

Route 40

Updated: May 2016

Kanesville to Plain City, 1933 - by Commission as Federal-aid Project.

**(*A) Scanned)

1953 Description:

From Kanesville on Route 37 northerly to Plain City.

Approved by 1963 Legislature:

Approved by 1965 Legislature:

1967 Legislature:

1969 Legislature:

1.10 miles transferred from local FAS-575 and 3.947 miles transferred from Local FAS-577 to this route by the **1969 Legislature**.

1969 Description:

From Kanesville on SR-37 northerly to Plain City, thence easterly to Pleasant View on SR-50.

1975 Legislature: Description remains the same.

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

The 1975 description of SR-40 is deleted from the State System and reassigned as State route 134. State Route 40 is reassigned to the old description of State Route 6.

1977 Description:

From Silver Creek Junction on State Route 80 (I-80) easterly via Heber City, Duchesne and Vernal to the Utah-Colorado State line.

1983 Legislature: Description remains the same.

1985 Legislature: Description remains the same.

1986 Legislature: Description remains the same.

1987 Legislature: Description remains the same.

1988 Legislature: Description remains the same.

**(C) *(D)*

1990 Legislature: Description remains the same.

**(E)*

1992 Legislative Description:

From Route 80 at Silver Creek Junction easterly via Heber City, Duchesne, and Vernal to the Utah-Colorado state line.

1993 Legislature: Description remains the same.

1994 Legislature: Description remains the same.

1995 Legislature: Description remains the same.

1996 Legislature: Description remains the same.

1997 Legislature: Description remains the same.

Route 40 Cont.

1998 Legislative Description:

From Route 80 at Silver Creek Junction southerly through Heber City then easterly through Duchesne, Vernal, and Jensen to the Utah-Colorado state line.

1999 Legislature: Description remains the same.

2000 Legislature: Description remains the same.

2001 Legislature: Description remains the same.

2002 Legislature: Description remains the same.

2003 Legislature: Description remains the same.

2004 Legislature: Description remains the same.

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.

* Refers to resolution index on the following page.

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

Route 40

COUNTY/VOLUME & RESOLUTION NO.

A. Tooele Co. 1/10	B. Multiple Co. 6/2	C. Summit & Wasatch Co. 8/1
D. Summit & Wasatch Co. 8/1	E. Wasatch Co. 8/17	

DESCRIPTION OF RESOLUTION CHANGE

- | | |
|---------------------------------|--|
| (A). Deletion - | Portion from 5.5 miles west of Delle toward Low 3.184 miles. |
| (B). Re-designation - | U.S. 40 as SR-40. |
| (C). Relocation/New Alignment - | From Park City Interchange to the junction with FAS-250. |
| (D). Relocation/New Alignment - | Same as description |
| (E). Transfer - | Old alignment to new SR-32 at beginning of route SR-32. |

10
Reso 10

- 5. Roy D. Slack, Design Engr. XII - increased from \$530 to \$555 per month
- 6. Edward J. Watson, Resident Engineer XIV - increased from \$585 to \$615 per month
- 7. Sheridan Fiack, Resident Engr. XV - increased from \$600 to \$630 per month
- 8. Merrill H. Carlson, Resident Engr. XVII - increased from \$600 to \$630 per month
- 9. Rehnon D. Nelson, Resident Engr. XIV - increased from \$585 to \$615 per month
- 10. Joseph D. Hilton, Resident Engr. XIV - increased from \$555 to \$585 per month
- 11. R. Karl Jones, Resident Engr. XIV - increased from \$550 to \$580 per month
- 12. Ross A. Slye, Resident Engr. XIV - increased from \$550 to \$580 per month
- 13. Kenneth B. Dyer, Chief Administrative Division VIII - increased from \$700 to \$735 per month
- 14. W. L. Anderson, Plans & Estimates Engr. XXI - increased from \$700 to \$735 per month
- 15. W. O. Arns, Chief Location Engr. XVIII - increased from \$625 to \$655 per month

- - - - -

Upon motion made by Commissioner Hamilton, seconded by Commissioner Balch, and unanimously passed, the Director was authorized to recommend to the Board of Examiners that Ralph O. Hill be employed as Chief Materials Engineer XVII at a salary of \$800 per month.

APPROVAL OF MINOR CHANGES IN STATE ROAD SYSTEM DUE TO CONSTRUCTION

Moved by Commissioner Balch, seconded by Commissioner Feltch, and unanimously passed:

That due to construction, the following minor changes in the State Road System be approved, as recommended by the District Engineers and concurred in by the Planning Division:

District No. 1

That portion of SR-218 from a point 2.6 miles west of US-91 in Smithfield northwesterly approximately 0.4 miles to a recently constructed approach road to be deleted. This portion is being replaced by S-0537(1).

District No. 2

That portion of State Highway US 40, approximately 5½ miles west of Delle, Utah, westerly toward Low, Utah, a distance of 3.184 miles, to be deleted. This portion of Highway US 40 is being replaced by Project I-80-2(1)61. This is a portion of the present road section 23-32-2, in Tooele County.

15, 1959

SI

District No. 6

- Project DF-015-3(1): Old road should be abandoned. Uintah County
- Project S-0191(1): Old road should be abandoned. Daggett County
- Project S-0201(1): Old road section was obliterated on this project and should be abandoned. Utah County

PLACING S.R. 54, FROM ESCALANTE TO BOULDER, ON FEDERAL AID SECONDARY SYSTEM

Director Morgan said that the road from Escalante to Boulder had been designated by Garfield County as Priority No. 1 to receive secondary road funds, and it was, therefore, recommended that this road be placed on the Federal Aid Secondary System.

Upon motion made by Commissioner Smirl, seconded by Commissioner Feltch, and unanimously passed, the following revision of description of Federal Aid Secondary Route No. 392 was approved:

From FAS Route 391 north of Bryce Canyon via Tropic and Escalante to Boulder, in Garfield County. (This revision changes the length of this route from 46.5 to 74.3 miles, an increase of 27.8 miles.)

AUTHORITY FOR PREPARATION AND MAINTENANCE OF BONNEVILLE SALT FLATS - 1960

Assistant Director Griffin said that District Engineer Wilbert had indicated in his letter dated December 1, 1959 that at least \$15,000, two trucks, one pick-up, and three additional personnel will be required to support the increased racing activities of the Bonneville Speedway Association on the Bonneville Salt Flats next year without interfering with the maintenance of the highway.

After a discussion, Commissioner Hamilton and Commissioner Balch were designated as a committee to study this problem and bring a recommendation to the Commission sufficiently in advance of the racing activities.

AUTHORIZATION TO OBTAIN BIDS FOR ELECTRICAL DISTRIBUTION SYSTEM AT DISTRICT NO. 2 OFFICE BUILDING

Moved by Commissioner Hamilton, seconded by Commissioner Feltch, and unanimously passed:

That the Director be authorized to obtain bids for the modification and addition to the electrical distribution system at District No. 2 office building, 726 West First South, Salt Lake City.

office space

DESIGNATING PROJECT F-018-1(2) AS A LIMITED ACCESS FACILITY

Moved by Commissioner Hamilton, seconded by Commissioner Balch, and unanimously passed:

State File

25

STAR Co. 7
CCTD
N/R pt

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS



AN APPLICATION

FROM THE STATE HIGHWAY DEPARTMENT OF

UTAH



FOR

- the Elimination of a U.S. Route 40
- the Establishment of a U.S. Route
- the Relocation of U.S. Route
- the Extension of U.S. Route
- the Establishment of an Alternate U.S. Route
- the Establishment of a Temporary U.S. Route
- the Recognition of a Business Route on U.S. Route
- the Recognition of a By-pass Route on U.S. Route

BETWEEN

Truckee, California and Silver Crk. Jct. Utah

The Following
State or States are
Involved:

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

California
Nevada

Date Received	<u>9/9/74</u>
Date application acknowledged	<u>9/4/74</u>
Date to Route Number Committee	
Date considered by Executive Committee	<u>6/17/75</u>
Action of Executive Committee	<u>Approved</u>
Member Department Notified	<u>6/18/75</u>

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

Date Submitted:

August 19, 1974

* A local vicinity map needed on Page 3. On Page 5 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice. If there are deficiencies, they should be so indicated in accordance with Page 4 instructions.

SUBMIT SIX COPIES

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

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

The "Purpose and Policy in the Establishment and Development of United States Numbered Highways, as Revised August 1, 1962" has been read and is accepted.

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


.....
(Signature)

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

This petition is authorized by official action of Utah State Road Commission
under date of August 23, 1974 as follows: (Copy excerpt from Minutes)

RESOLUTION

Deletion U.S. Route 40

WHEREAS, U.S. Route 40 is coincident with or in close proximity of Interstate Route 80 from Utah-Nevada State Line near Wendover, Utah, to Silver Creek Junction in Utah, and

WHEREAS, the Interstate Route will supplant U.S. Route 40 as the shortest and best route between the aforementioned points, and

WHEREAS, the States of California and Nevada, concur in the deletion of U.S. Route 40 within their respective states.

NOW THEREFORE, be it resolved as follows:

That application be made to the American Association of State Highway and Transportation Officials, U.S. Numbering Committee, requesting that the designation of U.S. Route 40 be deleted from the Utah-Nevada State Line near Wendover, Utah easterly to Silver Creek Junction in Utah,

That it so be stipulated that sections of highway being used as traveled-way until completion of Interstate Route 80 be signed "To I-80", where applicable, and that U.S. Route 40 designation signs be removed,

That Alternate U.S. Route 40 in Salt Lake City be signed by its State Statutory Number 186 and that Alternate U.S. Route 40 signs be removed,

That the letters from the States of California and Nevada indicating their concurrence in the deletion of this route be hereby incorporated as a part of this submission.

us-40
25

idm. [unclear]
A-540
[unclear]

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS



PRESIDENT
William S. Ritchie, Jr.
Commissioner of Highways
West Virginia Department of Highways
1900 Washington Street, East
Charleston, West Virginia 25305

EXECUTIVE DIRECTOR
Henrik E. Statseff
341 Nat'l Press Bldg.
Washington, D. C. 20004
Telephone 628-2438

June 18, 1975

Mr. Blaine Kay, Director
State Department of Highways
State Office Building
Salt Lake City, Utah 84114

RECEIVED
1975 JUN 23 10 31
[unclear]

Dear Mr. Kay:

Your Department's application for the elimination of a U.S. 40 marking from the Nevada State Line to the intersection of I-80 at Silver Creek Junction has been approved by the Executive Committee at its meeting on June 17th.

In considering your application, the U.S. Route Numbering Committee asked that you review the numbering of U.S. 189 and Alt. 189, with the thought being that the U.S. 189 markings might be placed on the present alternate route, and the alternate route discontinued. It appears to the Committee that U.S. 189 overlaps existing Interstate or U.S. routes, and that a simplification of the U. S. Numbered System might be secured.

Sincerely,

[Handwritten Signature]
H. J. Rhodes
Deputy Director

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

ROUTED TO	INITIAL	ACTION
<i>Kay</i>		
I-Information	R-Return to Sender	
C-Comment	S-Signature	
A-Approval	P-Prepare Reply for	
M-Necessary Action	my Signature	

uS-40

R-234

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: July 7, 1975

TO : STATE PERSONNEL

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

SUBJECT: Deletion of U.S. Route 40 in Summit, Salt Lake and Tooele Counties

On June 17, 1975, the American Association of State Highway and Transportation Officials approved the deletion of U.S. Route 40 from the Utah-Nevada State line near Wendover, Utah, easterly via Salt Lake City to Silver Creek Junction in Summit County.

Alternate U.S. Route 40 in Salt Lake City will be signed by its State Statutory Number 186 and the Alternate U.S. Route Signs will be removed.

The removal of all U.S. Route 40 Signs should be accomplished as soon as possible.

