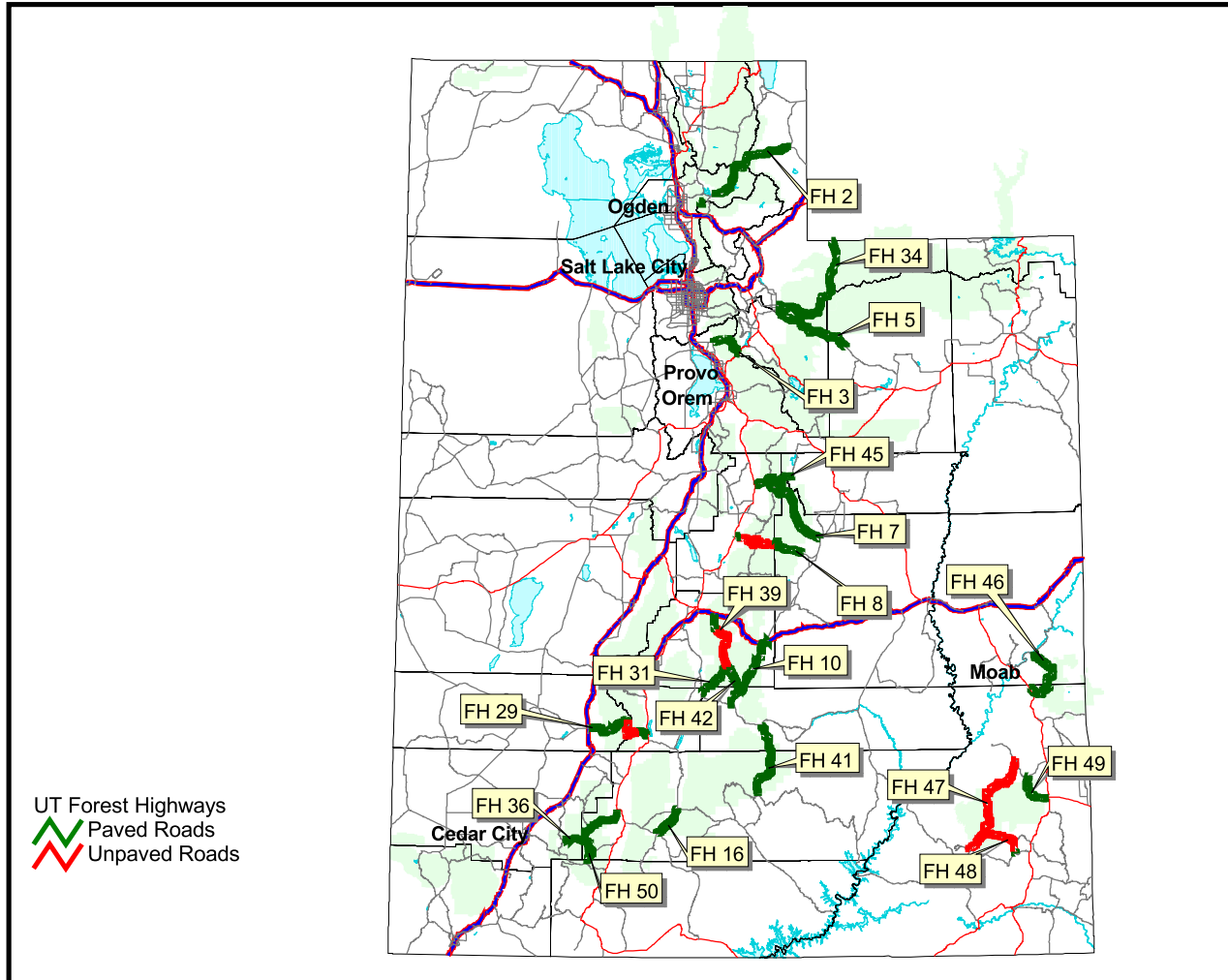




UTAH

Forest Highway Network and Planning Data 2005



Prepared by:
Federal Highway Administration
Central Federal Lands Division

November - 2005



SUMMARY:

The following is a report on the status of the Forest Highway Network in the State of Utah. The data was taken from Utah Department of Transportation (UDOT) road evaluation and an automatic data collection contract in the summer of 2004. The purpose of the report is to document the condition of the Forest Highway Network and provide data for pavement and bridge management systems. The report identifies potential sections for 3R projects. Nonetheless, the sections should be reviewed in the field by those involved in programming and project development before any specific projects are selected. The sections are based on political boundaries (county lines) and HPMS traffic data rather than condition changes. Therefore, each section should be scrutinized before project limits are determined. Lengths of segments have been scrutinized for errors and changed where needed. All the bridges are in the National Bridge Inventory System and therefore have the data for structural deficiency and functional obsolescence and have been assigned a sufficiency rating by the Headquarters of the FHWA.

The Utah Forest Highway Network contains 21 routes amounting to 635.41 miles (1022.37 km).

CONTENTS AND DESCRIPTION OF THIS REPORT:

Graphs: Show the average conditions of all state-owned highways over time, starting in 1998. There are three sections: miles-by-condition rating, average condition by route, and average condition by county.

Description Sheets: Show a basic map of the route with segments plus a description of the route's termini, functional class, and other useful information. (Recommendations have been removed from the descriptions)

Pavement Condition Sheets: Show the condition data, averaged by segment, of the route along with traffic data. The map shows the condition of the route by color code, plus termini descriptions and other features along the route. The map shows the actual un-averaged condition of the route, which may not correspond to the averaged data. This change was made to allow for faster evaluation of potential projects.

Bridge Condition Sheets: Show the bridge locations and length, width, and condition information from the National Bridge Inventory.

POTENTIAL 3R PROJECTS:

All the Utah FH routes were inspected by the UDOT Planning and Pavement Management personnel. Utah uses the International Road Index (IRI) to evaluate their pavements. IRI is measured directly in inches of vertical roughness per mile of pavement. Vertical mounted accelerometers over each wheel path are used to measure the roughness over the full length of each section. The values reported are the “half car simulation” IRI. This factors both the left and right wheel path providing the ride quality felt by the vehicle occupants, not the roughness of the individual wheel paths.

Pavement Condition Ratings (PCR) are determined using distress ratings based primarily on the IRI. With the current formulas, a road is considered failed when its PCR falls to 60 or below. Fair roads have a PCR between 61 and 70, good roads have a PCR between 71 and 80, and excellent roads have a PCR of 81 and above.

FH Route	Segment	Local Route #	Route Name	County	Start MP	End MP	Length (mi)	Length (km)	ADT	Width (ft)	IRI	PCR	Distress
29	2	SR 153	Beaver Junction	Beaver	1.11	4.43	3.32	5.34	2200	24	136	58	Poor
34	4	SR 150	Mirror Lake Road	Duchesne	29.60	34.17	4.57	7.35	665	24	127	60	Poor
8	8	SR 29	Ephraim-Orangeville	Emery	0.00	9.45	9.45	15.21	480	24	183	48	Poor
8	9	SR 29	Ephraim-Orangeville	Emery	9.45	14.76	5.31	8.54	1150	24	160	53	Poor
36	3	SR 143	Panguitch Lake Road	Garfield	32.26	49.90	17.64	28.38	880	24	185	48	Poor
36	2	SR 143	Panguitch Lake Road	Garfield	27.59	32.26	4.67	7.51	1085	24	171	50	Poor
36	4	SR 143	Panguitch Lake Road	Garfield	49.90	50.51	0.61	0.98	2080	24	139	58	Poor
16	1	CR 166	Bryce-Widtsoe	Garfield	0.00	13.45	13.45	21.64	50	24	127	60	Poor
41	1	SR 12	Boulder Mountain Road	Garfield	87.16	88.31	1.15	1.85	1050	24	124	60	Poor
46	6	CR 1706	La Sal Mountain Loop Road	Grand	13.46	20.49	7.03	11.31	110	20	278	33	Poor
46	7	CR 1706	La Sal Mountain Loop Road	Grand	20.49	23.89	3.40	5.47	110	20	264	35	Poor
46	8	CR 1706	La Sal Mountain Loop Road	Grand	23.89	27.76	3.87	6.23	585	18	261	36	Poor
46	9	CR 1706	La Sal Mountain Loop Road	Grand	27.76	36.37	8.61	13.85	585	20	150	56	Poor
2	6	SR 39	Monte Cristo Road	Rich	52.31	67.75	15.44	24.84	300	24	126	60	Poor
46	2	CR 1706	La Sal Mountain Loop Road	San Juan	1.68	5.47	3.79	6.10	110	20	295	30	Poor
48	4	CR 268	South Elks Road	San Juan	18.94	19.88	0.94	1.51	100	24	305	30	Poor
46	1	CR 1706	La Sal Mountain Loop Road	San Juan	0.00	1.68	1.68	2.70	110	26	245	37	Poor
46	5	CR 1706	La Sal Mountain Loop Road	San Juan	12.11	13.46	1.35	2.17	110	20	247	38	Poor
46	4	CR 1706	La Sal Mountain Loop Road	San Juan	7.62	12.11	4.49	7.22	110	28	228	40	Poor
46	3	CR 1706	La Sal Mountain Loop Road	San Juan	5.47	7.62	2.15	3.46	110	28	217	42	Poor
49	1	CR 2432	Monticello-Newspaper Rock	San Juan	0.00	0.68	0.68	1.09	187	24	163	53	Poor

FH Route	Segment	Local Route #	Route Name	County	Start MP	End MP	Length (mi)	Length (km)	ADT	Width (ft)	IRI	PCR	Distress
49	5	CR 2432	Monticello-Newspaper Rock	San Juan	10.02	15.84	5.82	9.36	187	24	139	59	Poor
8	7	Cr 2496	Ephraim-Orangeville	Sanpete	26.79	29.32	2.53	4.07	115	22	173	50	Poor
8	1	Cr 2496	Ephraim-Orangeville	Sanpete	0.00	0.95	0.95	1.53	555	24	159	53	Poor
39	4	CR 2554	Sevenmile-Gooseberry	Sevier	24.50	29.00	4.50	7.24	35	22	252	38	Poor
39	3	CR 2554	Sevenmile-Gooseberry	Sevier	21.89	24.50	2.61	4.20	35	20	232	39	Poor
31	1	SR 25	Fishlake Road	Sevier	0.00	2.83	2.83	4.55	475	24	167	52	Poor
31	2	SR 25	Fishlake Road	Sevier	2.83	9.95	7.12	11.46	475	24	142	56	Poor
5	2	SR 35	Wolf Creek Road	Summit	1.10	9.57	8.47	13.63	1956	24	140	57	Poor
34	3	SR 150	Mirror Lake Road	Summit	4.87	29.60	24.73	39.79	750	24	135	58	Poor
3	3	SR 92	Alpine Scenic Loop	Utah	9.56	22.54	12.98	20.88	935	24	240	40	Poor
3	2	SR 92	Alpine Scenic Loop	Utah	7.83	9.56	1.73	2.78	1495	24	193	46	Poor
3	1	SR 92	Alpine Scenic Loop	Utah	7.40	7.83	0.43	0.69	2415	24	178	49	Poor
3	4	SR 92	Alpine Scenic Loop	Utah	22.54	27.12	4.58	7.37	1166	22	177	50	Poor
2	3	SR 39	Monte Cristo Road	Weber	27.71	43.64	15.93	25.63	520	24	145	56	Poor
2	2	SR 39	Monte Cristo Road	Weber	21.42	27.71	6.29	10.12	1695	24	140	57	Poor
2	1	SR 39	Monte Cristo Road	Weber	19.32	21.42	2.10	3.38	2985	24	137	58	Poor

The following is the relative pavement rating based on the IRI value:

IRI Values	PCR	Pavement Rating
Below 53	81 to 100	Excellent
53 to 86	71 to 80	Good
87 to 122	61 to 70	Fair
Above 122	Below 61	Poor

POTENTIAL BRIDGE REPLACEMENT PROJECTS:

There are 33 bridges on the Forest Highway Network in Utah. All the bridge data was taken from the National Bridge Inventory System (NBIS). Bridges having a sufficiency rating less than 50, or 80 and less and structurally deficient or functionally obsolete qualify for the National Bridge Replacement Program and should be considered for replacement. Note that some bridges are in the recent or current construction program.

FH	State or Local Route	NBIS Number	MP	Facility	Owner	Width (ft)	Width (m)	Length (ft)	Length (m)	SD	FO	SR
46	CR-1704	037017D	12.0	Mill Creek	Wayne Co	29.8	9.1	60.0	18.3	X		37.8
34	SR-150	0D 212	11.6	Provo River (North Fork)	UDOT	34.1	10.4	22.0	6.7			39.2
2	SR-39	0D 395	33.0	Beaver Creek	UDOT	23.9	7.3	25.9	7.9			47.8
39	CR-2554	041034A	1.0	Sevenmile Creek	Sevier Co	13.8	4.2	24.9	7.6	X		53.6
50	FDR-068	017011A	10.1	Mammoth Creek	Garfield Co	14.1	4.3	27.9	8.5		X	55.8
50	FDR-067	017010C	10.0	Mammoth Creek	Garfield Co	17.4	5.3	29.8	9.1		X	73.8
3	SR-92	0D 431	7.6	American Fork Creek	UDOT	25.3	7.7	30.8	9.4		X	76.3

Definition of terms:

Structurally deficient (SD): A bridge that (1) has been restricted to light vehicles only, (2) is closed, or (3) requires immediate rehabilitation to remain open.

Functionally obsolete (FO): A bridge for which the deck geometry, load carrying capacity (comparison of the original design load to the State legal load), clearance, or approach roadway alignment no longer meets the usual criteria for the system of which it is an integral part.

Sufficiency rating (SR): The numerical rating of a bridge based on its structural adequacy and safety, essentiality for public use, and its serviceability and functional obsolescence.

CHANGES SINCE LAST REPORT:

FH 08 – Segment 7 is now Flexible surface.

FH 31 – Segment 3 now starts at MP 0.00 because there is a local route change.

FH 39 – Segment 3 now starts at MP 21.89

FH 42 – This route has had a re-alignment and is now 13.26 miles long.

**LIST OF THE CURRENT APPROVED FOREST HIGHWAY NETWORK IN THE STATE
OF UTAH**

(as of November 2005)

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Utah Forest Highway Route Descriptions
(As of November, 2005)**

TOTAL ROUTES
21

TOTAL MI/KM
635.41
1022.37

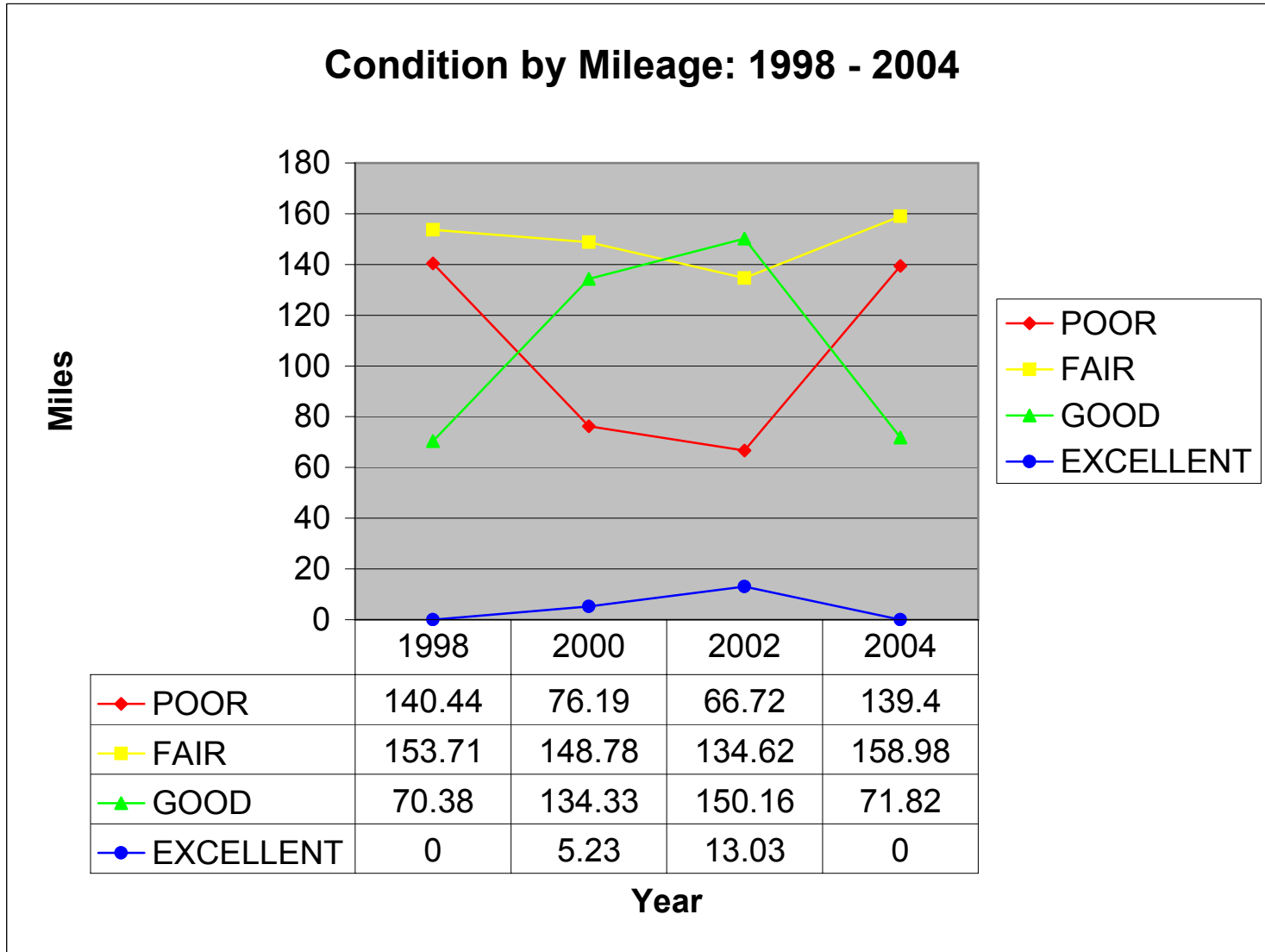
FH ROUTE NO.	ROUTE NAME	DESCRIPTION OF TERMINI	NATIONAL FOREST	COUNTY	LENGTH MI.	LENGTH KM.
2	Monte Cristo Road	This route starts at the junction with CR-34 in Huntsville and proceeds northeasterly 48.43 miles (77.92 km) on SR-39 to the junction with SR 16 in Woodruff.	Wasatch	Weber Rich Cache	48.43	77.92
3	Alpine Scenic Loop	This route starts at the junction with SR-146 and proceeds 19.72 miles (31.73 km) easterly and southeasterly on SR-92 via Timpanogos Cave National Monument to a junction with US-189 at Wildwood.	Uinta	Utah	19.72	31.73
5	Wolf Creek Road	This route starts at the junction with SR-32, in Francis and proceeds southeasterly 38 miles (61.14 km) on SR-35 to the junction with FDR-144 at the North Fork of the Duchesne River.	Wasatch	Summit Wasatch Duchesne	38.00	61.14
7	Fairview-Huntington	This route starts at the junction with US-89 in Fairview and proceeds southeasterly 47.64 miles (76.65 km) on SR-31 to the junction with SR-10 near Huntington.	Manti-La Sal	Sanpete Emery	47.64	76.65
8	Ephraim-Orangeville	This route starts at the junction with US-89 in Ephraim and proceeds southeasterly 29.32 miles (47.18 km) on CR-2496 and 14.76 miles (23.74 km) on SR-29 to the junction with SR-57 west of Orangeville..	Manti-La Sal	Sanpete Emery	44.08	70.92
10	Hogan Pass	This route starts at the junction with SR-24 in Loa and proceeds northeasterly 36.71 miles (59.07 km) on SR-72 to the junction with I-70 at exit 89.	Fishlake	Sevier Wayne	36.71	59.07
16	Bryce-Widtsoe	This route starts at the junction with SR-12 north of Bryce Canyon National Park and proceeds northeasterly 13.45 miles (21.64 km) on a CR-1660 to Widtsoe Junction (old FH-17, Escalante Canyon).	Dixie	Garfield	13.45	21.64
29	Beaver-Junction	This route starts at the junction with SR-160 in Beaver and proceeds easterly 40.46 miles (65.1 km) on SR-153 to a junction with US-89 in Junction.	Fishlake	Piute Beaver	40.46	65.10

FH ROUTE NO.	ROUTE NAME	DESCRIPTION OF TERMINI	NATIONAL FOREST	COUNTY	LENGTH MI.	LENGTH KM.
31	Fishlake Road	This route starts at the junction with SR-24 northeasterly 9.95 miles (16.01 km) over SH-25 and 6.38 miles (10.26 km) over CR-2554 to north of Johnson Valley Reservoir at the three way intersection with CR-3298 (FH-39) and CR-2554 (FH-42).	Fishlake	Piute Sevier	16.33	26.27
34	Mirror Lake Road	This route starts at the junction with SR-32 in Kamas and proceeds northeasterly 54.69 miles (88 km) on SR-150 to the Wyoming State Line.	Wasatch	Summit Duchesne	54.69	88.00
36	Panguitch Lake Road	This route starts at the junction with SR-148 in Cedar Breaks National Monument and proceeds northeasterly 31.5 miles (50.68 km) on SR-143 to the junction with US-89 in Panguitch.	Dixie	Iron Garfield	31.50	50.68
39	Sevenmile-Gooseberry	This route starts at the junction with CR-2554 (FH-31) and CR-3268 (FH-42) near Johnson Reservoir and proceeds northerly 29 miles (46.66 km) on CR-2554 to I-70 at exit 61, about 8 miles east of Salina.	Fishlake	Sevier	29.00	46.66
41	Boulder Mountain Road	This route starts at the junction with CR-1668 in Boulder and proceeds northerly 36.57 miles (58.84 km) on SR-12 to the junction with SR-24 north of Teesdale.	Dixie	Wayne Garfield	36.57	58.84
42	Fremont River Road	This route starts at the junction with SR-72, 5 miles northeast of Fremont, and proceeds 13.26 miles (22.34 km) northwesterly on CR-3268 to the junction with CR-2554 (FH-31 and FH-39).	Fishlake	Sevier Wayne	13.26	21.34
45	Eccles Canyon	This route starts at the junction with SR-31 (FH-07) approximately eight miles east of Fairview and proceeds easterly 15.34 miles (24.68 km) on SR-264 to the junction with SR-96 approximately three miles south of Scofield.	Manti-La Sal	Sanpete Emery Carbon	15.34	24.68
46	La Sal Mountain Loop Road	This route starts at the junction with US-191, approximately six miles south of Moab, and proceeds east and north 36.37 miles (58.52 km) via the La Sal Mountains and Castle Valley on CR-1704 to the junction SR-128.	Manti-La Sal	Grand San Juan	36.37	58.52
47	Elk Ridge Loop Road	This route starts at the junction with SR-275, 3.0 miles east of Natural Bridges National Monument, and proceeds northerly 57.7 miles (92.84 km) on CRs-228, 224 and 104 (FDR-088) to the junction with SR-211 near the Dugout Ranch.	Manti-La Sal	San Juan	57.70	92.84

FH ROUTE NO.	ROUTE NAME	DESCRIPTION OF TERMINI	NATIONAL FOREST	COUNTY	LENGTH MI.	LENGTH KM.
48	South Elks Road	This route starts at the junction with FH-47 and proceeds southeasterly 19.88 miles (31.99 km) on CRs-228 and 268 (FDR-092) to the junction with SR-95, approximately 11 miles west of Blanding.	Manti-La Sal	San Juan	19.88	31.99
49	Monticello-Newspaper Rock	This route starts at the junction with US-191 in Monticello and proceeds west and north 18.49 miles (29.75 km) over CR-2432 to the junction with SR-211, approximately two miles east of Newspaper Rock.	Manti-La Sal	San Juan	18.49	29.75
50	Mammoth Creek Road	This route starts at the junction with SR-14, approximately 6 miles west of Long Valley Junction and proceeds northerly 10.05 miles (16.17 km) on FDR-067 and 4.63 miles (7.45 km) on FDR-068 to SR-143, approximately 8.5 miles west of Cedar Breaks National Monument.	Dixie	Kane Garfield	14.68	23.62
51	Trappers Loop-Snowbasin	This route starts at the junction with SR-167 and proceeds westerly 3.11 miles (5 km) over SR-222 to the Snow Basin Road at the Snow Basin Ski Lodge.	Wasatch	Weber	3.11	5.00

Utah Forest Highway Network - Condition by Mileage

Data is for state maintained roads only

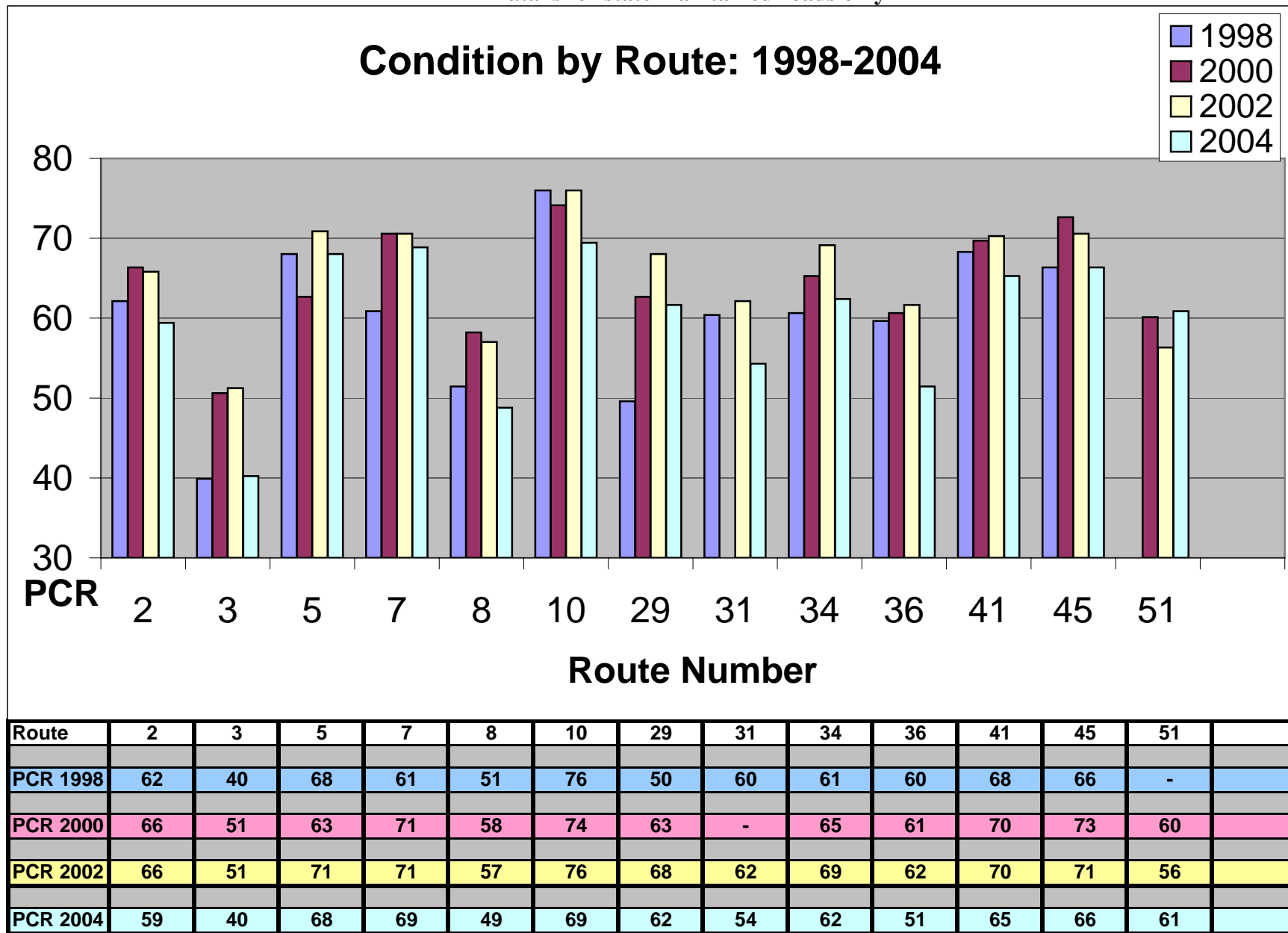


Note: For comparison, road segments with no rating data for one or more years are not included in the above graph.

