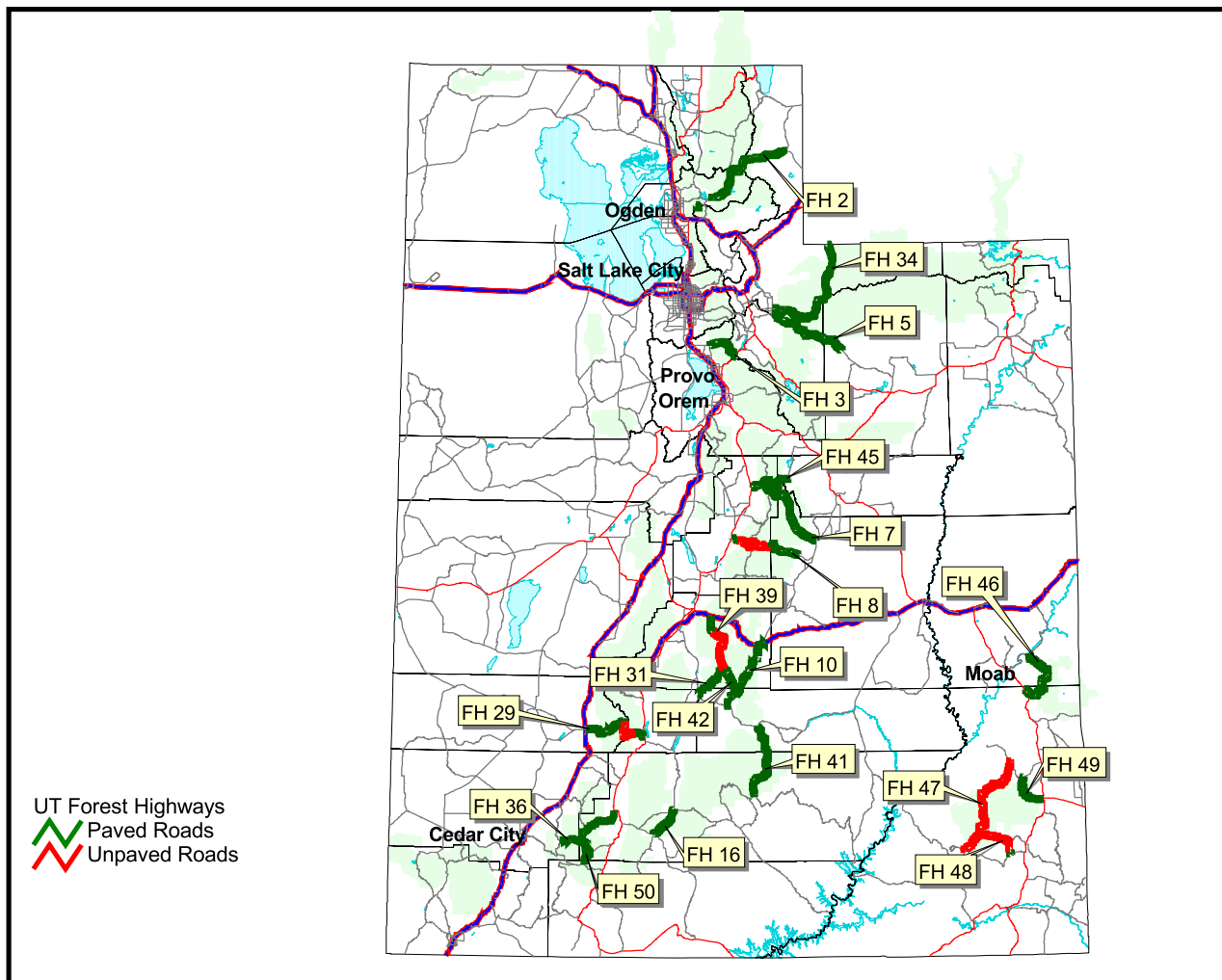




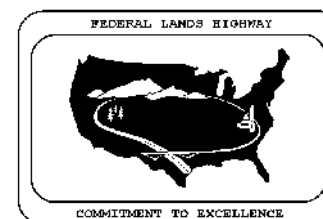
# UTAH

## Forest Highway Network and Planning Data 2007



Prepared by:  
Federal Highway Administration  
Central Federal Lands Division

July - 2007



## **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 2006. 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: Shows 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: Shows a basic map of the route with segments plus a description of the route's termini, functional class, and other useful information.

Pavement Condition Sheets: Shows 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: Shows 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 Roughness 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 40 or below. Poor roads have a PCR between 41 and 50, fair roads have a PCR between 51 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
8	8	SR 29	Ephraim-Orangeville	Emery	0.00	9.45	9.45	15.21	585	24	224	40	Failed
8	9	SR 29	Ephraim-Orangeville	Emery	9.45	14.76	5.31	8.54	1385	24	189	46	Poor
36	3	SR 143	Panguitch Lake Road	Garfield	32.26	49.90	17.64	28.38	799	24	185	47	Poor
36	2	SR 143	Panguitch Lake Road	Garfield	27.59	32.26	4.67	7.51	406	24	171	50	Poor
46	7	CR 1706	La Sal Mountain Loop Road	Grand	20.49	23.89	3.40	5.47		20	300	29	Failed
46	6	CR 1706	La Sal Mountain Loop Road	Grand	13.46	20.49	7.03	11.31		20	283	31	Failed
46	8	CR 1706	La Sal Mountain Loop Road	Grand	23.89	27.76	3.87	6.23		18	289	31	Failed
46	2	CR 1706	La Sal Mountain Loop Road	San Juan	1.68	5.47	3.79	6.10		20	301	29	Failed
46	5	CR 1706	La Sal Mountain Loop Road	San Juan	12.11	13.46	1.35	2.17		20	275	32	Failed
46	1	CR 1706	La Sal Mountain Loop Road	San Juan	0.00	1.68	1.68	2.70		26	271	33	Failed
46	4	CR 1706	La Sal Mountain Loop Road	San Juan	7.62	12.11	4.49	7.22		28	235	38	Failed

FH Route	Segment	Local Route #	Route Name	County	Start MP	End MP	Length (mi)	Length (km)	ADT	Width (ft)	IRI	PCR	Distress
48	4	CR 268	South Elks Road	San Juan	18.94	19.88	0.94	1.51		24	232	39	Failed
46	3	CR 1706	La Sal Mountain Loop Road	San Juan	5.47	7.62	2.15	3.46		28	220	41	Poor
49	1	CR 2432	Monticello-Newspaper Rock	San Juan	0.00	0.68	0.68	1.09		24	167	50	Poor
45	1	SR 264	Eccles Canyon	Sanpete	0.00	5.07	5.07	8.16	605	24	167	50	Poor
39	3	CR 2554	Sevenmile-Gooseberry	Sevier	21.89	24.50	2.61	4.20		20	232	39	Failed
3	3	SR 92	Alpine Scenic Loop	Utah	9.56	22.54	12.98	20.88	470	24	280	32	Failed
3	2	SR 92	Alpine Scenic Loop	Utah	7.83	9.56	1.73	2.78	1470	24	237	38	Failed
3	1	SR 92	Alpine Scenic Loop	Utah	7.40	7.83	0.43	0.69	2288	24	206	43	Poor
3	4	SR 92	Alpine Scenic Loop	Utah	22.54	27.12	4.58	7.37	728	22	202	44	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 166	51 to 70	Fair
167 to 220	41 to 50	Poor
Above 220	40 and Below	Failed

**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
39	CR-2554	041034A	1.0	Sevenmile Creek	Sevier Co	13.8	4.2	24.9	7.6	X		38.6
2	SR-39	0D 395	33.0	Beaver Creek	UDOT	23.9	7.3	25.9	7.9			47.5
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 8 – Segment 7 is now Unpaved.

FH 34 - 2 Bridges have been replaced at Upper Provo River and North Fork Provo River.

FH 36 – Uses the 2004 condition data.

## **PAVED CONDITION RATING CHANGES**

In order to more accurately define potential 3R projects, significant changes have been made to the condition rating scale used to determine fair and poor roads. While the formula used to transform IRI to PCR has not changed, the limits used to define fair and poor roads has. These new limits also closely resemble those used by the Federal Highway Administration in their effort to report road conditions based solely on IRI. The new rating scale as defined on pages iii-iv puts the majority of road segments into the fair category. Poor category road segments are now split between poor and failed categories, where failed is anything with an IRI above 220. The new color code for poor is orange, while failed is now red. In addition, all historical ratings have been adjusted to this new scale in the succeeding graphs in this report. Please see the following web document for more information on ride quality and the new rating scale: <http://www.fhwa.dot.gov/policy/2002cpr/ch3b.htm> (Exhibit 3-3).

Please note that FHWA has since simplified their rating scale for their Highway Condition and Performance Reports to include only three categories: Good, Acceptable, and Unacceptable. These categories are useful for reporting generalities in road condition, but for finding potential 3R projects, we feel that their older, diversified condition rating scale is more suitable.