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

ATTACHMENT

cc: Howard B. Leatham, Planning & Programming Engineer

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

Information sent to:

Jerry Fenn	Clarence Stephens	Ellen Wandell	Charles Bertolina
Ralph Murdock	Evelyn Crill	Harold Brown	Jim West
Dean Steed	W. J. Stephenson	Ray Behling	Don Jensen
Robert Wheadon	Sheldon McConkie	Bonnie Garcia	Clarence Bywater
Keith Rosevear	David L. Kennison	John W. Homer	Ken Riddle
Robert Walsh	Robin Hood	Jo Ann Slough	Ezra Christensen
Lillian Witkowski			

UTAH STATE DEPARTMENT OF HIGHWAYS

Same letter sent to: Ralph Y. McClure, Chairman, Salt Lake County Commission
George Buzianis, Chairman, Tooele County Commission

July 7, 1975

C
:
O
The Honorable G. Melvin Flinders
Chairman, Summit County Commission
Summit County Courthouse
Coalville, Utah 84017

Dear Commissioner Flinders:

Subject: Deletion of U.S. Route 40 in Summit, Salt Lake and Tooele Counties

P
On June 17, 1975, the American Association of State Highway and Transportation Officials approved the deletion of U.S. Route 40 from the Utah-Nevada State line near Wendover, Utah, easterly via Salt Lake City to Silver Creek Junction, in Summit County.

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

Very truly yours,

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

Enclosure

LRJ:BDB:WDM:RDent:bt

US-40
25

UTAH STATE DEPARTMENT OF HIGHWAYS

July 7, 1975

C
:
O
P
Y

The Honorable Conrad B. Harrison
Mayor of Salt Lake City
City and County Building
Salt Lake City, Utah 84111

Dear Mayor Harrison:

Subject: Deletion of U.S. Route 40 in Summit, Salt Lake and Tooele Counties

On June 17, 1975, the American Association of State Highway and Transportation Officials approved the deletion of U.S. Route 40 from the Utah-Nevada State line near Wendover, Utah, easterly via Salt Lake City to Silver Creek Junction in Summit County.

Alternate U.S. Route 40 in Salt Lake City will be signed by its State Statutory Number 186 and the Alternate U.S. Route 40 Signs will be removed.

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

Very truly yours,

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

Enclosure

LRJ:BDB:WDM:RDent:bt

R E S O L U T I O N

Deletion U.S. Route 40

WHEREAS, U.S. Route 40 is coincident with or in close proximity of Interstate Route 80 from Utah-Nevada State line near Wendover, Utah, to Silver Creek Junction in Utah, and

WHEREAS, the Interstate Route will supplant U.S. Route 40 as the shortest and best route between the aforementioned points, and

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

WHEREAS, the States of California and Nevada, concur in the deletion of U.S. Route 40 within their respective states.

NOW THEREFORE, be it resolved as follows:

That application be made to the American Association of State Highway and Transportation Officials, U.S. Numbering Committee, requesting that the designation of U.S. Route 40 be deleted from the Utah-Nevada State line near Wendover, Utah, easterly to Silver Creek Junction in Utah,

That it so be stipulated that sections of highway being used as traveled-way until completion of Interstate Route 80 be signed "To I-80", where applicable, and that U.S. Route 40 designation signs be removed,

That Alternate U.S. Route 40 in Salt Lake City be signed by its State Statutory Number 186 and that Alternata U.S. Route 40 signs be removed,

That the letters from the States of California and Nevada indicating their concurrence in the deletion of this route be hereby incorporated as a part of this submission,

That the map relating the location of present U.S. Route 40 and the ultimate location of the Interstate Route 80 within this area be hereby incorporated as a part of this submission.

RESOLUTION
Deletion U.S. Route 40
Page 2

Dated this 23rd day of August, 1974.

STATE ROAD COMMISSION OF UTAH

Clem A Church
Chairman

Vice-Chairman

Samuel D. Payne
Commissioner

Wayne S. Stinson
Commissioner

Ross H. Hunt
Commissioner

ATTEST:

Donald A. Fenley
Secretary

DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
1120 N Street
Sacramento, California 95814



July 22, 1974

Mr. L. R. Jester, P.E.
Chief, Systems Planning Division
Utah State Department of Highways
State Office Building
Salt Lake City, Utah 84114

Dear Mr. Jester:

We are in complete agreement with your proposal to eliminate the U. S. 40 designation from Interstate 80 between Truckee, California and Silver Creek Junction, Utah.

We will submit a request for the fall meeting of the AASHTO Numbering Committee to eliminate that portion of U. S. 40 between Truckee and the Nevada State Line.

I appreciate your taking the initiative in this change.

Sincerely,

[Signature]
E. J. DATEL
State Highway Engineer

RECEIVED
Utah State Department of Highways
Transportation Section

JUL 30 1974

AM PM
7 8 9 10 11 12 1 2 3 4 5 6



Don't know

DIRECTOR
MIKE O'CALLAGHAN, GOVERNOR, CHAIRMAN
ROBERT LIST, ATTORNEY GENERAL
WILSON MCGOWAN, STATE CONTROLLER



STATE OF NEVADA
DEPARTMENT OF HIGHWAYS
CARSON CITY, NEVADA 89701

February 5, 1974

GRANT BASTIAN
STATE HIGHWAY ENGINEER

IN REPLY REFER TO
OPI-HPLE
02054BR

Mr. L.R. Jester, P.E.
Chief, Systems Planning Division
Utah State Department of Highways
State Office Building
Salt Lake City, Utah 84114

RECEIVED
1974 FEB -7 11:03
DEPT. OF HIGHWAYS
CENTRAL FILES

Dear Mr. Jester:

We have received your letter of January 20, 1974 regarding the possible deletion of U.S. Route 91 since it is coincidental with Interstate Route 15.

Our Department is agreeable with your suggestion with the following conditions:

1. We must present this action to the local officials in Clark County for their concurrence.
2. The deletion is not to become effective until after the completion of I-15 in Nevada, in its entirety. (Anticipated as the Fall of 1975)

We feel that this is a valuable suggestion, once the above conditions are met, and will present it to the appropriate local officials for their action. We will inform you of their response.

It is suggested that U.S. Route 40 be considered for the same action since it is coincidental with Interstate Route 80. We would have to meet the same conditions in this regard.

Very truly yours,

Donald J. Crosby
Donald J. Crosby, P.E.
Deputy State Highway Engineer

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

ROUTED TO	INITIAL ACTION
<i>[Signature]</i>	
I - Information	R - Return to sender
C - Copy of	S - Signature
A - Approval	F - Forwarded by letter
N - Necessary action	NY - My Signature

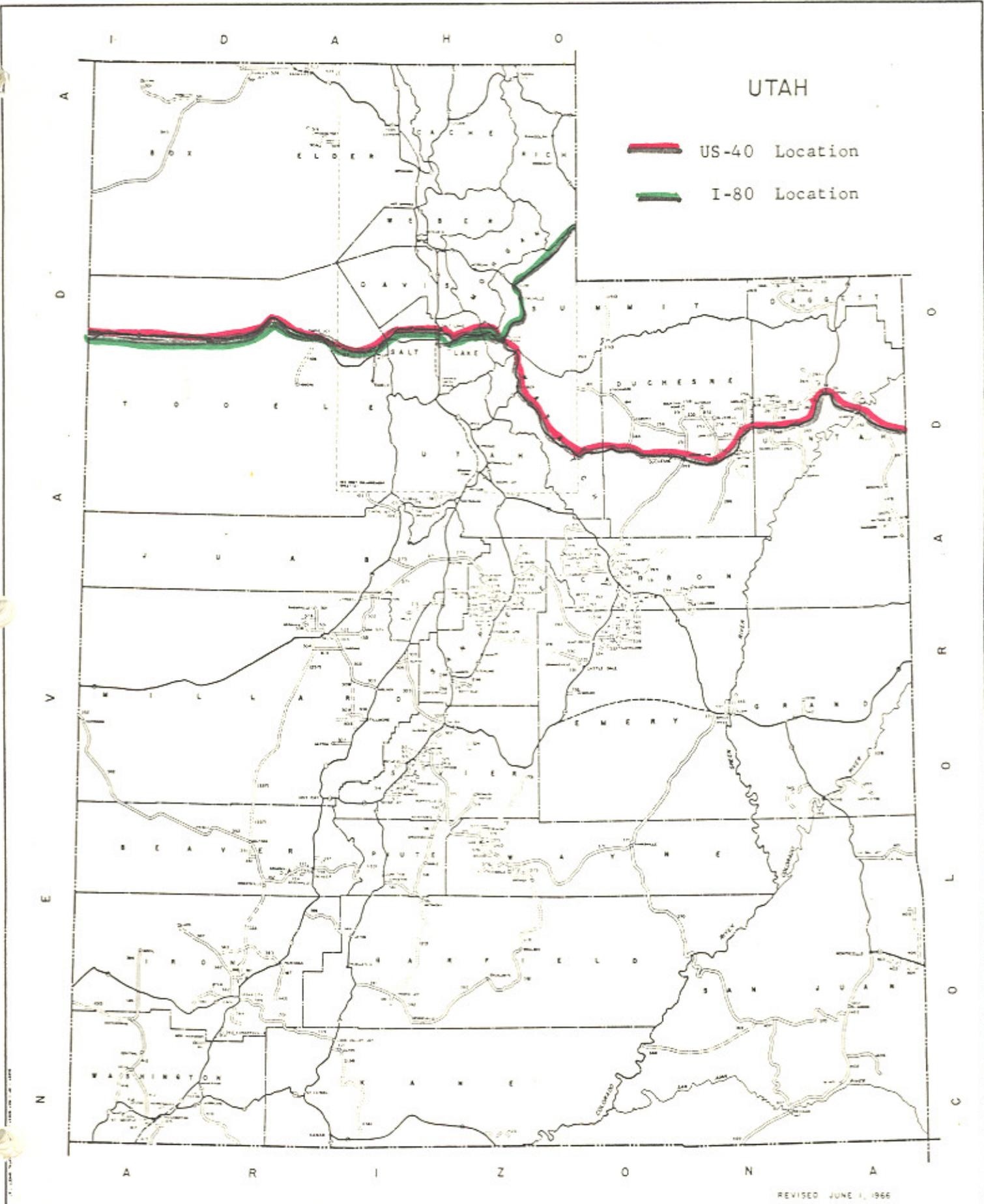
RECEIVED
Utah State Department of Highways
Transportation Section

FEB 5 1974

AM PM

UTAH

-  US-40 Location
-  I-80 Location



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~~⁸⁴ and by this action delete the designation of State Route 3 and redesignate present State Route ~~82~~⁸⁴ as State Route ~~126~~⁸²,

That Interstate Route 70 be designated as State Route 70 and by this action delete the designation of State Route 4 and redesignate present State Route 70, part of State Route 102, part of State Route 69, part of State Route 16 and State Route 51 as State Route 30 and by this action delete the designation of State Route 51,

That Interstate Route 215 be designated as State Route 215 and by this action delete the designation of State Route 5,

That US-6 and 50 from the Utah-Nevada State line to Delta be designated as State Route 6 and that US-6 from Delta to the junction with I-70 west of

RESOLUTION

Redesignation of Various State Routes

Page 2

Green River also be designated as State Route 6 and by this action delete the designation of State Route 27,

That US-40 be designated as State Route 40 and by this action delete the designation of State Route 6 and redesignate present State Route 40 as State Route 134,

That US-50 from Delta to Salina be designated as State Route 50 with the exception of that section coincident with Interstate Route 15 and by this action delete the designation of State Route 26 and redesignate a part of present State Route 50 as State Route 26,

That US-89 be designated as State Route 89 with the exception of those sections coincident with Interstate Route 70, US-6, I-15 and US-91 and by this action delete the designation of State Route 259, part of State Route 11, part of State Route 28, State Route 32, State Route 8, State Route 271, part of State Route 106, State Route 169, State Route 49, part of State Route 50, part of State Route 84, State Route 13 and the remaining part of State Route 16, redesignate present State Route 89 as State Route 169 and redesignate that portion of State Route 84 from Brigham northerly to State Route 30 as State Route 13,

That US-91 be redesignated as State Route 91 and by this action delete the designation of State Route 85,

That US-189 be designated as State Route 189 with the exception of those sections coincident with US-40 and Interstate Route 80 and by this action delete the designation of State Route 7, 151 and part of State Route 35,

That US-163 be designated as State Route 163 and by this action delete the designation of State Route 47, part of State Route 9 and redesignate present State Route 163 as State Route 78,

That US-666 be designated as State Route 666 and by this action delete

2

RESOLUTION
Redesignation of Various State Routes
Page 3

the remaining portion of State Route 9,

That as a result of the aforementioned revisions the State Routes involved will be described as follows:

✓ Route 6 From the Utah-Nevada State line easterly via Delta and Tintic Junction, thence easterly via Santaquin, Payson and Spanish Fork to Moark Junction, thence easterly via Spanish Fork Canyon and Price to Route 70 (Interstate Route 70) west of Green River.