(Figure 1)

Utah Forest Highway Network -Condition by Route

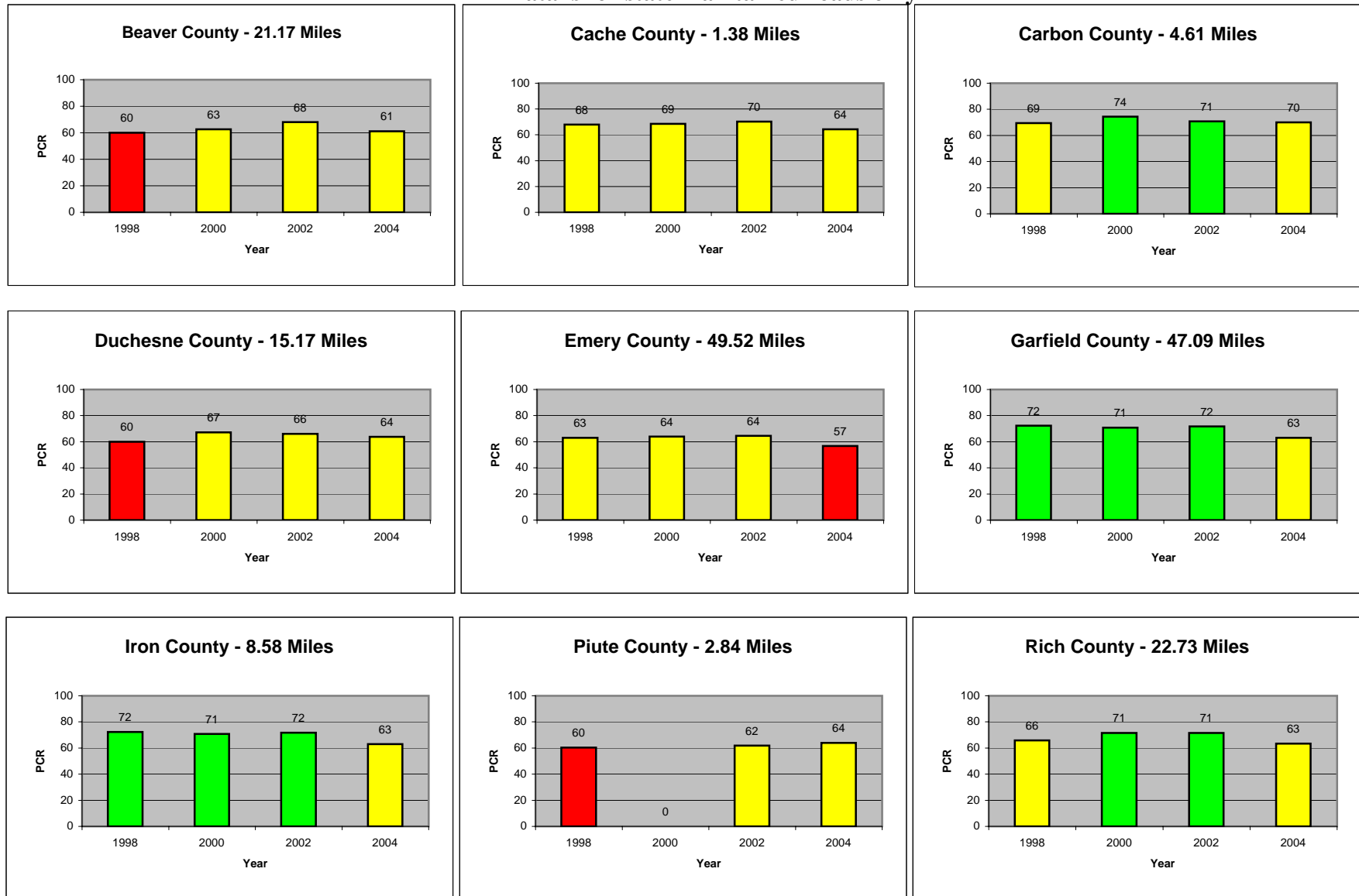
Data is for state maintained roads only



(Figure 2)

Utah Forest Highway Network - Pavement Condition Ratings by County

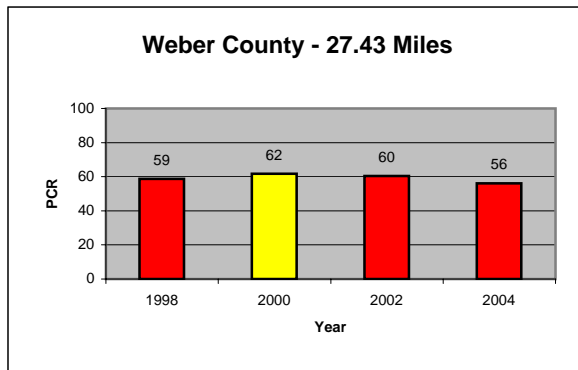
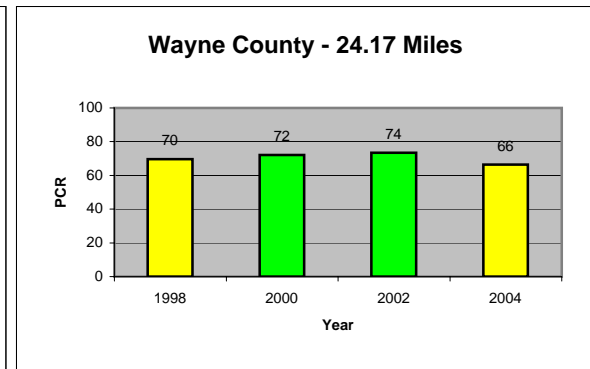
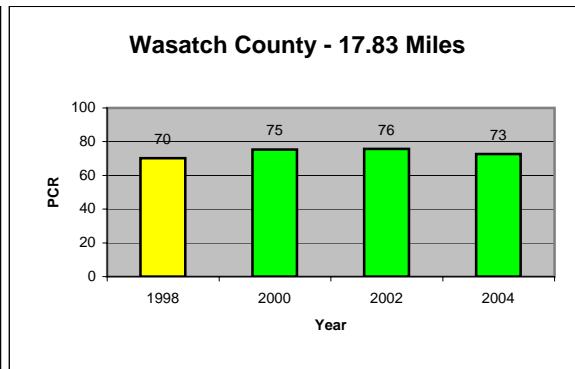
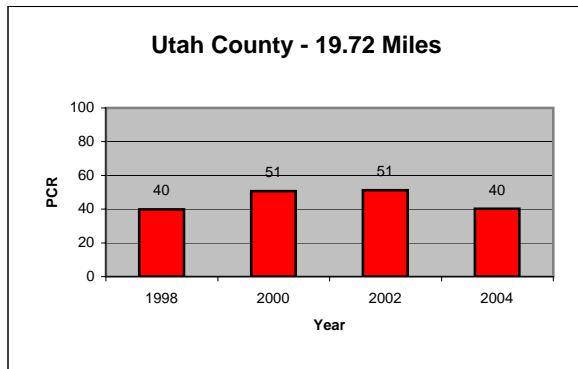
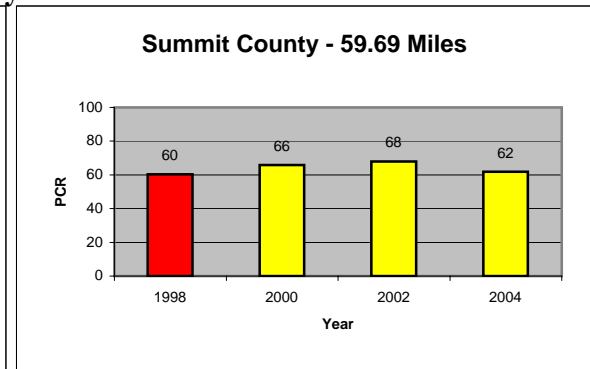
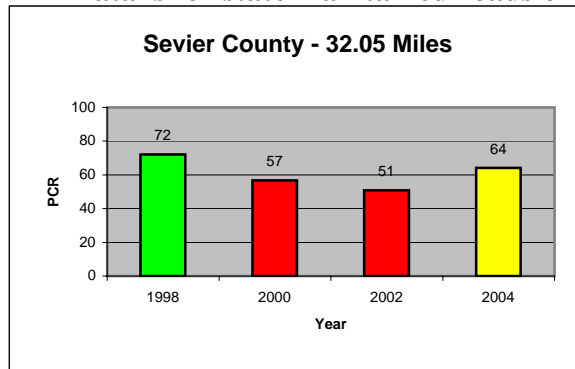
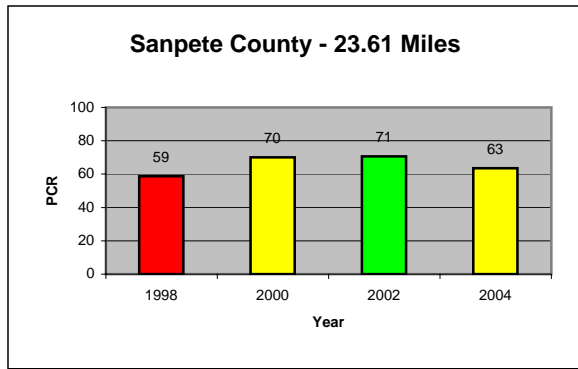
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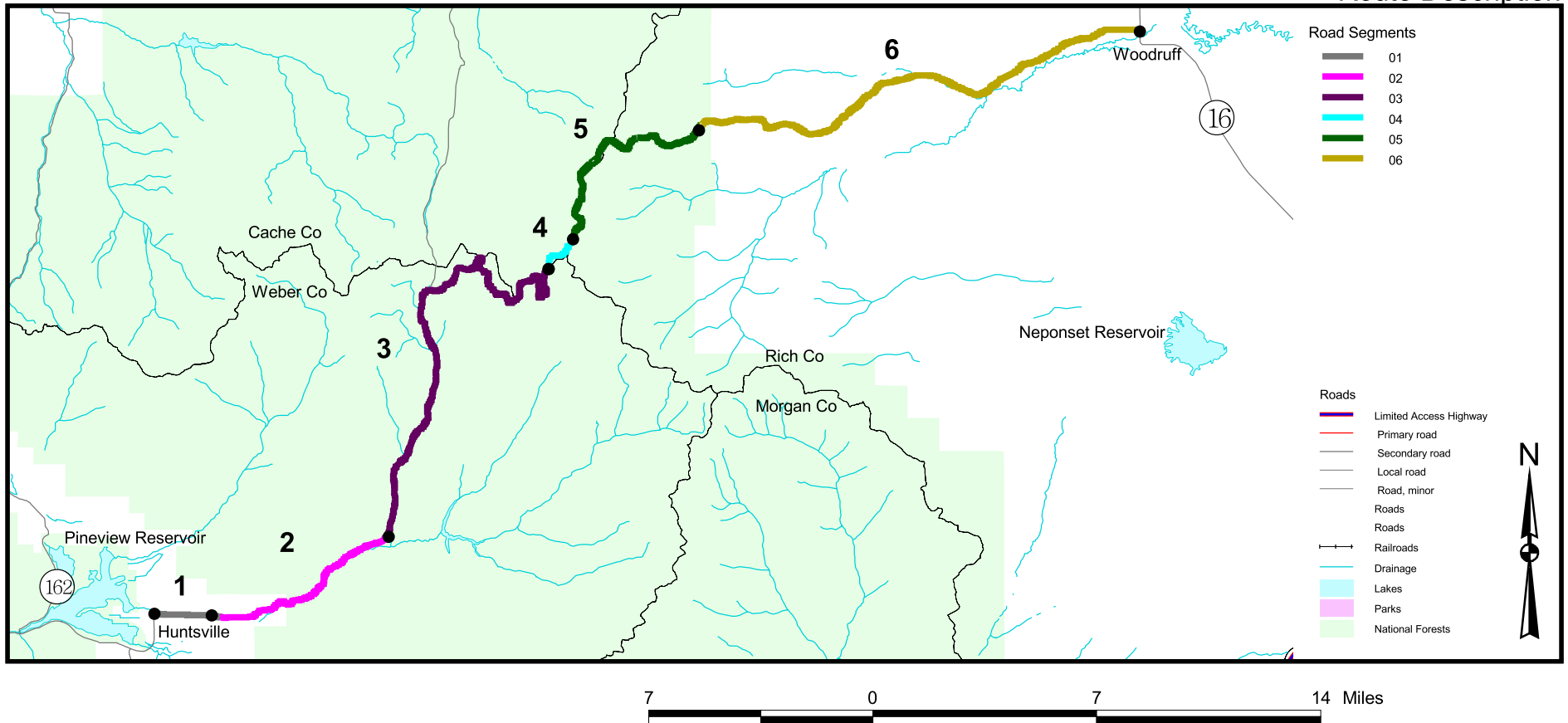


(Figures 3-12)

Utah Forest Highway Network - Pavement Condition Ratings by County

Data is for state maintained roads only



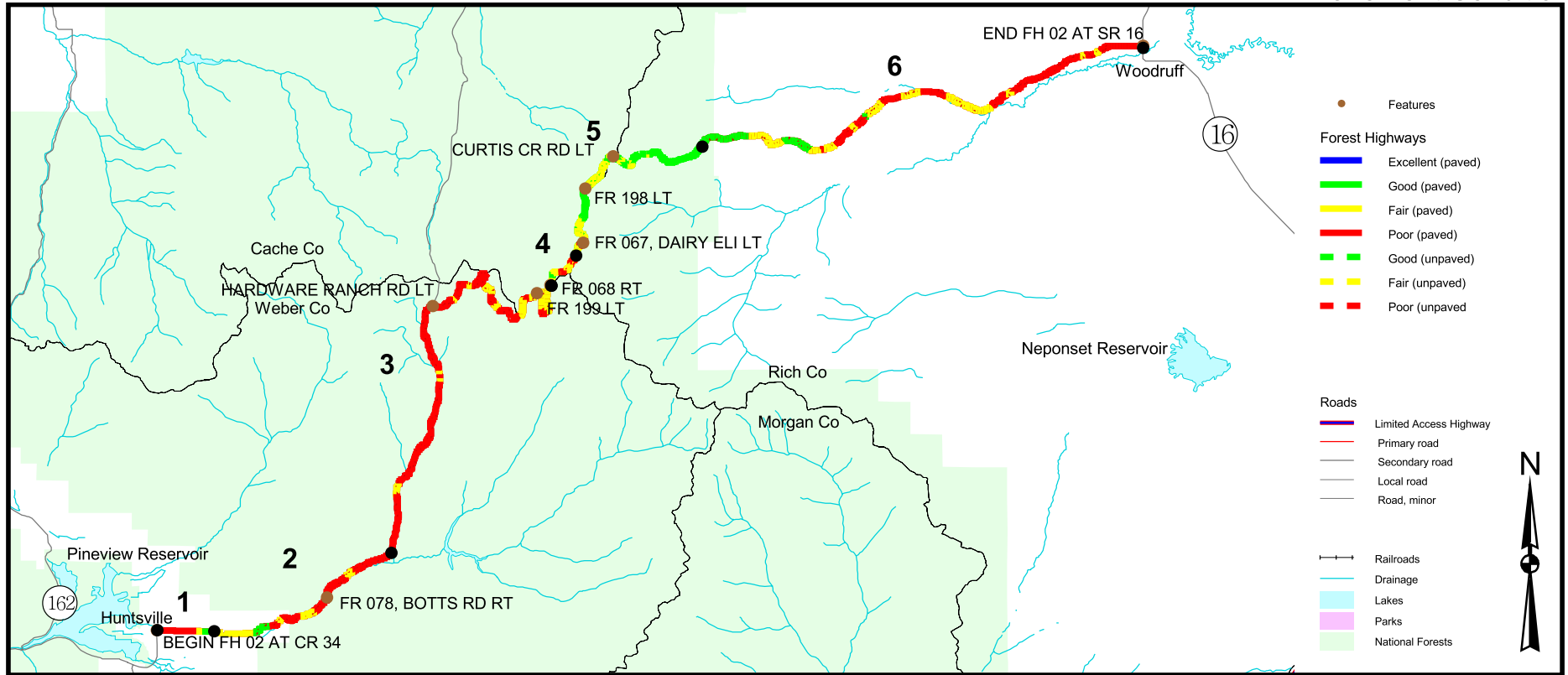


FH-02, Monte Cristo Road. This route starts at the junction with CR-34 in Huntsville and proceeds northeasterly 48.43 miles (77.92 km) on SR-39 to the junction with SR-16 in Woodruff. The section of the route west of the east Forest Boundary is designated as the Ogden River Scenic Byway. The Bureau of Public Roads rebuilt the section from FDR-054 easterly to the Forest Boundary between 1959 and 1972.

Evaluation: SR-39 is owned and operated by the Utah Department of Transportation. It is functionally classified as a major collector serving the Wasatch-Cache National Forest. According to Forest Service data, 50% of the traffic is Forest related. The principal Forest resources served are recreation, timber and grazing. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest. It serves 10 Forest Service owned campgrounds.

FH 2 Monte Cristo Road

Pavement Condition



Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

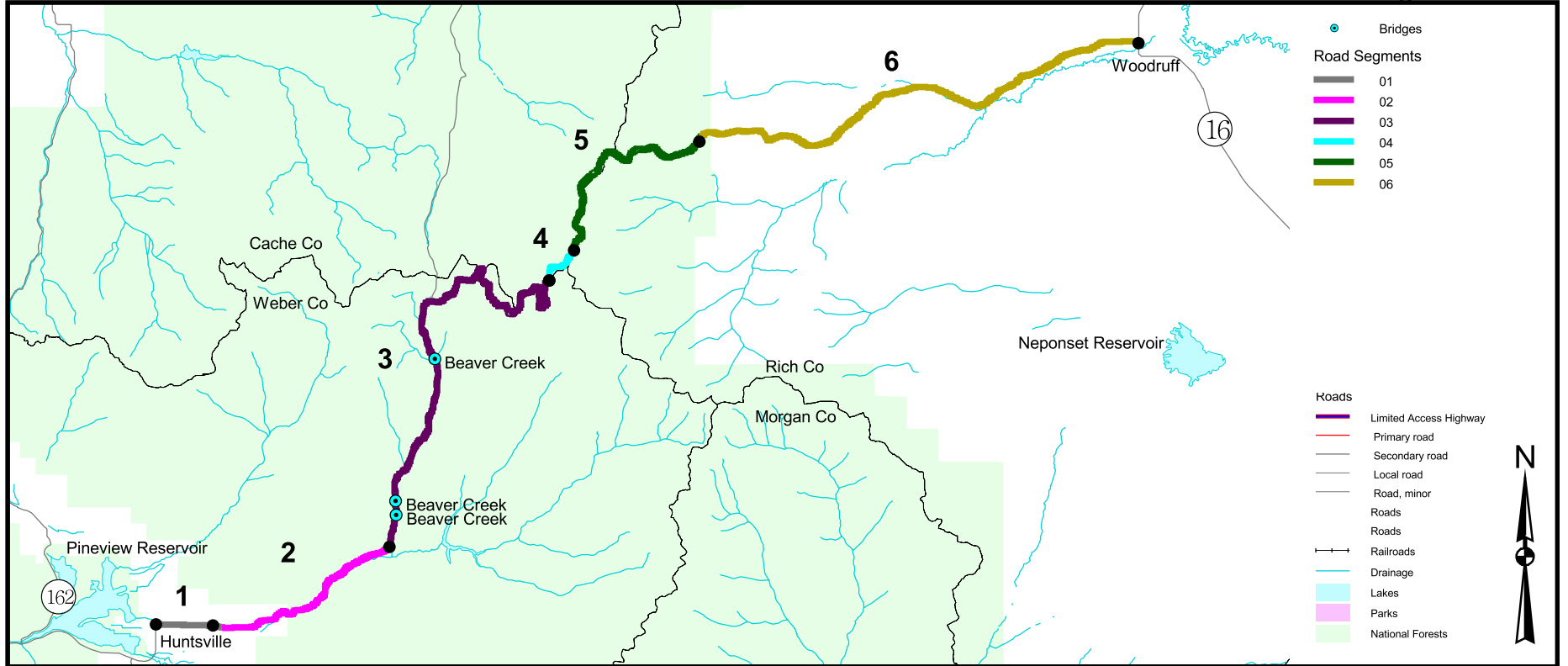


TOTAL ROUTE LENGTH: 48.43 Miles

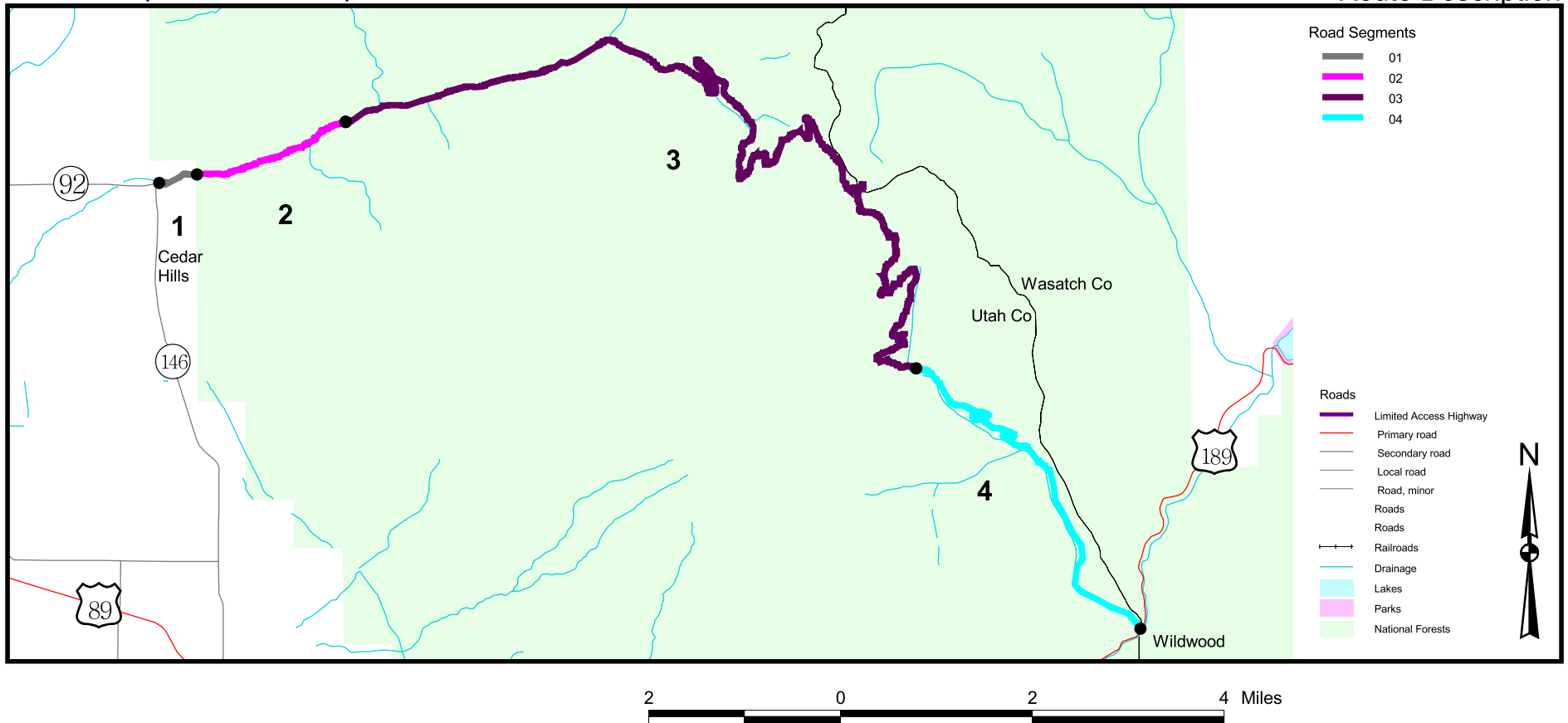
FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
2	1	SR 39	19.32	21.42	2.10	2985	28	24	Flexible	137	3	58	Poor
2	2	SR 39	21.42	27.71	6.29	1695	28	24	Flexible	140	3	57	Poor
2	3	SR 39	27.71	43.64	15.93	520	28	24	Flexible	145	3	56	Poor
2	4	SR 39	43.64	45.02	1.38	520	28	24	Flexible	108	7	64	Fair
2	5	SR 39	45.02	52.31	7.29	520	28	24	Flexible	78	12	73	Good
2	6	SR 39	52.31	67.75	15.44	300	28	24	Flexible	126	4	60	Poor

FH 2 Monte Cristo Road

Bridge Condition



FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
2	02	OD 389	29.2	Beaver Creek	UDOT	23.9	32.1	-	-	67.5
2	02	OD 388	28.7	Beaver Creek	UDOT	24.6	22.0	-	-	54.8
2	02	OD 395	33.0	Beaver Creek	UDOT	23.9	25.9	-	-	47.8

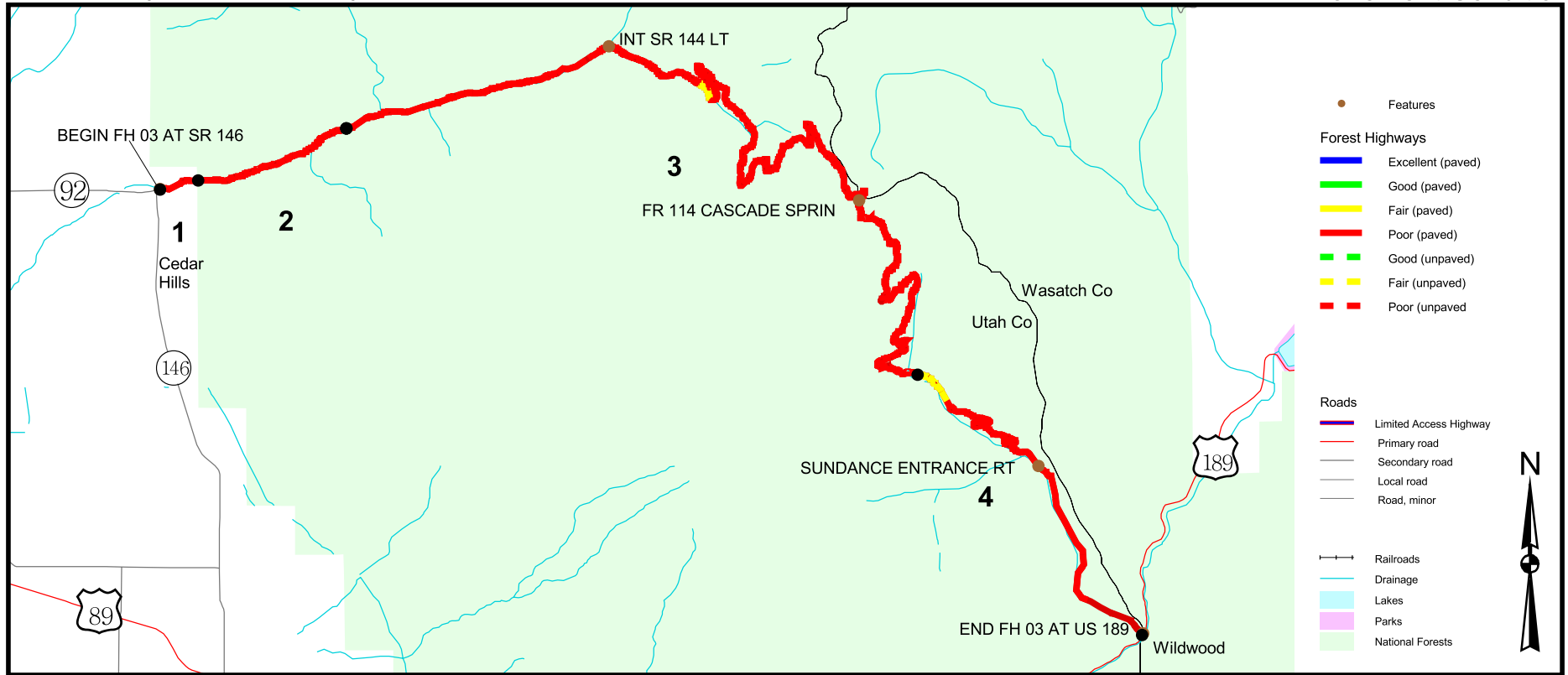


FH-03, Alpine Scenic Loop. This route starts at the junction with SR-146 and proceeds 19.72 miles (31.73 km) easterly and southeasterly on SR-92 via Timpanogos Cave National Monument to a junction with US-189 at Wildwood. It is designated as a scenic backway. The Bureau of Public Roads constructed both ends of the route between 1928 and 1939. Utah county constructed the center 8.7 miles.

Evaluation: SR-92 is owned and operated by the Utah Department of Transportation. It is functionally classified as a major collector serving the Uinta National Forest. According to Forest Service data, 20 to 100% of the traffic is Forest related depending on the section. The principal Forest resource served is recreation. The route also serves other local needs including mail delivery, commercial supply and access to private property within the Forest. It serves 7 Forest Service owned campgrounds eight picnic areas, the Tibble Fork Reservoir and the Sundance Ski Area. It provides access to the Lone Pine and Mt. Timpanogos Wilderness Areas and passes through the Timpanogos Cave National Monument. The route is very scenic but extremely narrow and winding. Some of the segments cannot be striped for two lanes. There is no possibility of widening without severe impact on the landscape nor should widening be considered because, locally, the route is considered a wonder.

FH 3 Alpine Scenic Loop

Pavement Condition



Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

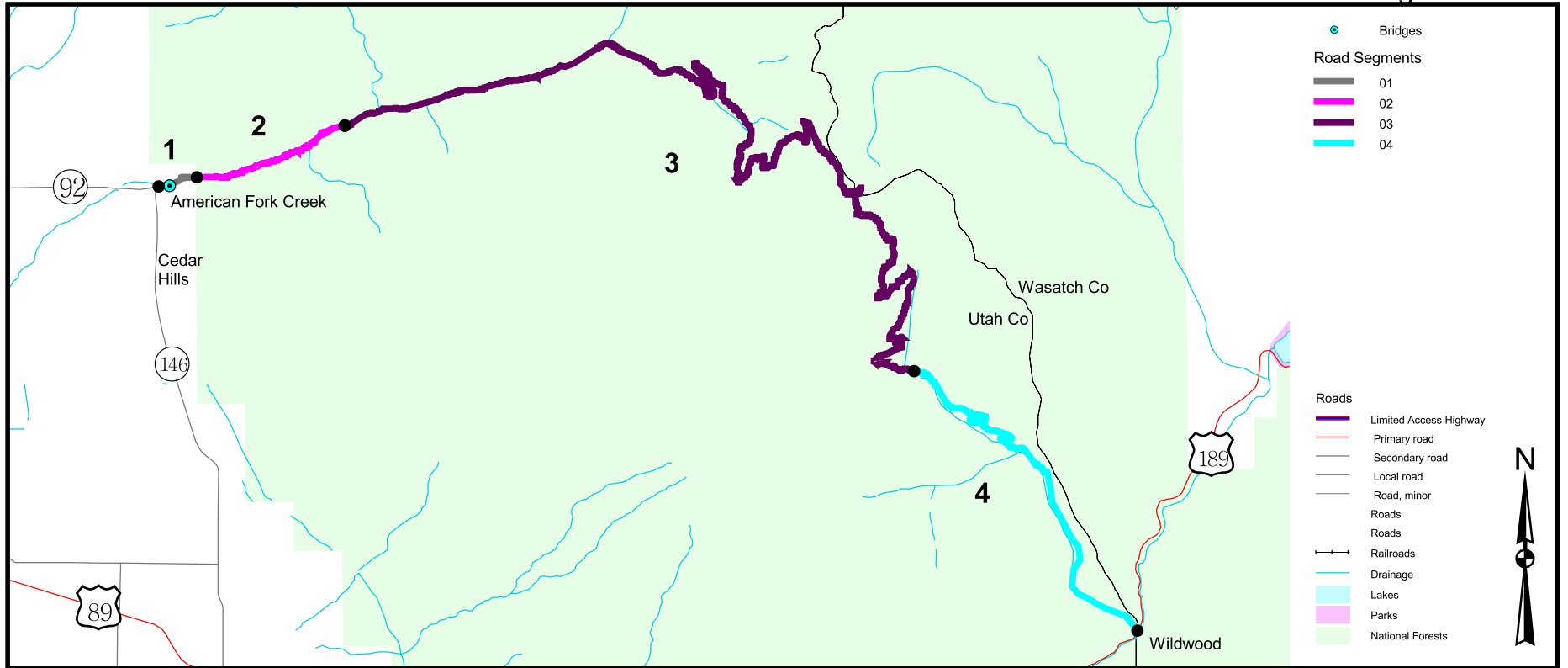


TOTAL ROUTE LENGTH: 19.72 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
3	1	SR 92	7.40	7.83	0.43	2415	28	24	Flexible	178	2	49	Poor
3	2	SR 92	7.83	9.56	1.73	1495	28	24	Flexible	193	1	46	Poor
3	3	SR 92	9.56	22.54	12.98	935	28	24	Flexible	240	0	40	Poor
3	4	SR 92	22.54	27.12	4.58	1166	22	22	Flexible	177	2	50	Poor

FH 3 Alpine Scenic Loop

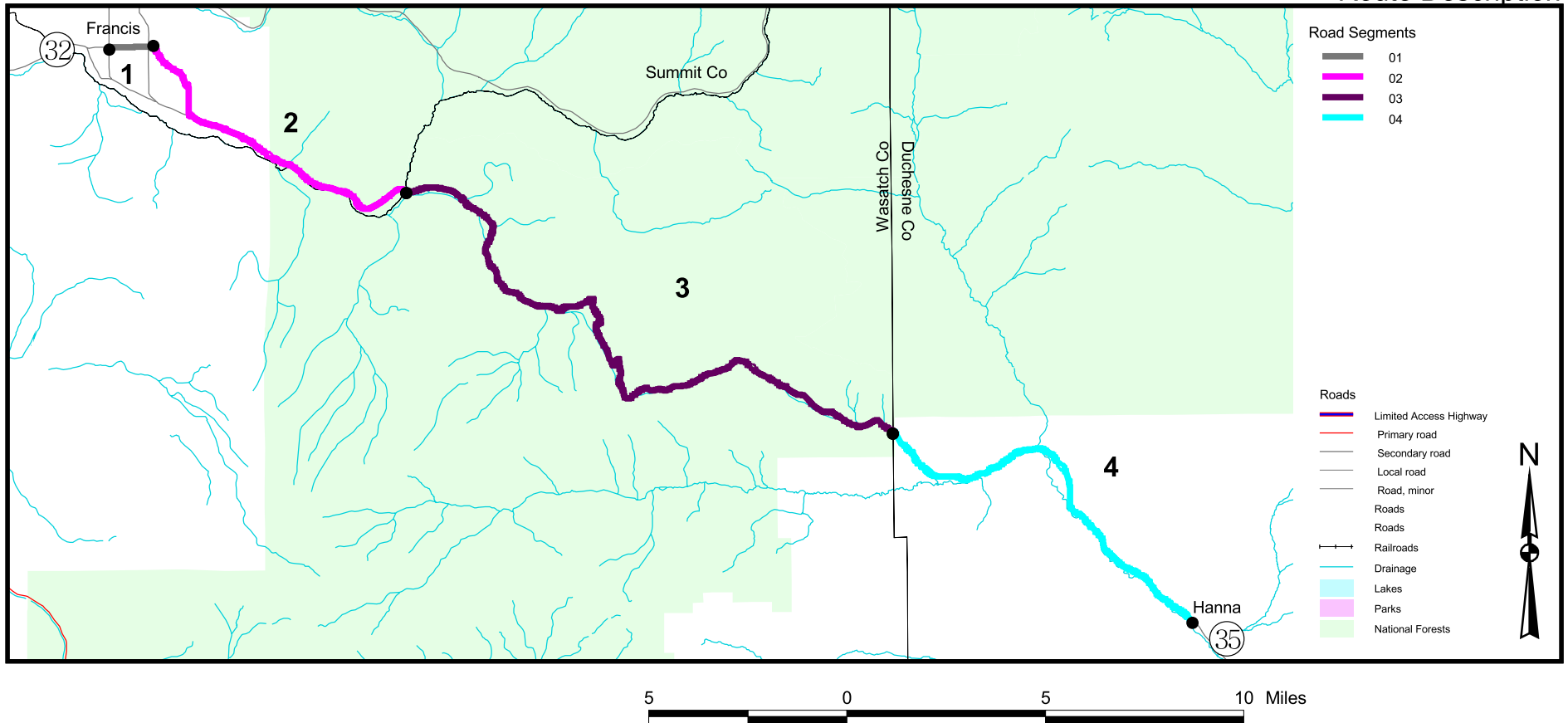
Bridge Condition



FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
3	03	0D 431	7.6	American Fork Creek	UDOT	25.3	30.8	-	X	76.3