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

**(as of July 2007)**

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
Utah Forest Highway Route Descriptions  
(As of July, 2007)**

**TOTAL ROUTES**  
21

**TOTAL MI/KM**  
635.41  
1022.37

<b>FH ROUTE NO.</b>	<b>ROUTE NAME</b>	<b>DESCRIPTION OF TERMINI</b>	<b>NATIONAL FOREST</b>	<b>COUNTY</b>	<b>LENGTH MI.</b>	<b>LENGTH KM.</b>
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

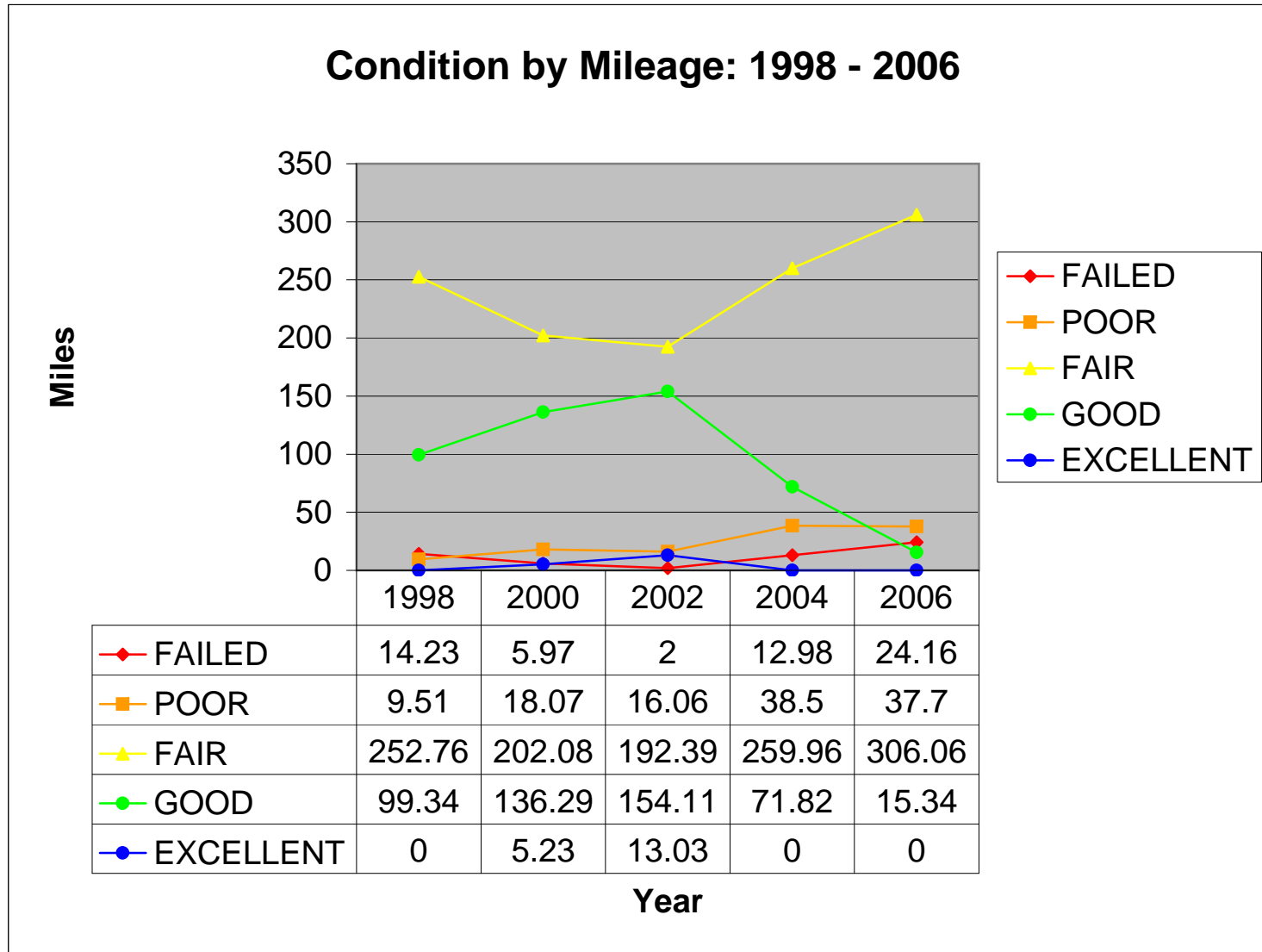


<b>FH ROUTE NO.</b>	<b>ROUTE NAME</b>	<b>DESCRIPTION OF TERMINI</b>	<b>NATIONAL FOREST</b>	<b>COUNTY</b>	<b>LENGTH MI.</b>	<b>LENGTH KM.</b>
31	Fishlake Road	This route starts at the junction with SR-24 northeasterly 9.95 miles (16.01 km) over SH-25 and 6.38 miles (10.26 km) over CR-2554 to north of 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

<b>FH ROUTE NO.</b>	<b>ROUTE NAME</b>	<b>DESCRIPTION OF TERMINI</b>	<b>NATIONAL FOREST</b>	<b>COUNTY</b>	<b>LENGTH MI.</b>	<b>LENGTH KM.</b>
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

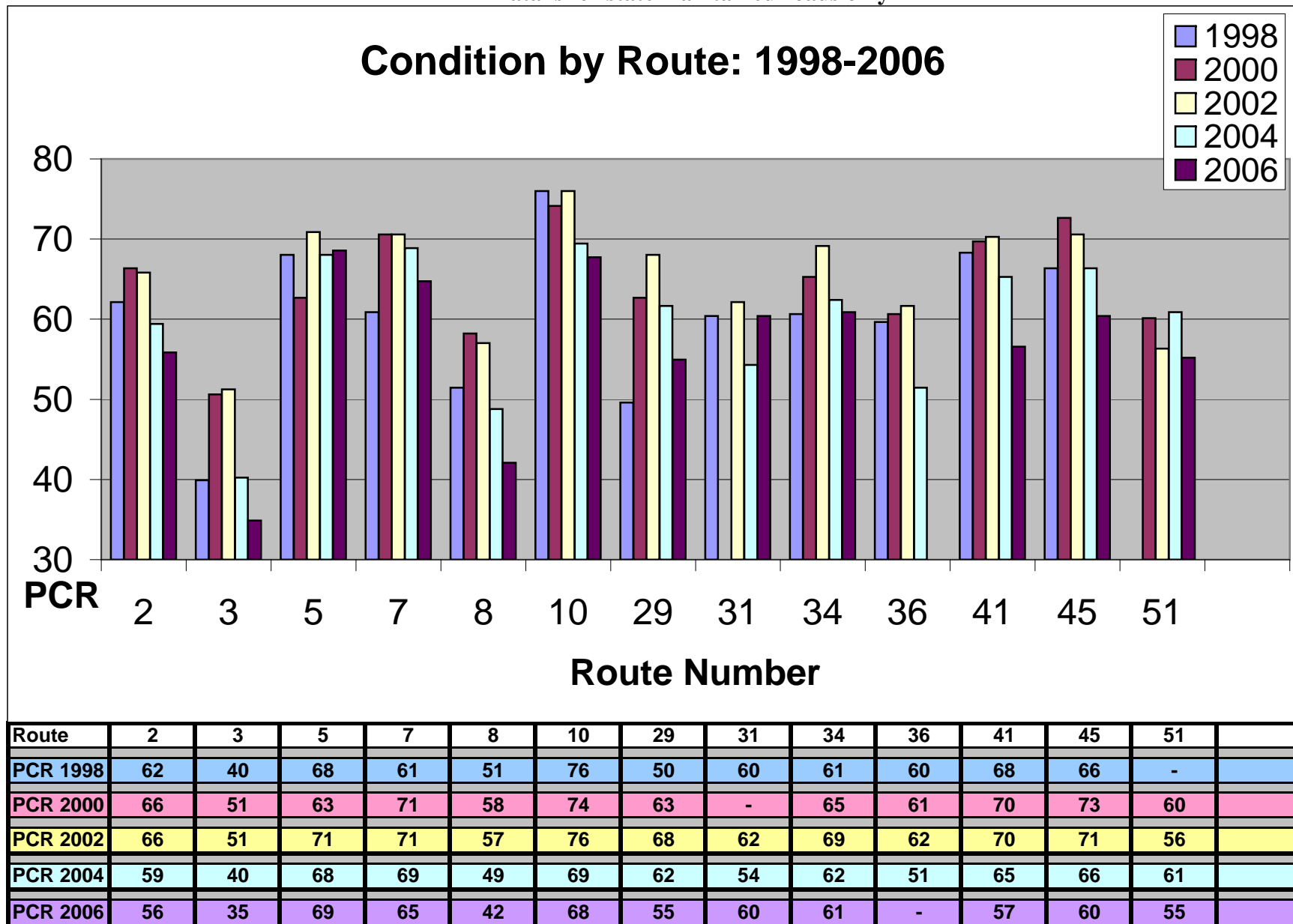


Note: For comparison, road segments with no rating data for one or more years are not included in the above graph.

