line of said entire tract.

A part of said entire tract being a strip of land adjoining northeasterly the northeasterly boundary line of said Parcel No. 15-6:234:A. Said strip of land is 15.0 ft. wide, 7.5 ft. on each side of the following described center line:

Beginning at a point on the easterly boundary line of said entire tract, which point a approximately 797,4 ft, east and limit north from the Science of said Section 15; thence 10 miles 46" w. 698 st. pmore or less, to a north boundary line at aid entire tract. The above described strips of land contains 19 acre, more or less.

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Carried .

DISTRICT JUDGE

MY OFFICE AS SITE OF THE CHICAGONAL DOCUMENT

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WARRANTY DEED

15-6:234B

A tract of land for a service road incident to the construction of highway known as Project No. 15-6 situated in the SW1 of Section 15, T. 5 S., R. 1 E., S.L.M. The boundaries of said tract of land are described as follows:

Beginning at the SW. corner of the grantors land, which point is 0.68 ch. south and 18.13 chs. West from the SE. corner of said SW1; thence North 2.06 chs. to the NW. corner of said grantors land; thence East 16.5 ft.; thence South 2.06 chs.; thence West 16.5 ft., to the point of beginning as shown on the official map of said project on file in the office of the State Road Commission of Utah. Above described tract of land contains 0.05 acre, of which 0.01 acre, more or less, now occupied by the existing highway. Balance 0.04 acre, more or less.

The grantors also hereby grant to the grantee permission to locate and construct within the grantors land and outside the limits of the highway right of way all irrigation and/or waste water ditches made necessary by the construction of said project. After the above described ditches are constructed, the grantee is thereafter relieved of all responsibility for the maintenance of said ditches.

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

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llth

boundaries of said tract of land are described as follows:

Beginning at the SW. corner of the grantors land, which point is 0.68 ch. south and 18.13 chs. West from the SE. corner of said SW1; thence North 2.06 chs. to the NW. corner of said grantors land; thence East 16.5 ft.; thence South 2.06 chs.; thence West 16.5 ft., to the point of beginning as shown on the official map of said project on file in the office of the State Road Commission of Utah. Above described tract of land contains 0.05 acre, of which 0.01 acre, more or less, now occupied by the existing highway. Balance 0.04 acre, more or less.

The grantors also hereby grant to the grantee permission to locate and construct within the grantors land and outside the limits of the highway right of way all irrigation and/or waste water ditches made necessary by the construction of said project. After the above described ditches are constructed, the grantee is thereafter relieved of all responsibility for the maintenance of said ditches.

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

WITNESS, the hands of said grantors, this

April A. D. 1961

Signed in the presence of:

STATE

STATE

SS.

General March State

Beneral C. Harris & Laura B. Harris, his wife

the signers of the within instrument, who duly acknowledged to me that the y executed the same.

My Commission expires Sept. 7, 1964

Notary public

Form R W-1 Prepared by DN 2/3/61

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WARRANTY DEED

15-6:234D

Keith Walters and Orlean Walters, his wife, American Fork, County of Utah, State of Utah grantors

hereby convey.. and warrant.. to the STATE ROAD COMMISSION OF UTAH for the sum of Three Hundred and no/100-----

Dollars,

the following described tract.. of land in

Iltah

County, State of Utah, to-wit:

A tract of land for a service road incident to the construction of highway known as Project No. 15-6 situated in the SWA of Section 15, T. 5 S., R. 1 E., S.L.M. The boundaries of said tract of land are described as follows:

Beginning at the SE. corner of the grantors land, which point is approximately 18.13 chs. west from the SE. corner of said SW¹/₄; thence North 2.06 chs.; thence N. 2° 30° E. 824 ft., more or less, to the NE. corner of said grantors land; thence West 16.5 ft.; thence S. 2° 30° W. 824 ft., more or less; thence South 114 ft., more or less; thence East 16.5 ft. to the point of beginning as shown on the official map of said project on file in the office of the State Road Commission of Utah. Above described tract of land contains 0.36 acre, more or less.

The grantors also hereby grant to the grantee permission to locate and construct within the grantors land and outlisde the limits of the highway right of way all irrigation and/or waste water ditches made necessary by the construction of said project. After the above described ditches are constructed, the grantee is thereafter relieved of all responsibility for the maintenance of said ditches.