✓ Route 9 From Harrisburg Junction on Route 15 (Interstate Route 15) easterly to Zion National Park south boundary, thence from Zion National Park east boundary to Mt. Carmel Junction on Route 89.

✓ Route 11 From the Utah-Arizona State line north to a junction with Route 89 in Kanab.

✓ Route 13 From a junction with Route 91 in Brigham City northerly via Bear River and Haws Corner to a point south of Riverside, thence east to Route 30 north of Collinston.

✓ Route 15 From the Utah-Arizona State line near St. George to the Utah-Idaho State line south of Malad, Idaho, (traversing the alignment of Interstate Route 15). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ Route 16 From the Utah-Wyoming State line northerly to Route 30 at Sage Creek Junction.

✓ Route 26 From Route 84 in Roy easterly to Route 89 in Ogden (Former SR-50 Part).

✓ Route 28 From a junction with Route 89 in Gunnison northerly via Levan to a junction with Route 15 (Interstate Route 15) north of Levan.

✓ Route 30 From the Utah-Nevada State line northeasterly via Curlew Junction to Route ~~82~~⁸⁴ (Interstate Route 80N) west of Snowville. Then commencing

RESOLUTION
Redesignation of Various State Routes
Page 4

again at a junction with Route ~~82~~⁸⁴ (Interstate Route 80N) west of Tremonton easterly via Tremonton, Haws Corner and Collinston to Route 91 in Logan. Then commencing again at a junction with Route 89 in Garden City southeasterly via Sage Creek Junction to the Utah-Wyoming State line.

✓ Route 35 From Route 189 at Francis southeasterly via Tabiona to Route 87 north of Duchesne.

✓ Route 40 From Silver Creek Junction on Route 80 (Interstate Route 80) easterly via Heber City, Duchesne and Vernal to the Utah-Colorado State line.

✓ Route 50 From Route 6 in Delta southeasterly to Holden, thence northerly to Route 15 (Interstate Route 15) and commencing again on Route 15 (Interstate Route 15) near Scipio southeasterly via Scipio to a junction with Route 89 in Salina.

✓ Route 69 From Brigham on Route 13 northerly via Honeyville to Route 30 at Deweyville.

✓ Route 70 From Route 15 (Interstate Route 15) near Cove Fort to the Utah-Colorado State line west of Grand Junction, Colorado, (traversing the alignment of Interstate Route 70). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ Route 78 From Route 15 (Interstate Route 15) west of Levan east to Route 28 in Levan.

✓ Route 80 From the Utah-Nevada State line near Wendover to the Utah-Wyoming State line west of Evanston, Wyoming, (traversing the alignment of Interstate Route 80). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

RESOLUTION
Redesignation of Various State Routes
Page 5

✓ ⁸⁴
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 ⁸⁴~~80A~~). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ ¹²⁶
Route ~~84~~ From Route 15 (Interstate Route 15) south of Layton northerly to Route 89 at Hot Springs Junction.

✓ Route 89 From the Utah-Arizona State line northwest of Page, Arizona, westerly to Kanab, thence northerly to a junction with Route 70 (Interstate Route 70) at Sevier Junction. Then commencing again at the junction with Route 70 (Interstate Route 70) south of Salina northerly via Salina, Gunnison and Mt. Pleasant to a junction with Route 6 at Thistle Junction. Then commencing again at a junction with Route 6 at Moark Junction northerly via Springville, Provo, Orem and American Fork to Route 15 (Interstate Route 15) north of Lehi. Then commencing again at a junction with Route 15 (Interstate Route 15) near Draper Crossroads northerly via Murray and Salt Lake City to a junction with Route 15 (Interstate Route 15) at Becks Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) near Orchard Drive northerly via Bountiful to a junction with Route 15 (Interstate Route 15) at North Bountiful Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) at Lagoon Junction northerly via Uintah Junction and Ogden to Route 91 near south city limits of Brigham City. Then commencing again at a junction with Route 91 in Logan northeasterly to Garden City, thence north to the Utah-Idaho State line.

○ Route 91 From Route 15 (Interstate Route 15) south of Brigham, thence

RESOLUTION

Redesignation of Various State Routes

Page 6

easterly via Brigham Canyon and Logan to the Utah-Idaho State line near Franklin, Idaho.

✓ Route 92 From Route 15 (Interstate Route 15) near Point of the Mountain east via American Fork Canyon to Route 189 in Provo Canyon.

✓ Route 102 From Route 83 east of Lampo Junction northeasterly via Penrose and Thatcher to Route ~~82~~⁸⁴ (Interstate Route ~~80N~~⁸⁴) west of Tramonton.

✓ Route 106 From Route 89 northerly via Second West and Fourth North in Bountiful, thence northerly to Sheppard Lane in Farmington, thence east to Route 89.

✓ Route ~~126~~⁸² From Route 30 in Tremonton north via 300 East to Garland, thence east approximately 0.8 mile, thence north to Route 13.

✓ Route 134 From Kanesville on Route 37 northerly to Plain City, thence easterly to Pleasant View on Route 89.

✓ Route 163 From the Utah-Arizona State line southwest of Mexican Hat northerly via Blanding, Monticello and Moab to Route 70 (Interstate Route 70) at Crescent Junction.

✓ Route 169 From Route 162 east to Eden on Route 166.

✓ Route 189 From Route 15 (Interstate Route 15) south of Provo northerly via University Avenue and Provo Canyon to Route 40 south of Heber. Then commencing again from Route 40 at Hailstone Junction easterly to Francis, thence northerly via Kamas to Route 80 (Interstate Route 80) south of Wanship.

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

Route 666 From Route 163 at Monticello east to the Utah-Colorado State line.

State
Charters

RESOLUTION
Redesignation of Various State Routes
Page 7

The maps presented relating the action taken herewith are hereby a part of this resolution and will be stored at the office of the Planning Statistics Section of the Transportation Planning Division.

Dated this 20th day of May, 1977.

UTAH TRANSPORTATION COMMISSION

B. L. Lounsbury

Chairman

Wayne A. Winter

Vice-Chairman

Alan E. Wood

Commissioner

Glen A. Shuck

Commissioner

Samuel H. Dyer

Commissioner

ATTEST:

Donald A. Fenley
Secretary

2

STATE ROUTES REQUIRING CHANGES IN ROUTE DESIGNATION SIGNING

<u>Existing Designation</u>	<u>New Designation</u>	<u>District</u>	<u>Miles</u>
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	<u>27.8</u>
		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.

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: June 2, 1977

TO : District Directors

FROM : L. R. Jester, P.E. *L.R.J.*
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.

UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

C
O
P
Y

Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

Subject: Redesignation of State Routes

Dear Mr. Hancock:

On May 20, 1977, the Utah Transportation Commission approved the redesignations of the various State Routes as described in the enclosed Resolution.

Yours very truly,

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

LRJ/BDB/WDM/BDent/cs
Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin E. Blase, U.S. Dept. of Soil Conservation
Mr. Ralph Hodges, Utah Fording & Bridge Company

State
Changyos
2

1/13/80

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

ROBERT N. HUNTER, President
Chief Engineer
Missouri State Highway Department



HENRY E. STAMMILL, Executive Director
444 N. Capitol Street, N.W., Suite 225
Washington, D. C. 20001
Telephone (202) 624-5800

July 12, 1977

- Mr. Blaine J. Kay, Director
Utah Department of Transportation
- Mr. Darrell V. Manning, Director
Idaho Transportation Department
- Mr. Robert A. Burco, Director
Oregon Department of Transportation

[Handwritten signature and stamp]
NO. 100-1-100
U.S. 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 than July 1st, 1980.

This action was reviewed by the Executive Committee at its meeting on July 7th, 1977, and concurred therein.

Sincerely,

[Handwritten signature]
H. J. Rhodes
Deputy Director

HJR:pw

cc: Mr. William Cox
Federal Highway Administrator
Federal Highway Administration

RECEIVED
7-14-77

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

SEARCHED INDEXED
SERIALIZED FILED
KAY

UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

C
Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

O
Subject: Redesignation of State Routes

Dear Mr. Hancock:

P
On May 20, 1977, the Utah Transportation Commission approved the redesignations of the various State Routes as described in the enclosed Resolution.

Y
Yours very truly,

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

LRJ/BDB/WDM/BDent/cs
Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin W. Hines, U.S. Dept. of Soil Conservation
Mr. Ralph Hodges, Utah Dept. of Agriculture

Addition and Redesignation of Various State Routes

WHEREAS, it has been the policy to redesignate by hierarchy state route numbers to be synonymous with US route designations, and

WHEREAS, the American Association of State Highway and Transportation Officials approved the extension of US Route 191 from a point north of West Yellowstone, Wyoming, southerly via the following state routes, or portions of state routes, in Utah: 260, 44, 40, 33, 6, 70 and 163 to Chambers, Arizona, and

WHEREAS, a portion of this route (US-191) from a point near Bluff, Utah, to US-160 near Mexican Water, Arizona, is coincident with an Indian Reservation Road for which the Bureau of Indian Affairs has administrative responsibility.

NOW THEREFORE, be it resolved as follows:

That contingent upon the Bureau of Indian Affairs granting a right-of-way easement to the State of Utah and the road being in an acceptable state of maintenance for that section of road from the Utah-Arizona state line northerly to a junction with SR-163 near Bluff, a request be submitted to the State Legislature at its next regular session for approval to have this section of road included in the State System of Highways and designated as a part of route 191, to become effective upon the approval by the Legislature, and

That present State Route 163 from a point near Bluff northerly to Crescent Junction be redesignated as part of State Route 191, and

That present State Route 33 in its entirety be designated as part of State Route 191, and

That present State Route 44 from a junction with State Route 40 in Vernal northerly to Greendale Junction be designated as part of State Route 191, and

That present State Route 260 in its entirety be designated as part of State Route 191, and

That as a result of the aforementioned revisions the state routes involved will be described as follows:

Route 44 - From a junction with Route 191 at Greendale Junction westerly and northerly to Manila on Route 43.

Route 163 - From the Utah-Arizona State line at a point southwest of Mexican Hat northeasterly to Route 191 near Bluff.

Route 191 - From the Utah-Arizona State line at a point south of Bluff northerly via Blanding, Monticello and Moab to a junction with Route 70 at Crescent Junction; then commencing again at a junction with Route 6 north of Helper northerly via Indian Canyon to a junction with Route 40 at Duchesne; then commencing again at a junction with Route 40 in Vernal northerly via Greendale Junction and Dutch John to the Utah-Wyoming State line.

The map sheet relating the action taken herewith is hereby incorporated as a part of this Resolution.

Dated this 4th day of September, 1981.

UTAH TRANSPORTATION COMMISSION

B. L. Cannon
Chairman

Wayne S. Whitten
Vice Chairman

Samuel Payne
Commissioner

Chas H Church
Commissioner

Charles Claybaugh
Commissioner

ATTEST:

Eva H. Anderson
Secretary

COMMISSION



Director
William D. Hurley, P.E.

Assistant Director
C.V. Anderson, P.E.

AUN COX
CHAIRMAN
NE S. WINTERS
VICE CHAIRMAN
CLEM H. CHURCH
SAMUEL J. TAYLOR
CHARLES E. WARD

RONALD A. FERNLEY
SECRETARY

UTAH DEPARTMENT OF TRANSPORTATION

State Office Building
Salt Lake City, Utah 84114

Subject: Addition and Redesignation of Various State Routes

Dear Sir:

On June 6, 1981, the American Association of State Highway and Transportation Officials approved the extension of U.S. Route 191 to traverse various state routes in the State of Utah, as described in the enclosed resolution.