(Figure 1)

# Utah Forest Highway Network -Condition by Route

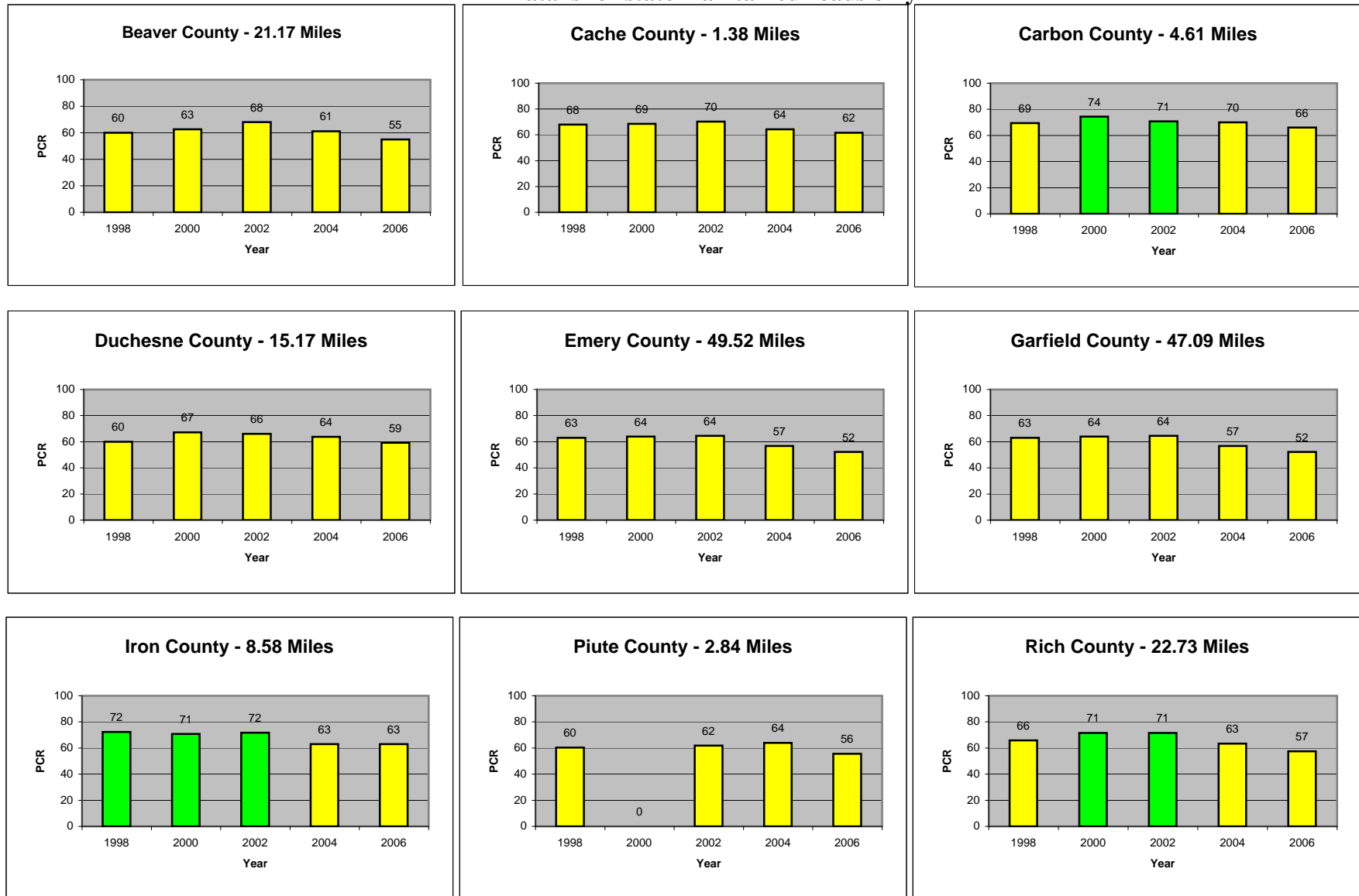
Data is for state maintained roads only



(Figure 2)

# Utah Forest Highway Network - Pavement Condition Ratings by County

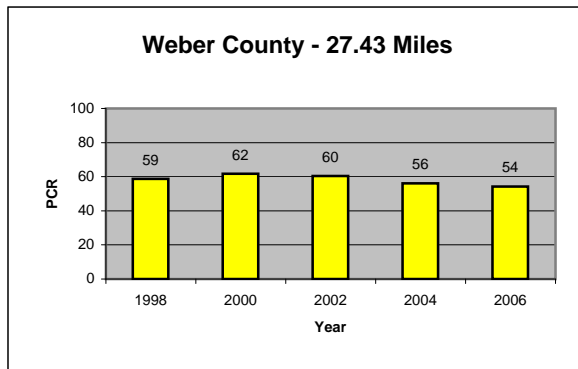
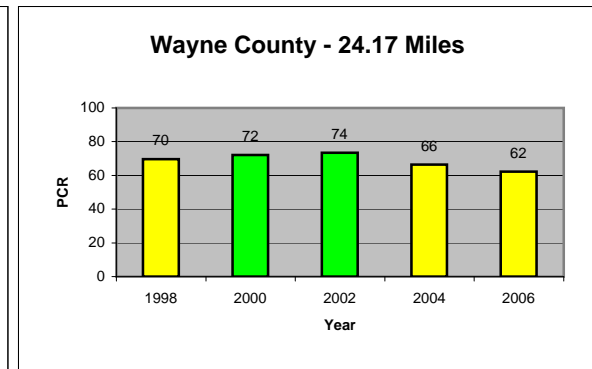
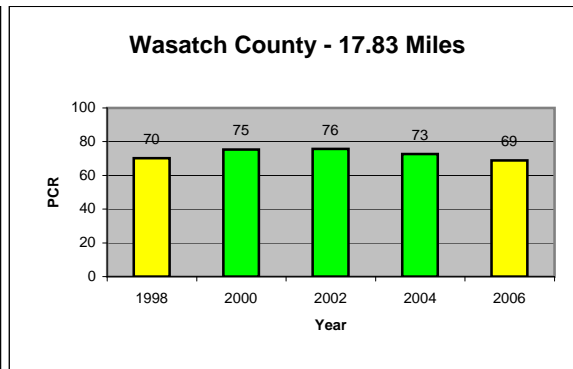
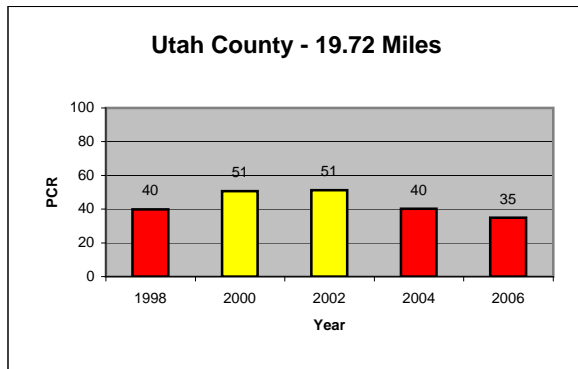
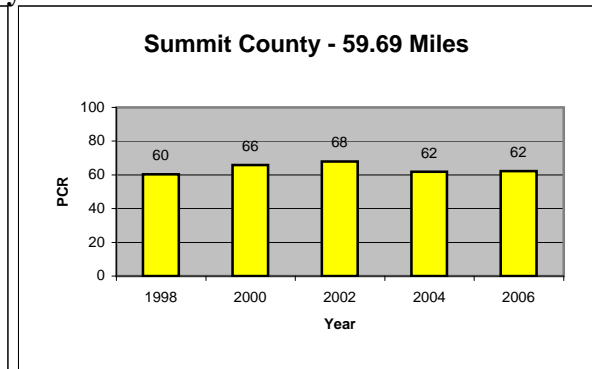
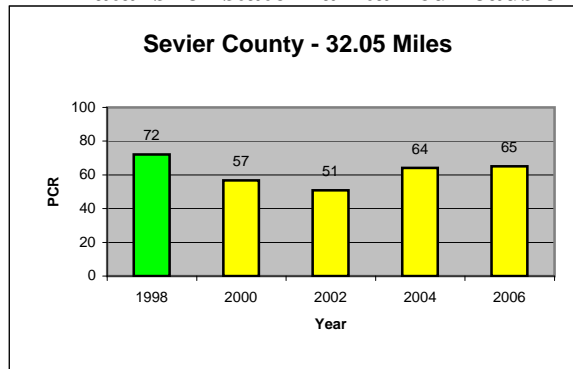
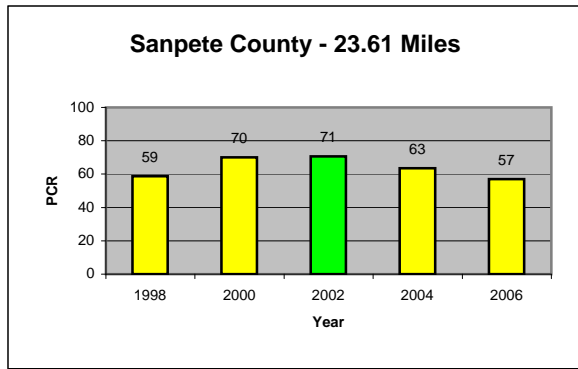
Data is for state maintained roads only