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

th

Prepared by DN 2/6/61

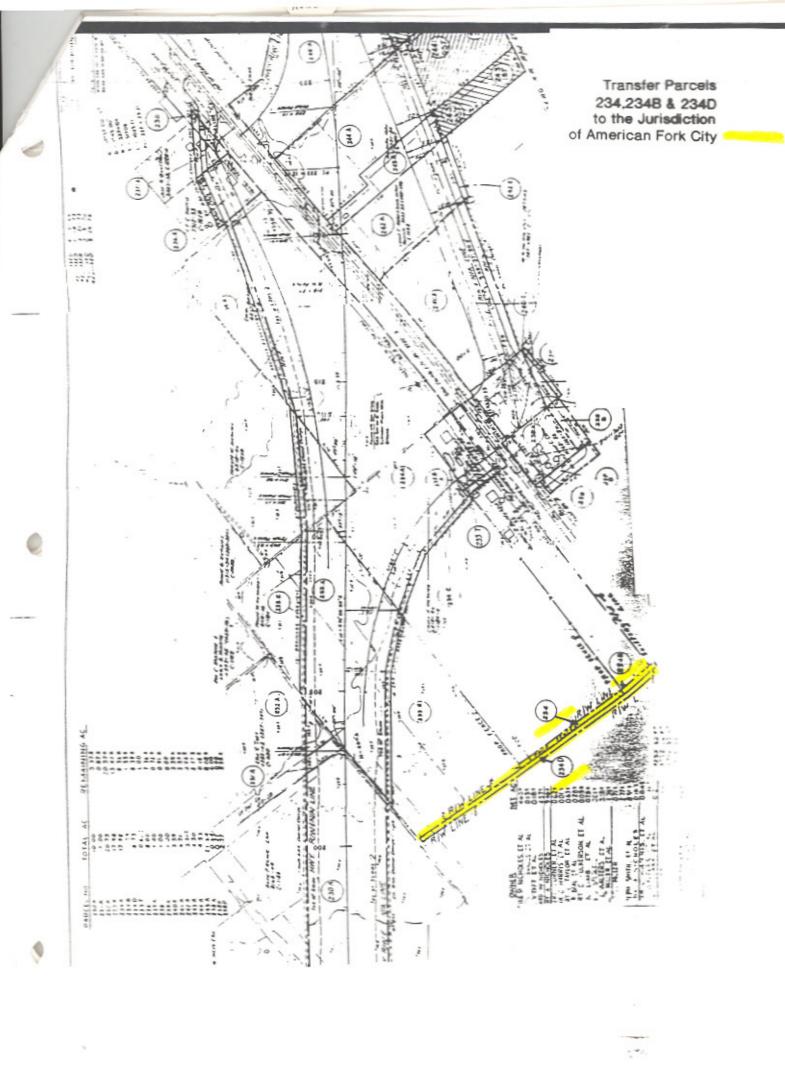
A tract of land for a service road incident to the construction of highway known as Project No. 15-6 situated in the SW# of Section 15, T. 5 S., R. 1 E., S.L.M. The boundaries of said tract of land are described as follows:

Beginning at the SE. corner of the grantors land, which point is approximately 18.13 chs. west from the SE. corner of said SW1; thence North 2.06 chs.; thence N. 2° 30° E. 824 ft., more or less, to the NE. corner of said grantors land; thence West 16.5 ft.; thence S. 2° 30° W. 824 ft., more or less; thence South 114 ft., more or less; thence East 16.5 ft. to the point of beginning as shown on the official map of said project on file in the office of the State Road Commission of Utah. Above described tract of land contains 0.36 acre, more or less.

The grantors also hereby grant to the grantee permission to locate and construct within the grantors land and outisde the limits of the highway right of way all irrigation and/or waste water ditches made necessary by the construction of said project. After the above described ditches are constructed, the grantee is thereafter relieved of all responsibility for the maintenance of said ditches.

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

Signed in the presence of:	
ST COLUMN STORY SS. Column 10 2 10 2 10 2 10 2 10 2 10 2 10 2 10	l personally
appearance Keith Walters & Orlean Walters, his wife the signers of the within instrument, who duly acknowledged to me that they executed to My Commission expires Sept. 7, 1964	he same.



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.

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

Dated on this 30 th day of July 1993

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Orairman

Commissioner

Commissioner

Commissioner

Commissioner

Secretary Secretary

SANT LAKE CHTY CORPORATION

DEPARTMENT OF PUBLIC WORKS

City Engineering Division

MAX G. PETERSON, P.E. CITY ENGINEER 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

MGP:KC:po Attachment

cc: Rick Johnston

Karen Carruthers

Vault

R-151(P)

Project No. U-122(10)

Recorder

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.

THIS AGREEMENT, made and entered into on this 2nd day 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. 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
- 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 With parties hereto have caused this Agreement to be executed by their duly about officers on the day and year listed above.