FH 5 Wolf Creek Road

Route Description

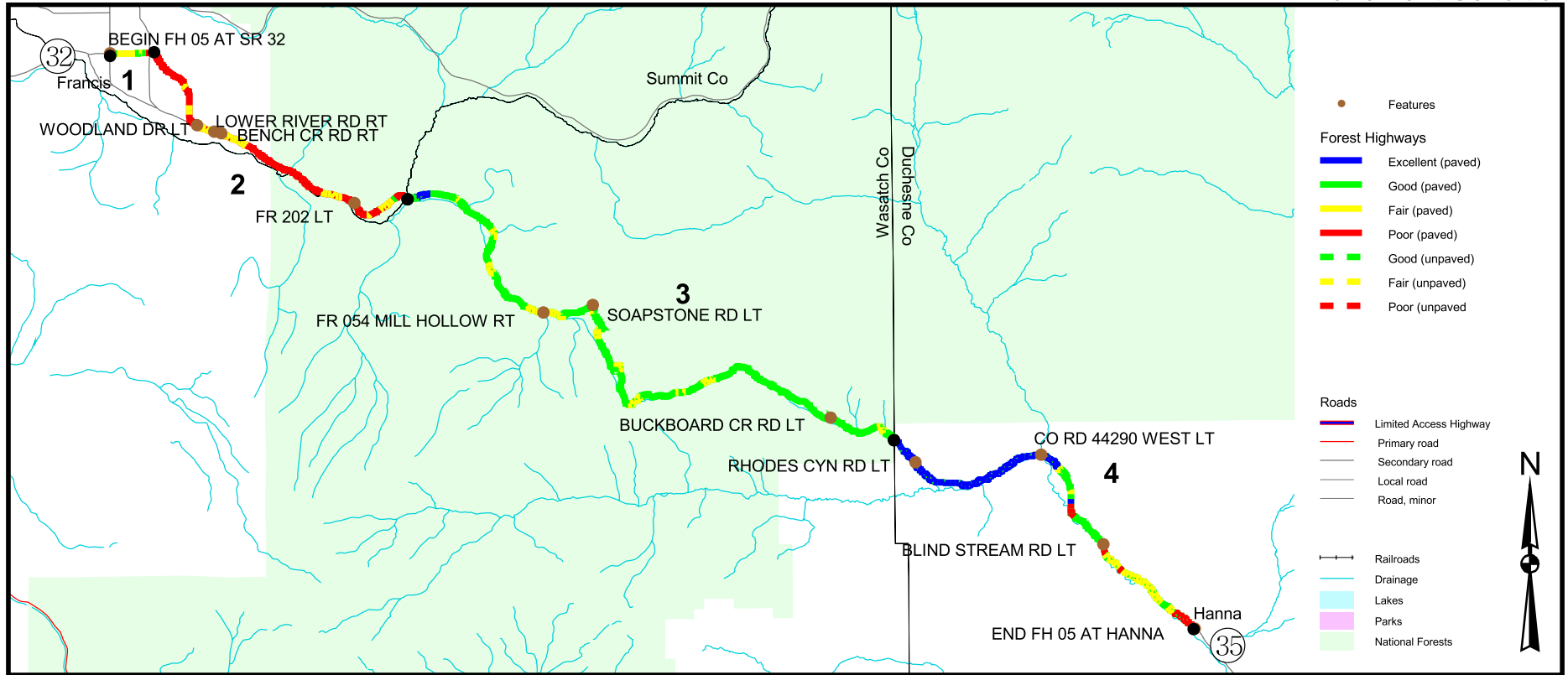


FH 5, Wolf Creek Road. This route starts at the junction with SR-32, in Francis and proceeds southeasterly 38 miles (61.14 km) on SR-35 to the junction with FDR-144 at the North Fork of the Duchesne River. The Federal Highway Administration has constructed the route from the west Forest Boundary easterly 5.2 miles.

Evaluation: SR-35 is owned and operated by the Utah Department of Transportation. It is functionally classified as a major collector serving the Uinta, Wasatch-Cache and Ashley National Forests. According to Forest Service data, 20 to 90% of the traffic is Forest related depending on the section. The higher number will undoubtedly decrease after the route is paved between the Heber and Duchesne Valleys and it starts functioning as a State Highway. The principal Forest resources served are recreation, timber and grazing. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest. It serves two Forest Service owned campgrounds.

FH 5 Wolf Creek Road

Pavement Condition



Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

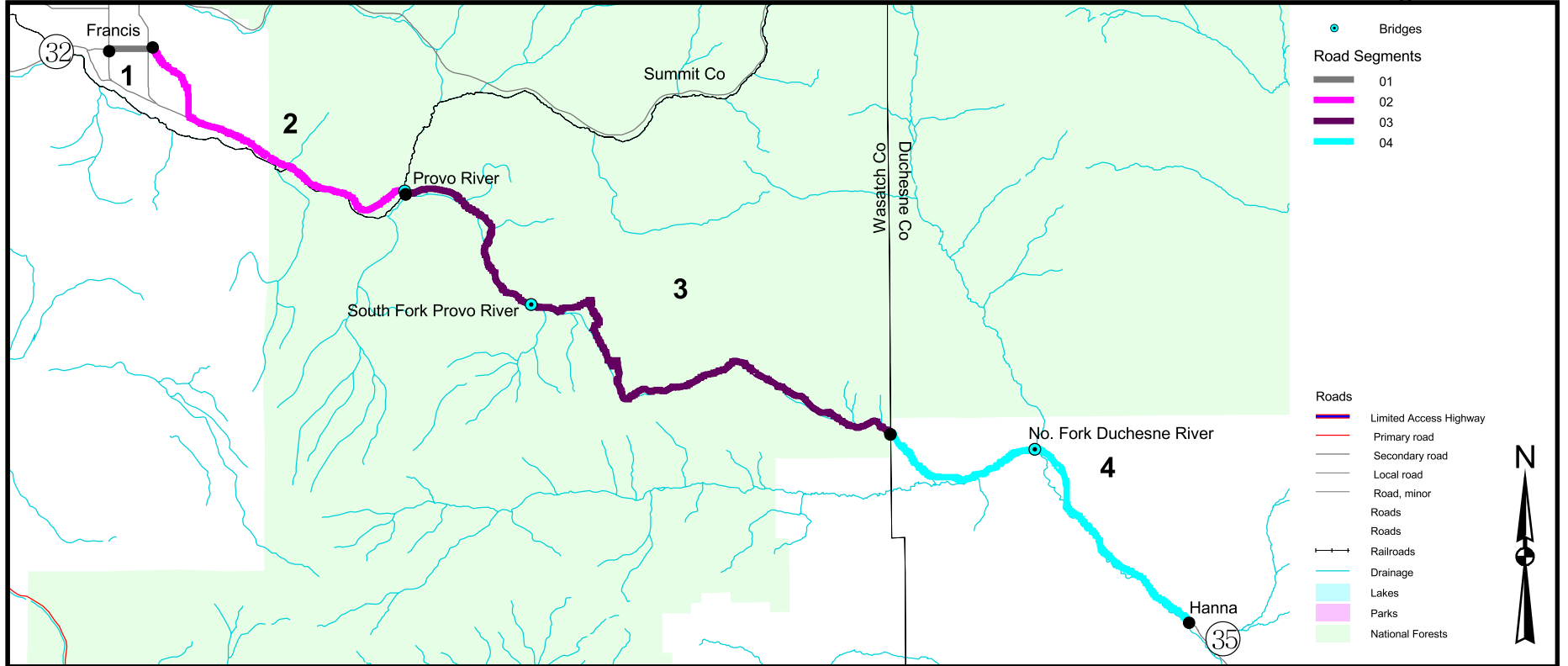


TOTAL ROUTE LENGTH: 38 Miles

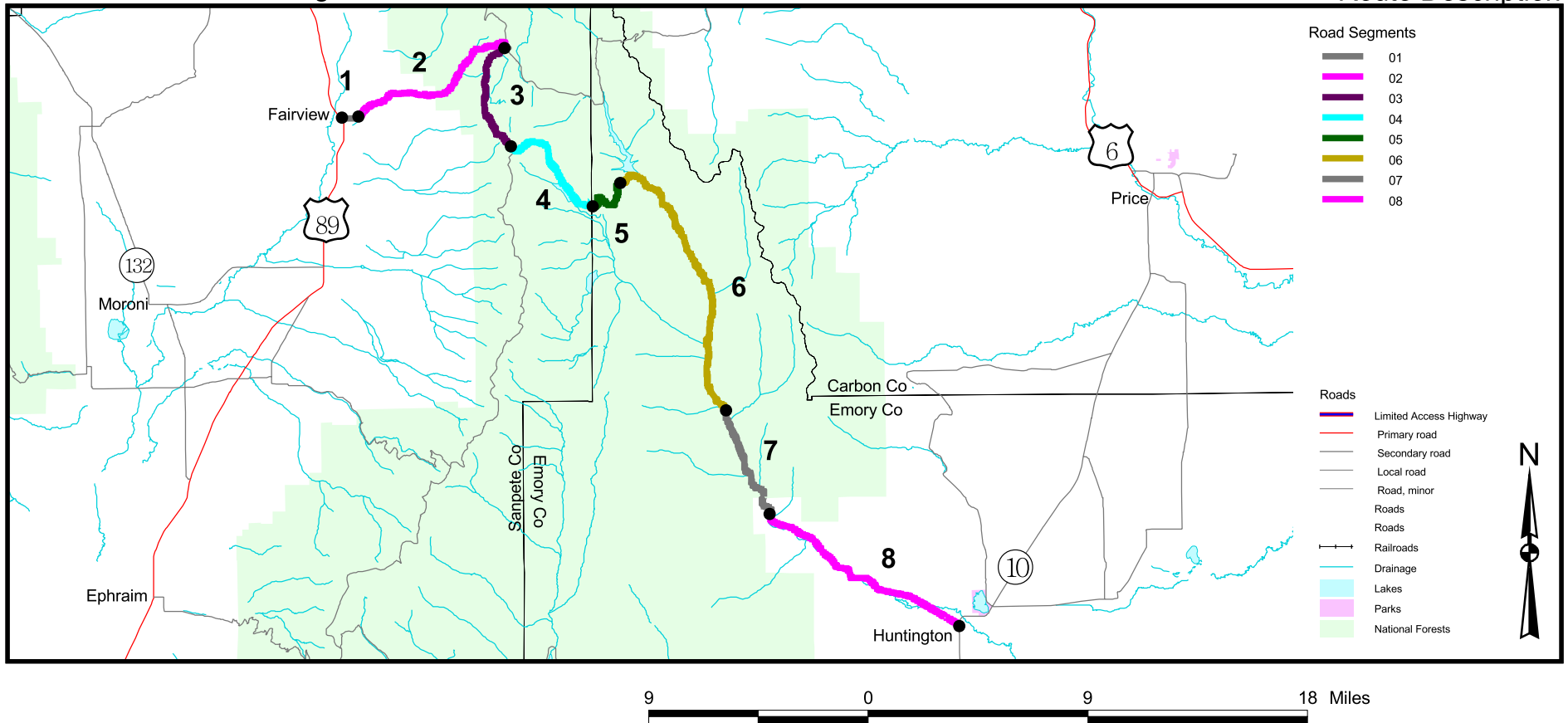
FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
5	1	SR 35	0.00	1.10	1.10	2505	24	24	Flexible	117	6	62	Fair
5	2	SR 35	1.10	9.57	8.47	1956	24	24	Flexible	140	3	57	Poor
5	3	SR 35	9.57	27.40	17.83	435	28	24	Flexible	78	12	73	Good
5	4	SR 35	27.40	38.00	10.60	435	28	24	Flexible	81	12	73	Good

FH 5 Wolf Creek Road

Bridge Condition



FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
5	05	0F 464	9.5	Provo River	UDOT	30.5	95.1	-	-	79.1
5	05	0E2449	17.2	South Fork Provo River	UDOT	28.5	28.2	-	-	86.2
5	05	0F 650	32.6	No. Fork Duchesne River	UDOT	32.1	83.0	-	-	91.9

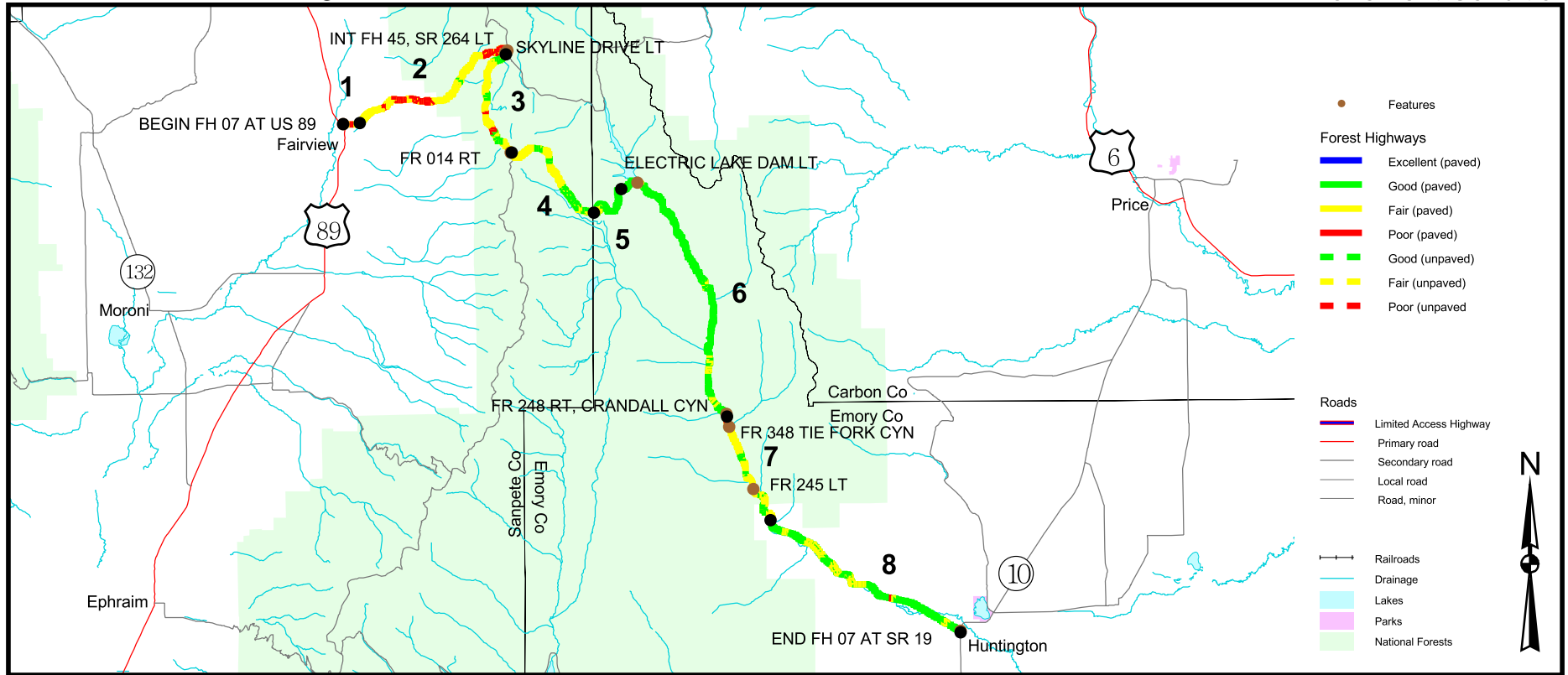


FH-07, Fairview-Huntington. This route starts at the junction with US-89 in Fairview and proceeds southeasterly 47.64 miles (76.65 km) on SR-31 to the junction with SR-10 near Huntington. It is designated the Huntington Canyon Scenic Byway. The Bureau of Public Roads built the portion in the National Forest between 1925 and 1942 and reconstructed it between 1959 and 1978.

Evaluation: SR-31 is owned and operated by the Utah Department of Transportation. It is functionally classified as a major collector serving the Manti-La Sal National Forest. According to Forest Service data, 30 to 50% of the traffic is Forest related depending on the section. The principal Forest resources served are recreation, mining and timber. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest. It serves two Forest Service owned campgrounds, the Huntington Reservoir, Electric Lake and the Skyline Drive Scenic Backway.

FH 7 Fairview-Huntington

Pavement Condition



Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

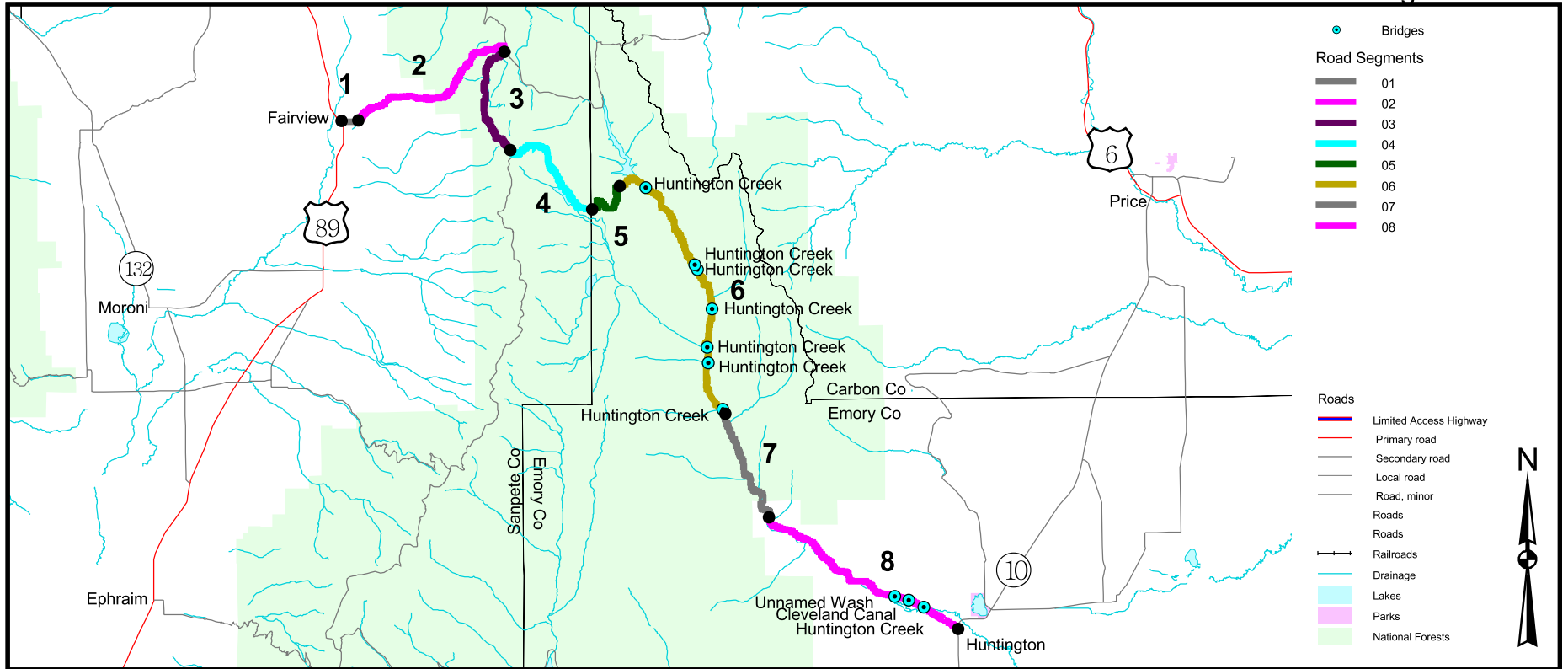


TOTAL ROUTE LENGTH: 47.64 Miles

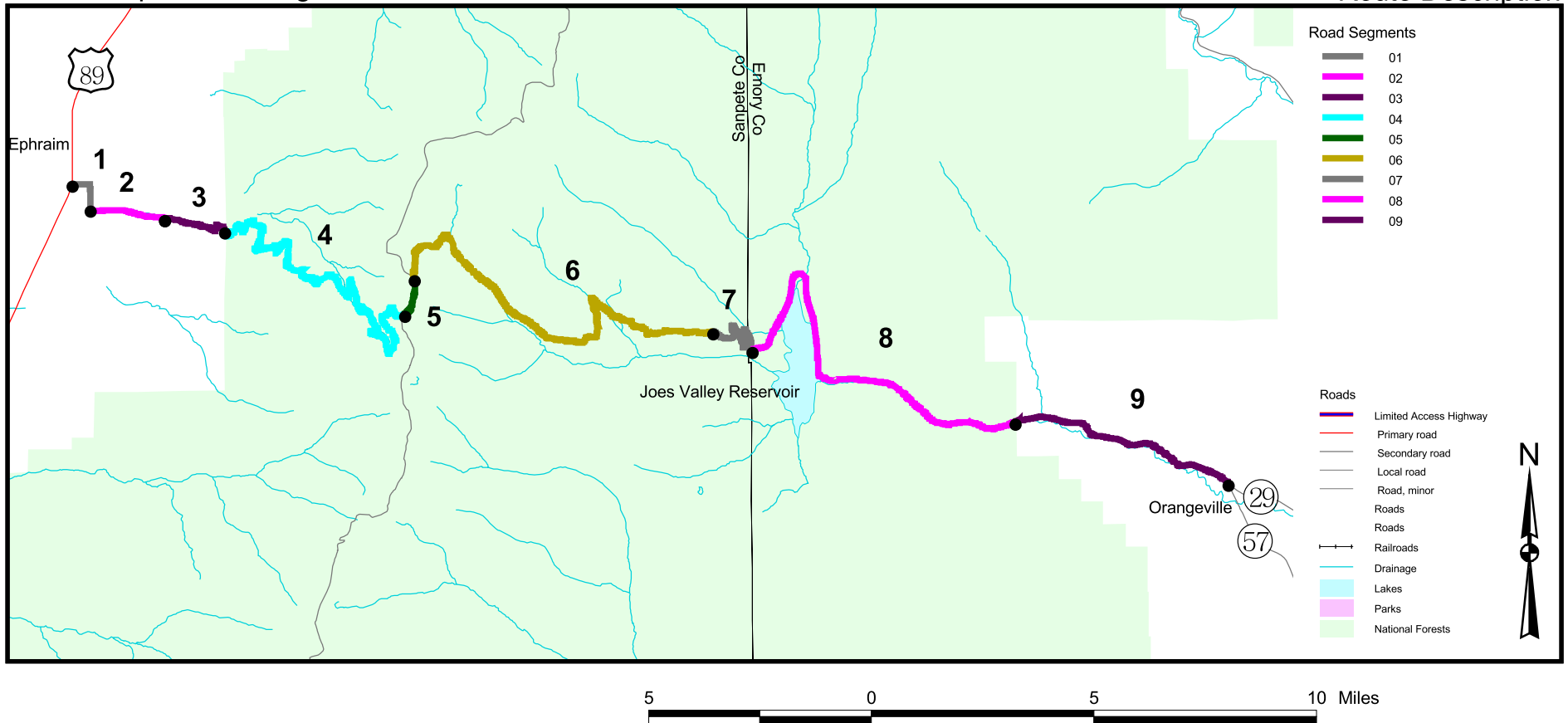
FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
7	1	SR 31	0.00	0.78	0.78	1240	24	24	Flexible	120	5	62	Fair
7	2	SR 31	0.78	8.54	7.76	795	24	24	Flexible	122	5	61	Fair
7	3	SR 31	8.54	13.39	4.85	450	30	24	Flexible	101	8	66	Fair
7	4	SR 31	13.39	18.54	5.15	240	30	24	Flexible	92	9	69	Fair
7	5	SR 31	18.54	20.98	2.44	585	32	24	Flexible	72	13	74	Good
7	6	SR 31	20.98	33.06	12.08	885	32	24	Flexible	76	13	73	Good
7	7	SR 31	33.06	38.31	5.25	1600	32	24	Flexible	92	9	69	Fair
7	8	SR 31	38.31	47.64	9.33	6300	44	24	Flexible	80	12	72	Good

FH 7 Fairview-Huntington

Bridge Condition



FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
7	07	0D 806	22.4	Huntington Creek	UDOT	41.0	190.9	-	-	85.9
7	07	0F 442	26.4	Huntington Creek	UDOT	29.8	64.0	-	-	76.2
7	07	0F 441	26.6	Huntington Creek	UDOT	37.7	73.1	-	-	85.9
7	07	0D 827	28.4	Huntington Creek	UDOT	37.1	63.0	-	-	86.9
7	07	0E1947	30.1	Huntington Creek	UDOT	44.0	29.8	-	-	83.9
7	07	0E1946	30.3	Huntington Creek	UDOT	42.0	25.9	-	-	83.9
7	07	0D 810	31.6	Huntington Creek	UDOT	36.1	23.9	-	-	85.9
7	07	0E2377	43.8	Unnamed Wash	UDOT	36.1	26.9	-	-	80.0
7	07	0D 803	44.8	Cleveland Canal	UDOT	40.7	27.9	-	-	77.0
7	07	0F 567	46.0	Huntington Creek	UDOT	40.0	89.9	-	-	79.0

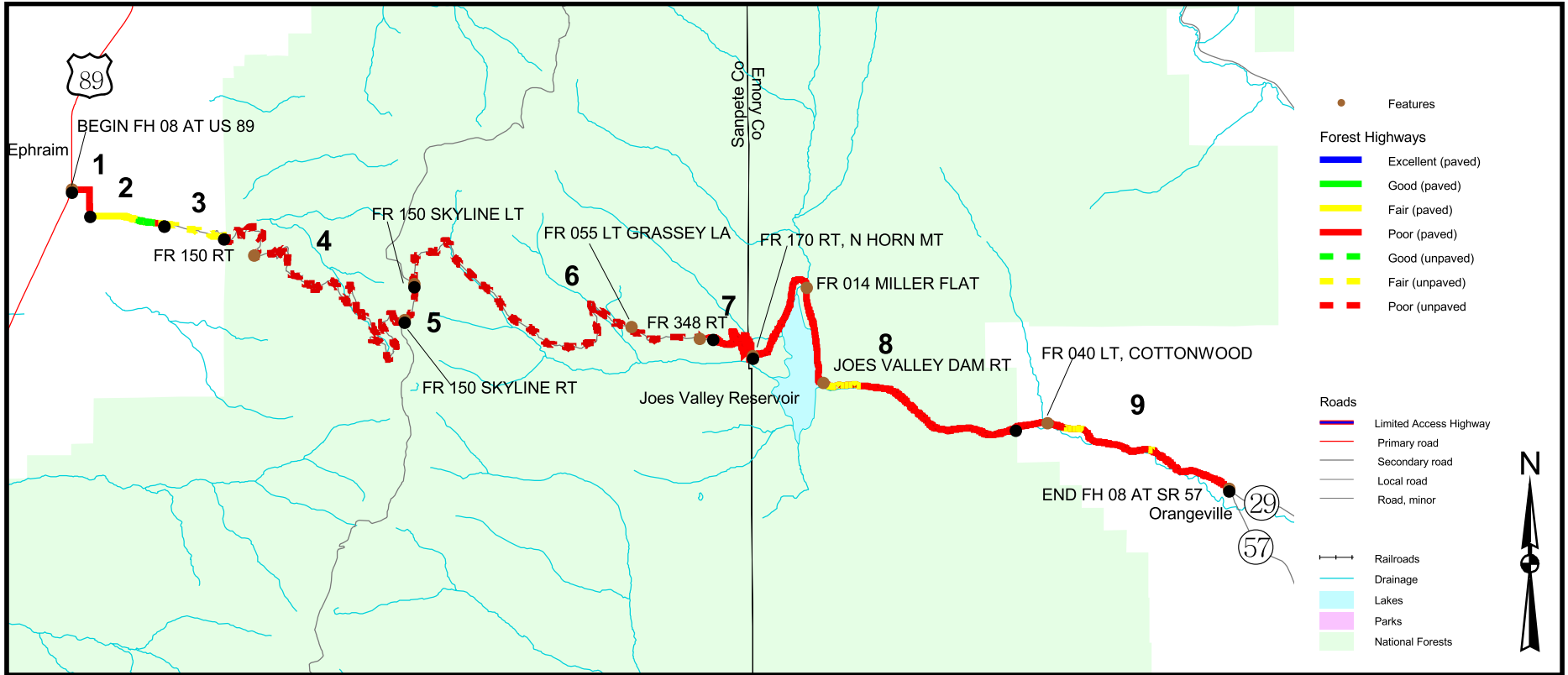


FH-08, Ephraim-Orangeville. This route starts at the junction with US-89 in Ephraim and proceeds southeasterly 29.32 miles (47.18 km) on CR-2496 and 14.76 miles (23.75 km) on SR-29 to the junction with SR-57 west of Orangeville. Most of this route was graded by the Bureau of Public Roads between 1918 and 1920 and 1954 and 1955. The Forest Service built two sections in 1918.

Evaluation: CR-2496 is owned and maintained by Sanpete County. SR-29 is owned and operated by the Utah Department of Transportation. Both are functionally classified as major collectors serving the Manti-La Sal National Forest. According to Forest Service data, 50 to 95% of the traffic is Forest related depending on the section. The principal Forest resources served are recreation, mining, timber and grazing. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest. It serves four Forest Service owned campgrounds, the Great Basin Experiment Station, Joes Valley Reservoir and the Skyline Drive Scenic Backway.