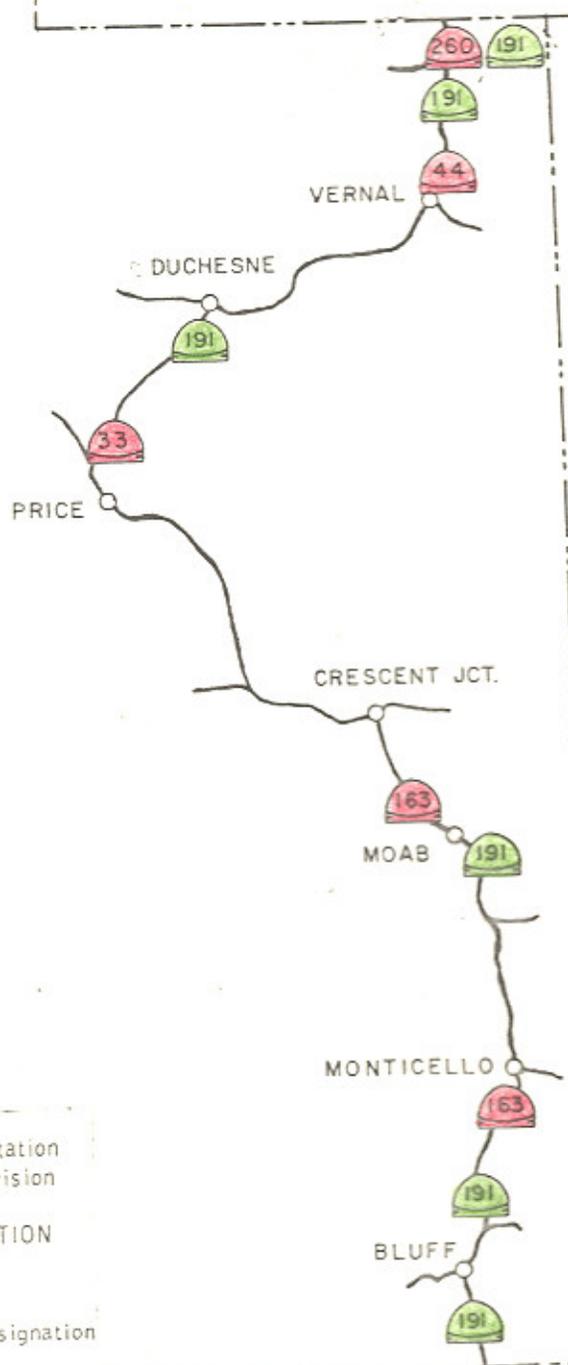
Enclosed is a copy of the resolution and a location map.

Very truly yours,

W. Ronald Delis

W. Ronald Delis
Engineer for Transportation Planning

Enclosure



Utah Department of Transportation
 Transportation Planning Division

STATE ROAD DESIGNATION

 Present Designation

 Recommended New Designation

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: October 8, 1981

TO : L. R. Jester, P.E.
District 6 Director

FROM : W. Ronald Delis, P.E. *RD*
Engineer for Transportation Planning

SUBJECT: Addition and Redesignation of various State Routes

On June 6, 1981, the American Association of State Highway and Transportation Officials approved the extension of U.S. Route 191, to traverse various State Routes in the State of Utah, as described in the attached resolution.

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

The signing changes for State Routes 260, 44, 40, 33, 6, 163 and U.S. Route 163 should be completed as soon as time and money are available.

Attachment

cc: James L. Deaton P.E.
District 4 Director

NATIONAL ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS



AN APPLICATION
FROM THE STATE HIGHWAY OR TRANSPORTATION
DEPARTMENT OF

UTAH

FOR

- the Elimination of a U.S. (1) Route
- the Establishment of a U.S. (1) Route
- the Relocation of U.S. (1) Route
- the Extension of U.S. (1) Route 191
- the Establishment of an Alternate U.S. Route
- the Establishment of a Temporary U.S. Route
- the Recognition of a Business Route on U.S. (1) Route
- the Recognition of a By-pass Route on U.S. Route

BETWEEN
West Yellowstone
Montana and Chambers, Arizona

The Following
State or States are
Involved:

Montana
Wyoming
Arizona

Date Received 7/19/80

Date application acknowledged 10/15/80 10/26/81

Date to Route Number Committee 6/25/81

Date considered by Executive Committee 6/26/81

Action of Executive Committee Extension of U.S. Route 191 Proposed

Member Department Notified 6/30/81
(This block to be completed by AASHTO General Office)

Date Submitted:

September 10, 19 80

* A local vicinity map needed on Page 3. On Page 5 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice. If there are deficiencies, they should be so indicated in accordance with Page 4 instructions.

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

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

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

The extension of this route would provide a continuous north and south U.S. route through the eastern part of Utah. Thus, being in keeping with AASHTO Route Numbering policy providing a U.S. route connecting four States, Montana, Wyoming, Utah and Arizona. This extension of U.S. 191 would also result in the deletion of U.S. 187 that is entirely within the State of Wyoming. Thus, in keeping with AASHTO Route Numbering policy of eliminating U.S. routes entirely within one state.

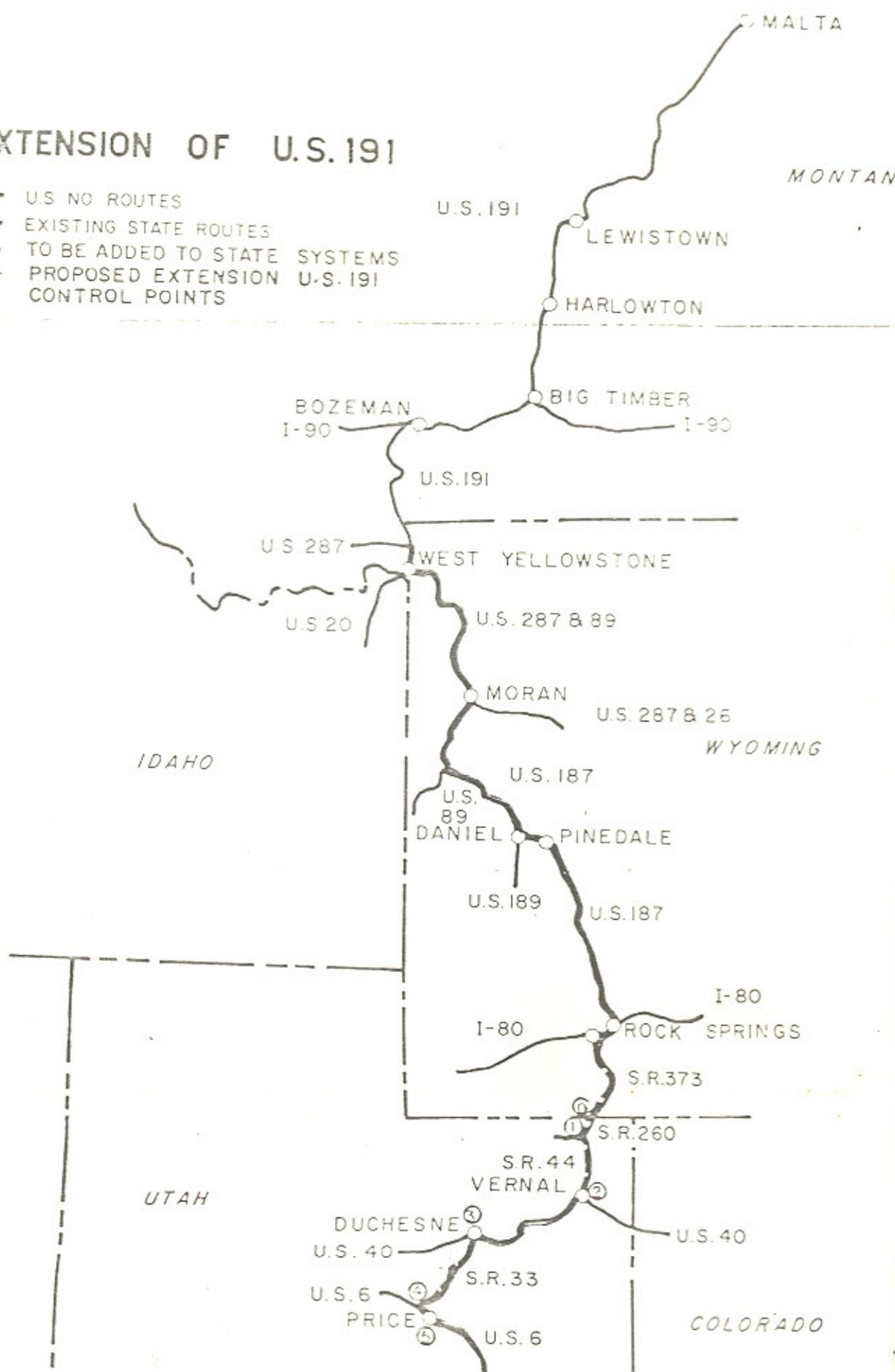
Date facility available to traffic The section of highway from Bluff to US-160 will be open to traffic by November 1980. All other sections are open to traffic now.

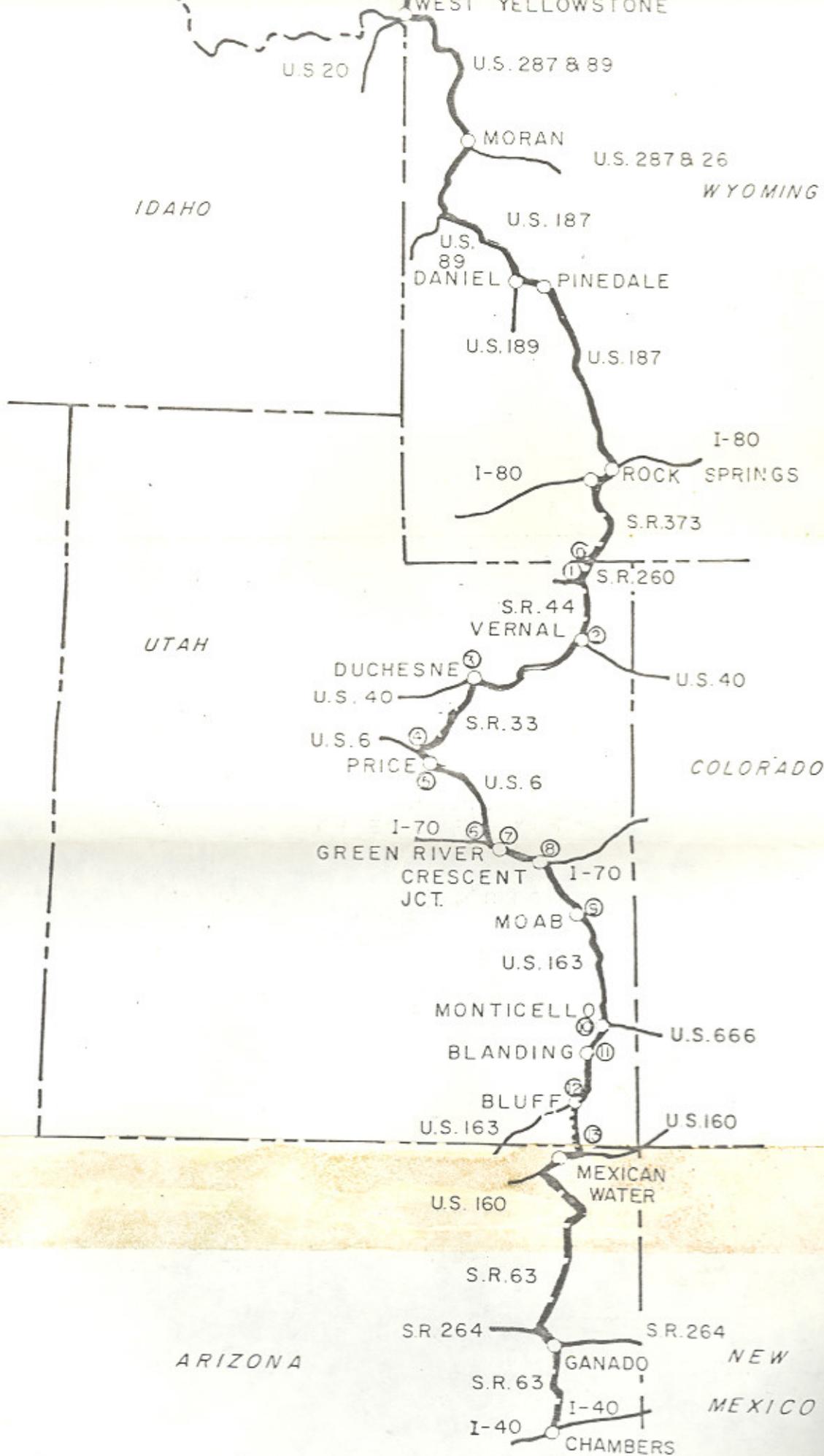
Does the petition propose a new routing over a portion of an existing U.S. Route Yes? If so, where: US-163, Bluff to Crescent Jct. - US-6 & 50, Crescent Jct. to west of Green River, US-6 west of Green River to Junction SR-33 - US-40, Duchesne to Vernal.