SALT LAKE CITY

DEAH DEPARTMENT OF TRANSPORTATION

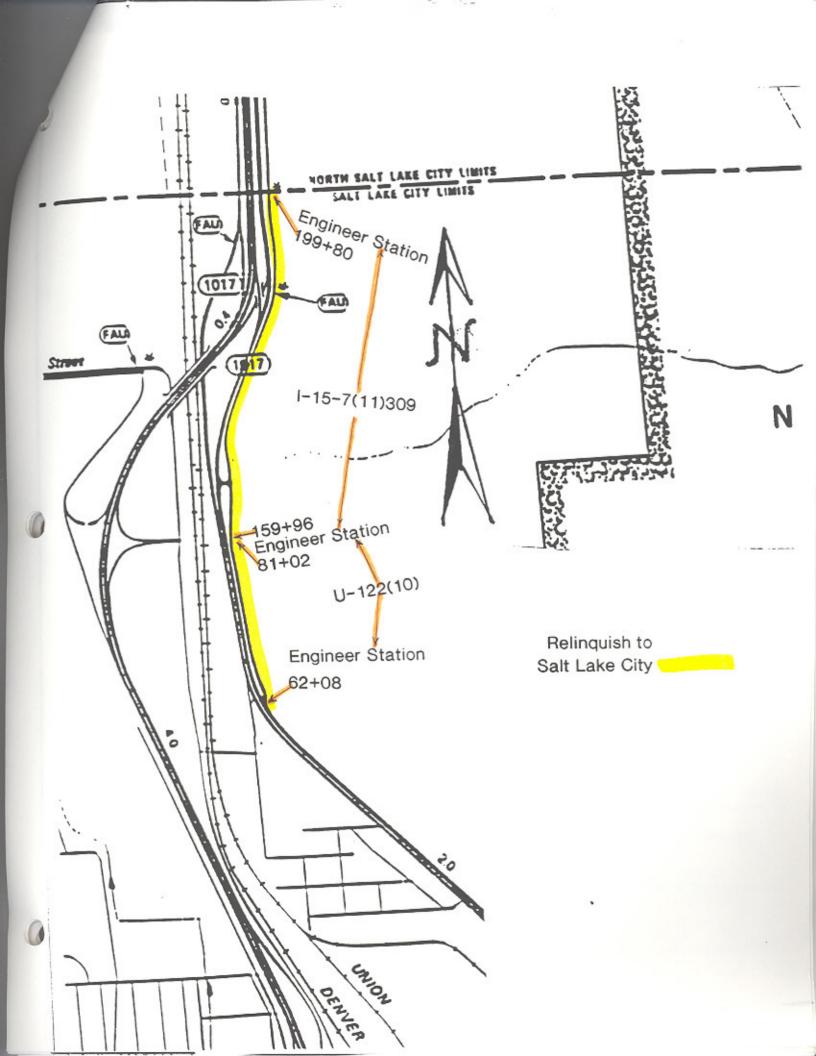
Director

Department of Transportation

weeken

Secretary

ACTING CITY RECORDER



MAX G. PETERSON, P.E. CITY ENGINEER

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

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,

Peterson, City Engineer

MGP:JH:po Attachment

> Rick Johnston Joel Harrison

> > Vault Bob Sorcic Duane Fuller



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.

THIS AGREEMENT, made and entered into on this 1992 ay of 1992, by and between the Utah Department of Transportation, hereinafter called the "DEPARTMENT", and the Authorized Officials of Salt-Lake CER 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:

- 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.
- "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.

SALT LAKE CITY

UTAH DEPARTMENT OF TRANSPORTATION

Deedee Conadini

Director, Mept. of Transportation

City Clerk

UDOT Secretary

7-30-

RESOLUTION

Designation of State Constructed Frontage Roads Project No. I-15-8-(41)347 Perry City and Box Elder County

WHEREAS, Section 72-4-102 of the Utah Code 1999 provides for Additions to or deletions from state highway system - Designation of highways as state highways between sessions, and

WHEREAS, the Mayor of Perry City Corporation and the chairman of the Box Elder County
Commission have officially requested through the office of The Executive Director of The Utah Department of
Transportation, a portion of frontage road known as "R" Line be designated as residing under the jurisdiction of
Perry City and Box Elder County, and

WHEREAS, it has been brought to the attention of the Region One Director that State Constructed Frontage Roads associated with Project No. I-15-8(41)347 were not officially designated as a portion of the appropriate entities road systems defined herein, upon completion of stated Project, and

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

WHEREAS, the appropriate public officials of the ensuing described entities have been notified and concur of the following actions defined herein, and

WHEREAS, The Region One Director, along with the appropriate staff of the Program Development Division, reviewing the criteria for designation of state constructed roadways or segment of roadways, concur the defined roadways defined herein should be designated as belonging to the prescribed local entities defined henceforth.

NOW THEREFORE, be it resolved as follows:

 Portions of state constructed roadway in conjunction with Project No. I-15-8(41)347, shall be designated as prescribed to the jurisdiction of Box Elder County, and Perry City, described herein.

	Box E	lder County			
Line Name	Eng. Sta. to	Eng. Sta. =	<u>Feet</u>	=	Miles
"R" Line	24+80	39+73	1493'		$0.28 \pm$
"B-14 Line	1+58	6+68	510'		0.10 <u>+</u>
		Perry C	ity		
Line Name	Eng. Sta. to	Eng. Sta. =	Feet	=	Miles
"R" Line	0+00	24+80	2480'		0.47 <u>+</u>

Bd. Peri

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Age 2

<u>Jesignation of State Constructed</u>

<u>Frontage Roads Project No. I-15-8(41)347</u>

<u>Perry, City and</u>

<u>Box Elder County</u>

- 2. The resulting actions inclusive with "R" Line and "B-14" Line will increase the Box Elder County "B" System mileage $0.38\pm$ miles and the "R" Line action will increase Perry City "C" System mileage $0.47\pm$ miles.
- 4. The functional classification with all inclusive actions will remain Local Roads.
- 5. The accompanying Letters, and Exhibit "A" be made part of this resolution.

Dated on this	7th	day of	<u>ianuary</u>	2000
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Chael O. Leavitt Governor Thomas R. Warne Executive Director Clinton D Topham Deputy Director

State of Utah DEPARTMENT OF TRANSPORTATION

Dyke M. LeFevre, Director Region One 159 North Wall Avenue P.O. Box 12580 Ogden, Utah 84412-2580 (801) 399-5921 FAX: (801) 399-5926 Internet:www:sr.ex.state.ut.us Commission Glen E. Brown Chairman James G. Larkin Hall M. Clyde Dan R. Eastman Stephen M. Bodily Jan C. Wells Bevan K. Wilson

November 24, 1999

Mayor Hal R. Allen Perry City Corporation 3005 South 1200 West Perry, UT 84302

Dear Mayor Allen:

You and Commissioner Royal K. Norman sent me a joint letter a couple of weeks ago requesting for UDOT to transfer the frontage road on the west side of I-15, south from Interstate Exit 364 (SR-91) to the City and the County respectively to your jurisdiction. At that time, you indicated to us that you had records showing that UDOT owned all the old railroad right of way along the west side of I-15 and that you wanted us to give you jurisdiction to that right of way within your city limits. We requested the alleged records so we could up-date our right of way maps and files and properly convey the frontage road you requested. At this time, we have not received any records showing UDOT ownership and without those records, we will not be able to convey to you the requested frontage road, except that portion that we do own near the I-15 exit #364.

I have instructed Essy Rahimzadegan, our Region Right of Way Engineer to proceed to have the Commission Resolution drafted to give Perry City and the County their portion of frontage road we do own for your transportation purposes. Commission action will give the local jurisdiction control of this frontage road to use, maintain, enhance, and/or construct to meet their transportation needs.