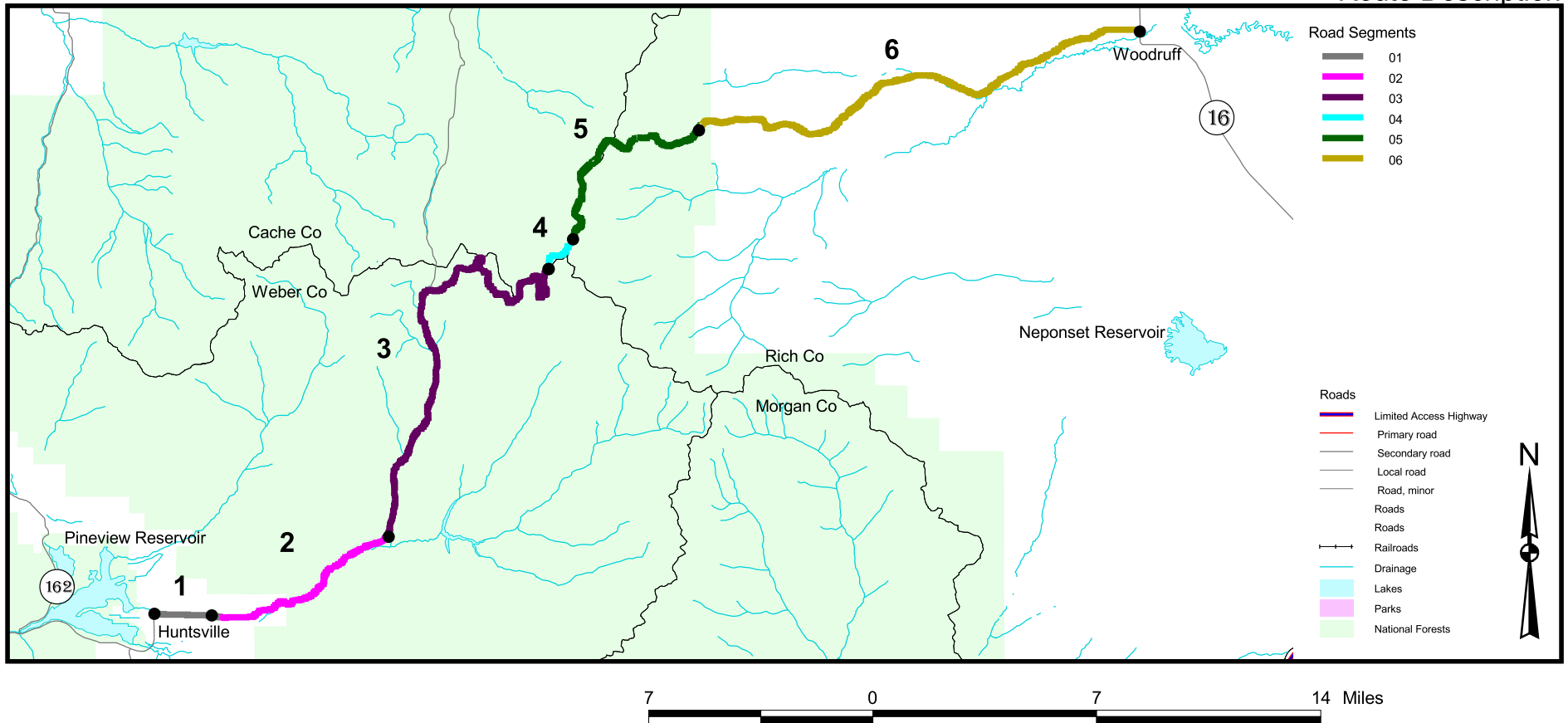


(Figures 3-12)

# Utah Forest Highway Network - Pavement Condition Ratings by County

Data is for state maintained roads only



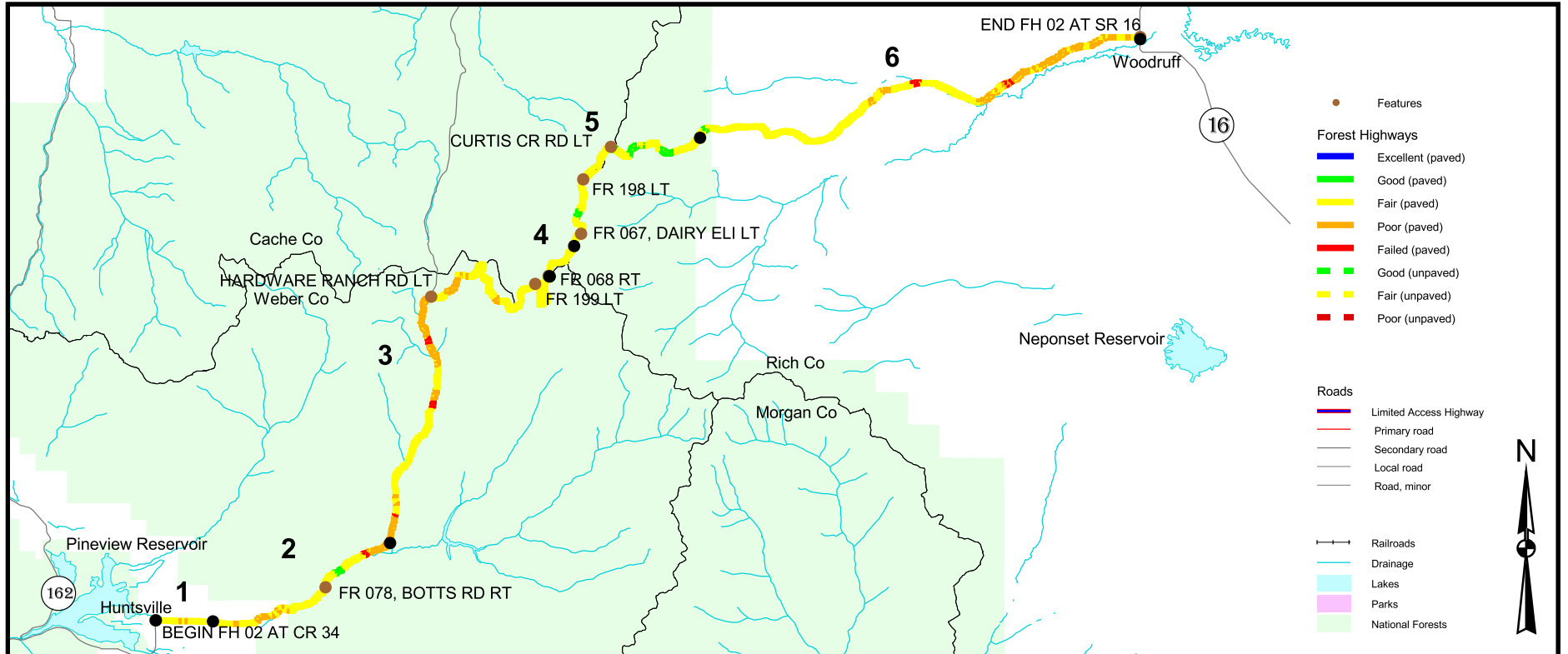


FH-02, Monte Cristo Road. This route starts at the junction with CR-34 in Huntsville and proceeds northeasterly 48.43 miles (77.92 km) on SR-39 to the junction with SR-16 in Woodruff. The section of the route west of the east Forest Boundary is designated as the Ogden River Scenic Byway. The Bureau of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



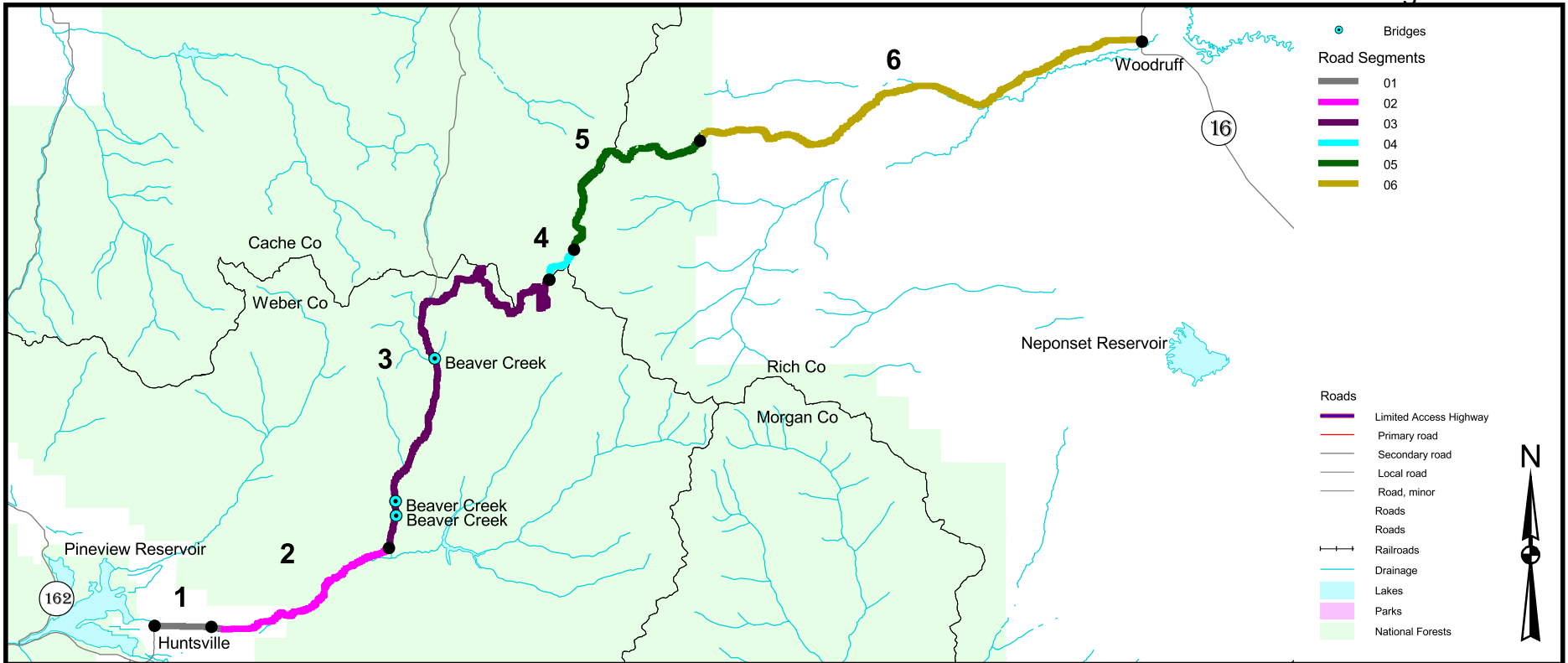
Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.