FH 8 Ephraim-Orangeville

Pavement Condition

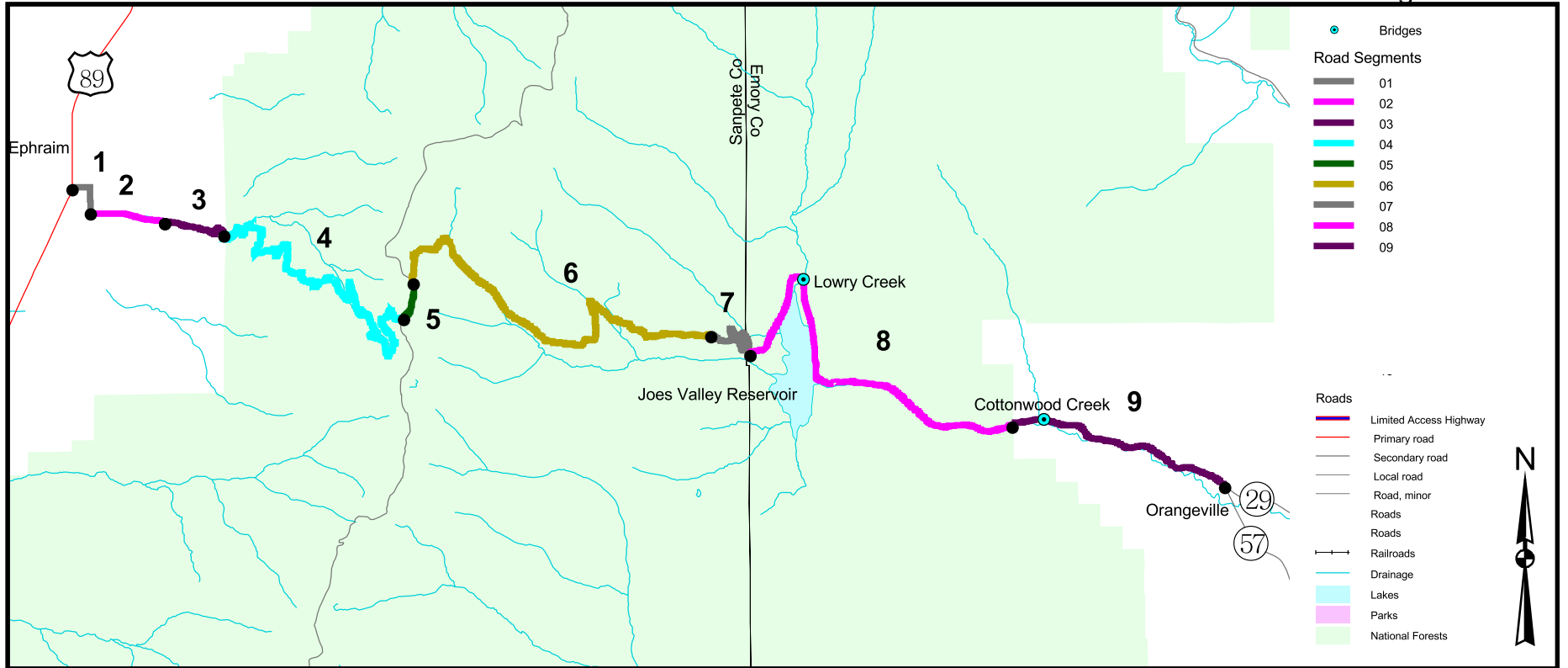


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

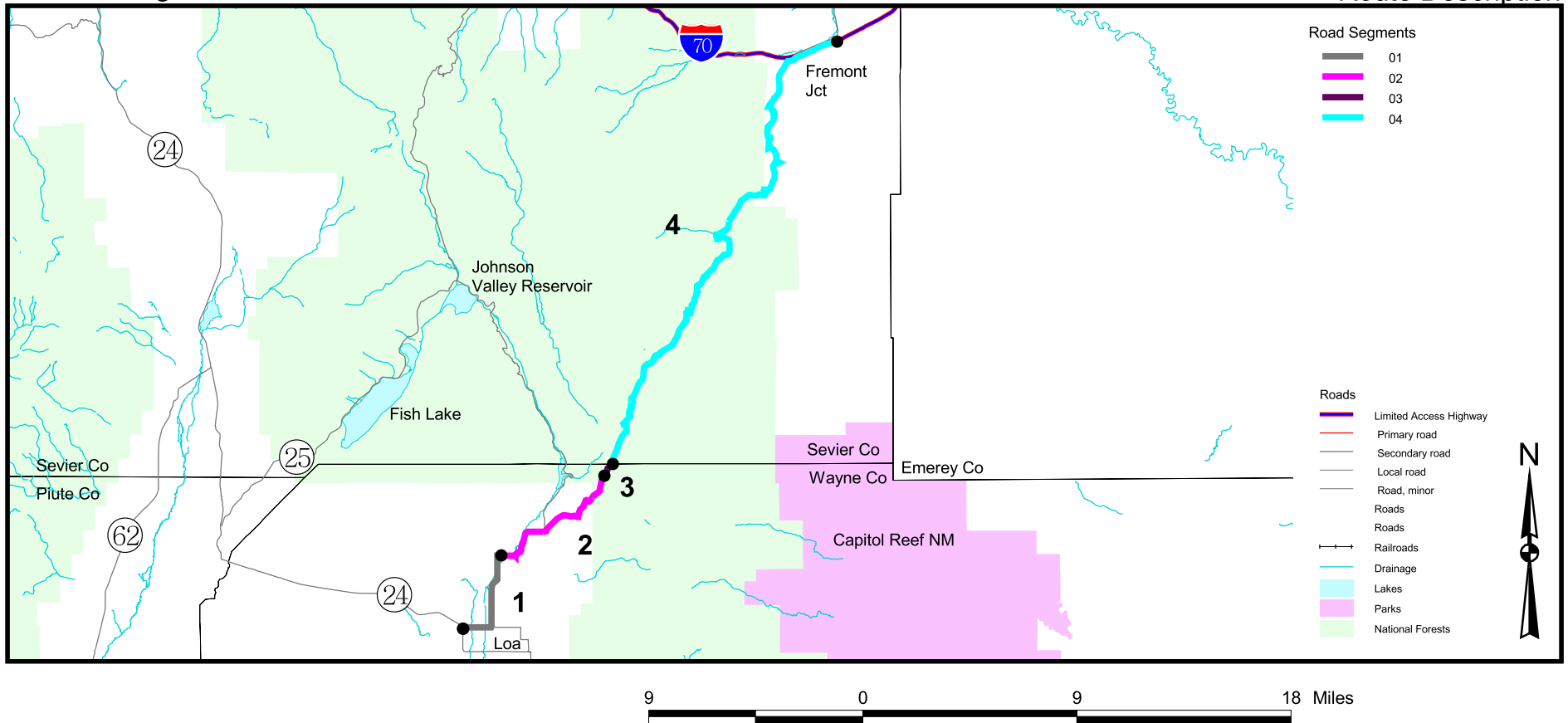


TOTAL ROUTE LENGTH:44.08 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
8	1	Cr 2496	0.00	0.95	0.95	555	28	24	Flexible	159	3	53	Poor
8	2	Cr 2496	0.95	2.68	1.73	555	28	24	Flexible	117	6	63	Fair
8	3	Cr 2496	2.68	4.31	1.63	555	20	N/A	Granular	N/A	N/A	N/A	Fair
8	4	Cr 2496	4.31	15.50	11.19	115	20	N/A	Granular	N/A	N/A	N/A	Poor
8	5	Cr 2496	15.50	16.37	0.87	115	16	N/A	Granular	N/A	N/A	N/A	Poor
8	6	Cr 2496	16.37	26.79	10.42	115	14	N/A	Granular	N/A	N/A	N/A	Poor
8	7	Cr 2496	26.79	29.32	2.53	115	22	22	Flexible	173	2	50	Poor
8	8	SR 29	0.00	9.45	9.45	480	24	24	Flexible	183	2	48	Poor
8	9	SR 29	9.45	14.76	5.31	1150	26	24	Flexible	160	3	53	Poor

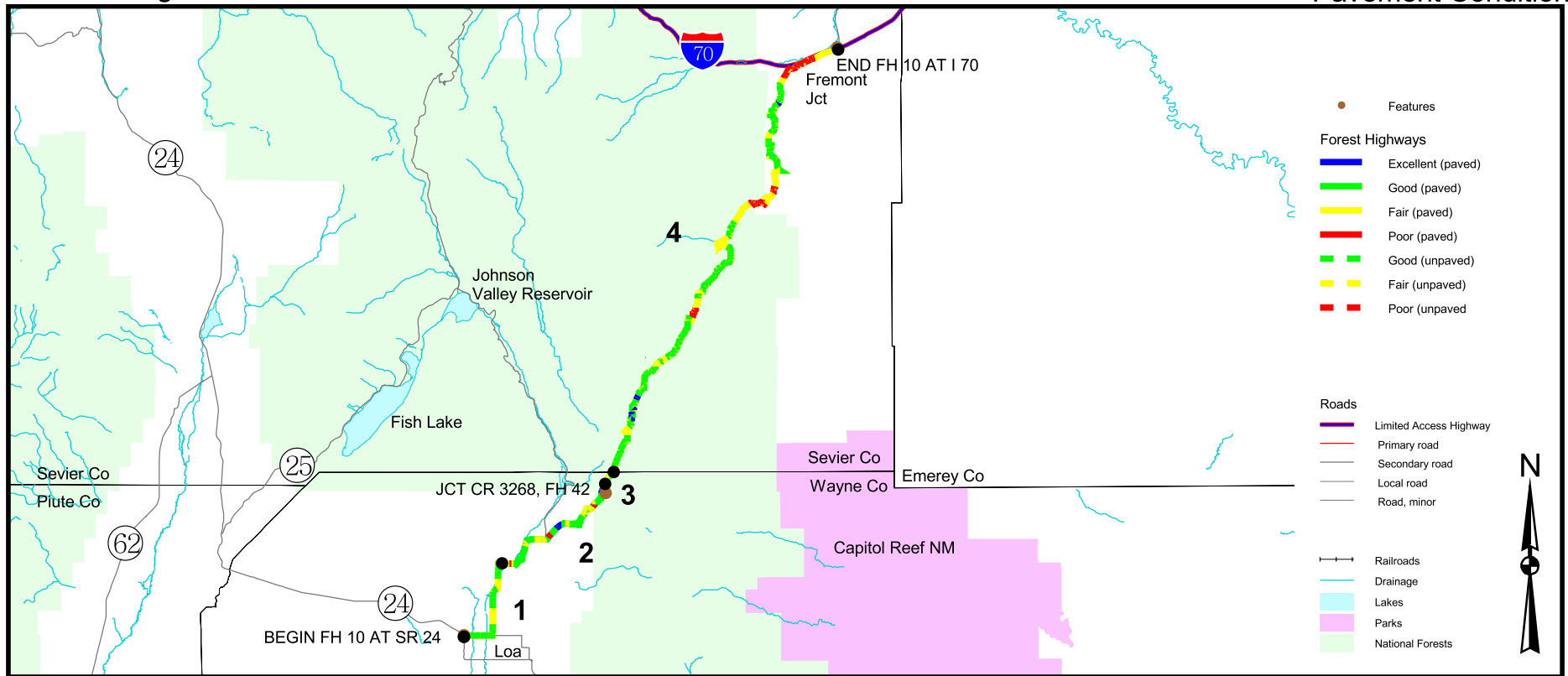


FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
8	08	0D 742	2.4	Lowry Creek	UDOT	23.9	33.1	-	-	75.9
8	08	0E1114	10.2	Cottonwood Creek	UDOT	27.2	23.0	-	-	74.9



FH-10, Hogan Pass. This route starts at the junction with SR-24 in Loa and proceeds northeasterly 36.71 miles (59.07 km) on SR-72 to the junction with I-70 at exit 89. The Federal Highway Administration reconstructed most of this route between 1985 and 1989

Evaluation: SR-72 is owned and operated by the Utah Department of Transportation. It is functionally classified as a major collector serving the Fishlake National Forest. According to Forest Service data, 30 to 80% of the traffic is Forest related depending on the section. The principal Forest resources served are recreation and grazing. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest.

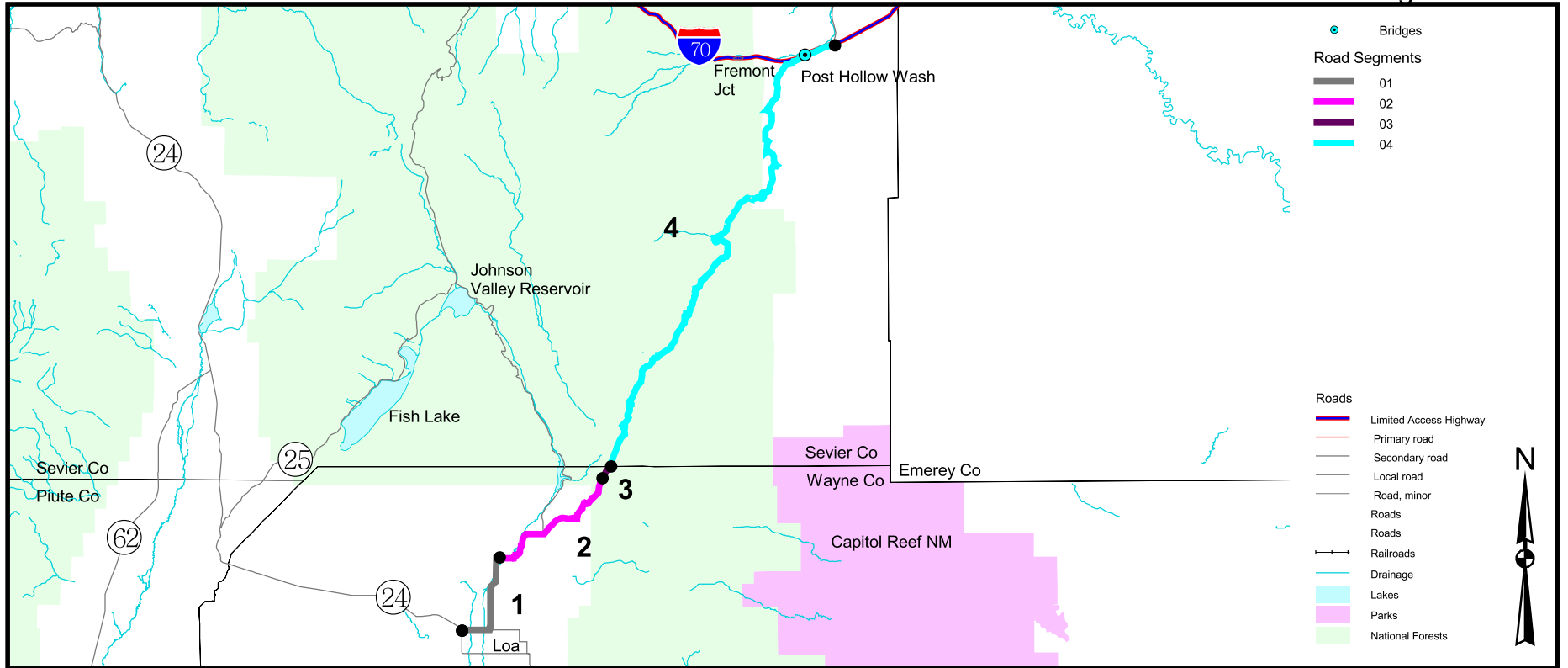


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

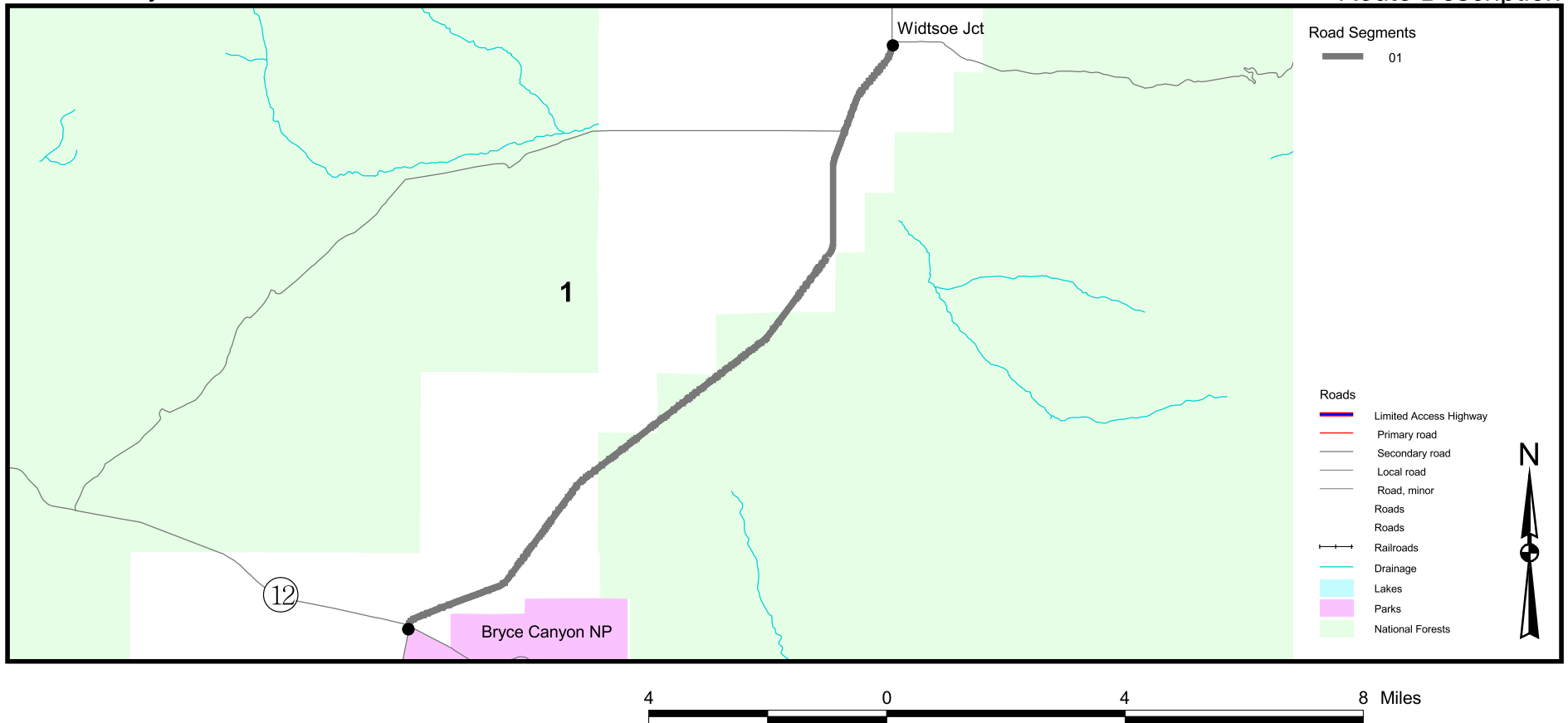


TOTAL ROUTE LENGTH:36.71 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
10	1	SR 72	0.00	4.44	4.44	515	24	24	Flexible	87	10	70	Fair
10	2	SR 72	4.44	10.95	6.51	240	32	24	Flexible	84	11	71	Good
10	3	SR 72	10.95	11.77	0.82	50	32	24	Flexible	70	13	75	Good
10	4	SR 72	11.77	36.71	24.94	50	32	24	Flexible	91	9	70	Fair

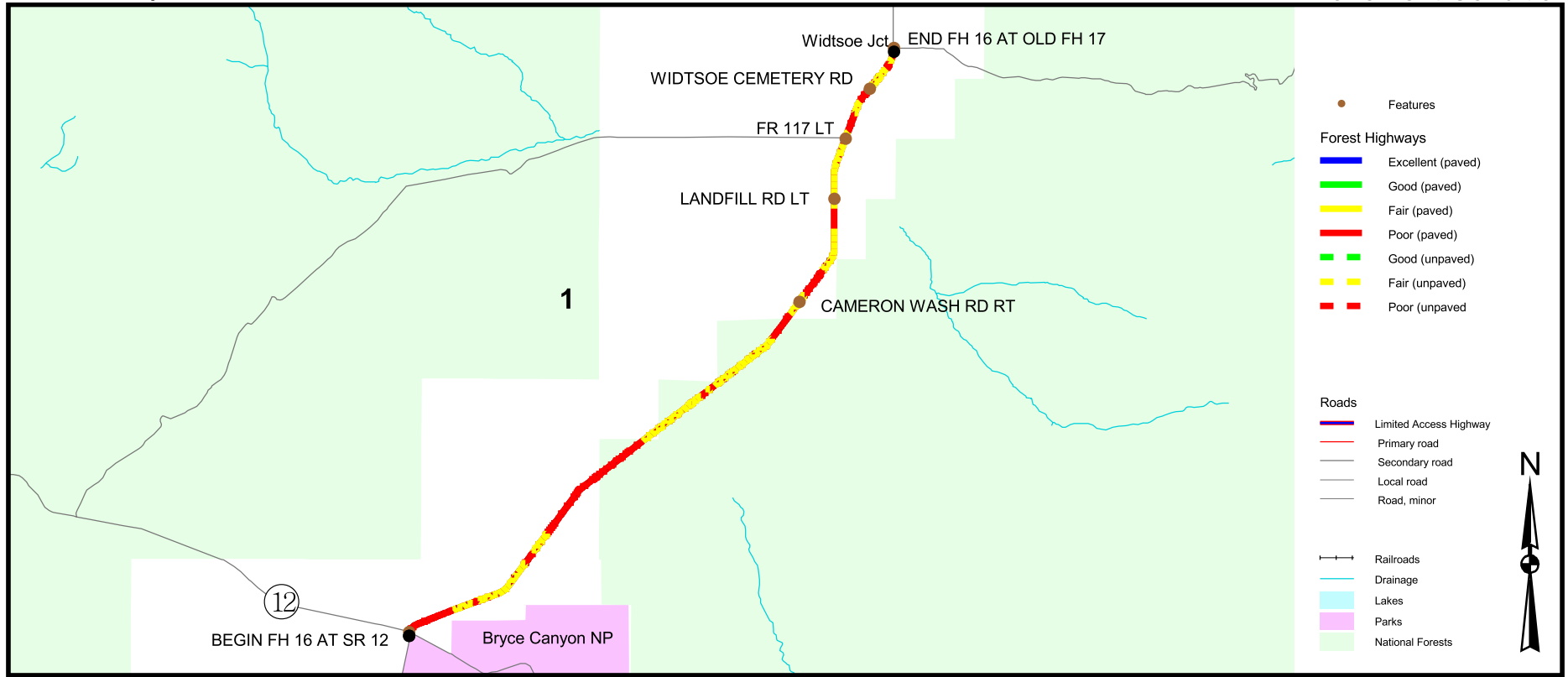


FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
10	10	0A 387	34.2	Post Hollow Wash	UDOT	23.9	89.9	-	-	81.4



FH-16, Bryce-Widtsoe. This route starts at the junction with SR-12 north of Bryce Canyon National Park and proceeds northeasterly 13.45 miles (21.64 km) on a CR-1660 to Widtsoe Junction (old FH-17, Escalante Canyon). It was originally constructed by the Bureau of Public Roads in 1930 and 1931 and reconstructed by the State in 1950 and 1964.

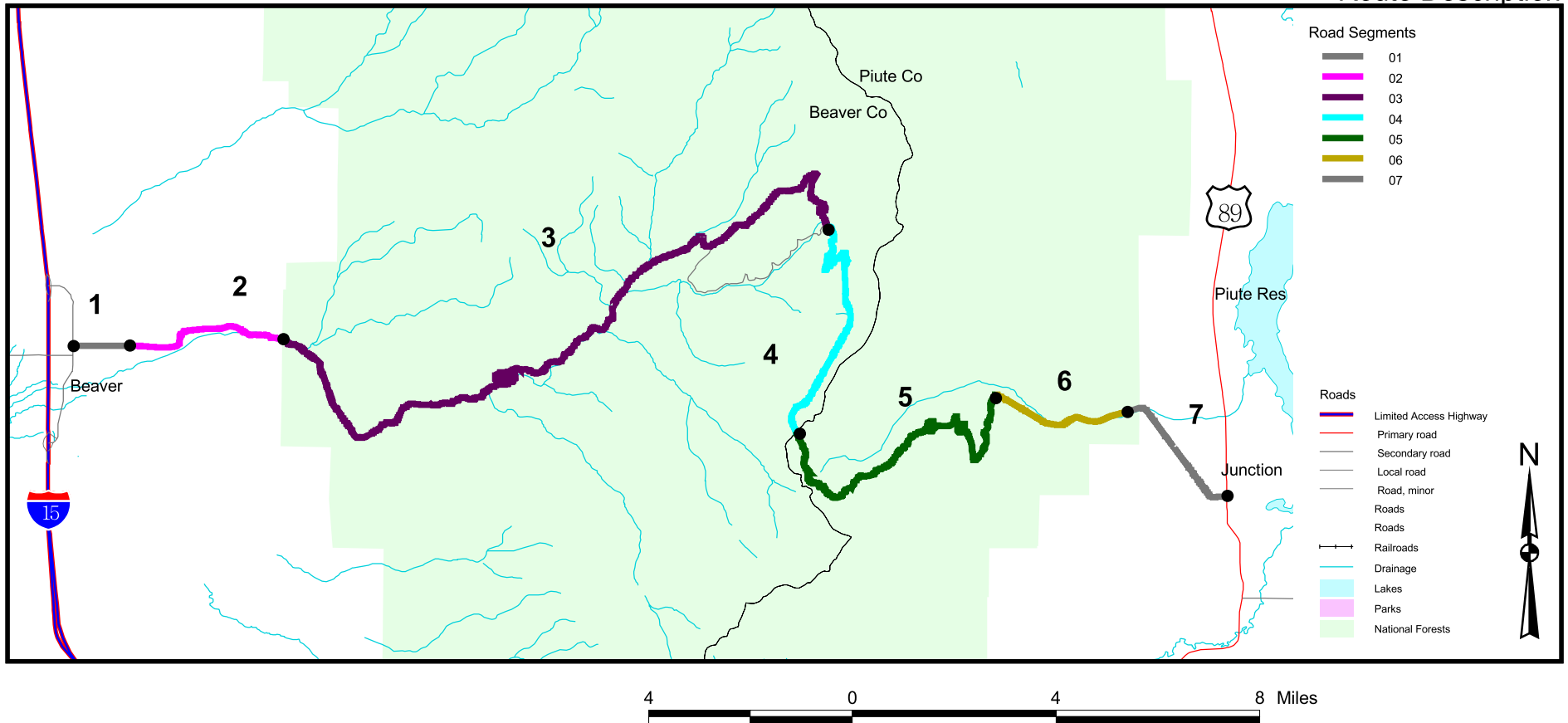
Evaluation: CR-1660 is owned and maintained by Garfield County. It is functionally classified as a major collector serving the Dixie National Forest. According to Forest Service data, 40% of the traffic is Forest related. The principal Forest resources served are recreation, timber and grazing. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest.



Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

TOTAL ROUTE LENGTH:13.45 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
16	1	CR 166	0.00	13.45	13.45	50	24	24	Flexible	127	4	60	Poor

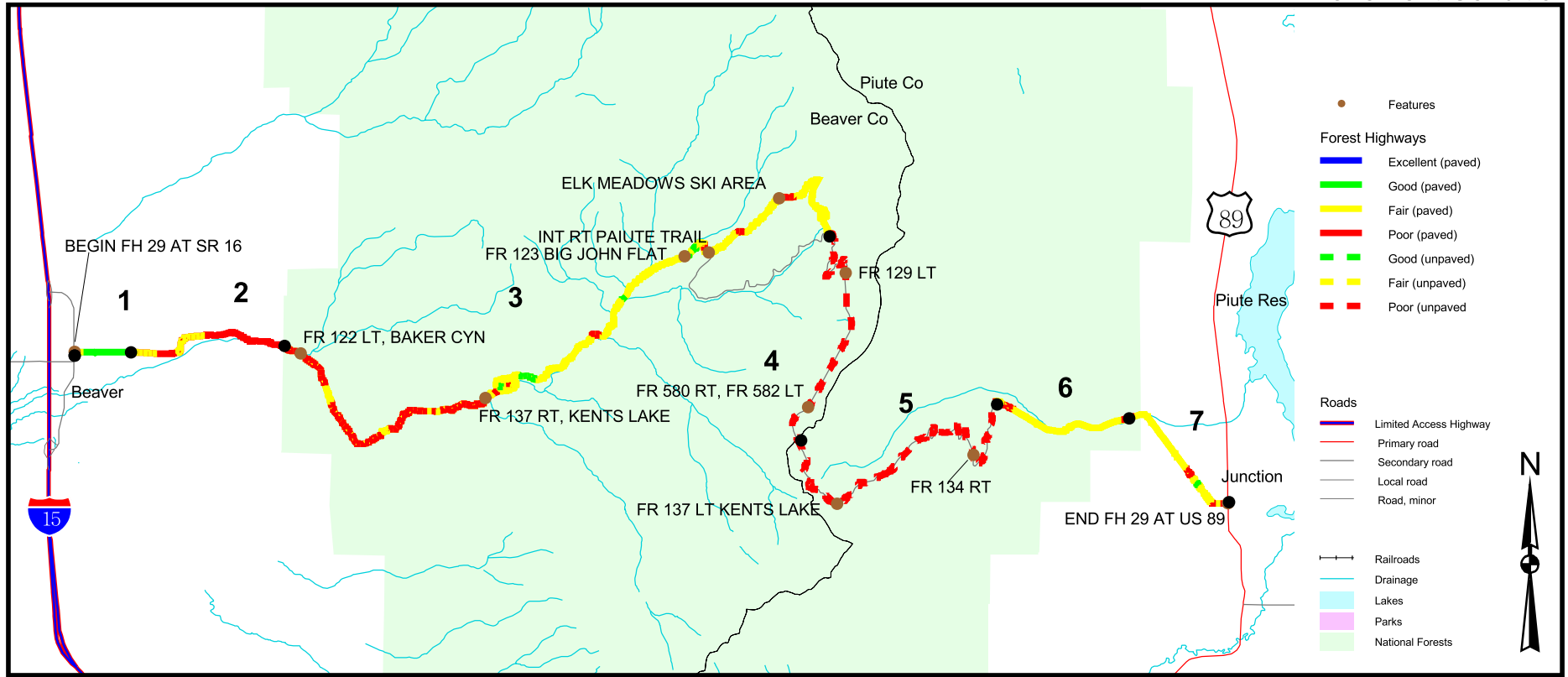


FH-29, Beaver Junction. This route starts at the junction with SR-160 in Beaver and proceeds easterly 40.46 miles (65.1 km) on SR-153 to a junction with US-89 in Junction. The section from Beaver east to Puffer Lake is designated the Beaver Canyon Scenic Byway. Forest Highway funds were used to reconstruct approximately seven miles of this section between 1955 and 1964 and UDOT used Forest Highway funds to reconstruct the easterly five miles in 1997 and 1998.

Evaluation: SR-153 is owned and operated by the Utah Department of Transportation. The route is functionally classified as a major collector serving the Fish Lake National Forest. According to Forest Service data, 60 to 90% of the traffic is Forest related depending on the section. The principal Forest resources served are recreation, mining, timber and grazing. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest. It serves five Forest Service owned campgrounds, Puffer Lake, the Elk Meadows Ski Area and access to the Piute ATV Trail.