The length of this frontage road, as shown in the drafted resolution attached, will be added to your milage, which determines your share of the B&C highway allocation respectively. From your joint letter, we will proceed with this action as your affirmative consensus.

If ownership records can be obtained, showing that UDOT has rights to the remaining frontage road, we will be glad to redo or make another resolution conveying the remainder of the frontage road to the City; but at this time I don't feel we can convey rights to a frontage road that we don't own.

We are sorry we cannot be of further help to you at this time, but if the records can be obtained, we will be expeditious in changing our records and maps and conveying the remainder of the frontage road to you.

Sincerely,

Lyke M. Lefevre, P.E. Region One Director

DML/cs

Attachment

cc: Senator Peter Knudson

Representative Ben Ferry

Box Elder Co. Commission, Royal Norman, Chairman

Clinton D. Topham Essy Rahimzadegan

Ray Morley, Pointe Perry L.C.



3005 South 1200 West • Perry, Utah 84302 • 801-723-6461

RECEIVED

NOV 2 4 1999

Utan dept of mans. Region One

Utah Department of Transportation
Attention: Transportation Commission
Mr. Dyke Lafever, Region One Director
4501 South 2700 West
Salt Lake City, Utah 84119-5996

Subject: U.D.O.T. Property located at I-15 and Exit #364, Brigham City, Utah

Dear Mr. Lafever:

Your letter of April 7, 1999 stated that the land controlled by U.D.O.T. can be turned over to the municipality under certain conditions. Perry City is cognizant of those conditions and is ready to proceed with the commercial development of this area.

U.D.O.T. is requested to quit claim to Perry City all of the U.D.O.T. property located South of Point of Beginning (POB) and adjacent to the West side of I-15 South to the Perry/Willard boundry line, which lies within the Perry City limit. That portion of said ground that lies outside of the Perry City limit but within Box Elder County should be deeded to Box Elder County.

Note: POB – Beginning at the intersection of the Westerly Right-of-Way line of Interstate 15 and Westerly Right-of-Way line of the old Central Pacific Railroad located North of 00 degrees 31'01" East 2033 89 feet and North 90 degrees 00'00" West 2735.58 feet from the Southeast corner of said Section 27; Township 9 North, Range 2, West of Salt Lake Base and Meridian.

To assist you in this process, a survey of the area was accomplished and is included for your information. Those members of U.D.O.T. who have helped to assemble this information and who are aware of the material are as follows:

Scott L. Nelson, CPL, U.D.O.T. Essy Rahimzadegan, U.D.O.T. Regional Employee

If you have questions perhaps they could provide you with the necessary information.

Rd. Perry

We believe this development will be a major benefit to surrounding communities including Box Elder County and the State of Utah.

Your expeditious help and assistance to accomplish this project will be appreciated.

Sincerely,

Hal R. Allen, Mayor

Perry City, Utah

Royal K. Norman, chairman

Box Elder County Commission

cc: Senator Peter Knudson

Representative Ben Ferry

Box Elder County Commissioners, Royal Norman, Chairman

Scott L. Nelson, U.D.O.T.

Essy Raahmzadengan, U.D.O.T., Region #1 Right-of-Way Designer

Dyke Lafever, U.D.O.T., Regional #1 Director

Kd. Fer

POINTE PERRY, L., C. 1190 North Spring Creek Place Springville, Utah 84663 September 24, 1999

TRANSMITTED BY FACSIMILE TO

Utah Department of Transportation

Division One

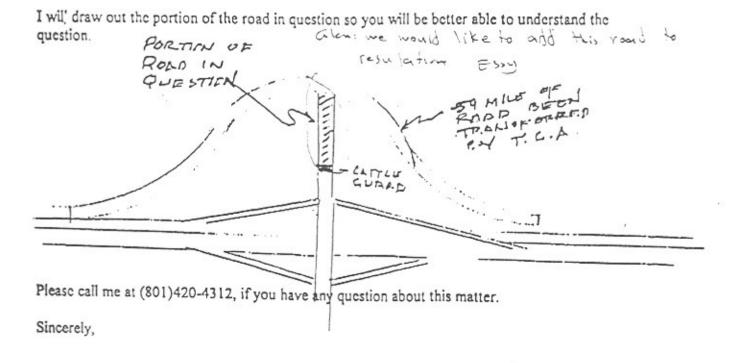
Attention: Essy Ogden, Utah

Fax: (801) 399-5926

Subject: UDOT property at I-15 and Exit #364, Brigham City, Utah.

Dear Essy,

Yesterday in a meeting we were discussing the transfer of the .59 mile of road that is being transferred to Perry City. The question was asked about that portion of the road that ran from the cattle crossing to the loop road that is being transferred. Should that portion of the road not also be transferred to Perry City? If it is not transferred, how can be demonstrate the ability to access that portion of the road.



Ray Morley, Manager Pointe Perry, L.C.



3005 South 1200 West • Perry, Utah 84302 • 801-723-6461

Dyke LeFevre Region One Director Utah Dept. Of Transportation 169 North Wall Avenue Ogden, Utah 84412-2580

MAY 5 1999

May 4, 1999

Dear Mr. LeFevre.

Perry City Council would like you to prepare a Commission resolution designating the frontage road of I-15 interchange #364 to Perry City as directed by Thomas R. Warne in a letter dated April 7, 1999.

We appreciate your time and consideration in this matter and are anxious for the road transfer. Thank you for your assistance..