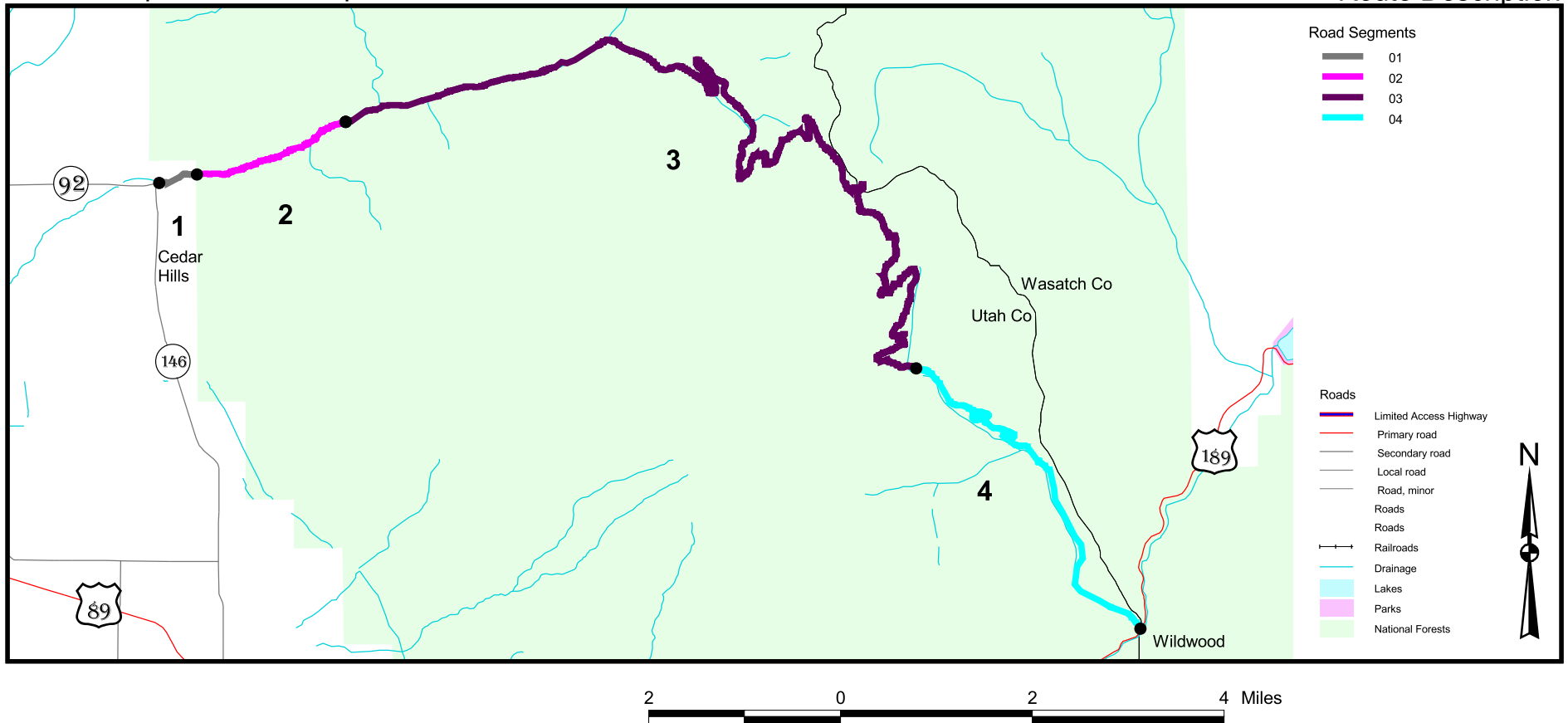
TOTAL ROUTE LENGTH: 48.43 Miles

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	2060	28	24	Flexible	121	11	61	Fair
2	2	SR 39	21.42	27.71	6.29	1570	28	24	Flexible	138	9	57	Fair
2	3	SR 39	27.71	43.64	15.93	600	28	24	Flexible	158	7	52	Fair
2	4	SR 39	43.64	45.02	1.38	554	28	24	Flexible	118	11	62	Fair
2	5	SR 39	45.02	52.31	7.29	367	28	24	Flexible	97	14	67	Fair
2	6	SR 39	52.31	67.75	15.44	263	28	24	Flexible	153	7	53	Fair





FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
2	SR-39	OD 388	28.7	Beaver Creek	UDOT	24.6	22.0	-	-	53.3
2	SR-39	OD 389	29.2	Beaver Creek	UDOT	23.9	32.1	-	-	67.3
2	SR-39	OD 395	33.0	Beaver Creek	UDOT	23.9	25.9	-	-	47.5

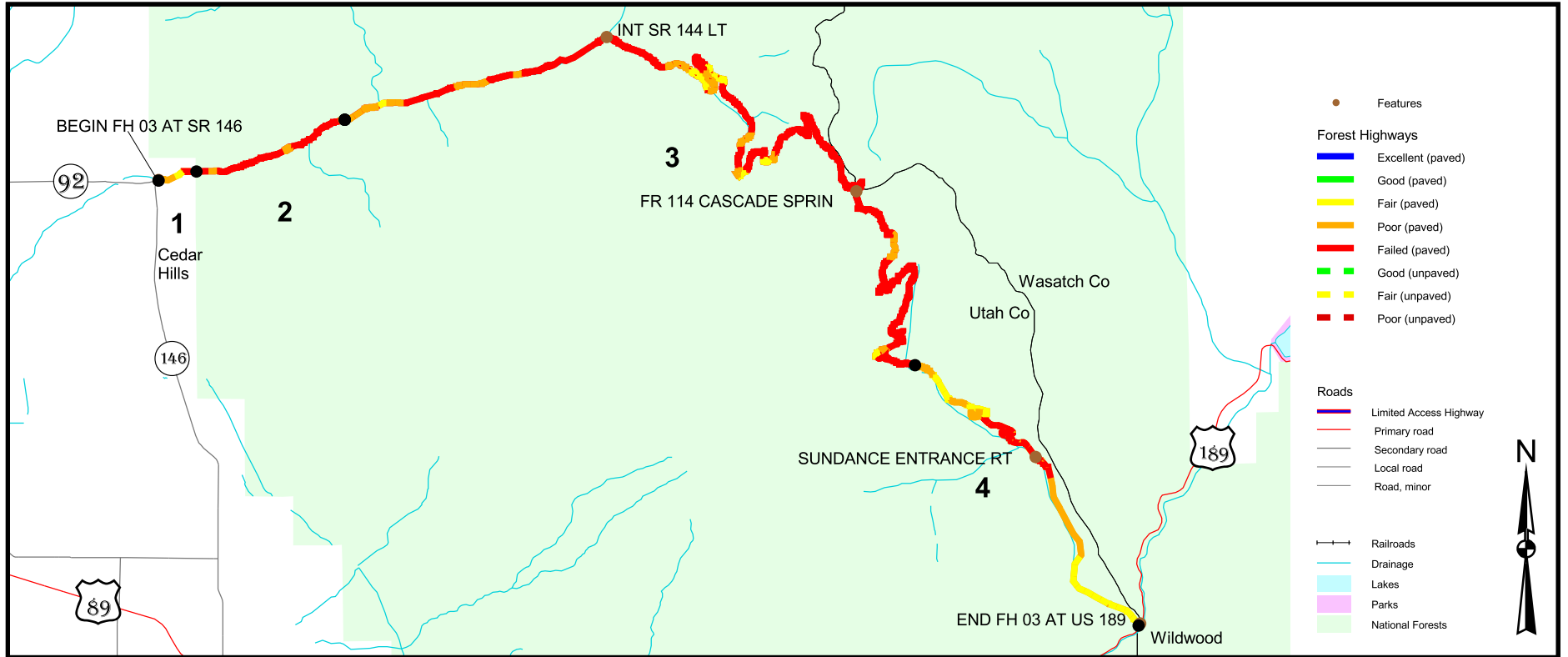


FH-03, Alpine Scenic Loop. This route starts at the junction with SR-146 and proceeds 19.72 miles (31.73 km) easterly and southeasterly on SR-92 via Timpanogos Cave National Monument to a junction with US-189 at Wildwood. It is designated as a scenic backway. The Bureau of Public Roads constructed both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