FH 29 Beaver Junction

Pavement Condition

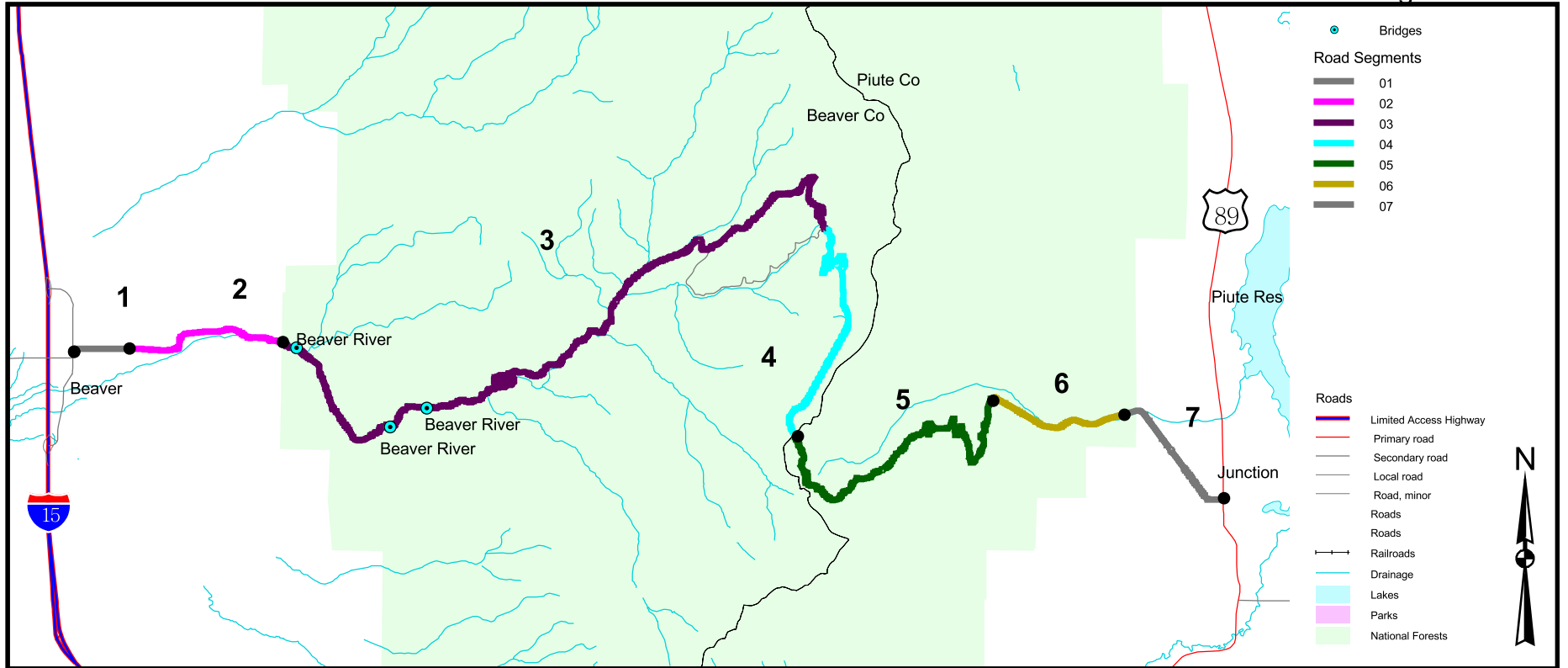


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

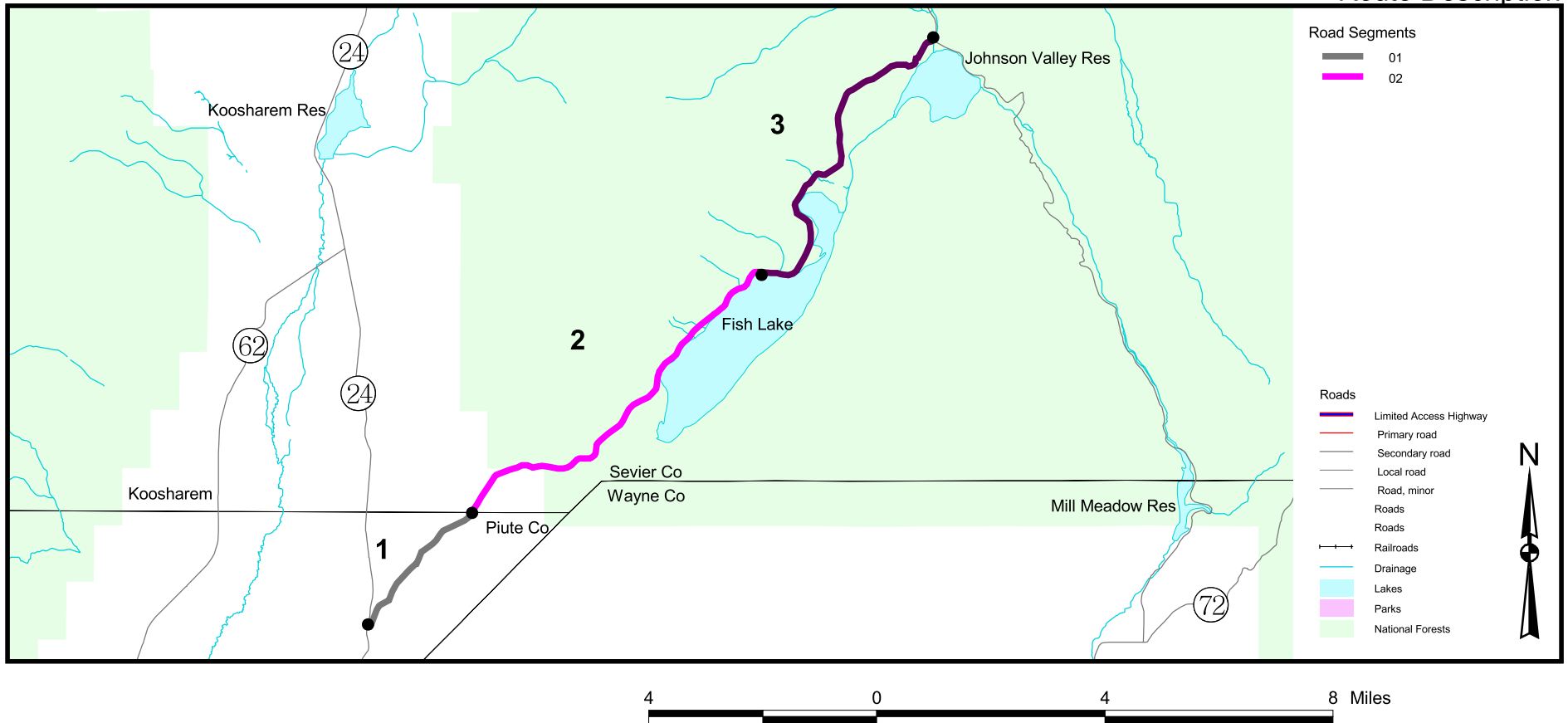


TOTAL ROUTE LENGTH:40.46 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
29	1	SR 153	0.00	1.11	1.11	4210	30	24	Flexible	83	11	71	Good
29	2	SR 153	1.11	4.43	3.32	2200	24	24	Flexible	136	3	58	Poor
29	3	SR 153	4.43	21.17	16.74	100	24	24	Flexible	119	5	62	Fair
29	4	SR 153	21.17	26.71	5.54	100	14	N/A	Granular	N/A	N/A	N/A	Poor
29	5	SR 153	26.71	34.79	8.08	130	14	N/A	Granular	N/A	N/A	N/A	Poor
29	6	SR 153	34.79	37.67	2.88	130	26	24	Flexible	112	6	63	Fair
29	7	SR 153	37.67	40.46	2.79	185	26	24	Flexible	107	7	65	Fair



FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
29	29	OF 519	4.8	Beaver River	UDOT	32.8	34.1	-	-	89.4
29	29	OD 816	7.8	Beaver River	UDOT	23.9	22.0	-	-	81.9
29	29	OD 817	8.5	Beaver River	UDOT	23.9	22.0	-	-	82.9

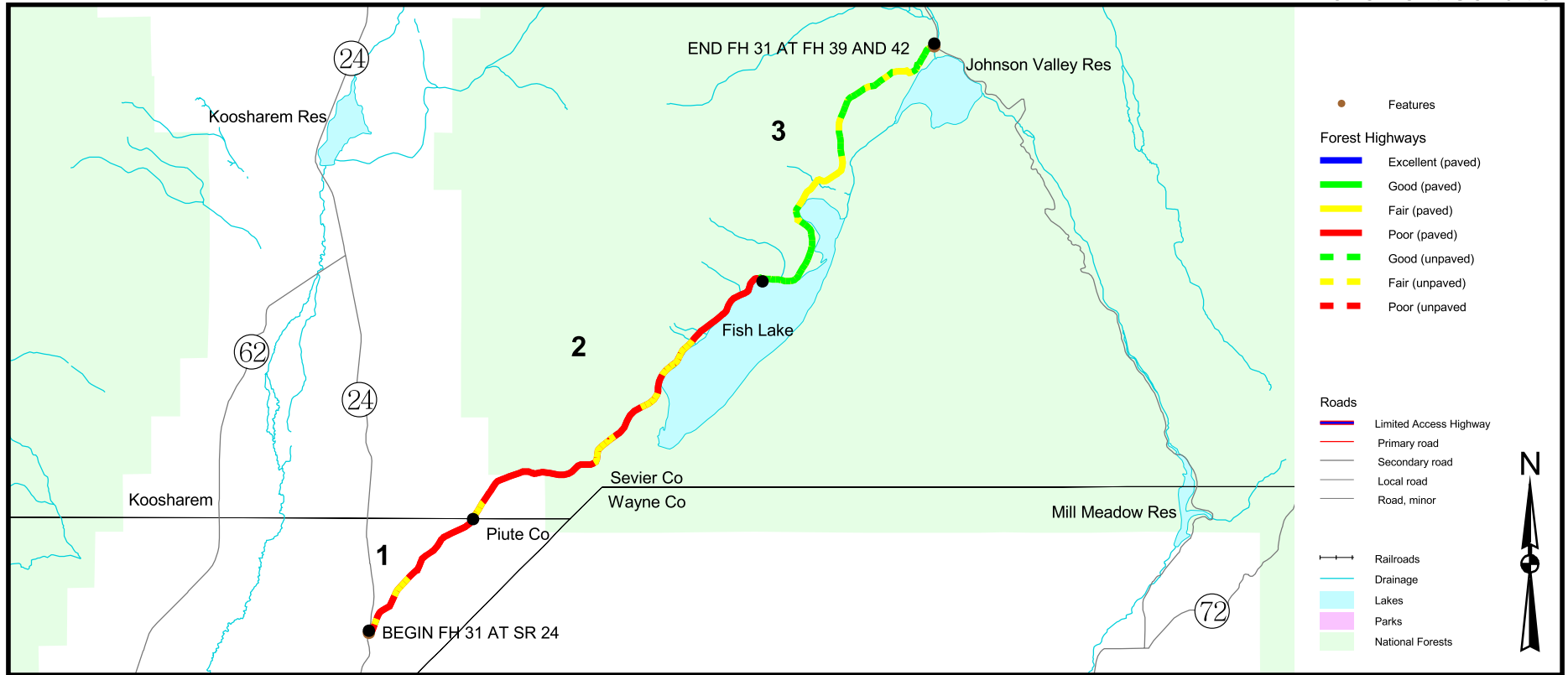


FH-31, Fishlake Road. This route starts at the junction with SR-24 northeasterly 9.95 miles (16.01 km) over SH-25 and 6.39 miles (10.28 km) over CR-2554 to north of Johnson Valley Reservoir at the three way intersection with CR-3298 (FH-39) and CR-2554 (FH-42). This route is the Fishlake Scenic Byway. The section of SH-25 in the Forest was constructed with Forest Highway funds in 1946 and 1947. CR-2554, from Bowery Haven Resort to Johnson Reservoir, was constructed with Forest Highway funds in 1979 and 1980. This same section was overlaid by UDOT using Forest Highway funds in 1992.

Evaluation: SR-25 is owned and operated by the Utah Department of Transportation. CR-2554 is owned and maintained by Sevier County. The route is functionally classified as a major collector serving the Fishlake National Forest. According to Forest Service data, 90% of the traffic is Forest related. The principal Forest resources served are recreation, timber and grazing. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest. It serves seven Forest Service owned campgrounds, two picnic areas and two resorts.

FH 31 Fishlake Road

Pavement Condition



Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

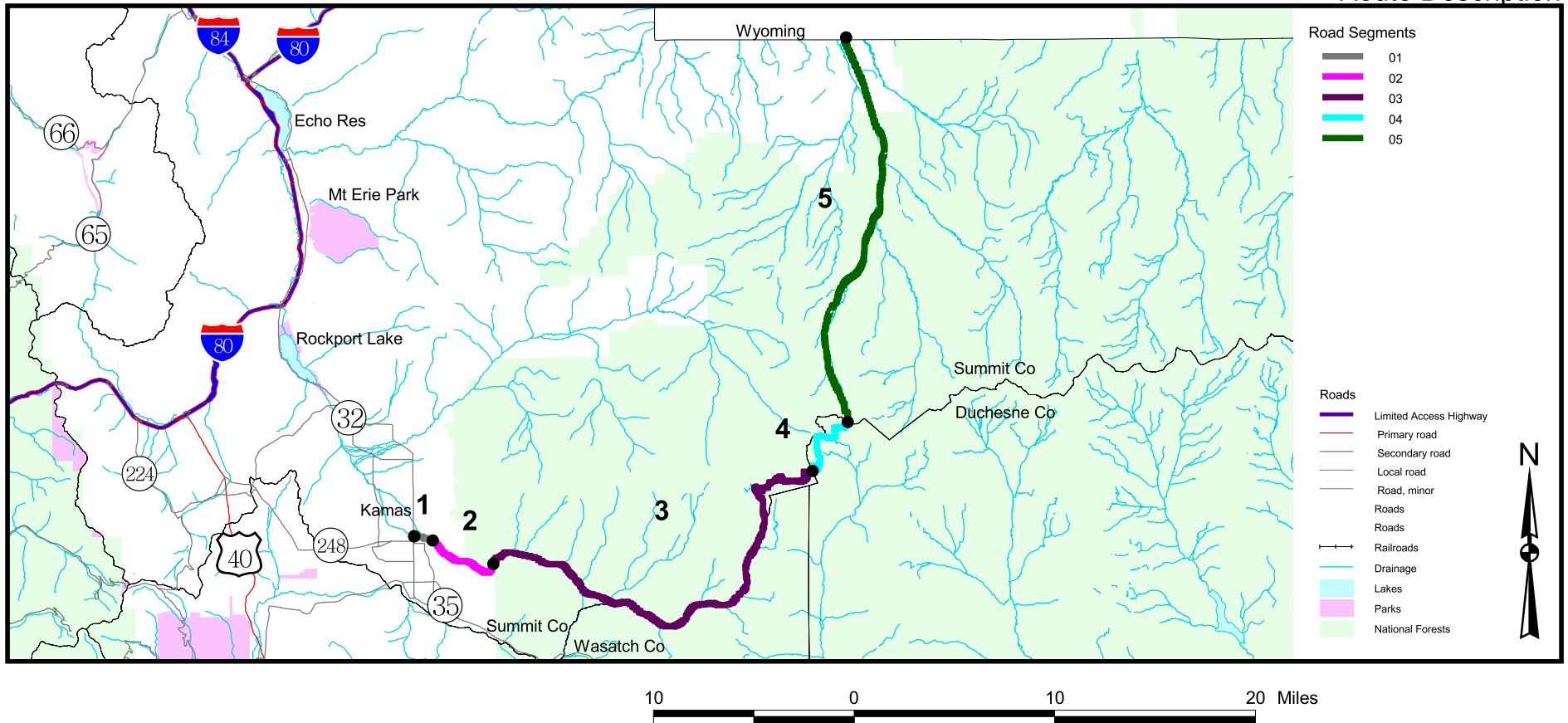


TOTAL ROUTE LENGTH: 16.33 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
31	1	SR 25	0.00	2.83	2.83	475	24	24	Flexible	167	2	52	Poor
31	2	SR 25	2.83	9.95	7.12	475	24	24	Flexible	142	3	56	Poor
31	3	CR 2554	9.95	16.33	6.38	442	24	24	Flexible	87	10	70	Fair

FH 34 Mirror Lake Road

Route Description

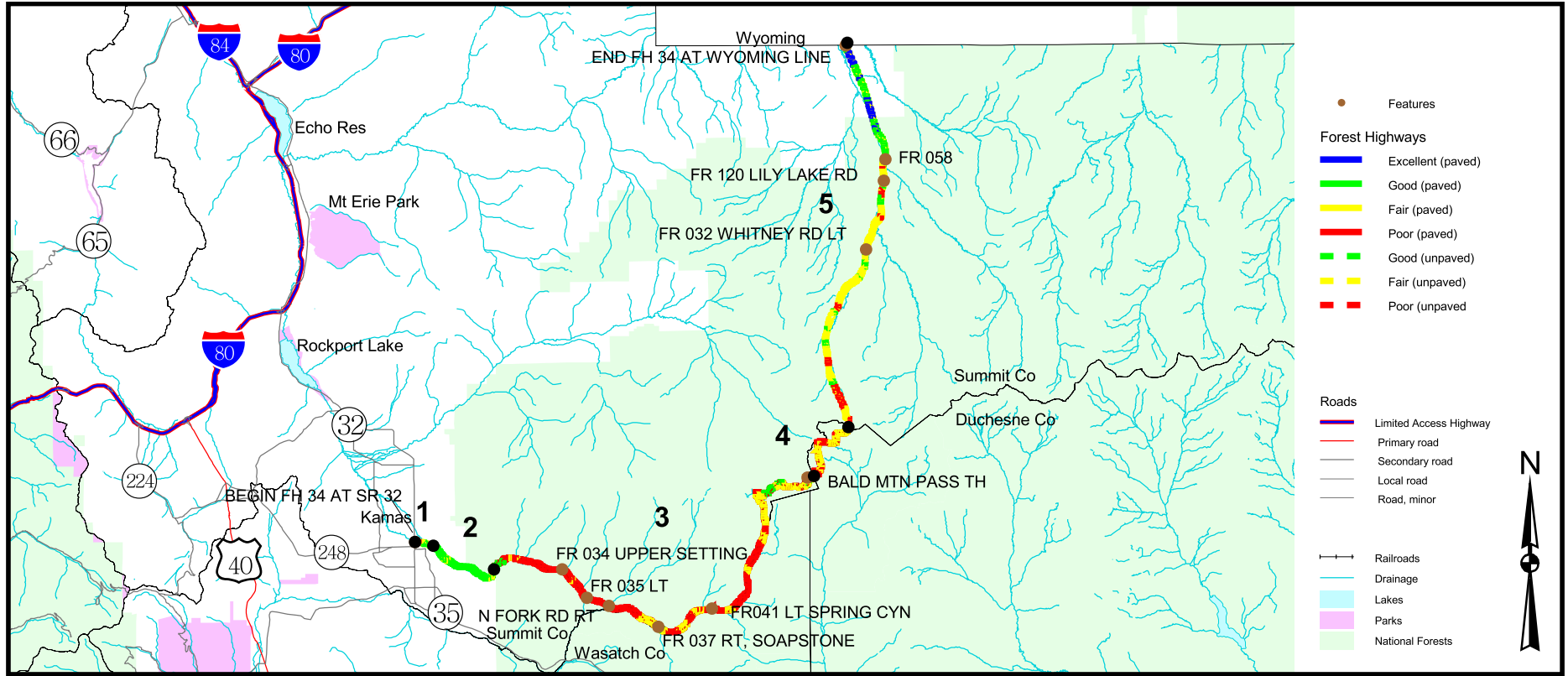


FH-34, Mirror Lake Road. This route starts at the junction with SR-32 in Kamas and proceeds northeasterly 54.69 miles (88 km) on SR-150 to the Wyoming State Line. It is designated the Mirror Lake Scenic Byway. The entire route from the west Forest Boundary to the Wyoming State Line was constructed by the Bureau of Public Roads with Forest Highway funds from 1949 through 1969.

Evaluation: SR-150 is owned and operated by the Utah Department of Transportation. The route is functionally classified as a major collector serving the Wasatch-Cache National Forest. According to Forest Service data, 50 to 90% of the traffic is Forest related depending on the section. The principal Forest resources served are recreation, timber and grazing. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest. It serves 28 Forest Service owned campgrounds. This is one of the Forest Service's Fee Demonstration Areas. No work is needed at this time but this route has future 3R potential.

FH 34 Mirror Lake Road

Pavement Condition



Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

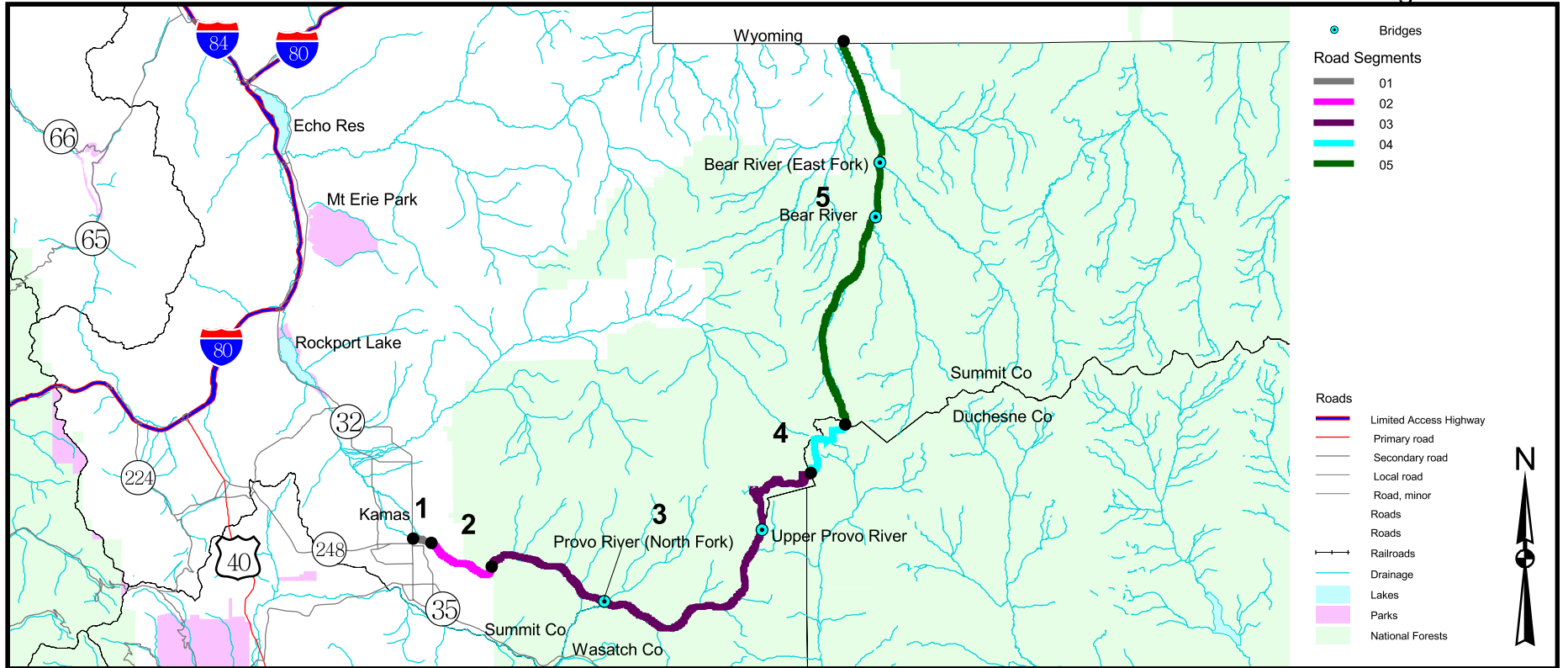


TOTAL ROUTE LENGTH: 54.69 Miles

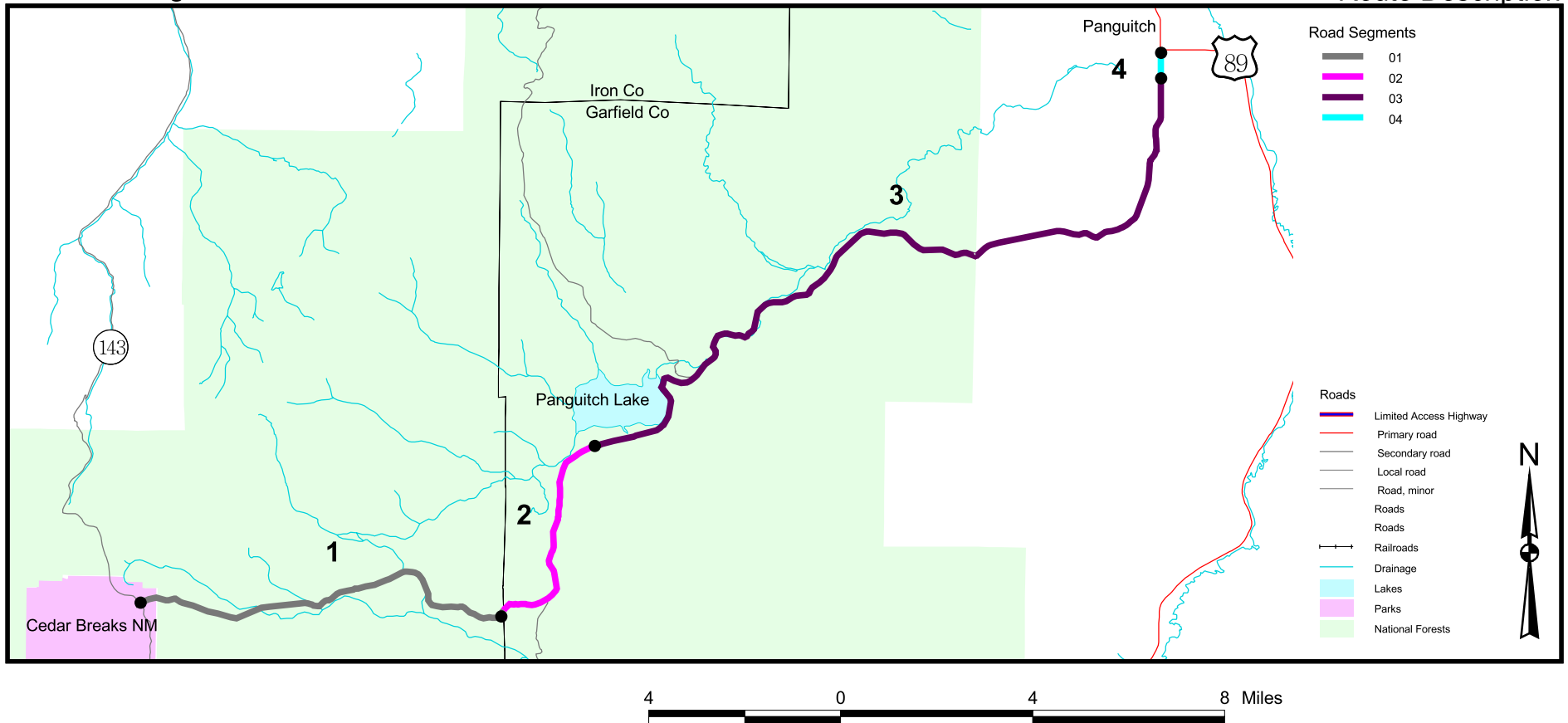
FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
34	1	SR 150	0.00	1.06	1.06	2107	30	24	Flexible	93	9	69	Fair
34	2	SR 150	1.06	4.87	3.81	1320	34	24	Flexible	81	12	72	Good
34	3	SR 150	4.87	29.60	24.73	750	30	24	Flexible	135	4	58	Poor
34	4	SR 150	29.60	34.17	4.57	665	28	24	Flexible	127	4	60	Poor
34	5	SR 150	34.17	54.69	20.52	590	36	24	Flexible	96	9	68	Fair

FH 34 Mirror Lake Road

Bridge Condition



FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
34	34	0D 212	11.6	Provo River (North Fork)	UDOT	34.1	22.0	X	-	39.2
34	34	0A 413	23.1	Upper Provo River	UDOT	24.9	32.1	-	-	52.5
34	34	0D 269	45.5	Bear River	UDOT	26.9	55.1	-	-	77.9
34	34	0C 128	48.2	Bear River (East Fork)	UDOT	26.9	107.9	-	-	63.6

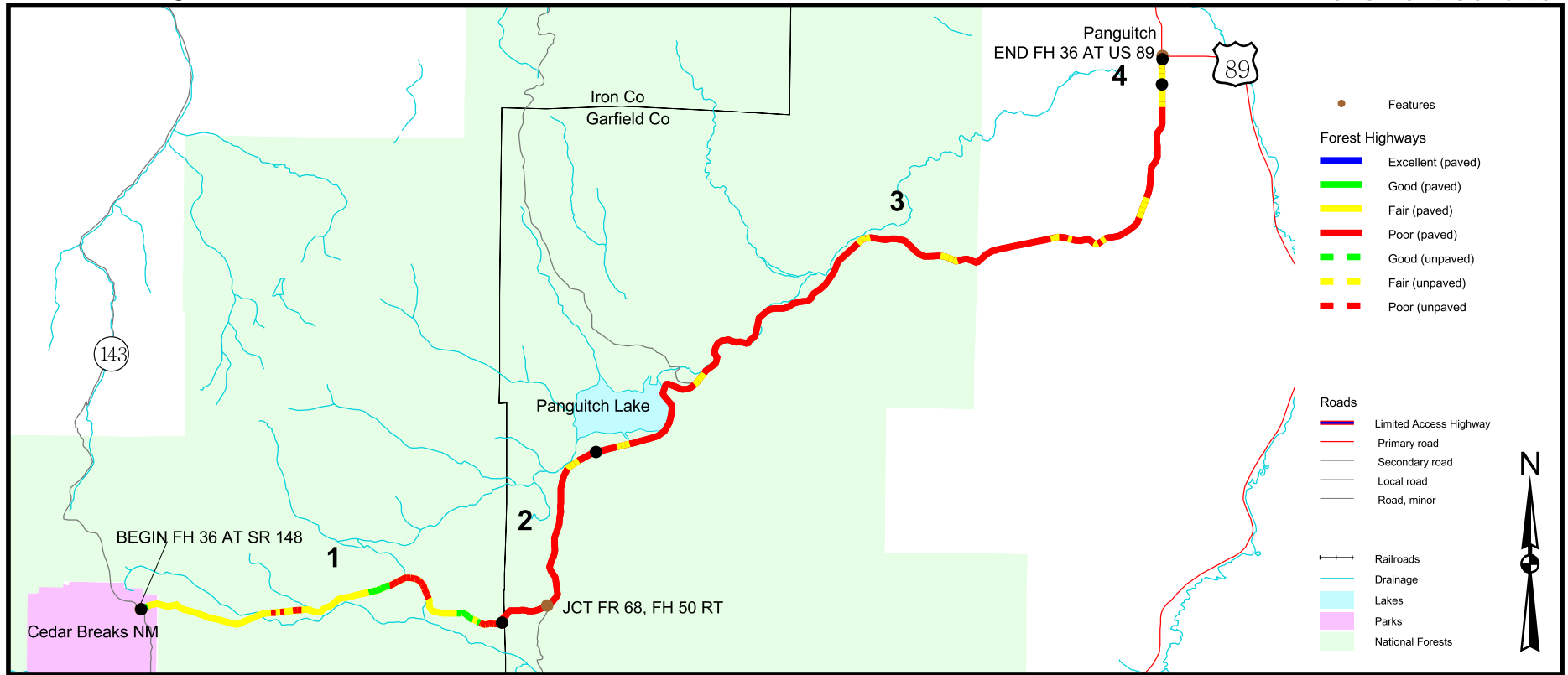


FH-36, Panguitch Lake Road. This route starts at the junction with SR-148 in Cedar Breaks National Monument and proceeds northeasterly 31.5 miles (50.68 km) on SR-143 to the junction with US-89 in Panguitch. This route is part of the Brian Head-Panguitch Scenic Byway. The Bureau of Public Roads reconstructed the section between Panguitch and the Panguitch Lake Ranger Station from 1954 to 1956.

Evaluation: SR-150 is owned and operated by the Utah Department of Transportation. The route is functionally classified as a major collector serving the Dixie National Forest. According to Forest Service data, 80 to 90% of the traffic is Forest related depending on the section. The principal Forest resources served are recreation and timber. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest. It serves two Forest Service owned campgrounds and provides access to Panguitch Lake and Cedar Breaks National Monument. No work is needed at this time but this route has future 3R potential.