Sincerely,

Judy W. Bylsma for Mayor Hal R. Allen

City Recorder/Manager



Michael O. Leavitt Coverper Thomas R. Warne Practice Director Clinton D Topham Deputy Director

4501 South 2700 West Salt Lake City, Utah 84119-5996 (801) 965-4000 FAX (801) 965-4338 Internet; www.sr.ex.state.ut.us

Commission Gles E. Brows Chairman James G. Larkin Hal M. Clyde Das R. Eastman Sheri L. Griffith Stephes M. Bodily Jan C. Wells

April 7, 1999

Mayor Hal R. Allen Perry City Corporation 3005 South 1200 West Perry, UT 84302

Dear Mayor Allen:

This letter is in answer to your letter dated February 26, 1999, requesting the rights to the frontage road on the west side of the 1-15 Interchange #364, west of Brigham City, Utah. It is UDOT's policy to designate frontage roads as local roads at the completion of construction. The mileage associated with each road is then added to the local municipality's B or C mileage and used in the formula to obtain B and C funding. The local entities control the roads as they would their own local street system. They maintain the roads, make improvements, and control the access on and off the roads as they would do on their own local streets. As long as the roads are used for public transportation purposes, they are treated as their own public streets. The transferred roads, however, cannot be given away for a private roadway, nor can the right-of-way be sold by the city to a private individual or developer. If it is no longer needed for transportation purposes, it reverts back to UDOT.

Attached is a print showing I-15 interchange #364, with a frontage road marked in yellow. This is the only portion of frontage road on the west side of I-15 that is not on private property and controlled by the private land owners. This section of frontage road contains 0.59 miles. I have researched the records and have found no official action that designated this portion of frontage to a local entity. If you agree, we will prepare a Commission resolution designating this frontage road as a Perry City street and make sure that you receive the appropriate increase of your city mileage by 0.59 miles. Please respond by letter to Dyke LeFevre, our Region One Director, and he will have the resolution prepared for Transportation Commission action. If you need additional information, please contact Mr. LeFevre at (801) 399-5921. Thank you for your interest.

Executive Director

TRW/DML/esf Enclosure

cc:

Senator Peter Knudson Senator John Holmgren Clinton D Topham

Dyke M. LeFevre Robert Fox

DECLARATION OF ABANDONMENT

Abandonment of Relinquished Right-of-Way
On a Realigned Section of the I-15 South Cedar Interchange "C" Line of

Project No. NI-15-2(1)
In Iron County

_00510482 8x00989 Pa01031-01932

PATSY CUTLER - IRON COUNTY RECORDER
2005 AUG 29 12:55 PM FEE \$.00 BY DBJ
REQUEST: UTAH DEPARTMENT OF TRANSPORTATI

WHERAS, Section 72-4-104 of the Utah Code 1998, Provided for the Disposition of Highways Realigned. (2b) abandoned by the department if it no longer serves the purpose of a highway, and

WHERAS, the roadway which operated as a portion of the I-15 South Cedar Interchange was never officially abandoned when new alignment, in conjunction with local development in the area, was completed, and

WHERAS, the Region Four Director has indicated that the Deputy Director of the Utah Department of Transportation acting in the best interest of the Utah Department of Transportation should officially abandon the old roadway described herein, and

WHERAS, the Director of Right of Way has reviewed the situation pertaining to stated old right-of-way and concurs with the Region Four Director that the portion of the I-15 South Cedar Interchange "C" Line described herein, should be officially abandoned, and

WHERAS, the appropriate staff of the Transportation Planning Division having reviewed all the material pertaining to stated abandonment concur with the Attorney General's Office recommendation.

NOW THEREFORE, be it resolved as follows:

1. Right-of-Way of I-15 South Cedar Interchange "C" Line being described as follows:

A parcel of land situate in the NW1/4 SW1/4 of Section 22, Township 36 South, Range 11 West, Salt Lake Meridian, said parcel being more fully described as follows

Beginning at a point on the northerly right-of-way (R/W) line of Cross Hollow Road, which point is S. 01°09' 10" E. 341.39 ft. along the Section Line and EAST 1216.95 ft. from the West One-quarter Corner of Section 22, T36S, R11W, Salt Lake Meridian; thence westerly along said R/W line 84.06 ft. along the arc of a 1250.00 ft. radius curve to the left, through a central angle of

3°51'11" (chord bears N. 76°33'35" W. 84.04 ft.); thence northerly 7.90t. along the arc of a 114.00 ft. radius curve to the right, through a central angle of 3°58'12" (chord bears N. 6°00'10" E. 7.90 ft.); thence N. 7°59'16" E. 185.36 ft. (record, N. 8°58'26.4" E. 185.36 ft.); thence northerly 98.02 ft. along the arc of a 126.21 ft. radius curve to the left, through a central angle of 44°30'00" (chord bears N. 14°15'44" W. 95.58 ft.); thence N. 36°30'44" W. 53.50 ft (record, N. 35°31'33.6" W. 24.17 ft.) to the One-quarter Section line; thence N. 89°43'44" E. 99.11 ft. (record, East 95.24 ft.); thence southerly 155.07 ft. along the arc of a 206.21 ft. radius curve to the right, through a central angle of 43°05'09" (chord bears S. 13°33'18" E. 151.44 ft.) (record, southerly 129.09 ft. along the arc of a 206.21 ft. radius curve to the right); thence S. 7°59'16" W. 185.36 ft. (record, S. 8°58'26.4" W. 185.36 ft.); thence southerly 16.52 ft. along the arc of a 34.00 ft. radius curve to the left, through a central angle of 27°50'26" (chord bears S. 5°55'57" E. 16.36 ft.) to the Point of Beginning. Said parcel of land encloses 28006 square feet (0.643 acres).

- 2. This abandonment will become effective upon approval of the Deputy Director of the Utah Department of Transportation.
- 3. The accompanying letter, memorandums, quit claim deed, exhibits, affidavits, and map will be made part of this abandonment.