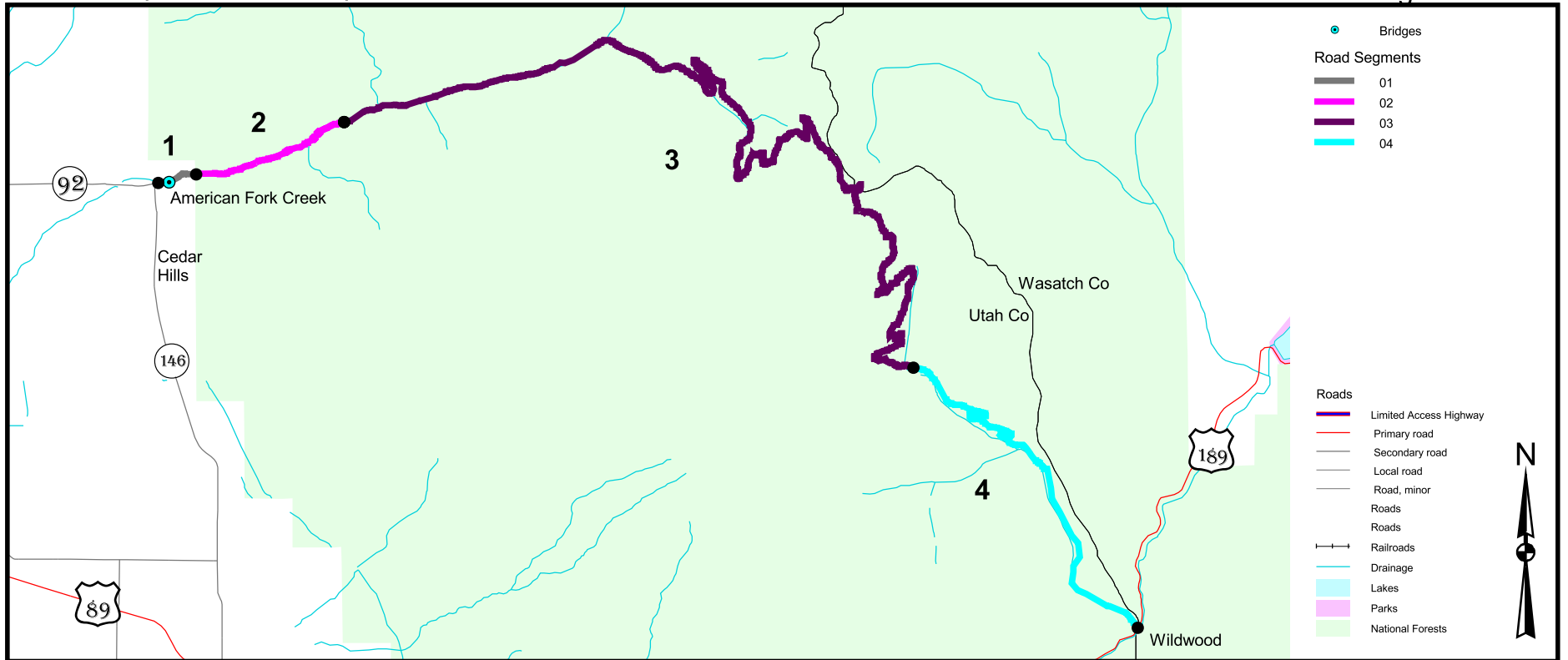


TOTAL ROUTE LENGTH: 19.72 Miles

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	2288	28	24	Flexible	206	1	43	Poor
3	2	SR 92	7.83	9.56	1.73	1470	28	24	Flexible	237	0	38	Failed
3	3	SR 92	9.56	22.54	12.98	470	28	24	Flexible	280	0	32	Failed
3	4	SR 92	22.54	27.12	4.58	728	22	22	Flexible	202	2	44	Poor

FH 3 Alpine Scenic Loop

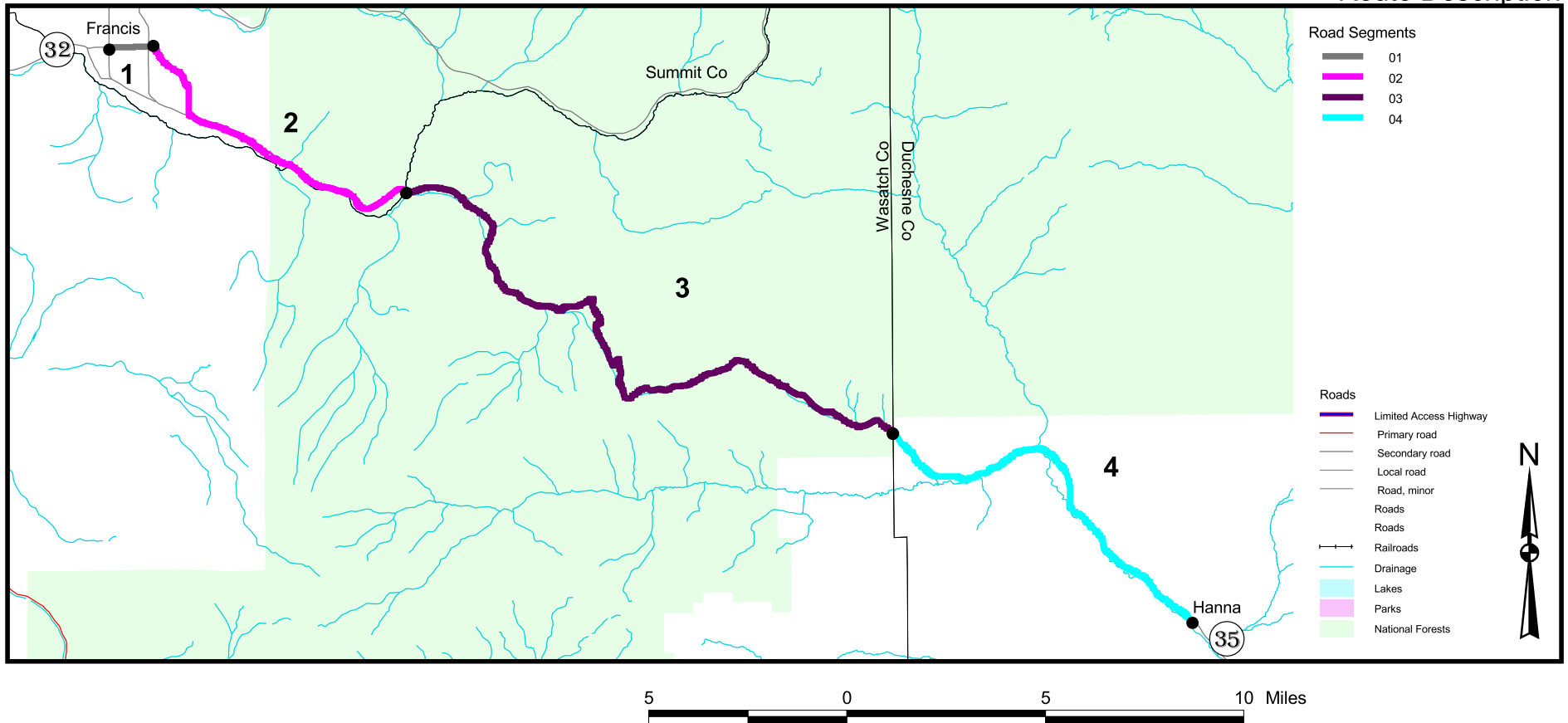
Bridge Condition



FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
3	SR-92	0D 431	7.6	American Fork Creek	UDOT	25.3	30.8	-	X	76.3

# FH 5 Wolf Creek Road

## Route Description

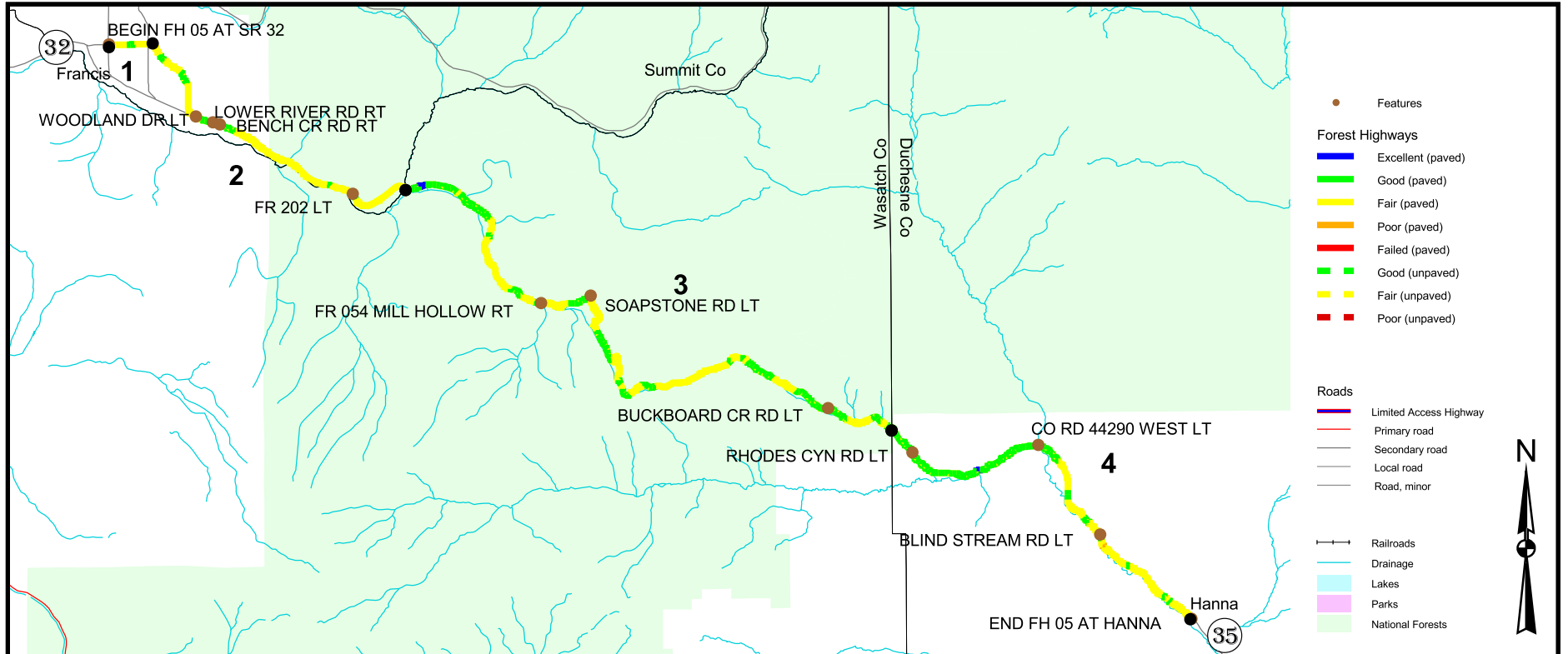


FH 5, Wolf Creek Road. This route starts at the junction with SR-32, in Francis and proceeds southeasterly 38 miles (61.14 km) on SR-35 to the junction with FDR-144 at the North Fork of the Duchesne River. The Federal Highway Administration has constructed the route from the west Forest Boundary easterly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