FH 36 Panguitch Lake Road

Pavement Condition

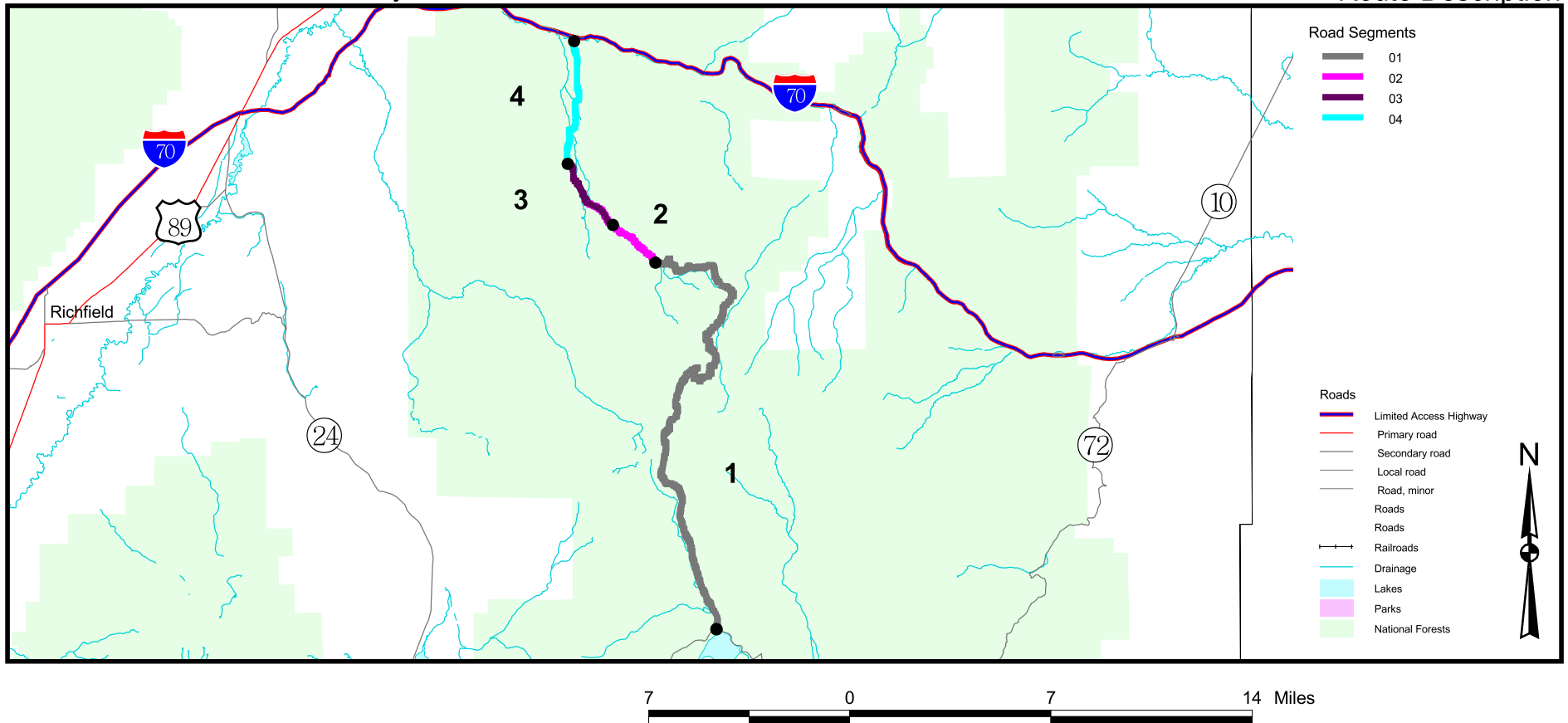


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.



TOTAL ROUTE LENGTH: 31.5 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
36	1	SR 143	19.01	27.59	8.58	1085	26	24	Flexible	113	6	63	Fair
36	2	SR 143	27.59	32.26	4.67	1085	26	24	Flexible	171	2	50	Poor
36	3	SR 143	32.26	49.90	17.64	880	26	24	Flexible	185	2	48	Poor
36	4	SR 143	49.90	50.51	0.61	2080	26	24	Flexible	139	3	58	Poor

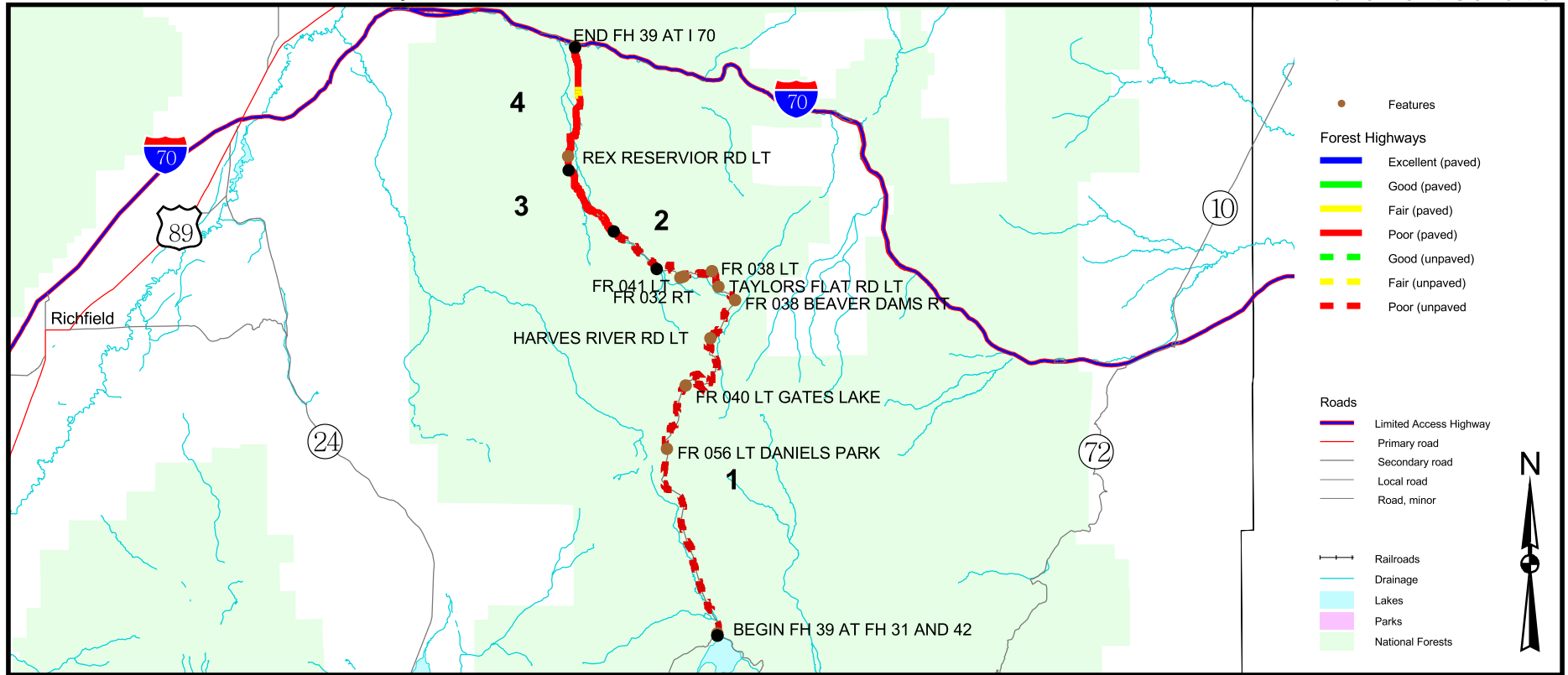


FH-39, Sevenmile-Gooseberry. This route starts at the junction with CR-2554 (FH-31) and CR-3268 (FH-42) near Johnson Reservoir and proceeds northerly 29 miles (46.66 km) on CR-2554 to I-70 at exit 61, about 8 miles east of Salina. It is part of the Gooseberry-Fremont Scenic Backway. Forest Highway funds have been used for project development. The northern 13.6 miles are currently under construction. The remaining part of the route is in the long term program.

Evaluation: CR-2554 is owned and operated by Sevier County. The route is functionally classified as a major collector serving the Fishlake National Forest. According to Forest Service data, 70 to 98% of the traffic is Forest related depending on the section. The principal Forest resources served are recreation and timber. The route also serves other local needs including access to private property within the Forest. It serves two Forest Service owned campgrounds and provides access to the Great Western Trail.

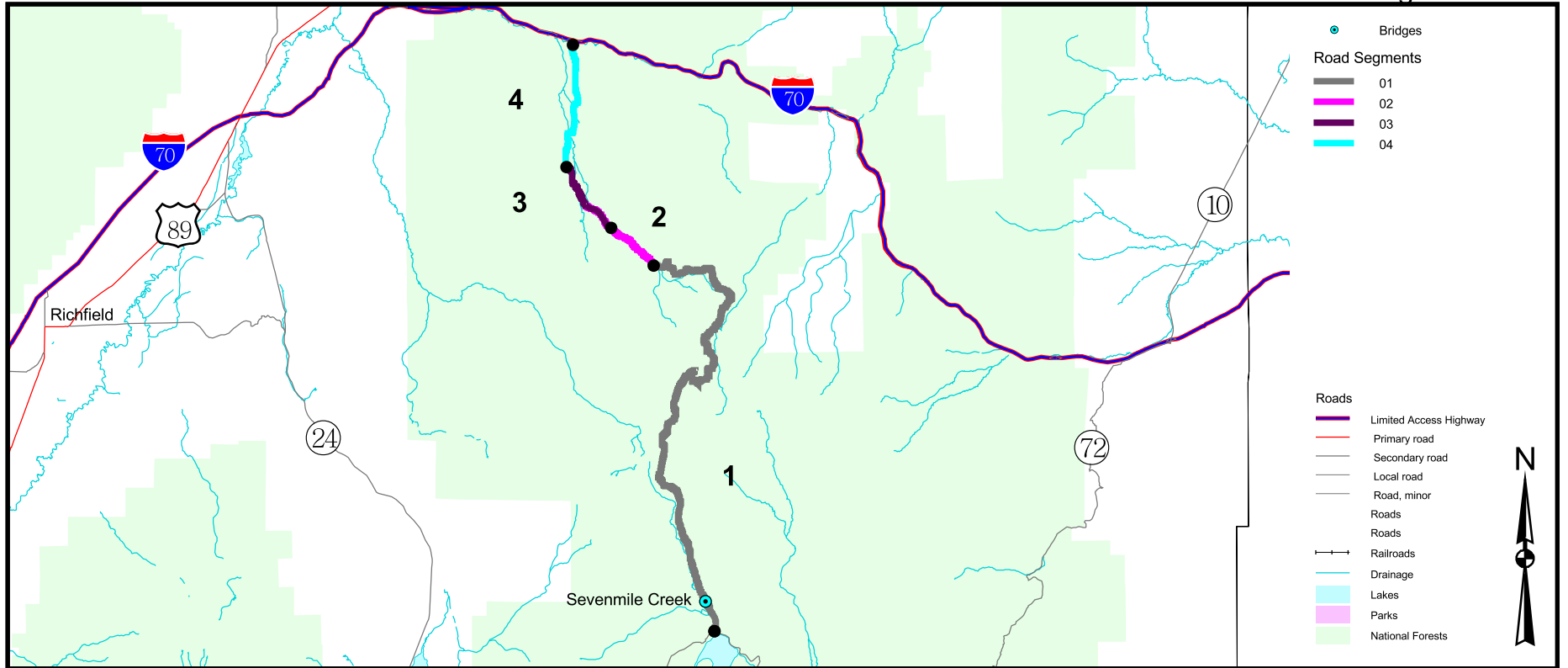
FH 39 Sevenmile-Gooseberry

Pavement Condition

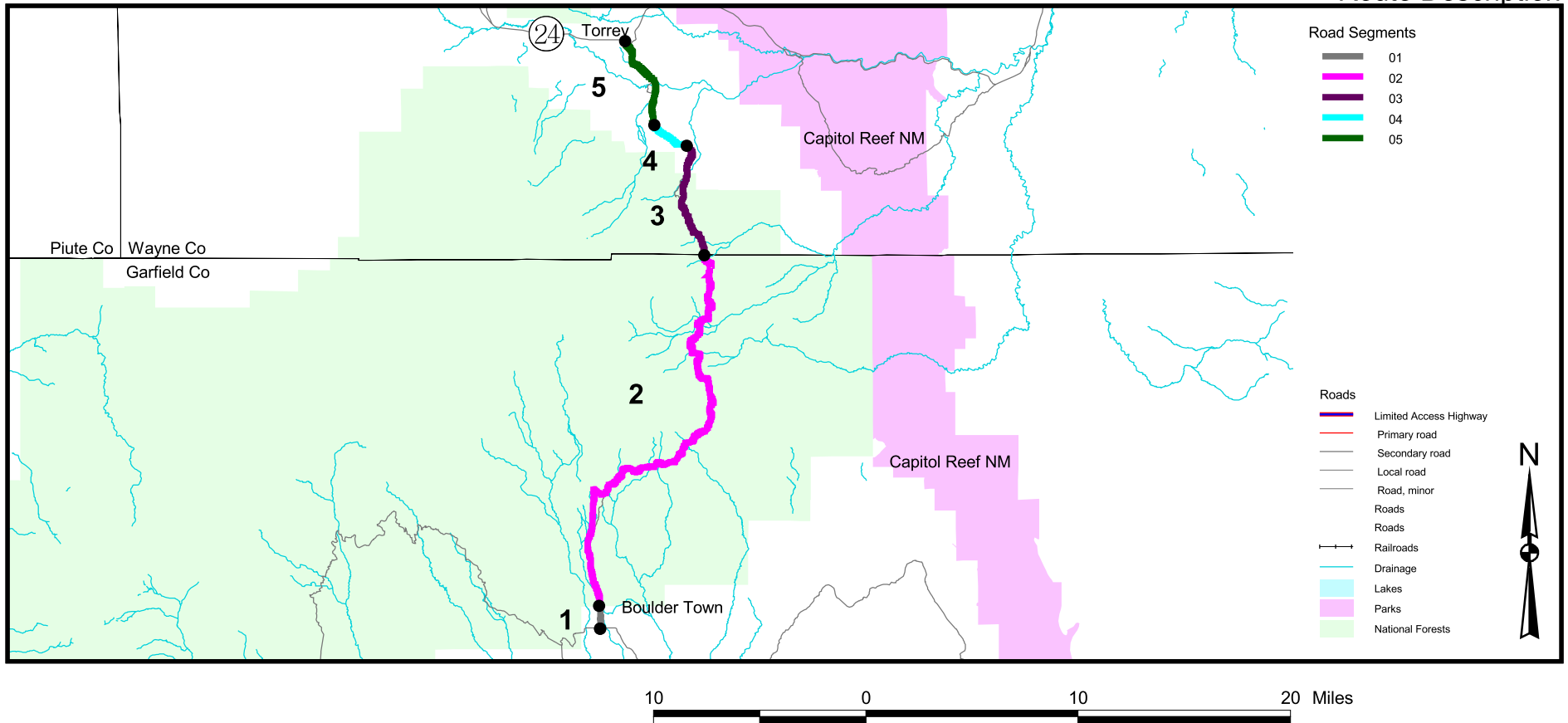


TOTAL ROUTE LENGTH: 29 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
39	1	CR 2554	0.00	19.68	19.68	40	14	N/A	Granular	N/A	N/A	N/A	Poor
39	2	CR 2554	19.68	21.89	2.21	40	20	N/A	Granular	N/A	N/A	N/A	Poor
39	3	CR 2554	21.89	24.50	2.61	35	20	20	Flexible	232	0	39	Poor
39	4	CR 2554	24.50	29.00	4.50	35	22	22	Flexible	252	0	38	Poor



FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
39	39	041034A	1.0	Sevenmile Creek	Sevier Co	13.8	24.9	X	-	53.6

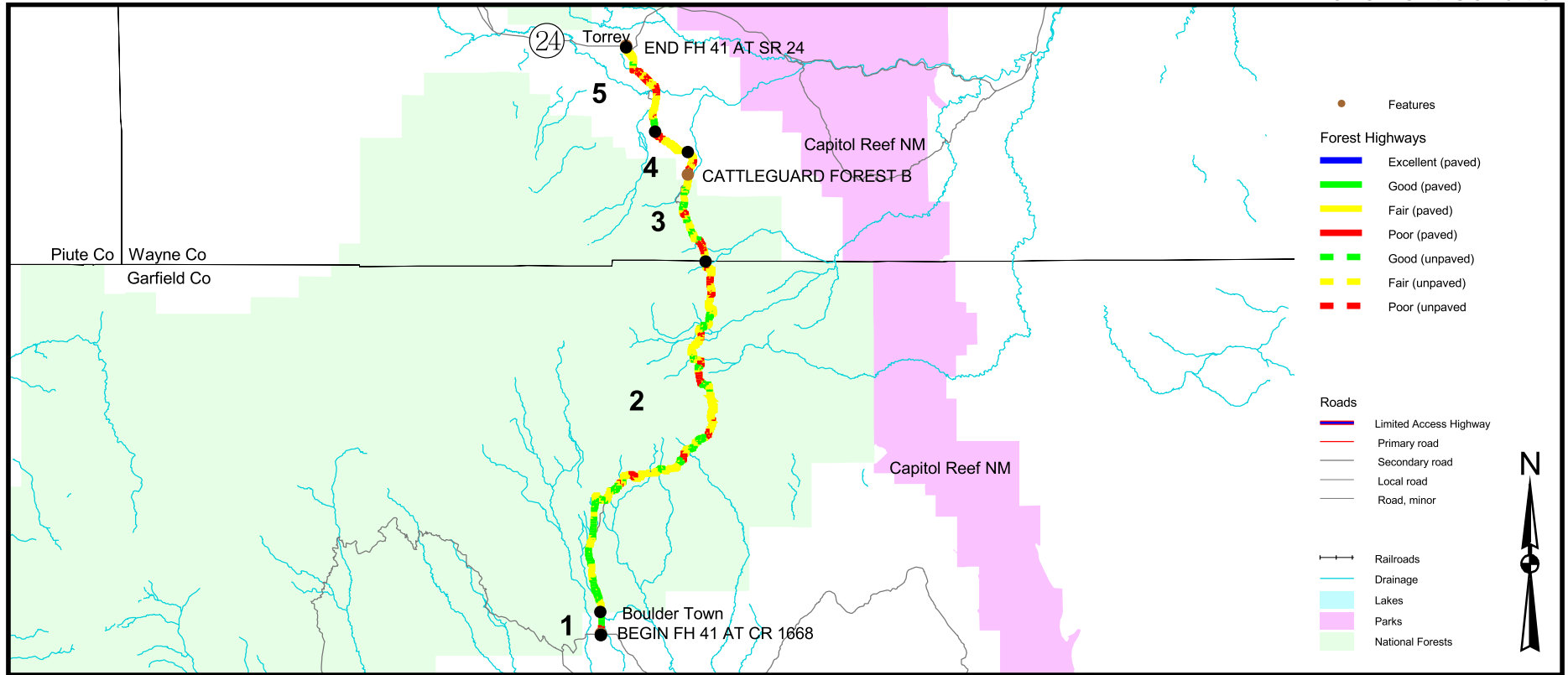


FH-41, Boulder Mountain Road (a.k.a. Clem Church Memorial Highway). This route starts at the junction with CR-1668 in Boulder and proceeds northerly 36.57 miles (59.84 km) on SR-12 to the junction with SR-24 north of Teesdale. It is part of the Highway 12 Scenic Byway. The section within the Forest Boundary was reconstructed with a combination of Forest Highway and Public Lands funds between 1980 and 1985.

Evaluation: SR-12 is owned and operated by the Utah Department of Transportation. The route is functionally classified as a minor arterial serving the Dixie National Forest. According to Forest Service data, 50 to 70% of the traffic is Forest related depending on the section. The principal Forest resources served are recreation, timber and grazing. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest. It serves four Forest Service owned campgrounds.

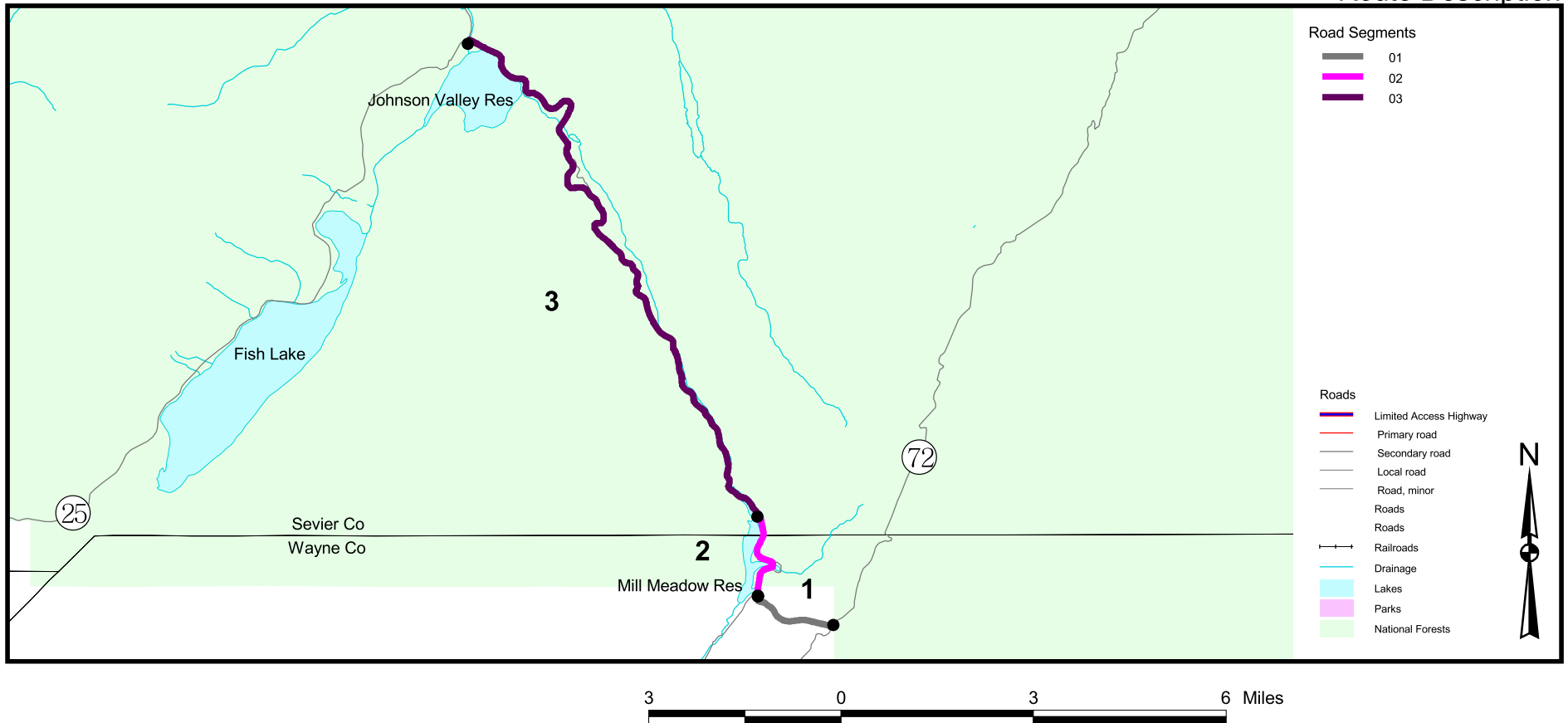
FH 41 Boulder Mountain Road

Pavement Condition



TOTAL ROUTE LENGTH: 36.57 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
41	1	SR 12	87.16	88.31	1.15	1050	28	24	Flexible	124	4	60	Poor
41	2	SR 12	88.31	111.33	23.02	655	28	24	Flexible	97	9	67	Fair
41	3	SR 12	111.33	117.12	5.79	350	28	24	Flexible	111	7	64	Fair
41	4	SR 12	117.12	119.07	1.95	310	28	24	Flexible	112	6	63	Fair
41	5	SR 12	119.07	123.73	4.66	410	28	24	Flexible	121	5	61	Fair

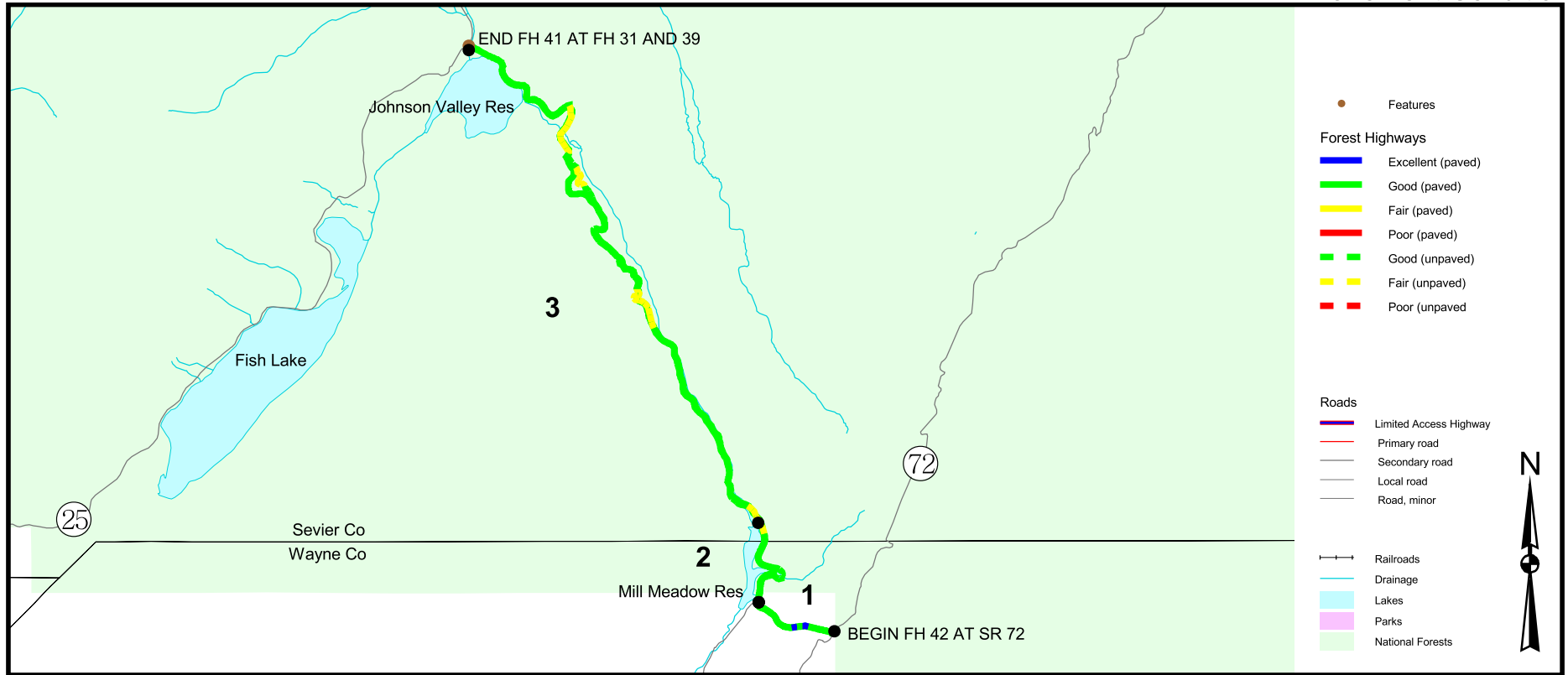


FH-42, Fremont River Road. This route starts at the junction with SR-72, 5 miles northeast of Fremont, and proceeds 13.26 miles (21.33 km) northwesterly on CR-3268 to the junction with CR-2554 (FH-31 and FH-39). It is part of the Gooseberry-Fremont Scenic Backway. Forest Highway funds were used to construct this route in the years between 1986 and 1992.

Evaluation: CR-3268 is owned and operated by Sevier and Wayne Counties. The route is functionally classified as a major collector serving the Fishlake National Forest. According to Forest Service data, 98% of the traffic is Forest related. The principal Forest resources served are recreation and grazing. It serves the Johnson Valley Recreation Area.