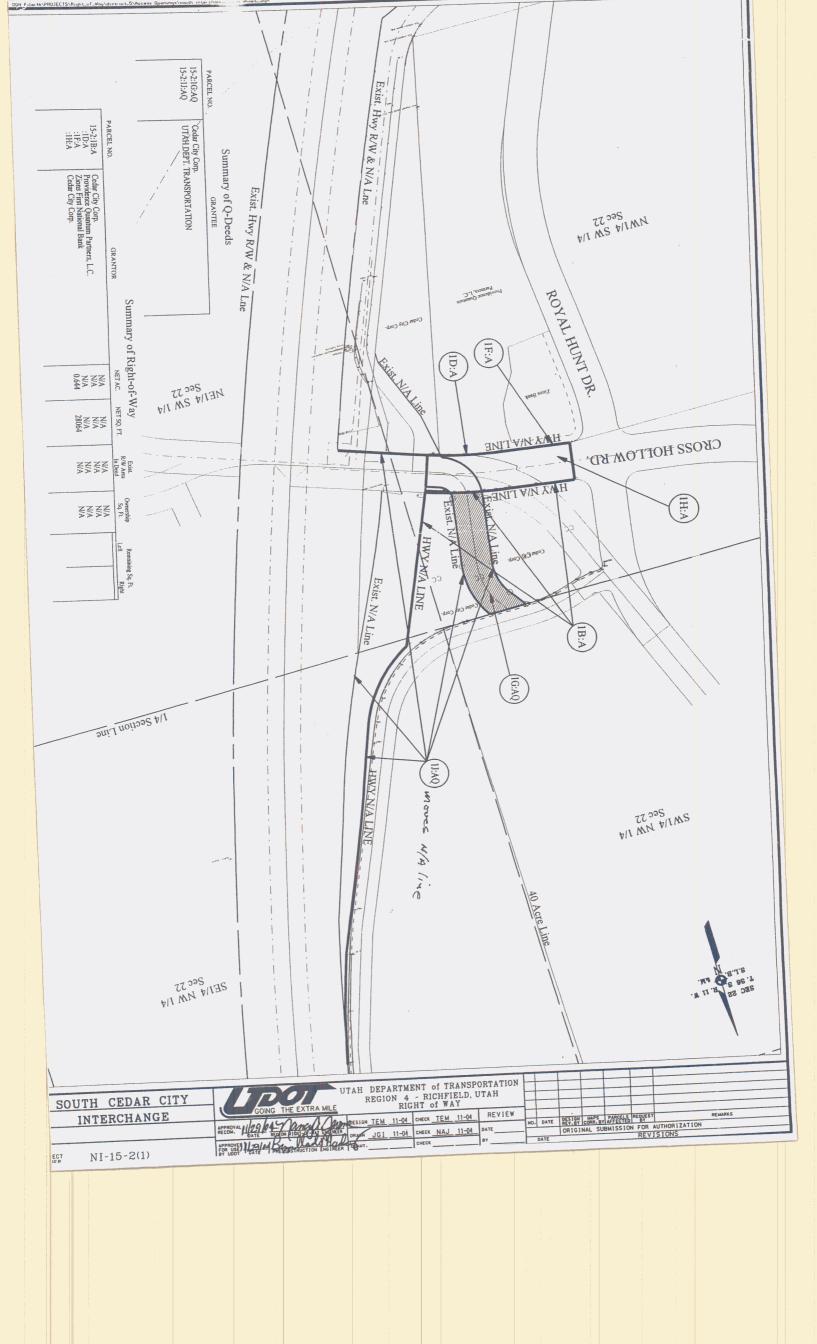
IN WITNESS WHEREOF, said UTA caused this instrument to be executed	AH DEPARTMENT OF TRANSPORTATION has this! ? day of
A.D. 2005, by its Deputy Director.	
STATE OF UTAH)	UTAH DEPARTMENT OF TRANSPORTATION
COUNTY OF SALT LAKE)	By Deputy Director
Deputy Director of the Utah Departr	personally appeared before me, who, being by me duly sworn, did say that he is the nent of Transportation, and he further acknowledged d by him in behalf of said UTAH DEPARTMENT
OF TRANSPORTATION.	
WITNESS my hand and official star	np the NOTARY PUBLIC

date in this certificate first above written.

Notary Public

NOTARY PUBLIC
AULE B. LEWIS
4501 5 2700 W PO Box 141235
Salt Lake City, UT 84114-1235
Commission Empires
Decreptor 31, 2885
STATE OF UTAM

00510482 BK00989 P601032



When recordead mail to: Utah Dept. of Transportation Right of Way,4th floor Box 14820 Salt Lake City, Utah 84130-0810

Resolution

Jurisdictional Reversion to the Utah Department of Transportation for portions of I-15 Frontage Roads in Utah County

WHEREAS, Section 72-4-102 of the Utah State Code provides for additions to or deletions from the state highway system, and

WHEREAS, the Utah Department of Transportation designed and built Projects I-15-6(10)276 and I-15-6(41)281 and by resolution transferred frontage and bypass roads to the jurisdiction of the local agencies. The Utah Department of Transportation kept ownership of the fee property.

WHEREAS, through the design process of Project S-I15-6(228)280 the Utah Department of Transportation Region Three Director requests portions of these frontage roads revert back to the jurisdiction and maintenance of the Department of Transportation and to be added to the State Highway System as a portion of Interstate 15, and

WHEREAS, the duly appointed officials of the Lehi City provided a letter of concurrence dated January 26, 2016 as to the jurisdictional reversion of the portions of the frontage roads to the Utah Department of Transportation, and

WHEREAS, The original resolution transferred the frontage roads to Utah County. Subsequently, Lehi City has incorporated the portions of frontage road, which are to revert back to UDOT,

WHEREAS, Systems Planning and Programming having reviewed all stipulations defined within this resolution, concurs with UDOT's Region Three Director, for the justification of all recommendations.