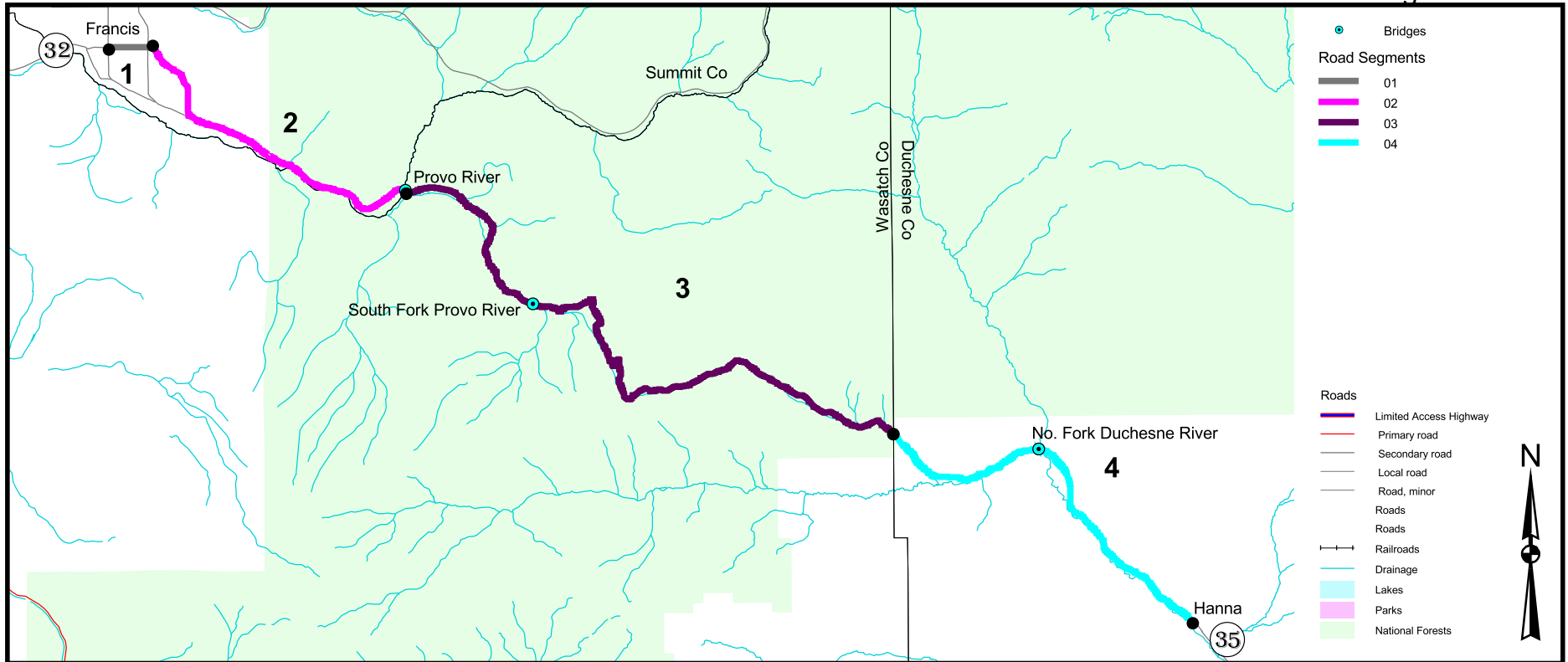


TOTAL ROUTE LENGTH: 38 Miles

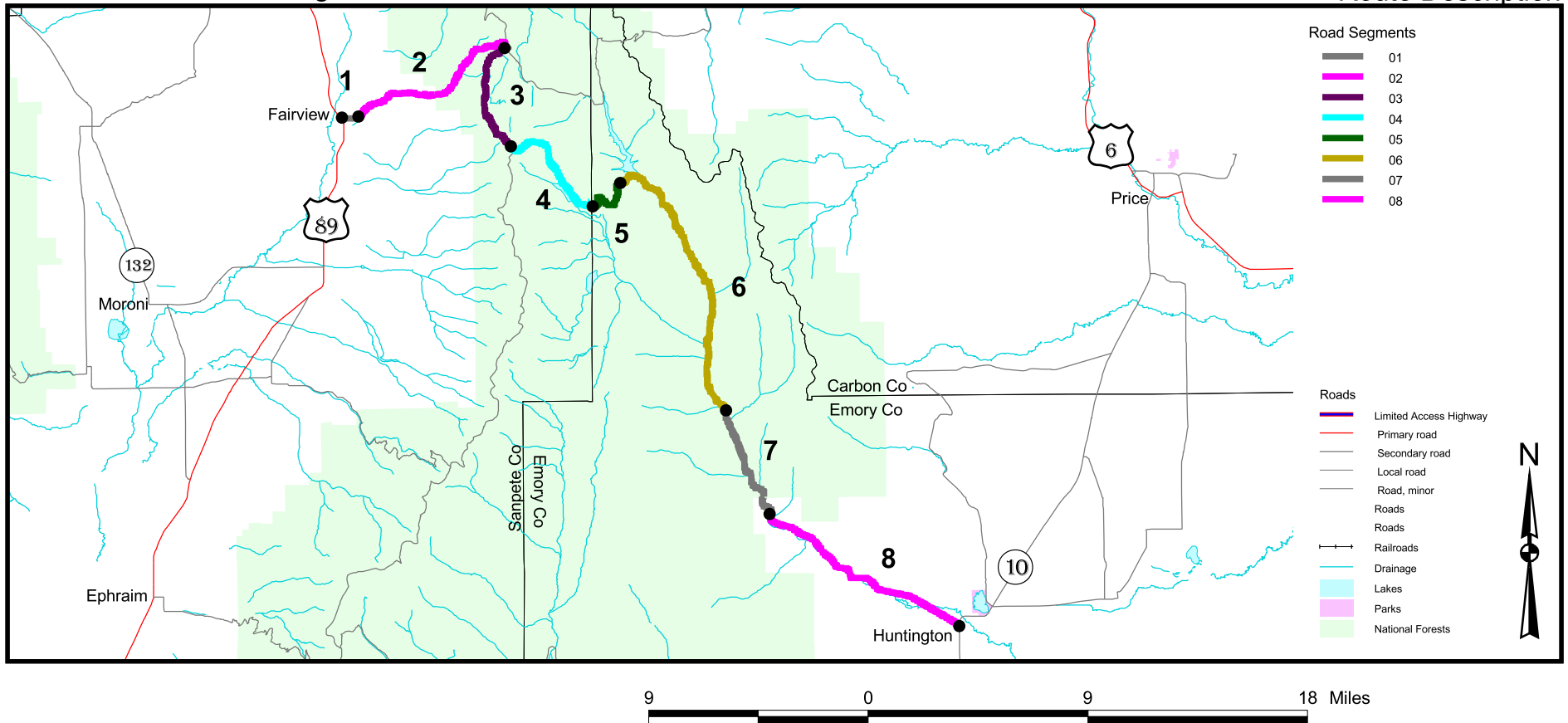
FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
5	1	SR 35	0.00	1.10	1.10	3415	24	24	Flexible	93	14	68	Fair
5	2	SR 35	1.10	9.57	8.47	1118	24	24	Flexible	102	13	66	Fair
5	3	SR 35	9.57	27.40	17.83	349	28	24	Flexible	91	14	69	Fair
5	4	SR 35	27.40	38.00	10.60	561	28	24	Flexible	87	15	70	Fair

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	SR-35	OF 464	9.5	Provo River	UDOT	30.5	95.1	-	-	76.5
5	SR-35	OE2449	17.2	South Fork Provo River	UDOT	28.5	28.2	-	-	85.1
5	SR-35	OF 650	32.6	No. Fork Duchesne River	UDOT	32.1	83.0	-	-	90.9