FH 42 Fremont River Road

Pavement Condition

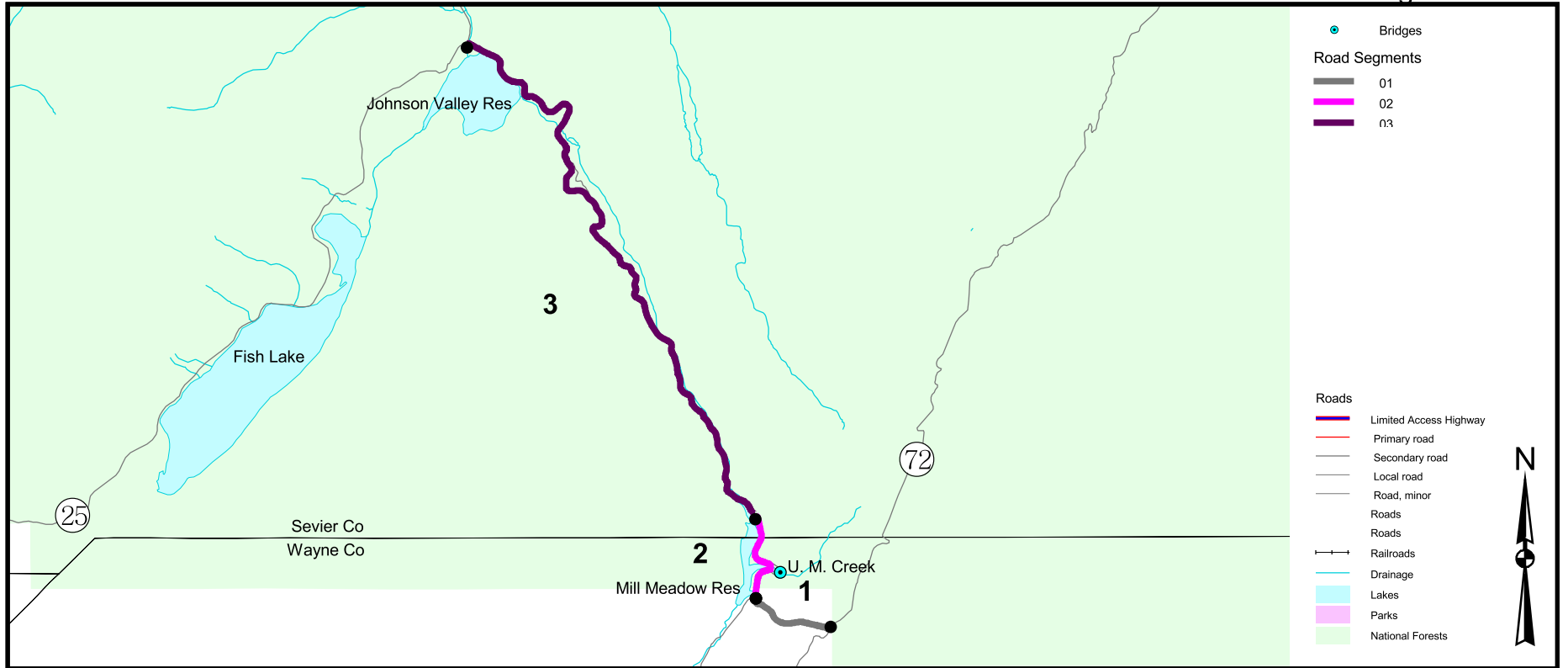


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

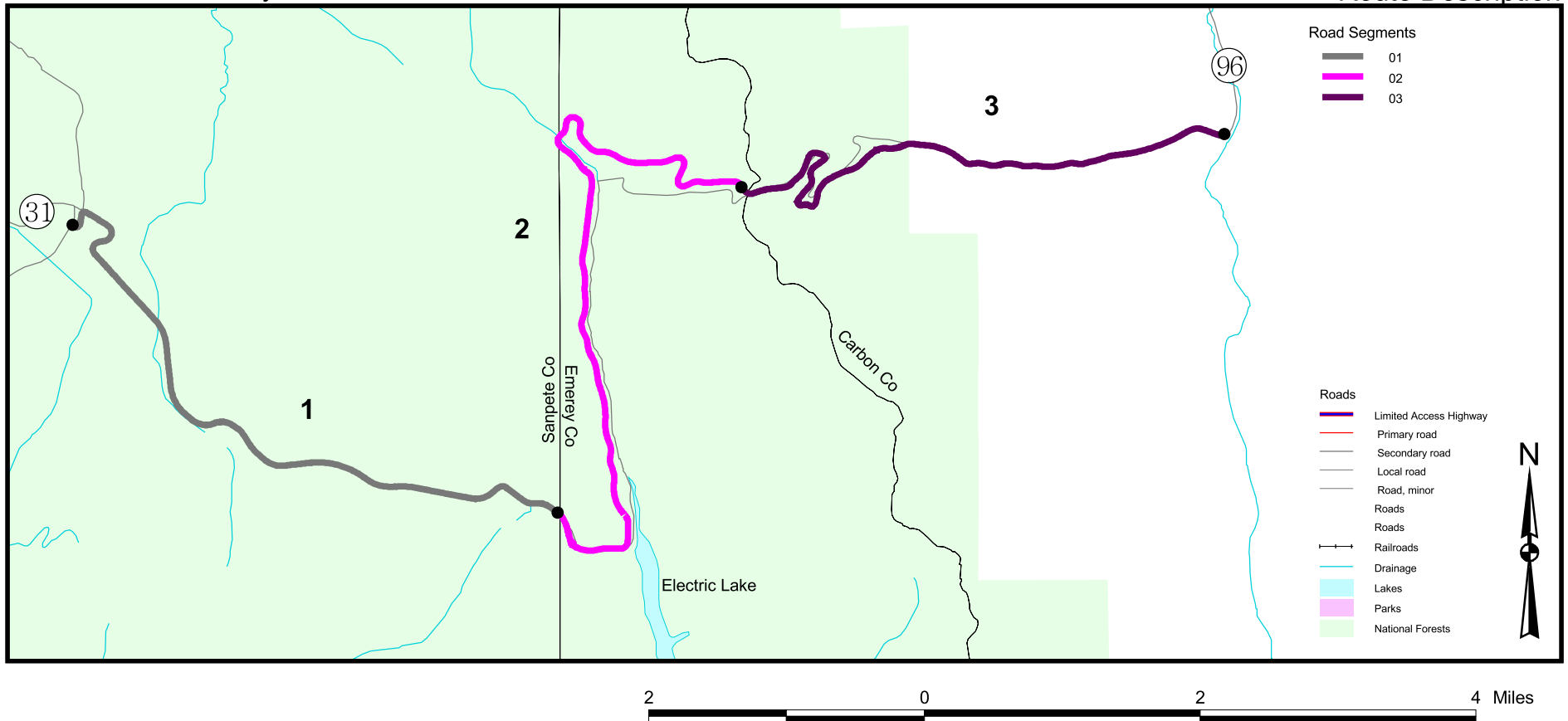


TOTAL ROUTE LENGTH: 13.26 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
42	1	CR 3268	0.00	1.45	1.45	50	26	22	Flexible	77	12	74	Good
42	2	CR 3268	1.45	3.00	1.55	50	26	22	Flexible	82	12	72	Good
42	3	CR 3268	3.00	13.26	10.26	95	26	22	Flexible	85	11	71	Good



FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
42	42	055010V	2.4	U. M. Creek	Sevier Co	53.1	26.9	-	-	99.8

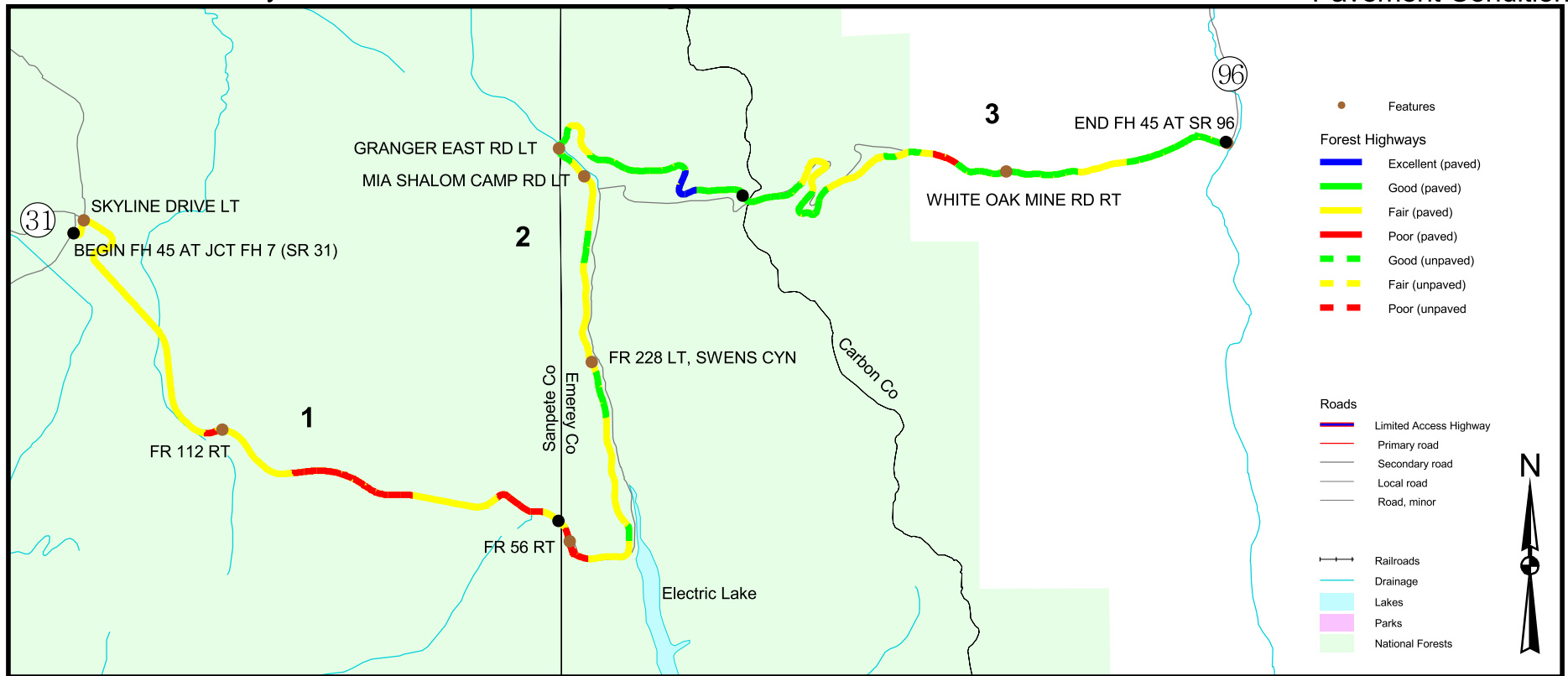


FH-45, Eccles Canyon. This route starts at the junction with SR-31 (FH-07) approximately eight miles east of Fairview and proceeds easterly 15.34 miles (24.68 km) on SR-264 to the junction with SR-96 approximately three miles south of Scofield. It is designated the Eccles Canyon Scenic Byway.

Evaluation: SR-264 is owned and operated by the Utah Department of Transportation. The route is functionally classified as a major collector serving the Manti-La Sal National Forest. According to Forest Service data, 40 to 50% of the traffic is Forest related depending on the section. The principal Forest resources served are recreation, timber, mining, gas, oil and grazing. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest. It serves one Forest Service owned campground, Electric Lake and the Skyline Drive Scenic Backway.

FH 45 Eccles Canyon

Pavement Condition



Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

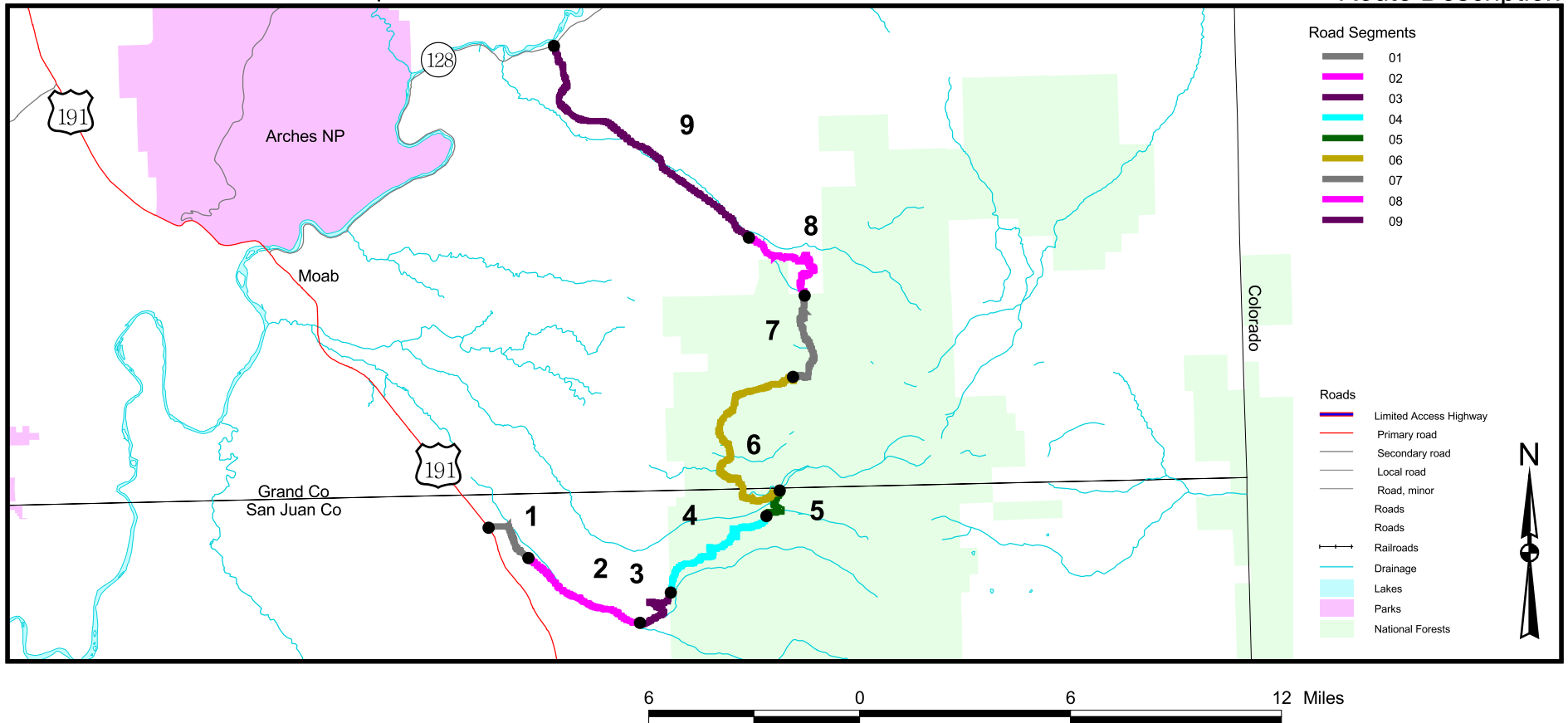


TOTAL ROUTE LENGTH: 15.34 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
45	1	SR 264	0.00	5.07	5.07	830	30	24	Flexible	120	5	61	Fair
45	2	SR 264	5.07	10.73	5.66	830	30	24	Flexible	93	9	69	Fair
45	3	SR 264	10.73	15.34	4.61	830	34	24	Flexible	87	10	70	Fair

FH 46 La Sal Mountain Loop Road

Route Description

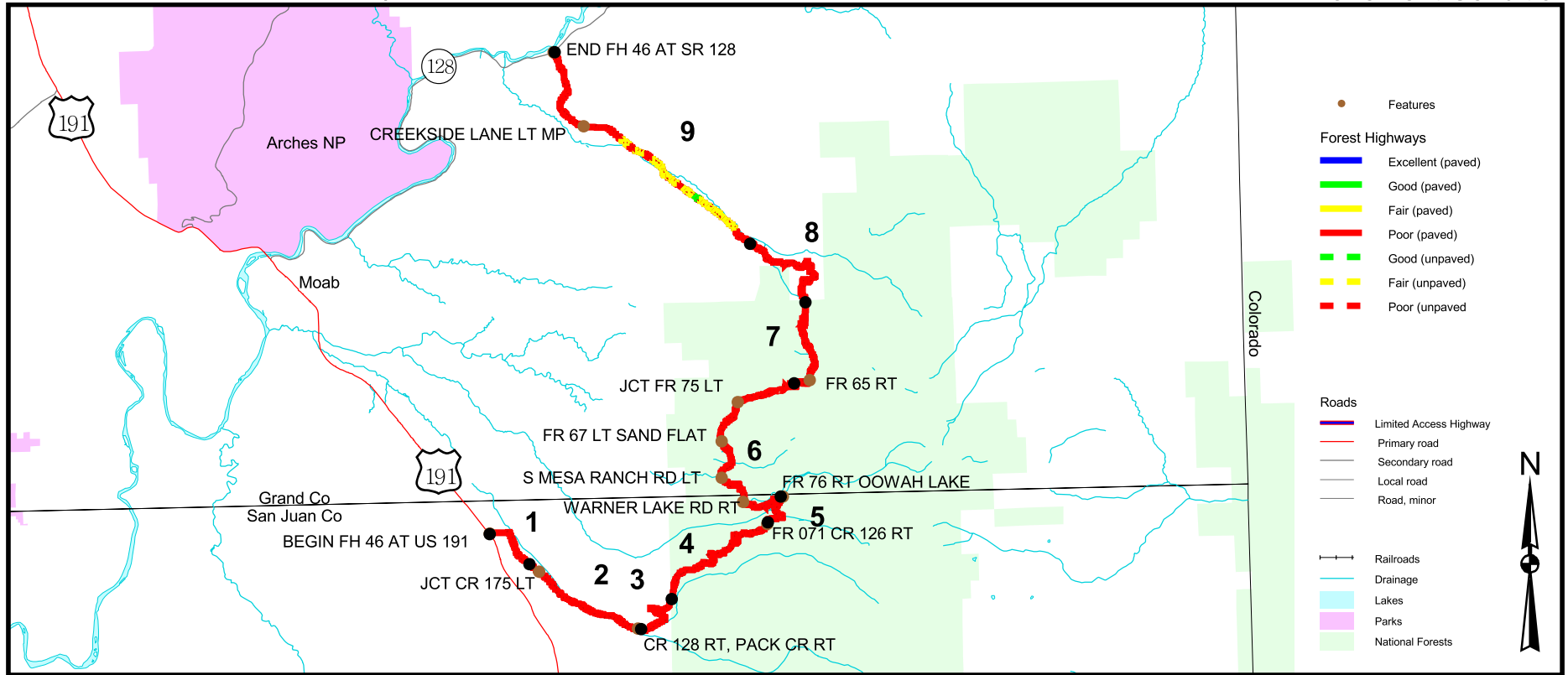


FH-46, La Sal Mountain Loop. This route starts at the junction with US-191, approximately six miles south of Moab, and proceeds east and north 36.37 miles (58.52 km) via the La Sal Mountains and Castle Valley on CR-1704 to the junction SR-128. It is designated as the La Sal Scenic Backway.

Evaluation: CR-1704 is owned and operated by the San Juan and Grand Counties. The route is functionally classified as a major collector serving the Manti-La Sal National Forest. According to Forest Service data, 30 to 90% of the traffic is Forest related depending on the section. The principal Forest resources served are recreation, timber and mining. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest. It serves two Forest Service owned campgrounds, a picnic area and numerous trail heads and overlooks.

FH 46 La Sal Mountain Loop Road

Pavement Condition



Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

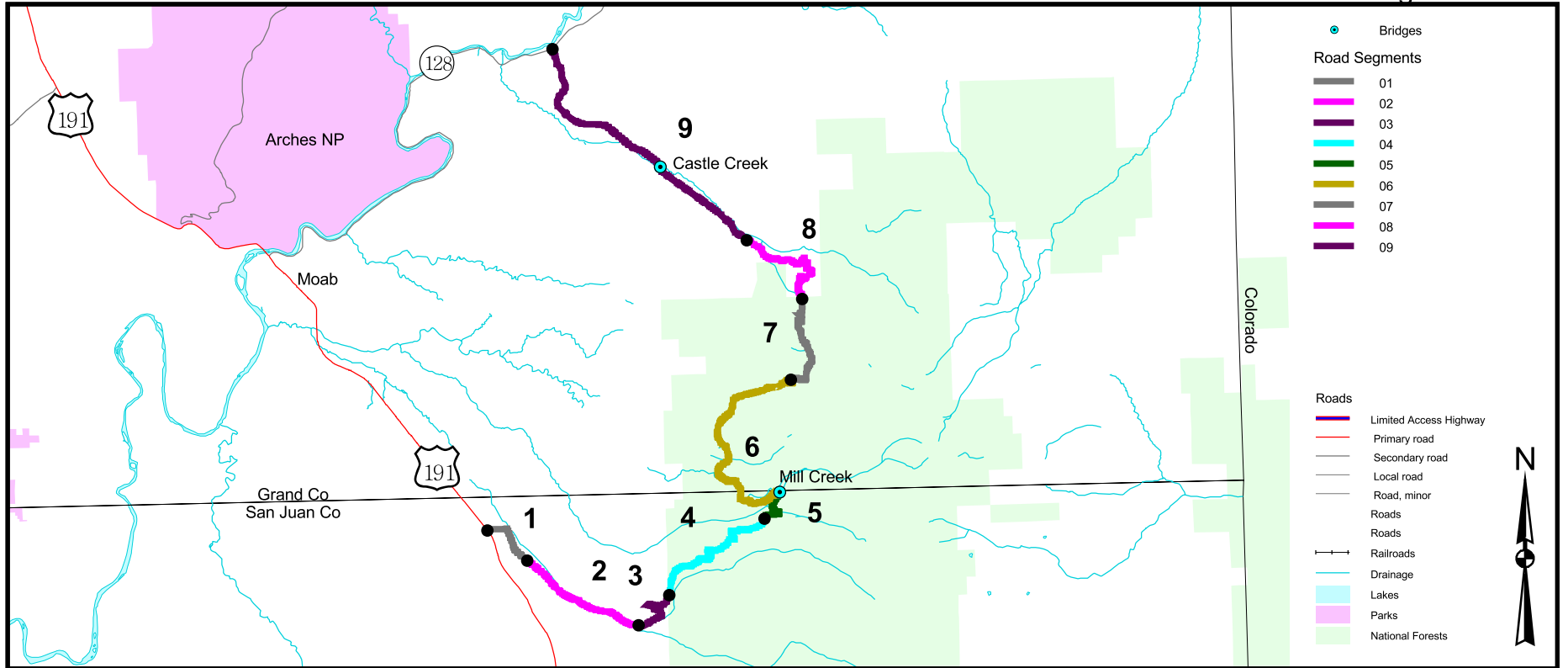


TOTAL ROUTE LENGTH: 36.37 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
46	1	CR 1706	0.00	1.68	1.68	110	26	26	Flexible	245	0	37	Poor
46	2	CR 1706	1.68	5.47	3.79	110	20	20	Flexible	295	0	30	Poor
46	3	CR 1706	5.47	7.62	2.15	110	28	28	Flexible	217	0	42	Poor
46	4	CR 1706	7.62	12.11	4.49	110	28	28	Flexible	228	0	40	Poor
46	5	CR 1706	12.11	13.46	1.35	110	20	20	Flexible	247	0	38	Poor
46	6	CR 1706	13.46	20.49	7.03	110	20	20	Flexible	278	0	33	Poor
46	7	CR 1706	20.49	23.89	3.40	110	20	20	Flexible	264	0	35	Poor
46	8	CR 1706	23.89	27.76	3.87	585	18	18	Flexible	261	0	36	Poor
46	9	CR 1706	27.76	36.37	8.61	585	20	20	Flexible	150	3	56	Poor

FH 46 La Sal Mountain Loop Road

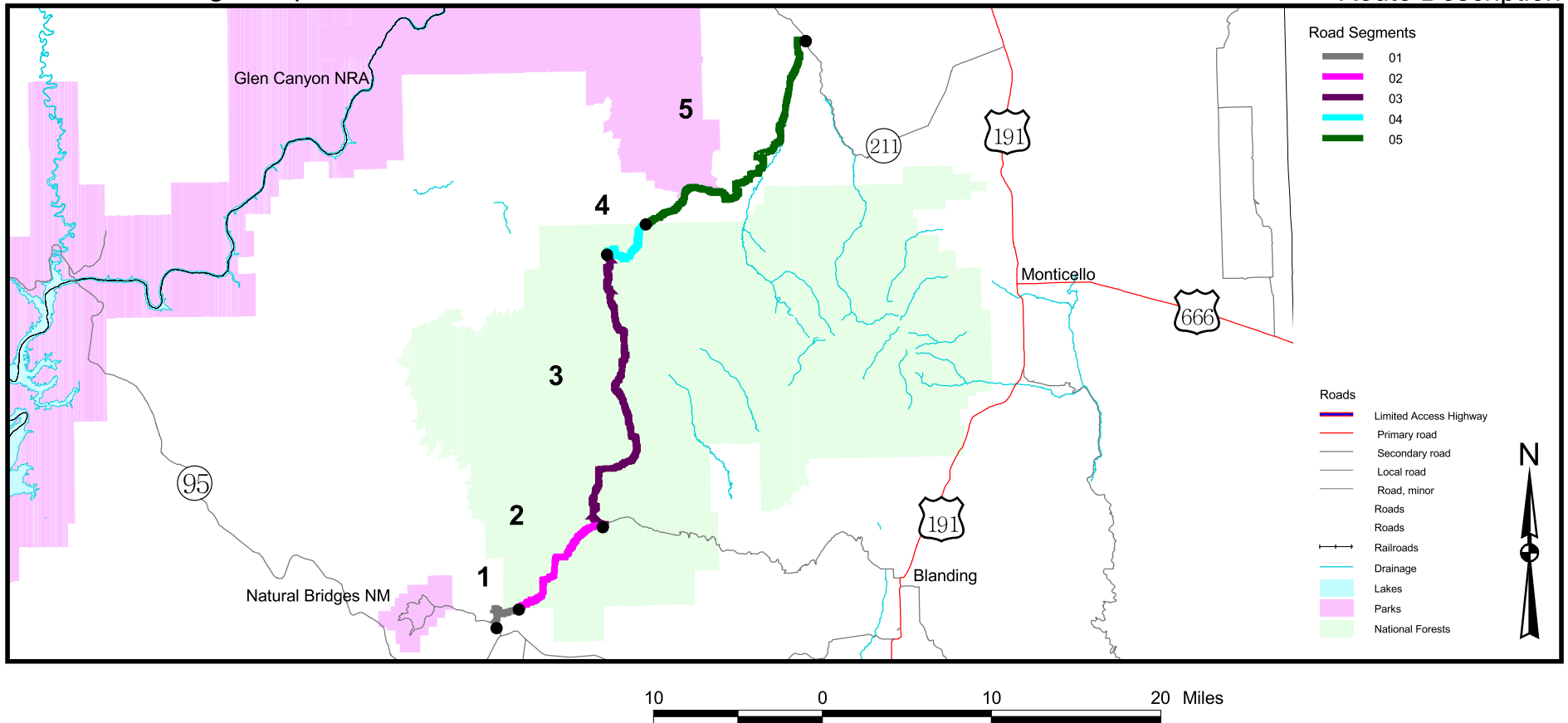
Bridge Condition



FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
46	46	037017D	12.0	Mill Creek	Wayne Co	29.8	60.0	X	-	37.8
46	46	019011D	31.1	Castle Creek	Grand Co	22.0	57.1	-	-	66.0

FH 47 Elk Ridge Loop Road

Route Description

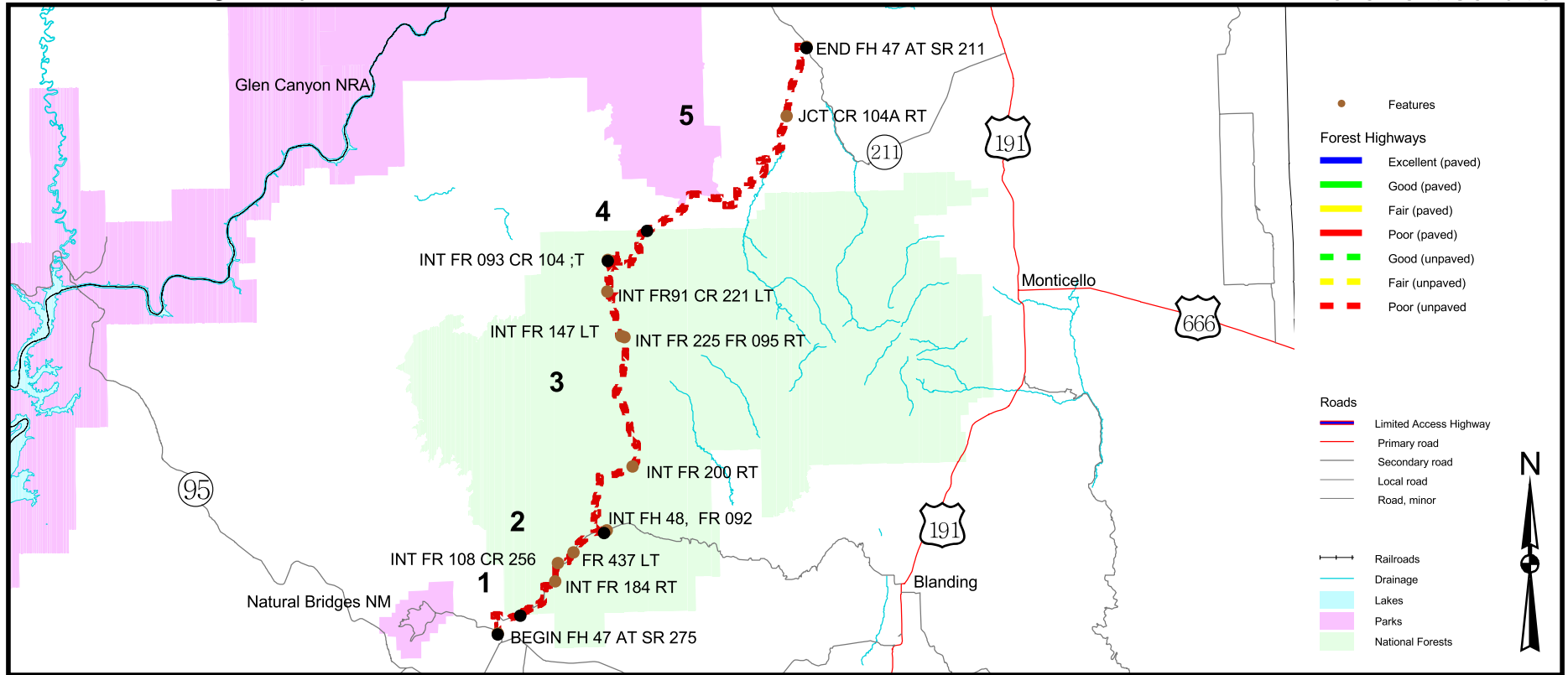


FH-47, Elk Ridge Road. This route starts at the junction with SR-275, 3 miles east of Natural Bridges National Monument, and proceeds northerly 57.7 miles (92.84 km) on CRs-228, 224 and 104 (FDR-088) to the junction with SR-211 near the Dugout Ranch. It is a designated Scenic Backway.

Evaluation: CRs-228, 224 and 104 are owned and operated by San Juan County. It is functionally classified as a local road serving the Manti-La Sal National Forest. According to Forest Service data, 10 to 100% of the traffic is Forest related depending on the section. The principal Forest resources served are recreation, mining and grazing. It has incredible scenic highway potential with fabulous views down into the Dark Canyon Wilderness, Dark Canyon Primitive Area and Canyonlands National Park.

FH 47 Elk Ridge Loop Road

Pavement Condition

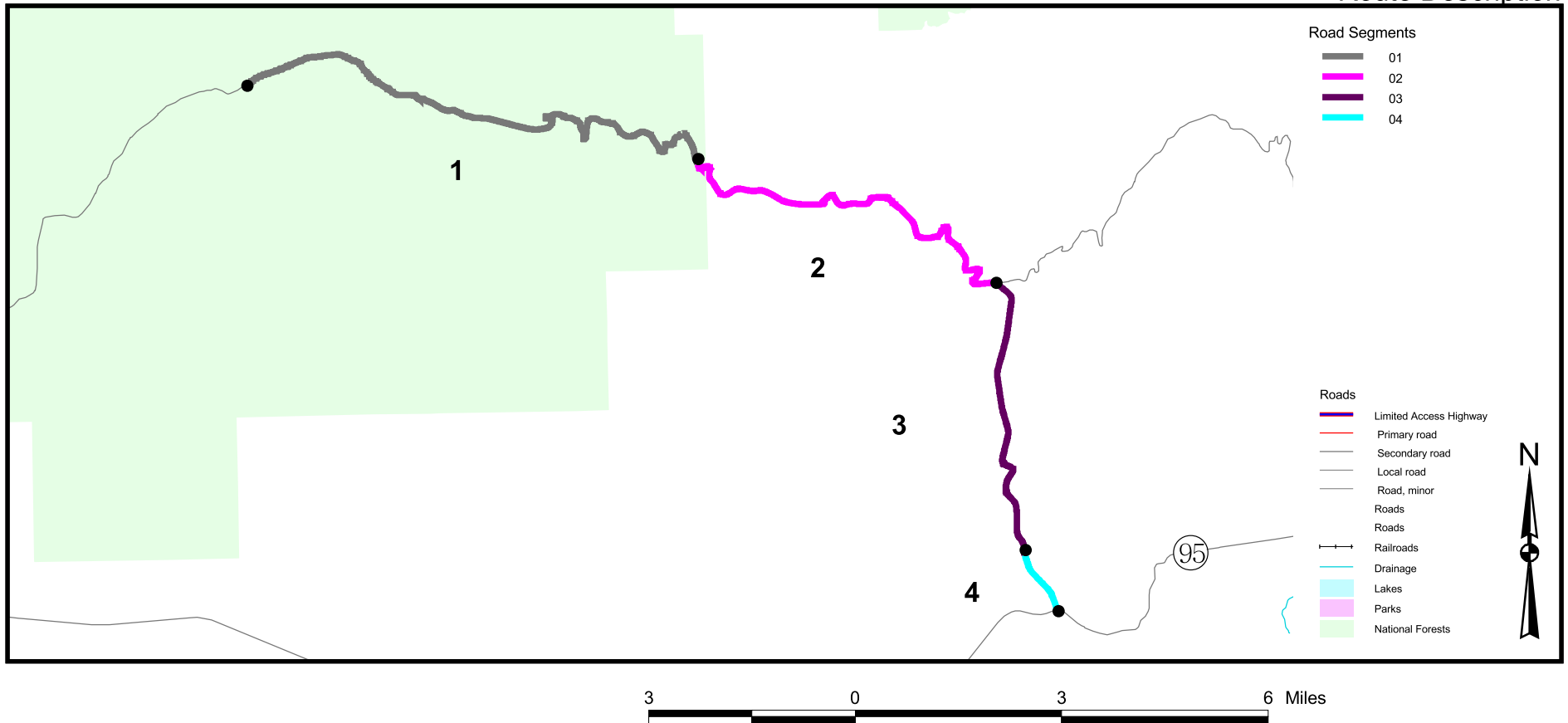


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.