Does the petition propose a new routing over a portion of an existing Interstate Route Yes? If so, where: I-70, Crescent Junction to a point west of Green River.

PROPOSED EXTENSION OF U.S. 191

-  U.S. NO ROUTES
-  EXISTING STATE ROUTES
-  TO BE ADDED TO STATE SYSTEMS
-  PROPOSED EXTENSION U.S. 191
-  CONTROL POINTS





POINT MILE	PAVEME TYPE	PAVEME CONDI	TRAFF ADT	PAVEMENT WIDTH DEFICIENCY		SHOULDER WIDTH DEFICIENCY		ROADWAY WIDTH DEFICIENCY		H-LOADING DEFICIENCY		VERTICAL SIGHT DISTANCE DEFICIENCY		STANDARD	
				PERCENT		PERCENT		PERCENT		PERCENT		PERCENT		HORI-ZONTAL CURVA-TURE DEGREE	PER- CENT GRADE LENGTH
				10	20 30 40	10 40 80 80	10 20 30 40	20 40 80 80	10 40 80 80	10 40 80 80					
(10)	UTAH-WYOMING STATE LINE	H	G	375	NONE	NONE	NONE	NONE	NONE						
16.9	(11) JUNCTION SR-24 GREENDALE JUNCTION			755											
20				1200											
34.8				3350											
40	(12) JUNCTION US-40 IN VERNAL			14500											
				13000											
57.9				2800											
60				6500											
				3400											
				2700											
100				4200											
(13)	JUNCTION SR-33 IN DUCHE SNE			900											
43.6				265											
140				RXR 1590											
(14)	JUNCTION US-6 NORTH OF HELPER			12000											
11.0															
160	(15) JUNCTION SR-10 IN PRICE			7100											
				8200											
				5900											
				4000											
180				2100											
59.5															
200															

45-191

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Executive Committee of the American Association of State Highway and Transportation Officials, nor withstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 2480 as compared to 6280 for the year 1979 for all other U.S. Numbered routes in the State.

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

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

.....
(Signature)

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

This petition is authorized by official action of Utah Department of Transportation Commission under date of August 15, 1980 as follows: (Copy excerpt from Minutes)

US 191 PROPOSAL

Howard Leatham said he had the oppoutunity to meet personally with the Planning Directors of all the states involved and discuss it with them. Montana and Wyoming are very favorable to the proposal. The State of Arizona has agreed to go along with the modifications we show.

Arizona and Utah have the same problem. The only piece of road that is a problem is the piece from Mexican Water up to Bluff across the Navajo Reservation. It is not on the state highway system in either state.

Mr. Leatham talked with the Chief Engineer of the Bureau of Indian Affairs in Shiprock, and he said that piece of road will be completed south of the bridge to a 34 ft. width standard by this October. We are cooperating with San Juan County from the bridge north.

Mr. Leatham said that his recommendation would be to make our application to AASHTO and contingent on whether or not they approved the route we could come back and add it to the system afterwards. Commissioner Taylor agreed.

A motion was made by Commissioner Taylor, seconded by Commissioner Church, and unanimously passed:

That approval be granted to proceed with the US 191 proposal and submit it to the AASHTO Numbering Committee

State
Moratorium
Revisions
7

RESOLUTION

Moratorium on State Highway System Revisions

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

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

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

NOW, THEREFORE, be it resolved as follows:

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

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

Dated this 13th day of December, 1985.

UTAH TRANSPORTATION COMMISSION

Samuel J. Taylor
Chairman

Wayne S. Linton
Vice-Chairman

Clem H. Church
Commissioner

B. LaDawn Cox
Commissioner

Joe J. Weston
Commissioner

Attest:

Alma S. Anderson
Secretary

RESOLUTION

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

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

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

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

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

Now, therefore, be it resolved that:

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

Resolution

Page Two

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

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

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

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

45.189
Resolution

Page Three

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

Dated this 22nd day of March, 1985.

UTAH TRANSPORTATION COMMISSION

Samuel J. Taylor
Chairman

Wayne S. Winters
Vice-Chairman

B. LaSalle
Commissioner

Clayton H. Church
Commissioner

Attest:

David A. Anderson
Commission Secretary

Charles C. Playbough
Commissioner

1

RESOLUTION

Relocation of Routes Around Jordanelle Reservoir

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

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

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

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

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

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

NOW THEREFORE, be it resolved as follows:

1. The realigned portion of State Route 40, (US-40), (FAP-15), will be 1.46+ miles shorter in length than the previous alignment, thus functional classification, as well as Federal-aid Primary mileages will decrease by said amount along new alignment.
2. The roadway known as existing State Route 40, (US-40), (FAP-15), from the beginning of "F" Line Project NF-19(13) traversing northerly to the point where the new alignment of State Route 40 junctions with the old alignment of State Route 40, (US-40), (FAP-15), a distance of 1.23+ miles be transferred to the jurisdiction of Summit County and be Functionally Classified Local. This transaction will increase Summit County's "B" system road mileage 1.23+ miles.

- ✓ 3. The roadway known as existing State Route 40, (US-40), (FAP-15), from the beginning of "P" Line Project NF-19(14) traversing northerly to end of required culdesac a distance of 0.08+ miles, commencing again at the beginning of "H" Line traversing northerly to the BOR boundary a distance of 2.38+ miles a combined total of 2.46+ miles be transferred to the jurisdiction of Wasatch County and be Functionally Classified Local. This transaction will increase Wasatch County's "B" system road mileage 2.46+ miles.
- ✓ 4. All rights, titles, and interest on the alignments of existing State Route 40, (US-40), (FAP-15), and existing State Route 189, (US-189), (FAP-61), that are contained within the Bureau of Reclamation boundary will be quit claimed to the United States as stipulated in a cooperative agreement reached between the Utah Department of Transportation and the Bureau of Reclamation. These alignments constitute 4.93+ miles on existing State Route 40, (US-40), (FAP-15), and 3.83+ miles on existing State Route 189, (US-189), (FAP-61).
- ✓ 5. The realigned portion of State Route 189, (US-189), (FAP-61), which will proceed from the Park City interchange southbound on and off ramps of new State Route 40 traversing easterly and southerly to Main Street in Kamas will be 2.10+ miles greater in length than the previous alignment of State Route 189, thus Functional Classification Minor Arterial as well as Federal-Aid Primary mileages will increase by said amount along new alignment.
6. The aforementioned length of increase on the new alignment of State Route 189 (US-189), (FAP-61) precipitates the need for remileposting from the aforementioned termini at the Park City Interchange to its conclusion at the I-80 westbound on and off ramps at Wanship in order to maintain milepost integrity by avoiding duplicating mileposts with a previous section of State Route 189.
7. The realigned portion of State Route 189 traversing easterly from Engineer Station 567+95, Project NF-61(3), to the west incl. of Kamas a distance of 0.91+ miles be deleted from Summit County's "B" system mileage also from the west incl. of Kamas to Main Street Kamas a distance of 0.10+ miles be deleted from Kamas City's "C" system mileage.
8. The realignment of State Route 189 which will proceed from the Park City Interchange along with said interchange realigning State Route 248 will decrease State Route 248 by .21+ miles, thus State Route 248's ending termini will be at the southbound on and off ramps Park City Interchange where State Route 189 will proceed.
- ✓ 9. The roadway known as existing State Route 189 (US-189), (FAP-61) traversing easterly, from the BOR Boundary to the Junction of State Route 35 in Francis, a distance of 3.36+ miles be transferred to the jurisdiction of the following entities in subsequent manner.

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

10. The existing alignment of State Route 189 (US-189) (FAP-61) from 200 South Street in Kamas to the junction of State Route 35 in Francis, be placed on the State System of Highways as State Route 32, Functionally Classified Major Collector and placed on the Federal-Aid Secondary System as an extension of Federal-Aid Secondary System 184, a distance of 2.02₊ miles.
11. The roadway residing as State Route 35 traversing southeasterly from the existing alignment of State Route 189 (US-189) (FAP-61) to its termini at the junction of State Route 87 in Duchesne County, a distance of 62.47 miles be redesignated as a portion of State Route 32. Functional Class designations as well as Federal System designations will be retained, thus the combined mileage total for State Route 32 will be 64.49₊ miles.
12. The roadway known as "O" Line, as constructed, Project NF-19(13) from Engineer Station 11+78.28 southbound on & off ramps to Engineer Station 35+00, a distance of 0.44₊ miles be placed on the State System of Highways and numbered State Route 319, also Engineer Station 35+00 to the proposed boat ramp residing within the future State Park on the Jordanelle Reservoir approximately .99₊ miles of unconstructed roadway be included as State Route 319 for a total length of 1.43₊ miles and be Functionally Classified Local.
13. The following frontage, access, and crossroads constructed as part of Projects NF-19(13), NF-19(14) and NF-61(3) within the boundaries of Summit and Wasatch Counties be transferred to the jurisdiction of these entities as follows.

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

Summit County

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

Wasatch County

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

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

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

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

Wasatch County

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

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

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

Wasatch County

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

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

Summit County

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

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

14. By these actions Summit County's "B" system mileage will increase 2.37+ miles, also Wasatch County's "B" system mileage will increase 6.09+ miles, Francis City's "C" system mileage will indicate a net increase of 0.92+ miles, and Kamas City's "C" system mileage will indicate a net decrease of .10+ miles.
15. The changeover in control, operation and maintenance of the aforementioned roadways will become effective when aforementioned sections are completed and open to traffic, also upon approval from the Federal Highway Administration, where applicable.
16. The accompanying letter, Part IV of Agreement, maps, and system change proposals be made part of this resolution.

DATED on this 3rd day of November, 1989.

UTAH TRANSPORTATION COMMISSION

[Signature]
Chairman

[Signature]
Commissioner

[Signature]
Commissioner

[Signature]
Commissioner

[Signature]
Commissioner

ATTEST:

[Signature]
Secretary to Commission

ATION COMMISSION

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

ELVA H. ANDERSON
Secretary



Mike

WILLIAM D. HURLEY, P.E.
Director

GENE STURZENEGGER, P.E.
Assistant Director

UTAH DEPARTMENT OF TRANSPORTATION

4501 South 2700 West
Salt Lake City, Utah 84119

August 17, 1987

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

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

Dear Mr. Allred,

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

February 19, 1987 letter

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

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

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

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

Lorin E. Allred
Wasatch County Commission
August 17, 1987
Page 2

June 4, 1987 letter

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

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

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

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

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

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

Lorin E. Allred
Wasatch County Commission
August 17, 1987
Page 3

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

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

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

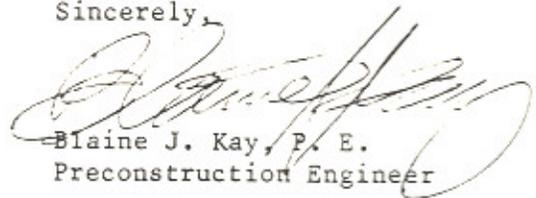
Comments to Paragraph No. 5, which asks if UDOT is providing access to private properties, with the present design of the "Y" Line.

Lorin E. Allred
Wasatch County Commission
August 17, 1987
Page 4

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

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

Sincerely,

A handwritten signature in cursive script, appearing to read "Blaine J. Kay".

Blaine J. Kay, P. E.
Preconstruction Engineer

PART IV
PROGRAM NARRATIVE

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

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

3. APPROACH.

3.1 Utah Department of Transportation Responsibilities. The UDOT will:

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

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

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

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

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

(4) the completed highway relocation projects.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(4) The completed Wasatch County Route A project.