NOW THEREFORE, be it resolved as follows:

1. The portion of Frontage road 3W on the westerly side of I-15 beginning at Station 102+30 at the Salt Lake County Line and extending southerly to equation station 162+46.6 back = 30+36.20 ahead the continuing southerly as frontage road 4W to station 135+00 of Project I-15-6(41)281 (This point is approximately at station 1+10 of "J" Line of Project I-15-6(10)276) and the portion of "J" Line between Station 0+00 to 29+10 of Project I-15-6(10)276 revert to the jurisdiction and maintenance of the Utah Department of Transportation and revert to the jurisdiction and maintenance of the Utah Department of Transportation, a distance of 3.67 ± miles, will be transferred to UDOT and placed of the State Hwy System as a portion of Interstate 15.

- 2. The portion of Frontage road 4E on the easterly side of I-15 beginning at Station 101+74.50 which point is currently within the right of way of SR-92 and extending southerly and easterly to PT Station 164+17.77, a distance of 1.18 ± miles, will be transferred to UDOT and placed of the State Hwy System as a portion of Interstate 15.
- 3. UDOT will assume all maintenance, repairs and future construction responsibility of the above described roadways.
- **4.** All transactions described herein will become effective on passage of this resolution by the Utah Transportation Commission.
- 5. The accompanying map marked Exhibit "A" and letters of concurrence from the Lehi City and Utah County be made part of this resolution.

Dated on this day of <u>Fabruary</u> 2017
UTAH TRANSPORTATION COMMISSION
J. Kent Millington, Chairman
Megan Z. Holbrook, Commissioner
Wayne K. Barlow, Commissioner
Dannie R. McConkie, Commissioner
Naghi - Zeen ati Naghi Zeenati, Commissioner
Gayle F. McKeachnie, Commissioner
Lew W. Cramer, Commissioner

Attest:



Office of the Mayor

Office 801.768.7100 Fax 385.201.1269

153 North 100 East Lehi, UT 84043 lehi-ut.gov Teri Newell, Region Three Director Region Three 658 North 1500 West Orem, Utah 84057

Dear Teri:

In cooperation with Region Three, the undersigned are in full support of the jurisdictional transfer of the following segment of frontage road from Lehi jurisdiction to the Utah Department of Transportation: Frontage Road from 2100 North, Lehi, to the Utah/Salt Lake County Line on the West side of I-15 in Lehi.

As part of the I-15 Technology Corridor project the Frontage Road in this easement will be changed to a one-way road with ramps exiting and entering I-15 form the Frontage Road. This change in jurisdiction will facilitate UDOT in maintaining the safe operation of both the Frontage Road and I-15.

Thank you for your consideration in this matter.

Deleken

Sincerely,

Bert Wilson Lehi City Mayor

DATE:

1-26-2017



A RESOLUTION APPROVING A COOPERATIVE AGREEMENT BETWEEN UTAH DEPARTMENT OF TRANSPORTATION (UDOT) AND LEHI CITY TO TRANSFER JURISDICTION OF THE FRONTAGE ROAD BACK TO UDOT.

WHEREAS, UDOT owns the Frontage Road from 2100 North, Lehi, to the Utah/Salt lake County Line on the West side of I-15 and from the intersection of 1600 West and 2450 North, Lehi, to SR-92 on the East side of I-15 in Lehi from the CITY; and

WHEREAS, UDOT transferred jurisdiction to the CITY of the described portions of the Frontage Road and UDOT plans to construct a highway project that will require the Frontage Road to become part of the state highway system; and

WHEREAS, the CITY will transfer jurisdiction of the Frontage Road back to UDOT.

NOW THEREFORE, this Cooperative Agreement is written to set out the terms and conditions under which the jurisdictional transfer shall be performed as outlined in the attachment and the Mayor is authorized to execute the Cooperative Agreement.

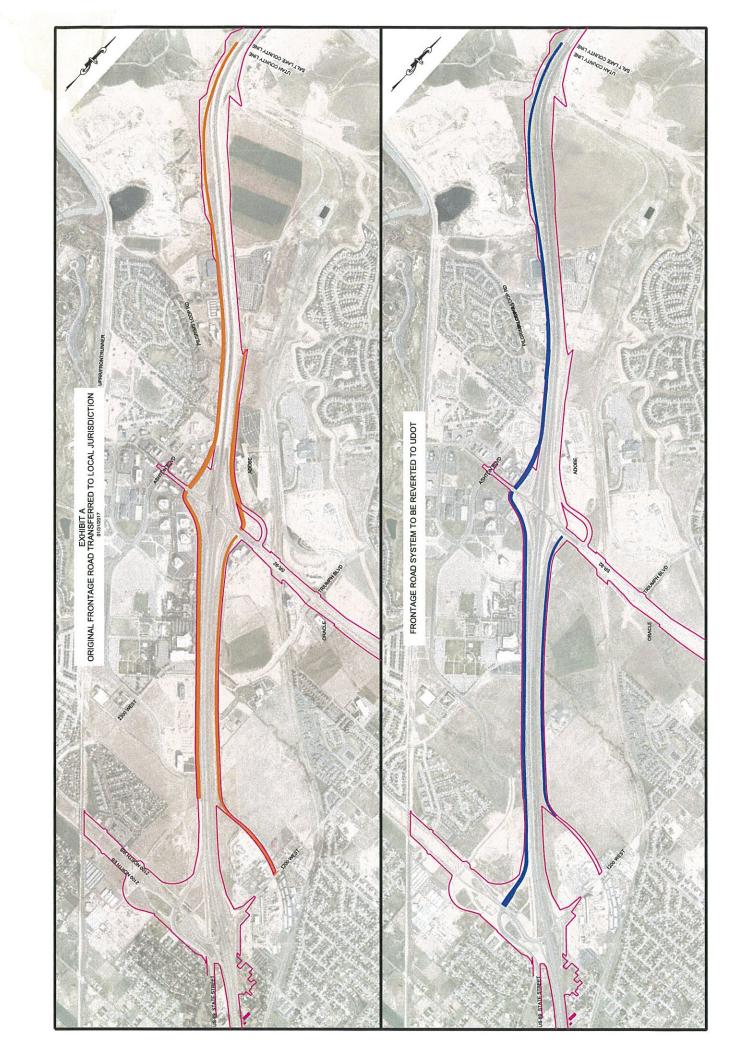
Approved and Adopted by the City Council of Lehi City this 13th day of December, 2016.