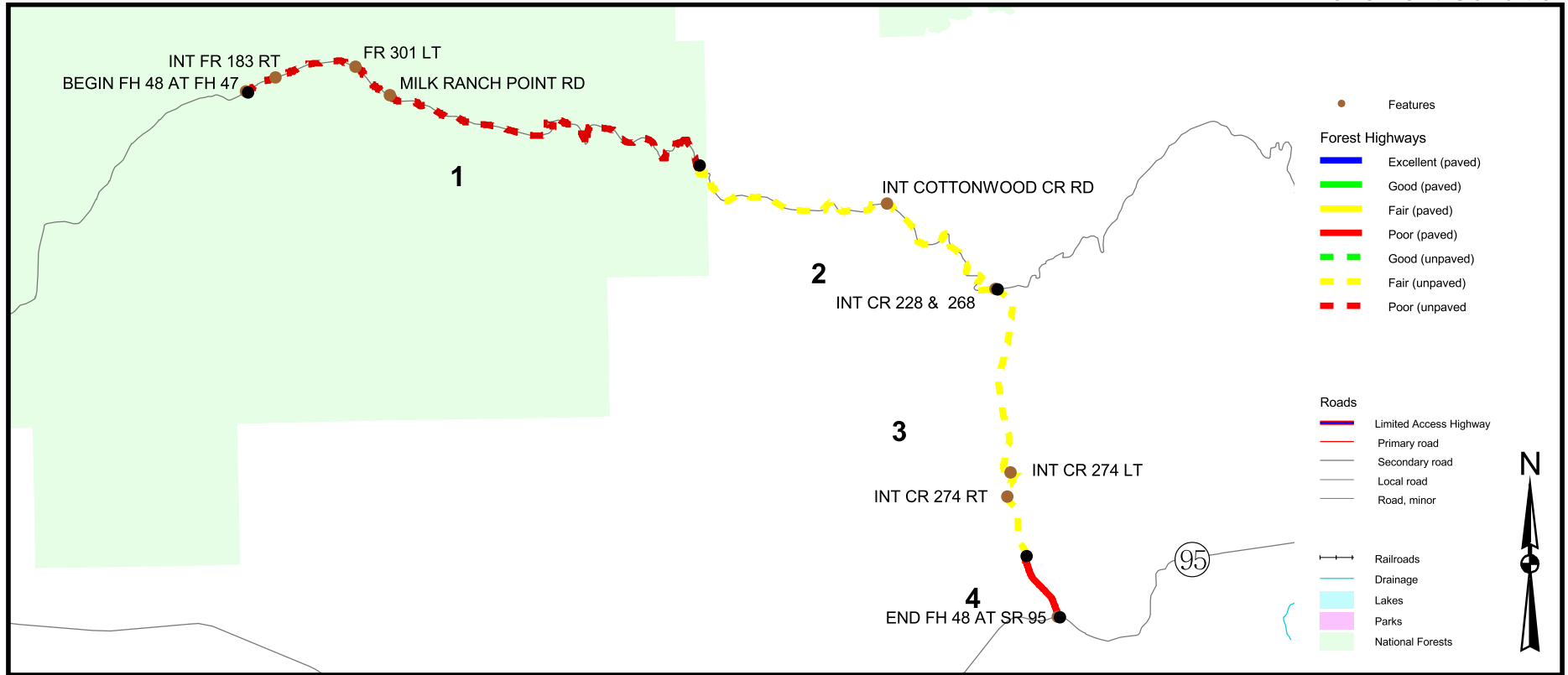
TOTAL ROUTE LENGTH: 57.7 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
47	1	CR 228	0.00	3.12	3.12	11	18	N/A	Granular	N/A	N/A	N/A	Poor
47	2	CR 228	3.12	11.57	8.45	11	18	N/A	Granular	N/A	N/A	N/A	Poor
47	3	CR 224	11.57	32.70	21.13	11	18	N/A	Granular	N/A	N/A	N/A	Poor
47	4	CR 104	32.70	37.73	5.03	11	18	N/A	Granular	N/A	N/A	N/A	Poor
47	5	CR 104	37.73	57.70	19.97	11	18	N/A	Granular	N/A	N/A	N/A	Poor



FH-48, South Elks Road. This route starts at the junction with FH-47 and proceeds southeasterly 19.88 miles (31.99 km) on CRs-228 and 268 (FDR-092) to the junction with SR-95, approximately 11 miles west of Blanding.

Evaluation: CRs-228 and 268 are owned and operated by San Juan County. It is functionally classified as a local road serving the Manti-La Sal National Forest. According to Forest Service data, 57 to 100% of the traffic is Forest related depending on the section. The principal Forest resources served are recreation, mining and timber. The route serves no private land within the Forest and the need as a Forest Highway would be to provide access from FH-47 (Elk Ridge Road) to Blanding. Unlike the Elk Ridge Road, South Elks Roads is not particularly scenic nor does it serve any Forest Service facilities.

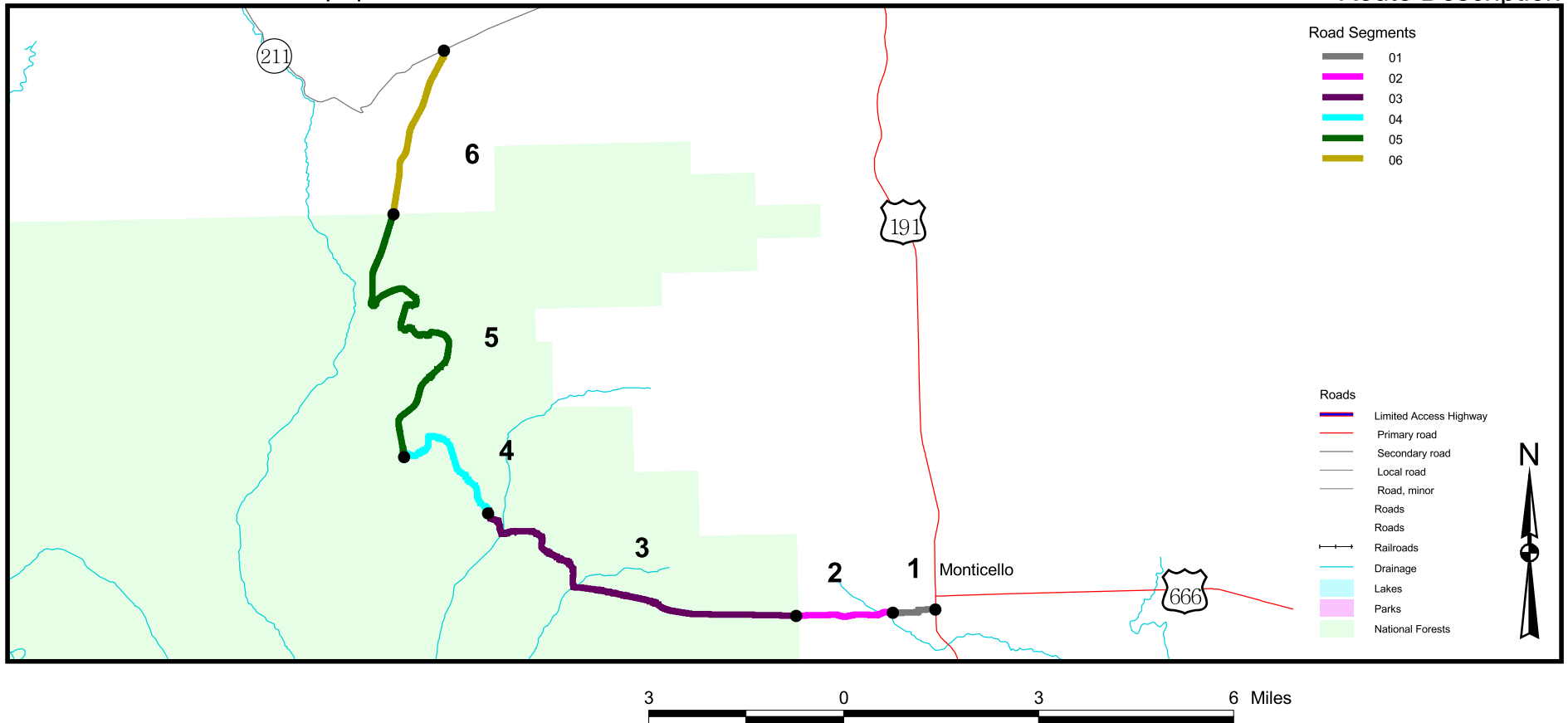


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.



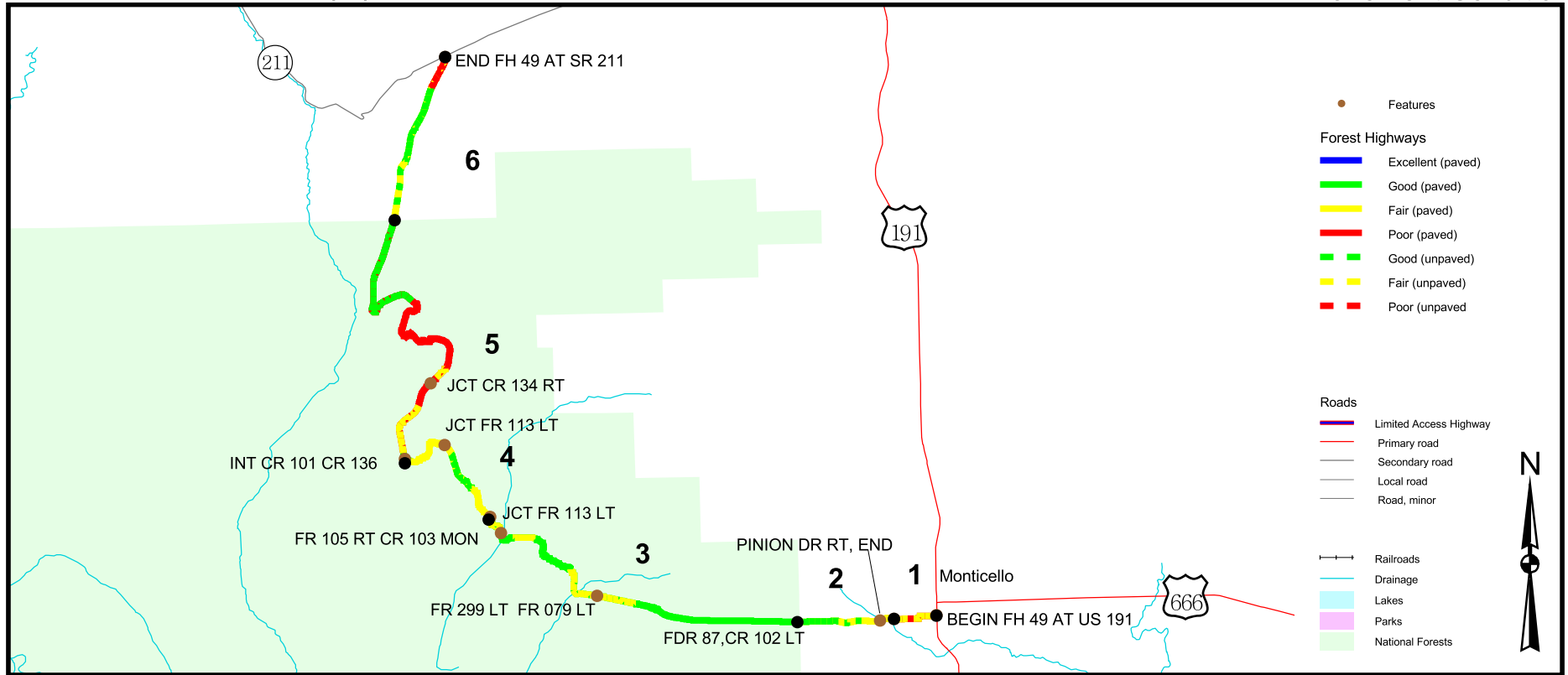
TOTAL ROUTE LENGTH:19.88 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
48	1	CR 228	0.00	8.55	8.55	57	18	N/A	Granular	N/A	N/A	N/A	Poor
48	2	CR 228	8.55	14.64	6.09	100	20	N/A	Granular	N/A	N/A	N/A	Fair
48	3	CR 268	14.64	18.94	4.30	100	20	N/A	Granular	N/A	N/A	N/A	Fair
48	4	CR 268	18.94	19.88	0.94	100	24	24	Flexible	305	N/A	30	Poor



FH-49, Monticello-Newspaper Rock. This route starts at the junction with US-191 in Monticello and proceeds west and north 18.49 miles (29.75 km) over CR-2432 to the junction with SR-211, approximately two miles east of Newspaper Rock. Forest Highway funds were used to pave the northern 8.5 miles (13.6 km) of the route and the remaining segment has more recently been reconstructed.

Evaluation: CR-2432 is owned and operated by San Juan County. It is functionally classified as a major collector serving the Manti-La Sal National Forest. According to Forest Service data, 35% of the traffic is Forest related. The principal Forest resources served are recreation, mining, timber and grazing. The route serves private land within the Forest. It serves two campgrounds and the Blue Mountain Ski area. It also offers an alternative route to the south entrance of Canyonlands National Park and Newspaper Rock State Park from Monticello.

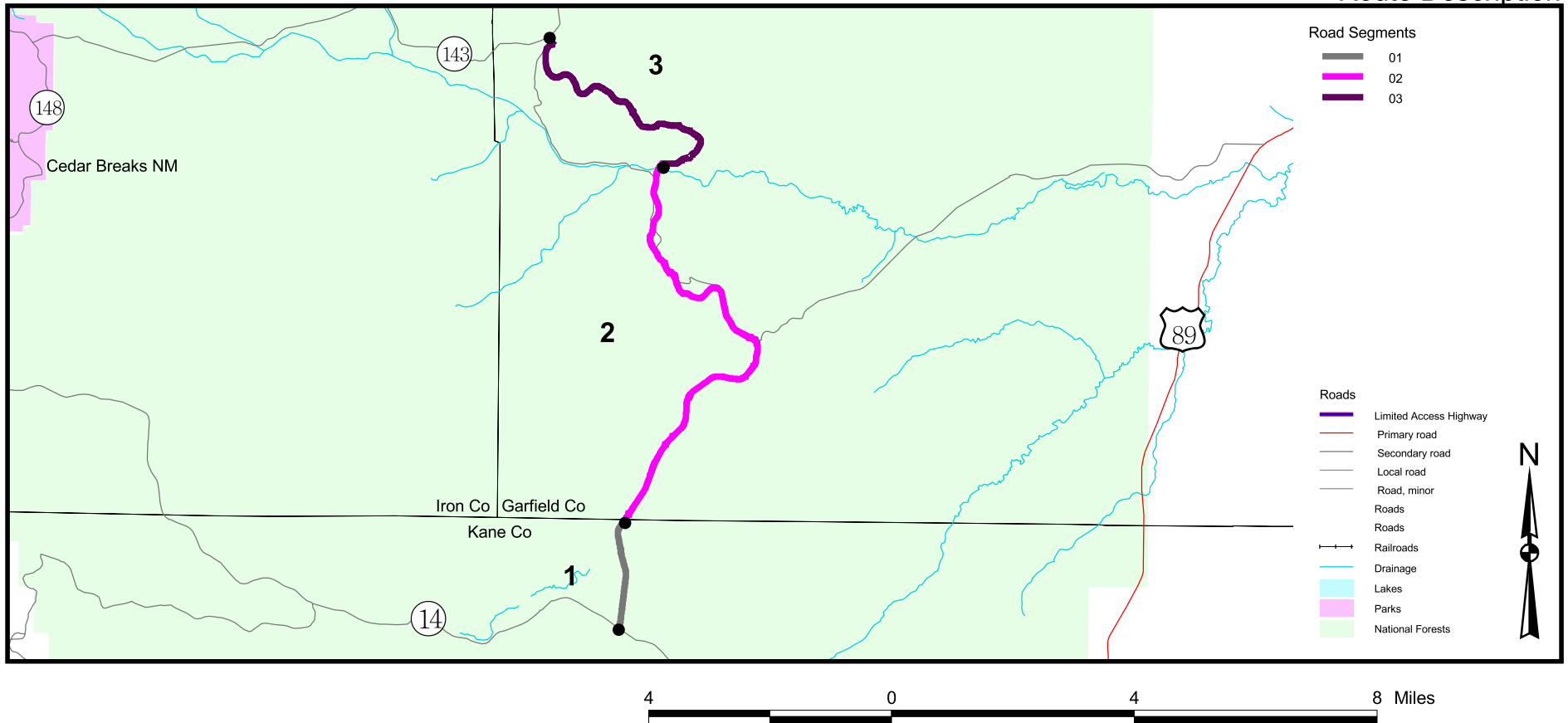


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.



TOTAL ROUTE LENGTH:18.49 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
49	1	CR 2432	0.00	0.68	0.68	187	24	24	Flexible	163	2	53	Poor
49	2	CR 2432	0.68	2.20	1.52	187	24	24	Flexible	91	9	70	Fair
49	3	CR 2432	2.20	7.88	5.68	187	24	24	Flexible	87	10	70	Fair
49	4	CR 2432	7.88	10.02	2.14	187	24	24	Flexible	90	10	69	Fair
49	5	CR 2432	10.02	15.84	5.82	187	24	24	Flexible	139	3	59	Poor
49	6	CR 2432	15.84	18.49	2.65	187	24	24	Flexible	103	8	66	Fair

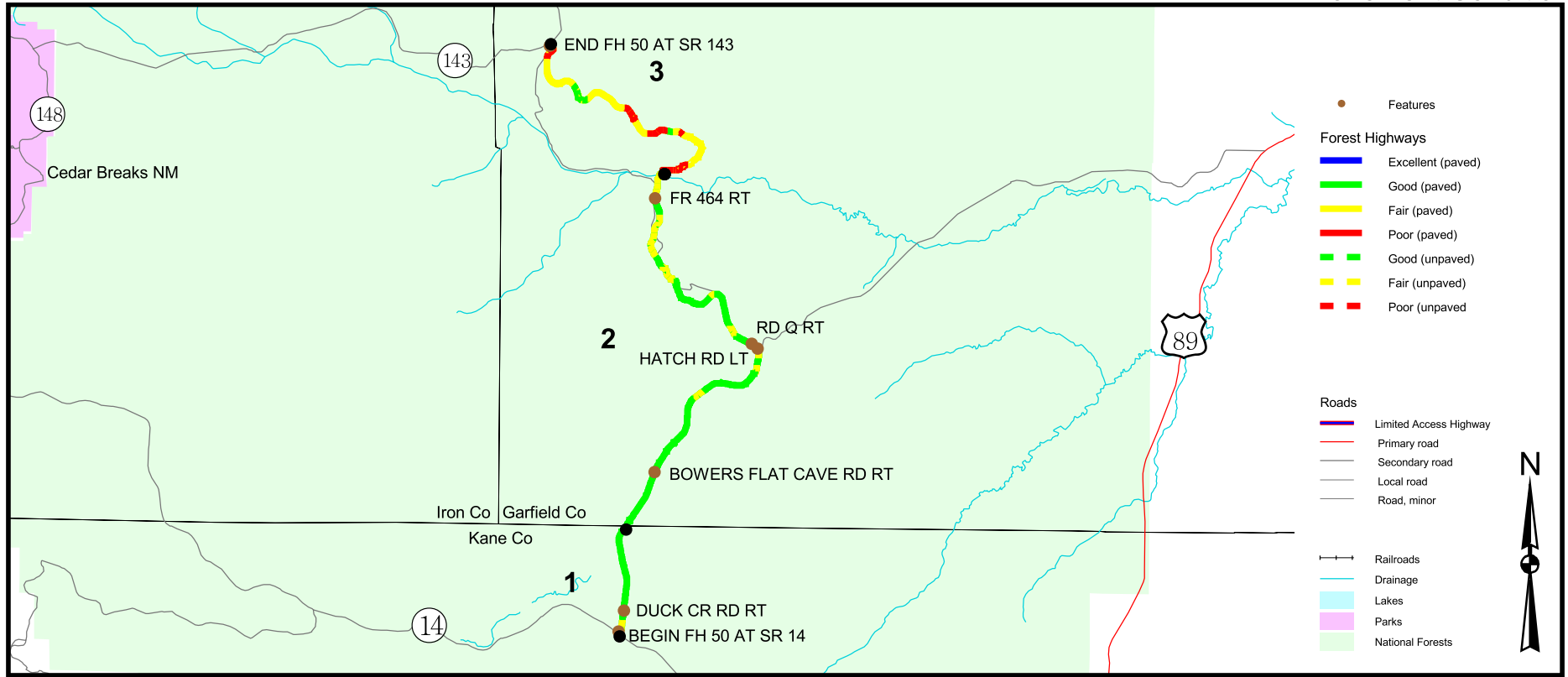


FH-50, Mammoth Creek Road. This route starts at the junction with SR-14, approximately 6 miles west of Long Valley Junction and proceeds northerly 10.05 miles (16.17 km) on FDR-067 and 4.63 miles (7.45 km) on FDR-068 to SR-143, approximately 8.5 miles west of Cedar Breaks National Monument. Forest Highway funds were used by the Forest Service to reconstruct the entire route.

Evaluation: FDR-067, including the segment in Kane County, and FDR-068 are owned and operated by Garfield County. It is functionally classified as a local road serving the Manti-La Sal National Forest. This classification may change now that the road is reconstructed. According to Forest Service data, 50% of the traffic is Forest related. The principal Forest resources served are recreation and grazing. The route also serves other local needs including commercial supply and access to private property within the Forest. It serves one Forest Service owned campground.

FH 50 Mammoth Creek Road

Pavement Condition



Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

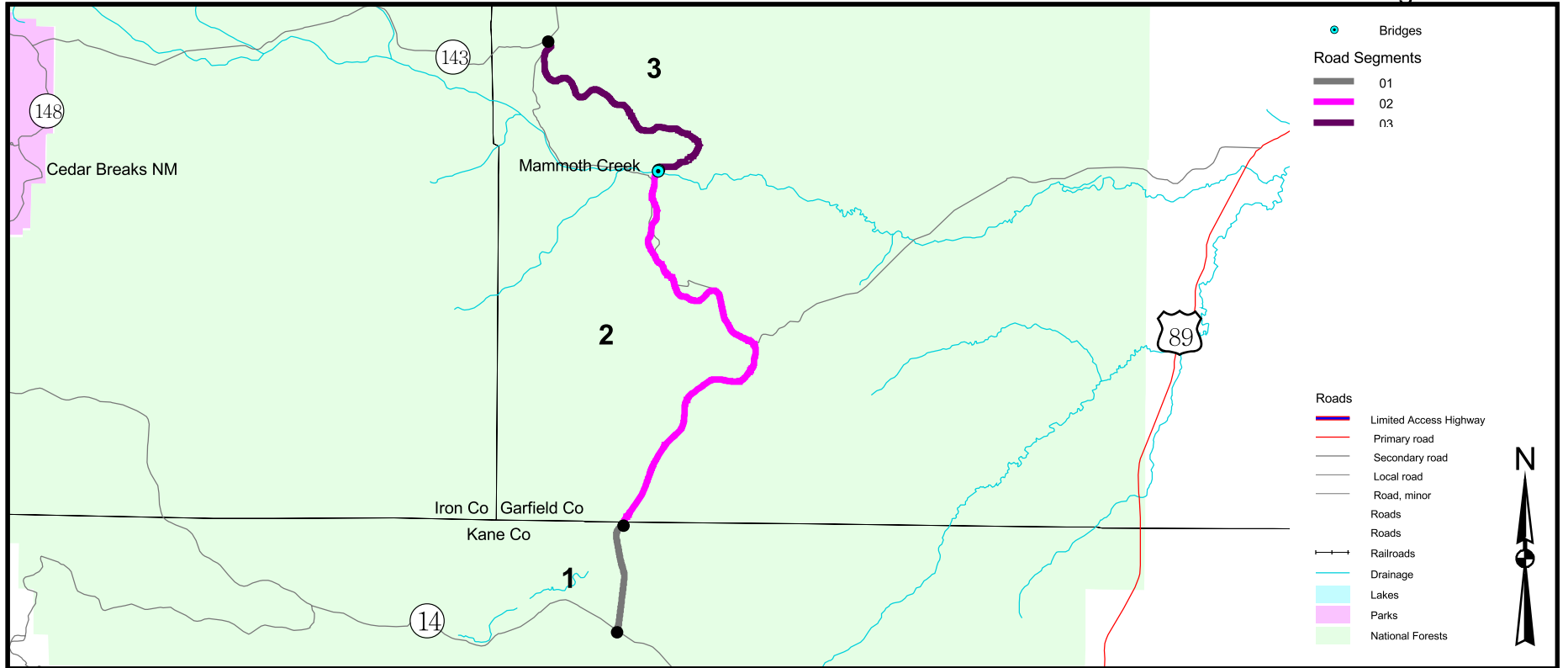


TOTAL ROUTE LENGTH: 14.68 Miles

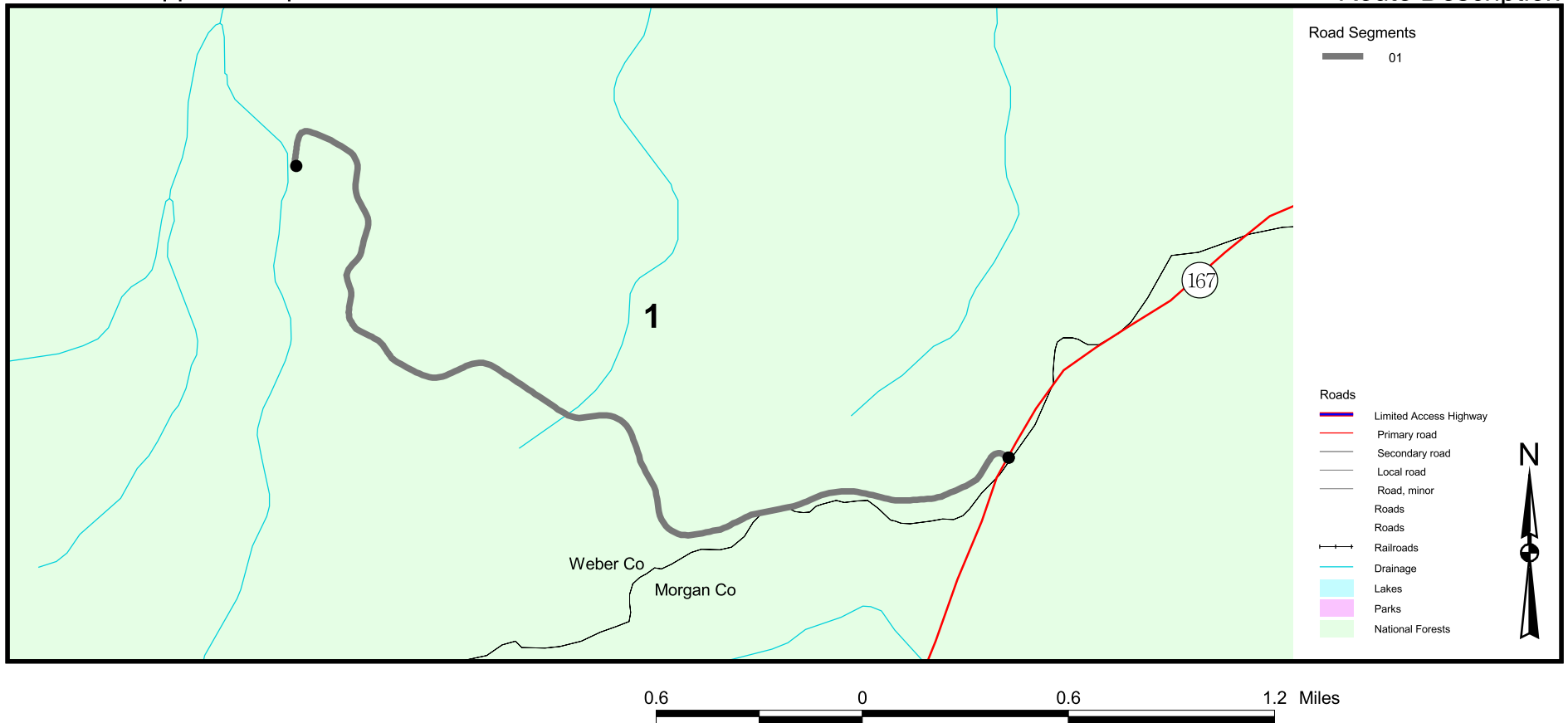
FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
50	1	FDR 067	0.00	1.81	1.81	100	26	24	Flexible	81	12	72	Good
50	2	FDR 067	1.81	10.05	8.24	100	26	24	Flexible	85	11	71	Good
50	3	FDR 068	10.05	14.68	4.63	100	26	24	Flexible	113	6	63	Fair

FH 50 Mammoth Creek Road

Bridge Condition

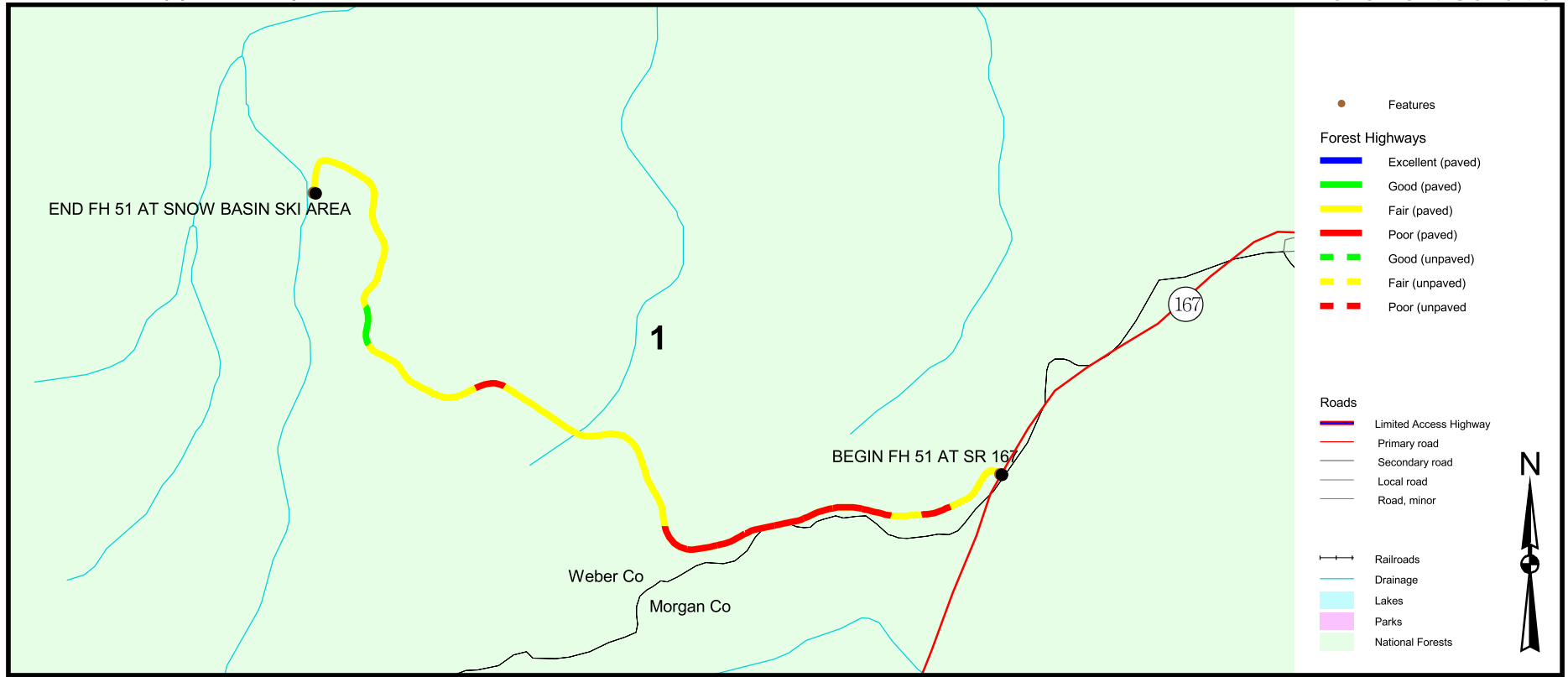


FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
50	50	017010C	10.0	Mammoth Creek	Garfield Co	17.4	29.8	-	X	73.8
50	50	017011A	10.1	Mammoth Creek	Garfield Co	14.1	27.9	-	X	55.8



FH-51, Trappers Loop-Snow Basin. This route starts at the junction with SR-167 and proceeds westerly 3.11 miles (5 km) over SR-222 to the Snow Basin Road at the Snow Basin Ski Lodge.

Evaluation: SR-222 is owned and operated by the Utah Department of Transportation. The route has recently been constructed but not functionally classified. It serves the Snow Basin Ski Area from I-84.



Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.



TOTAL ROUTE LENGTH:3.11 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
51	1	SR 226	0.00	3.11	3.11	355	24	24	Flexible	121	5	61	Fair