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

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

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

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

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

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

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

3.3 Bureau of Reclamation Responsibilities. The BOR will:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

U.S. 189
Relocation

Preliminary Engineering	Execution Date	September 87
Grading	August 87	September 89
Structures	August 87	September 89
Surfacing	August 87	September 89

Wasatch County anticipates completing the following schedule of deliverables:

County Road
Route A

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

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

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

UNITED STATES OF AMERICA

By *[Signature]*
acting Regional Director, Upper
Colorado Region, Bureau of
Reclamation

UTAH DEPT. OF TRANSPORTATION

By *[Signature]*
Director

RECOMMENDED FOR APPROVAL:

By *[Signature]*
Engr. for Preconstruction

Attest *[Signature]*
Commission Secretary

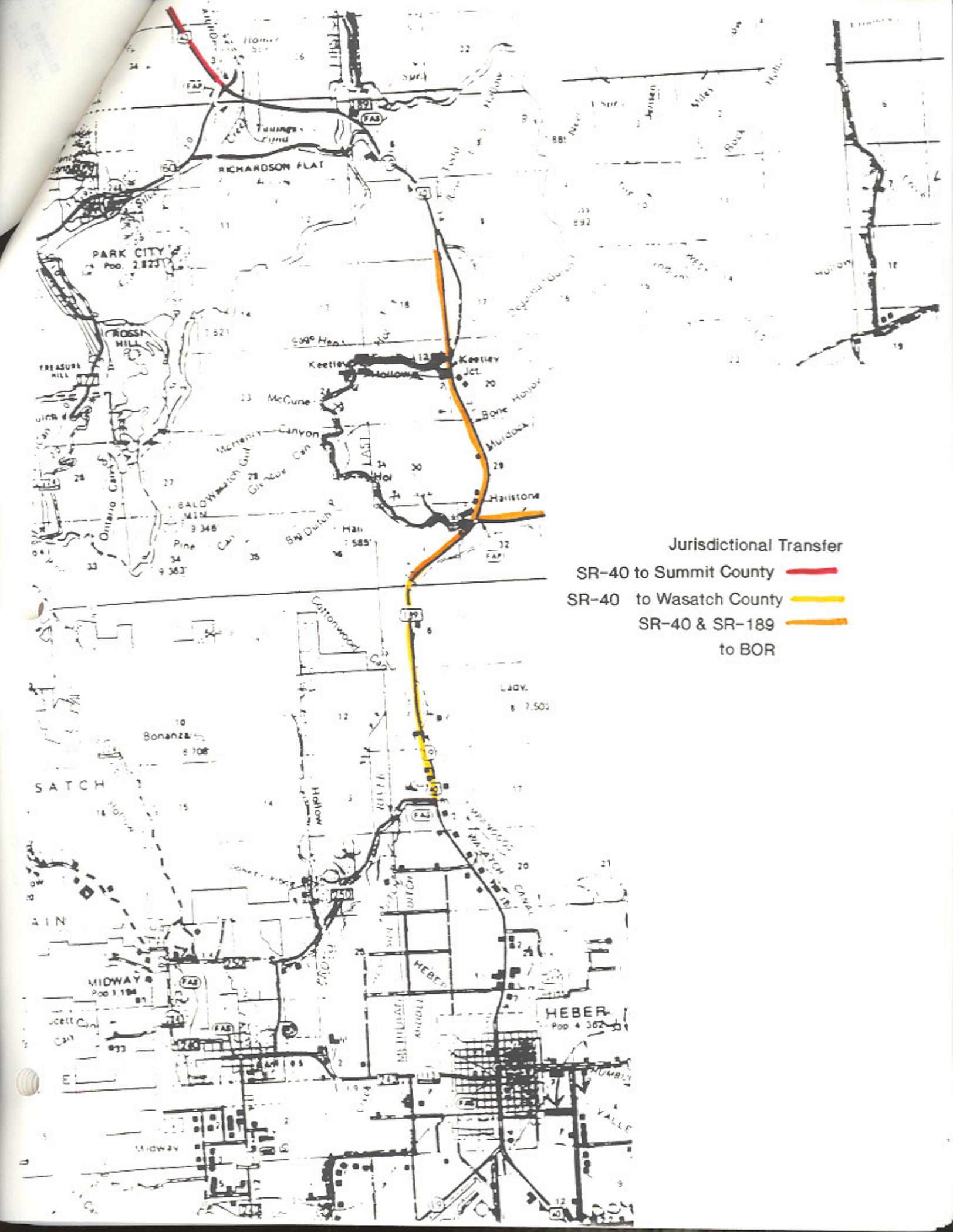
By *[Signature]*
Assistant Director

By N/A
Director of Finance

APPROVED AS TO FORM
David L. Wilkinson, Attorney General

By *[Signature]*
Assistant Attorney General

REVIEWED COMPTROLLER
[Signature]



Jurisdictional Transfer

- SR-40 to Summit County —
- SR-40 to Wasatch County —
- SR-40 & SR-189 —
to BOR

RICHARDSON FLAT

PARK CITY
Pop. 2,823

ROSS HILL

Keetley Hollows
Keetley Jct.

McHenry Canyon

BALD Wasatch Gulch

Customway Can.

SATCH

MIDWAY
Pop. 1,194

HEBER

HEBER
Pop. 4,362

Midway

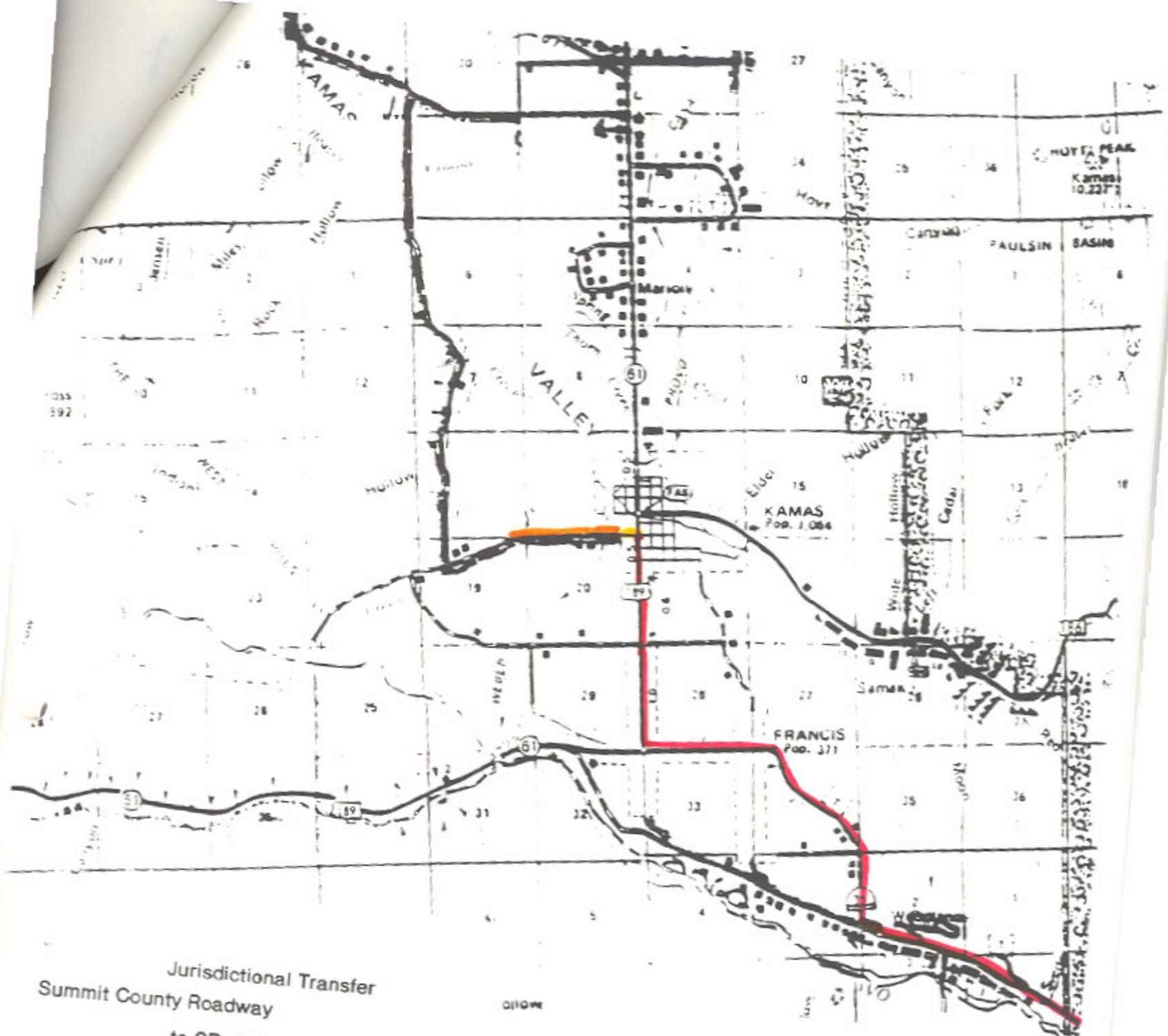
HUMBLE

VALLE



Jurisdictional Transfer

- SR-189 to BOR —
- SR-189 to Wasatch County —
- SR-189 to Summit County —
- SR-189 to Francis —



Jurisdictional Transfer
 Summit County Roadway
 to SR-189 — (orange line)
 Kamas to SR-189 — (yellow line)

State Route Change
 Becomes SR-32 — (red line)

TO SILVER
CREEK JCT.

NF-19(13)

SUMMIT
WASATCH

COUNTY

248

189

40

CITY

"F" Line

"D" Line

"L" Line

"R" Line

"K" Line

"O" Line

"X" Line

"Y" Line

JORDANELLE
RESERVOIR

HAILSTO

Becomes SR-319





JORDANELLE
RESERVOIR

HAILSTC

"F" Line

RIVER

PROVO

"H" Line

"P" Line

"P-1" Line

S. 40 RELOCATION

NF-19(14)

TO MIDWAY



NF-61(3)

189

S. 189 RELOCATION

189

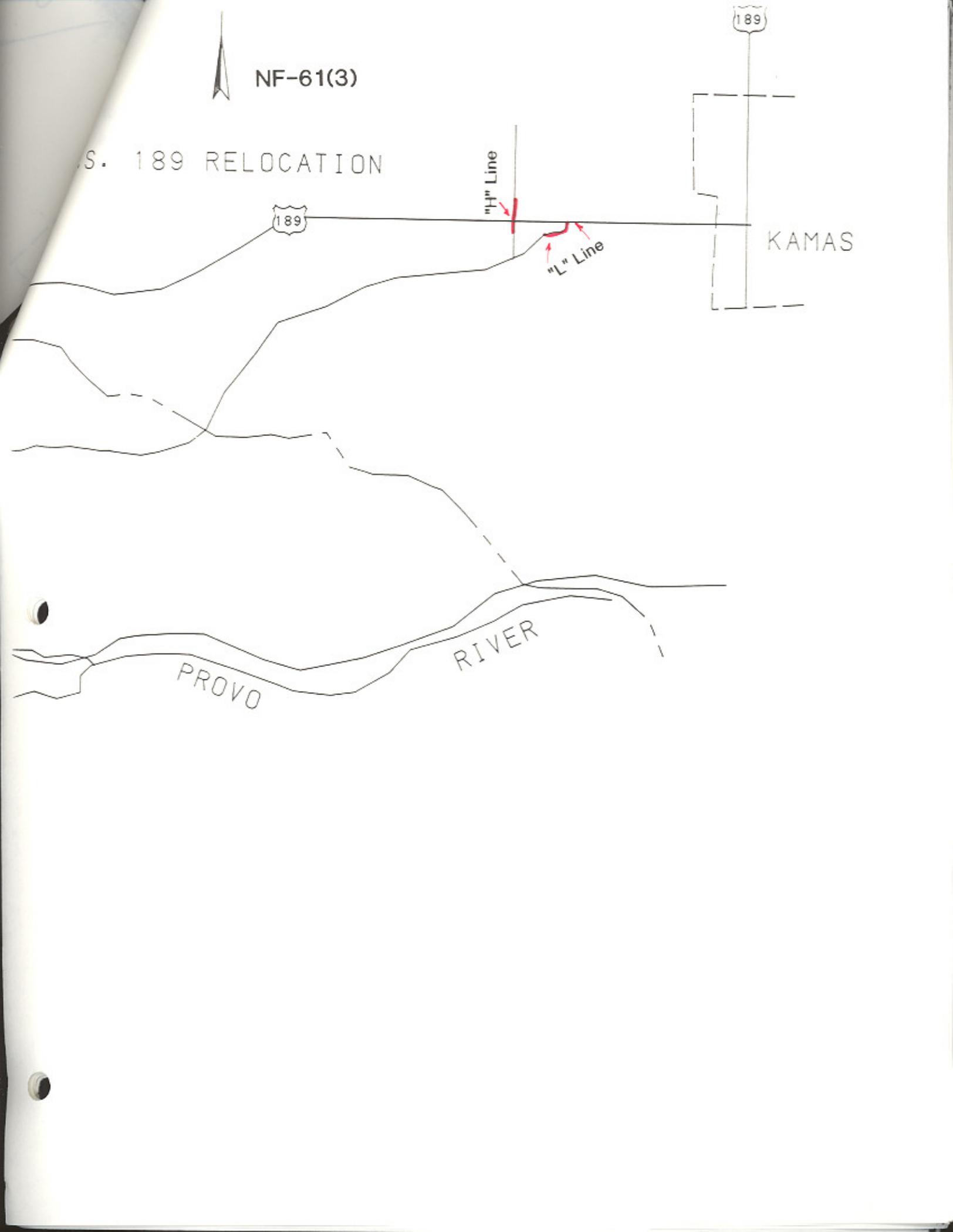
"H" Line

"L" Line

KAMAS

PROVO

RIVER



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MUTCD Supplement for Flashing School Signs