Mayor Bert Wilson

Lehi City

A ++ - - + .

Marilyn Banasky, City Recorder



RESOLUTION

Transfer of State Constructed Roads

WHEREAS, under Utah State Transportation Code 74-3-102 (4) The department has jurisdiction and control over all state highways; and

WHEREAS, under Utah State Transportation Code 72-4-104 (2) When a state highway is realigned the former portion of it may be: (a) returned or relinquished to the county of municipality in which it is situated to be maintained as a highway; and

WHEREAS, with the completion of Interstate Highway 15 project I-15-1(15)9 sections of the existing highway State Route 1 (US Highway 91) were either obliterated or incorporated into a frontage road designated as the "S" Line running roughly parallel to and offset southeasterly from the northbound lanes of said Interstate Highway project from Sta. 634+17.0 NB to 794+73.9 NB; and from thence said frontage road was designated as the "M" Line to its junction with Leeds Main Street; and

WHEREAS, from its southerly beginning point in the SE/4 SE/4 of Section 27, T41S, R14W, opposite Sta. 634+17.0 NB Lanes, to the north line of Section 23, T41S, R14W, SLM, opposite Sta. 751+±NB, the "S" Line is within Hurricane City; and

WHEREAS, from said section line the "S" Line, and "M" Line continue within Washington County to the southwesterly corporate limits of the City of Leeds opposite Sta. 818+50 ±; and

WHEREAS, the said "S" Line and "M" Line will continue to serve as public roads, though not justified as part of the State System of Highways;

IT IS THEREFORE PROPOSED by Mr. Rick Torgerson, Region 4 Director, in concurrence with Region 4 Right-of-Way and Operations officials, that the foregoing "S" Line and "M" Line be transferred to the jurisdictions of the governing bodies of Hurricane City and Washington County.

Hurricane City Class C roads will be increased by 2.21 miles.

Washington County Class B roads will be increased by 1.28 miles.

Signatures on Following Page

Dated on this	day of March, 2018
	UTAH TRANSPORTATION COMMISSION
	J. Kent Millington, Chairman
	Meghan Z. Holbrook, Commissioner
	Waynet Barlow
	Wayne K. Barlow, Commissioner Alumin Monkio
	Dannie R. McConkie, Commissioner at Large
	Naghi — Zeen o'ti Naghi Zeenati, Commissioner
	Naghi Zeenati, Commissioner
	Lew W. Cran
	Lew W. Cramer, Commissioner at Large
	Dourallain
	Donna J. Law, Commissioner at Large

Attest:
Secretary Muhell Juanum
Michelle Jeronimo



City of Hurricane

City Engineer

Arthur LeBaron PE, PLS

Mayor

John W. Bramall

Clark Fawcett

October 17, 2017

UDOT Region 4 Attn: Rick Torgerson 210 West 800 South Richfield, Utah 84701

Re: Old Highway 91 Jurisdictional Transfer

Dear Rick,

The City of Hurricane has been planning a road improvement project on Old Highway 91 from the North end of the Gateway Project to Harrisburg. This segment of Old Highway 91 is directly adjacent to the I-15 Right-of-Way. In coordinating with UDOT Region 4 Staff, it has been determined that this section of Old Highway 91 remains under UDOT jurisdiction, despite a jurisdictional transfer that took place in 1964.

Hurricane City has been providing maintenance for this section of roadway for many years, and we are committed to continue to do so. This being the case, we request that UDOT provide a jurisdictional transfer of Old Hwy 91 in its entirety within the incorporated City Limits. Once this is complete the City will continue with plans to improve the roadway surface and provide continued maintenance.

Very Sincerely,

Mike Vercimak

Director of Public Works

Arthur O. LeBaron, PE, PLS

City Engineer

Cc:

Ted Madden Jared Beard James Olschewski Dian McGuire



Public Works Director | Ron Whitehead

December 27, 2017

UDOT Region 4 Attn: Rick Torgerson 210 West 800 South Richfield, UT 84701

RE: Old Highway 91 Jurisdictional Transfer

Dear Rick,

Washington County would like to work with UDOT to clean up some oversights in the jurisdictional transfer of frontage roads. It has been determined that the jurisdiction of the small section of Old Highway 91 between Hurricane and Leeds was never officially transferred to the County.

Washington County has been providing maintenance for this section of roadway for many years, and we are committed to continue to do so. This being the case, we request that UDOT provide a jurisdictional transfer of Old Highway 91 in its entirety in the unincorporated County between Hurricane City and the Town of Leeds. Once this is complete, the County will continue with plans to provide continued maintenance.

Best Regards,

Ron Whitehead

Public Works Director

Washington County