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

SR-35
SR-32
SR-248

RESOLUTION

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

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

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

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

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

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

NOW THEREFORE, be it resolved as follows:

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

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

Resolution Page 2

Deletion Portion of SR-189, SR-190 and SR-224

Deletion of SR-220, Addition of SR-35 Relocation of SR-32

Extension of SR-248 Addition of "H" Line Project NF-19(14)

Old Alignment of SR-40, Wasatch County Route A

Project No. SP-1776, Old Alignment of SR-189 to the State System of Highways

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

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

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

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

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

Resolution Page 3

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

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

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

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

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

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

Resolution Page 4

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

Dated on this 5th day of October 1990

UTAH TRANSPORTATION COMMISSION

Samuel G. Dwyer
Chairman

Wayne S. Blumenthal
Commissioner

Fred J. Weston
Commissioner

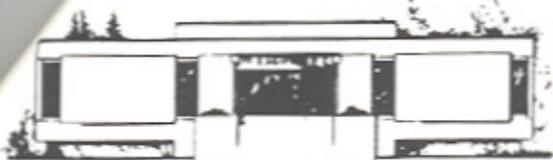
James H. Lubkin
Commissioner

Attest:

Edward H. Anderson
Secretary to Commission

[Signature]
Commissioner

WASATCH COUNTY, STATE OF UTAH



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

BOARD OF COUNTY COMMISSIONERS

PETE A. COLEMAN

J. MORONI BESENDORFER, CHAIRMAN

T. LAREN PROVOST

March 16, 1990

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

Dear Scott,

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

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

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

Sincerely,

J. Moroni Besendorfer
Commission Chairman

JMB/lm



State of Utah
UTAH DEPARTMENT OF TRANSPORTATION

Clint 3-19-90

TRANSPORTATION COMMISSION

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

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

825 North 9th West
Orem, Utah 84057

March 15, 1990

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

Dear Moroni,

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

- (1) South side of "A" Route approximately 0.286 miles from Junction SR-40, advertising Jordan Ranch R.V. Park (see copy of photograph attached).
- (2) North side of "A" Route approximately 0.553 miles from Junction SR-40 (see copy of photograph attached).

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

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

Thank you for your continued cooperation and support.

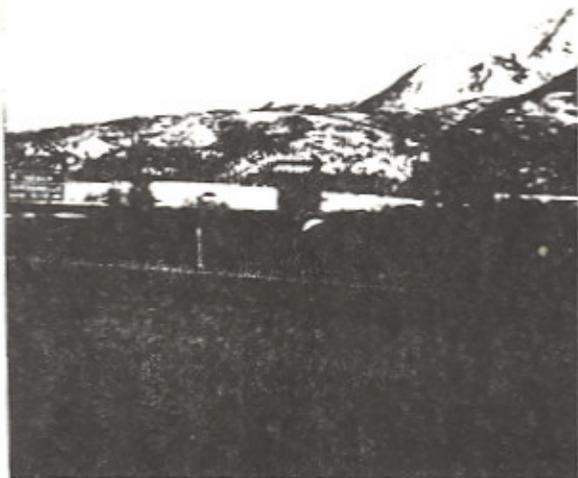
Sincerely,

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

RECEIVED
MAR 19 1989
UDOT

DFN/fs

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



... they will also need a ...
... the ...
... they will need the ...
... Commissioner ...
... the budget to buy a blower, and ...

Wasatch County Request on A Line

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

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

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

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

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

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

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

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

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

back to the Commission.

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

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

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

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

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

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

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

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

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

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

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

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

Planning & Programming

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

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

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

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

Pedestrian Walkway on Clark Lane Road

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

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

DELETE AND TRANSFER

- SR-220 to Wasatch County —
- SR-224 to Wasatch County —
- SR-190 to Wasatch County —

DELETE

Portion of SR-220 Within Wasatch Mountain State Park —

SUMMIT COUNTY

SHEET NO. 2

R. 4 E.

PAP CIT

T. 2 S.

111° 30'

UT LAKE COUNTY

SHEET NO. 1

WASATCH NATIONAL FOREST

QUINTA

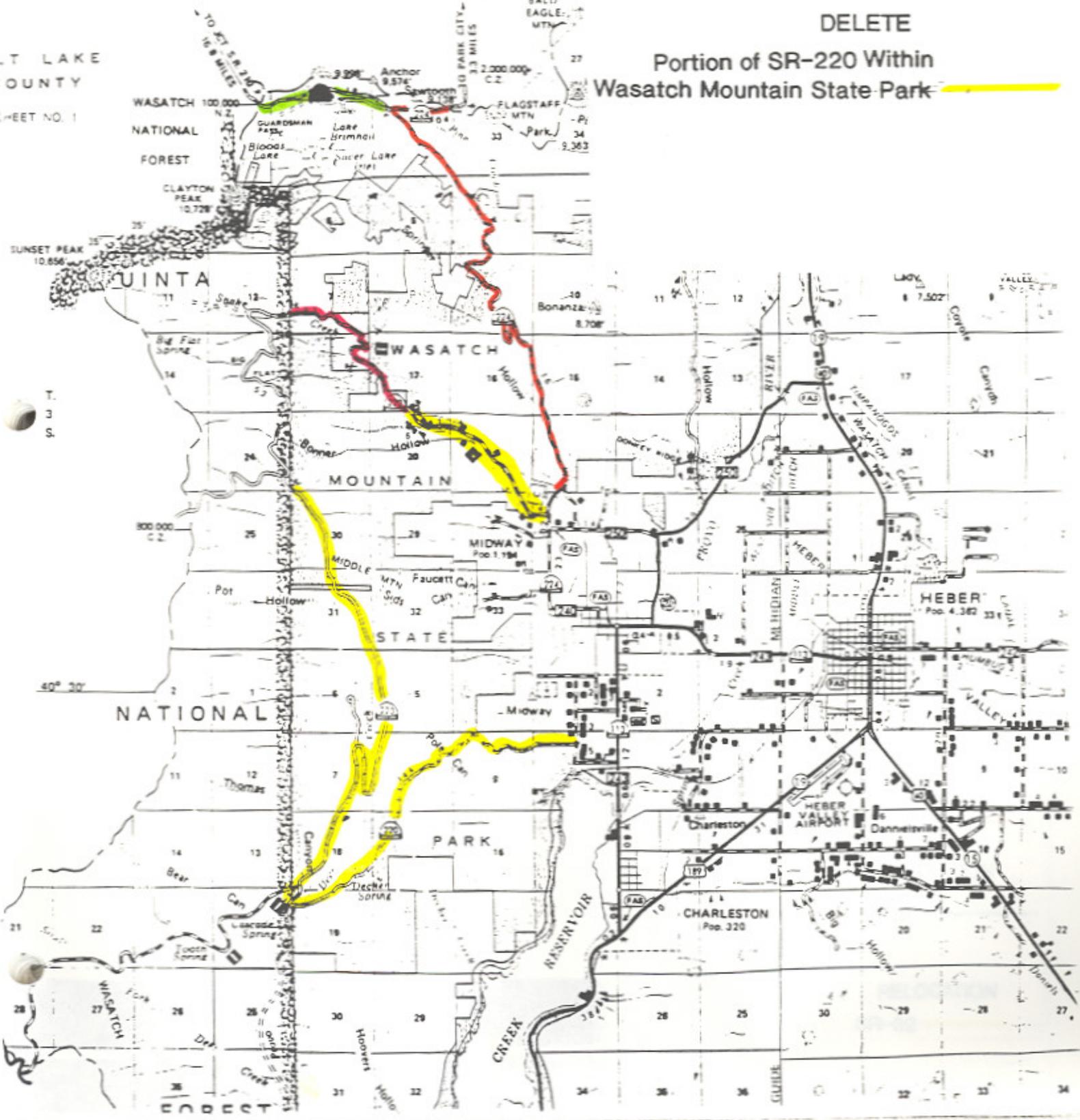
WASATCH MOUNTAIN

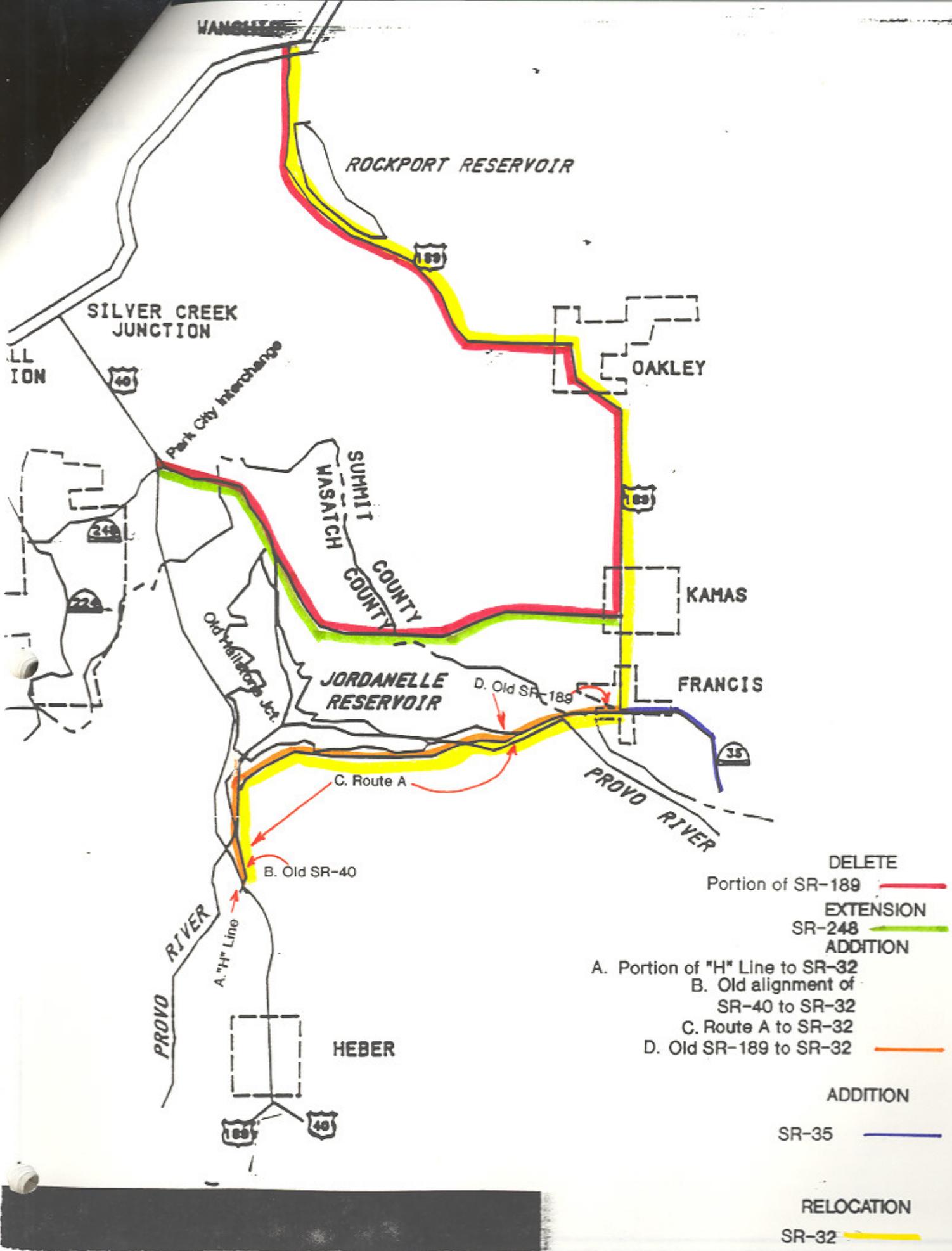
STATE

NATIONAL

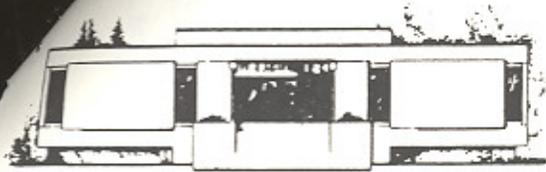
PARK

FOREST





WASATCH COUNTY, STATE OF UTAH



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

BOARD OF COUNTY COMMISSIONERS

PETE A. COLEMAN

J. MORONI BESENDORFER, CHAIRMAN

T. LAREN PROVOST

November 26, 1990

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

Dear Mr. Findlay:

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

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

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

I would appreciate your immediate attention to this matter.

Very truly yours,

Steven L. Hansen
Wasatch County Attorney

SLH:sj

NOV 27 1990

CLERK AUDITOR
JEFFERY M. BRADSHAW

RECORDER SURVEYOR
JOE DEAN HUBER

SHERIFF
EDWIN THACKER

ASSESSOR
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TREASURER
KAROLYN KIRKHAM

ATTORNEY
STEVEN L. HANSEN

JUSTICE OF THE PEACE
BLAIN HYLTON



State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

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Governor

Eugene H. Findlay, C.P.A.
Executive Director

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

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Transportation Commission

Samuel J. Taylor
Chairman

Wayne S. Winters
Vice Chairman

Todd G. Weston
James G. Larkin
John T. Dunlop
Elva H. Anderson
Secretary

November 27, 1990

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

Dear Mr. Hansen:

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

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

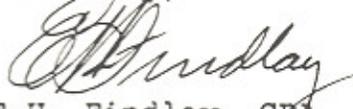
An official document in the form of a resolution was prepared and distributed to both Summit and Wasatch counties, but a request for a chance for input by Summit County and delays of signs being removed from the "A" Line delayed action by the Commission until October 5, 1990. Commissioner Coleman attended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

Steven Hansen
Page Two
November 27, 1990

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

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

Sincerely,



E.H. Findlay, CPA
Executive Director

EHF/CDT/jaj



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6 December 1990

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

Dear Jerry:

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

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

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

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

Jerry A. Miller
6 December 1990
Page Two

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

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

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

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

Sincerely,

E.H. Findlay, CPA
Executive Director

EHF:CDT:ra

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



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December 17, 1990

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

Dear Pete:

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

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

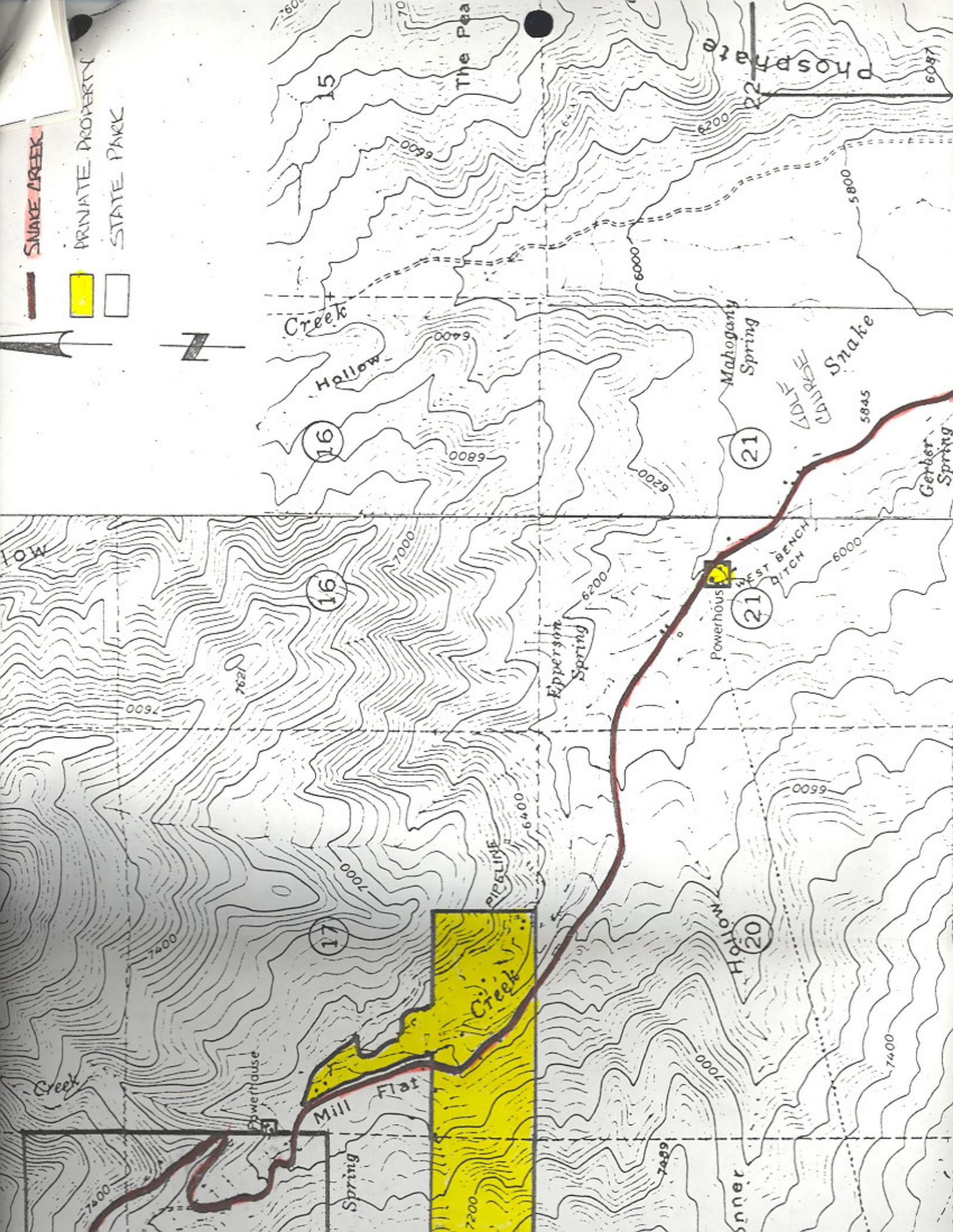
As to your questions about snow removal up to the snowmobile trail head, that issue will be up to you and the Division of State Parks and Recreation to work out.

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

Sincerely,

E.H. Findlay, CPA
Executive Director

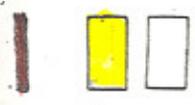
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SNAKE CREEK

PRIVATE PROPERTY

STATE PARK



LOW

Creek

Mill Flat

Creek

The Pea

Creek

Hollow

Epperson Spring

Powerhouse

WEST BENCH DITCH

Mahogany Spring

GOLF COURSE

Snake

Gerber Spring

Sinner Hollow

Phosphate

7600

7400

7400

7200

7489

7000

7400

6600

6000

6200

6800

6400

6600

6000

6200

5800

5845

6087

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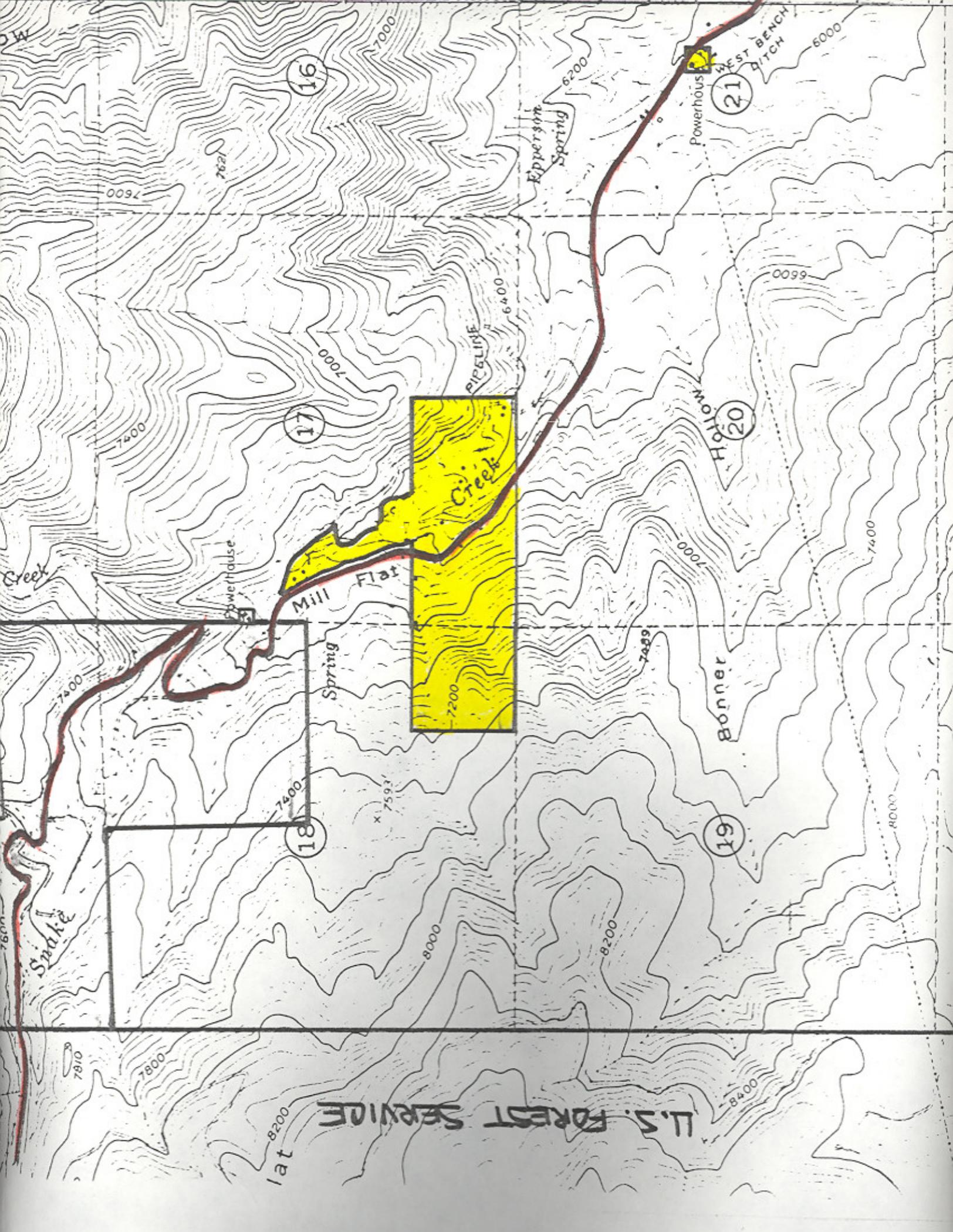
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U.S. FOREST SERVICE

lat

Bonner

Snake Creek

Mill Flat

Spring

Eppersm Spring

Powerhouse

WEST BENCH DITCH

16

17

18

21

20

19

Motion

7600

7620

7000

6200

6000

7400

7000

6400

6000

7400

7400

7400

7400

7400

7593

7200

8200

8000

8400

7810

7800

7600

W