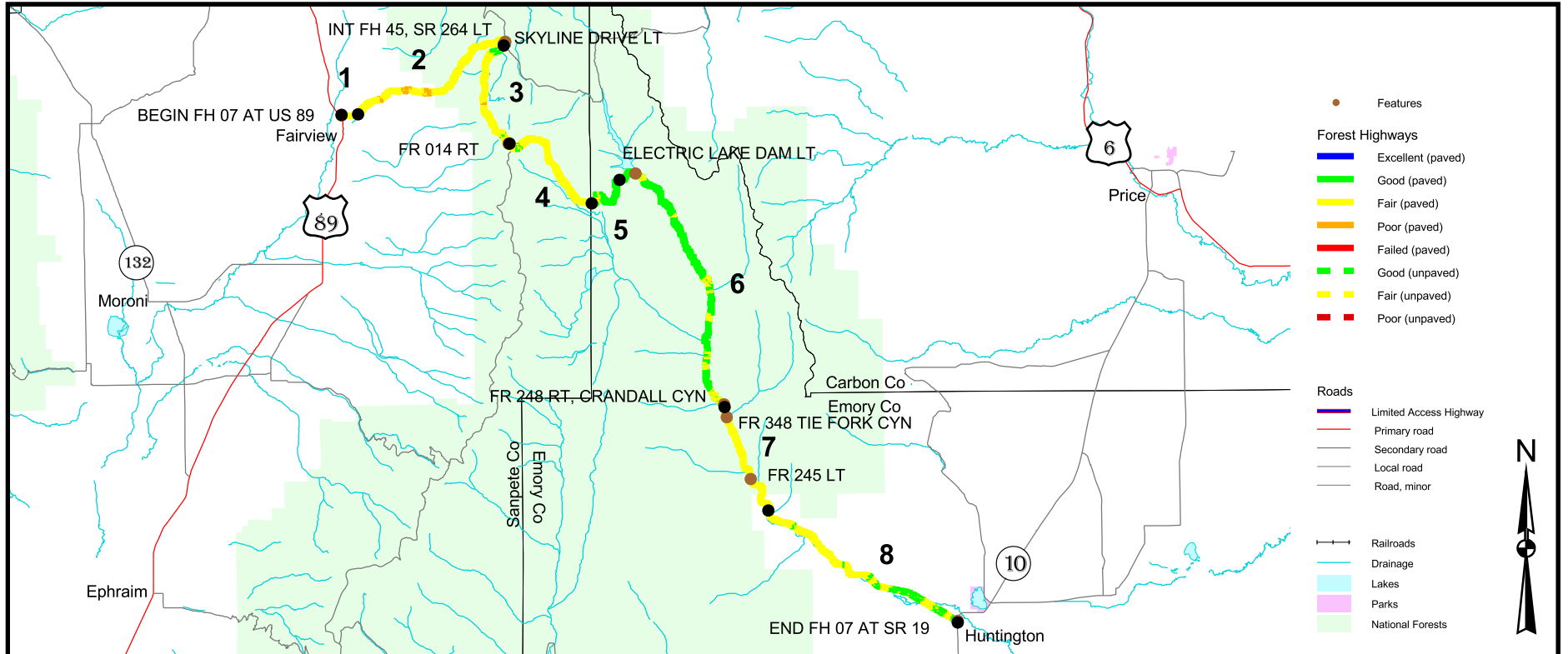
FH-07, Fairview-Huntington. This route starts at the junction with US-89 in Fairview and proceeds southeasterly 47.64 miles (76.65 km) on SR-31 to the junction with SR-10 near Huntington. It is designated the Huntington Canyon Scenic Byway. The Bureau of Public Roads built the portion in the National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

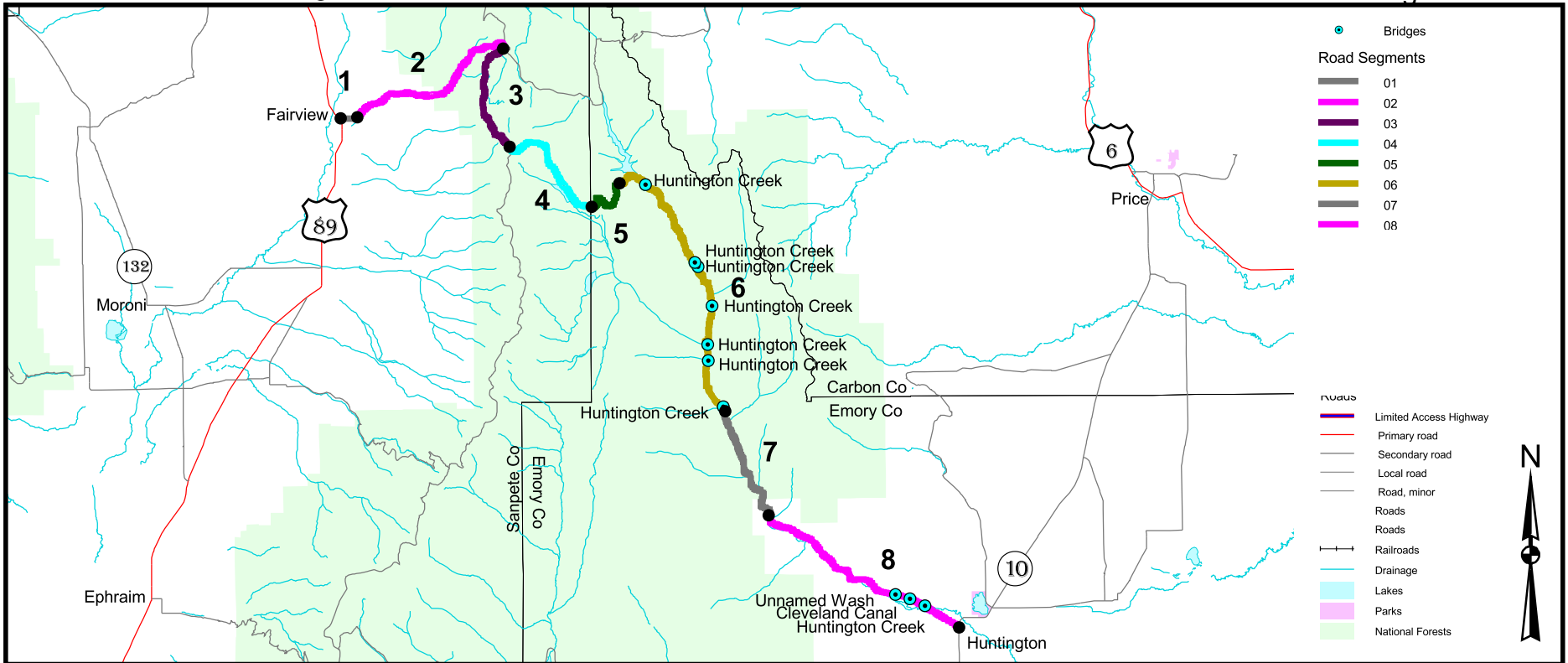


TOTAL ROUTE LENGTH: 47.64 Miles

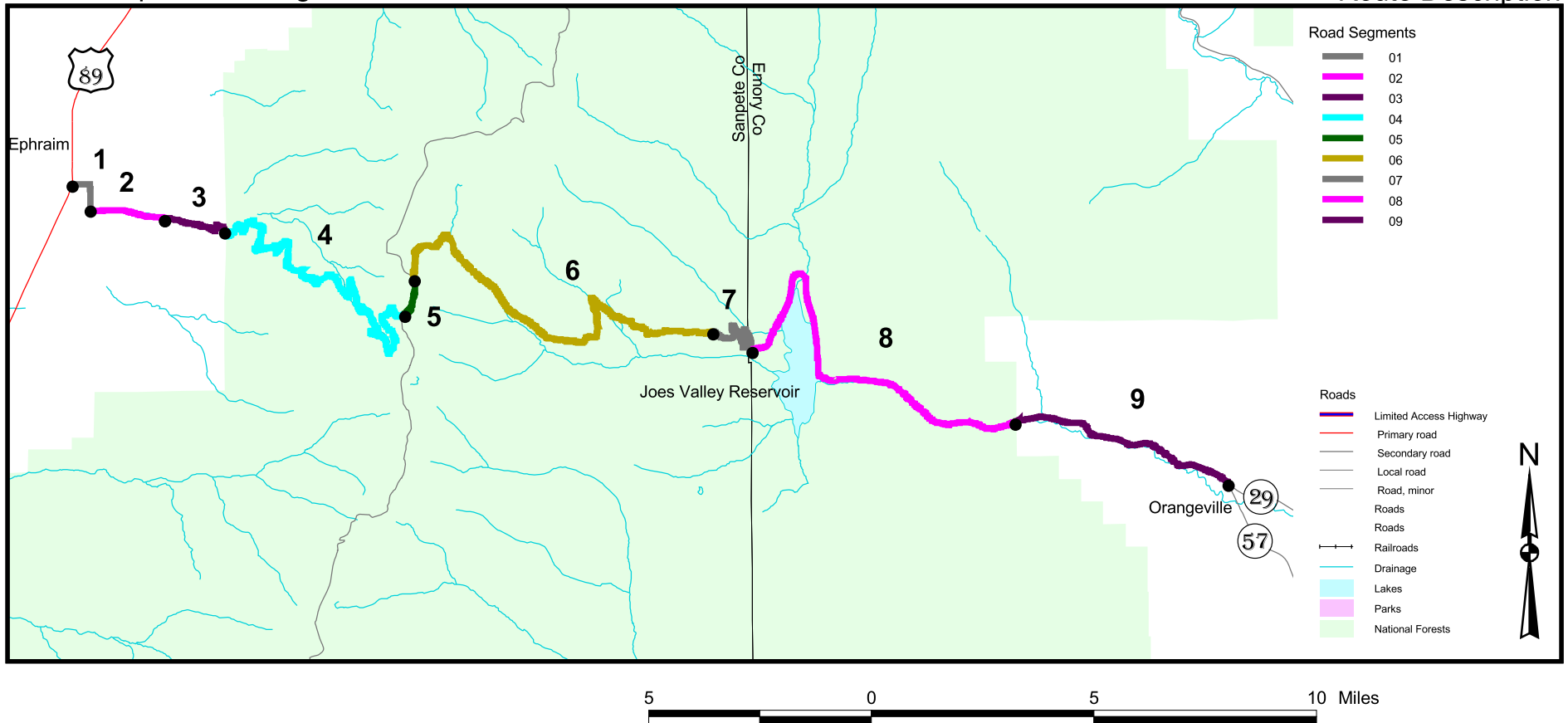
FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
7	1	SR 31	0.00	0.78	0.78	1813	24	24	Flexible	140	9	56	Fair
7	2	SR 31	0.78	8.54	7.76	1088	24	24	Flexible	141	9	56	Fair
7	3	SR 31	8.54	13.39	4.85	485	30	24	Flexible	118	11	62	Fair
7	4	SR 31	13.39	18.54	5.15	479	30	24	Flexible	116	11	62	Fair
7	5	SR 31	18.54	20.98	2.44	586	32	24	Flexible	79	16	72	Good
7	6	SR 31	20.98	33.06	12.08	331	32	24	Flexible	80	16	72	Good
7	7	SR 31	33.06	38.31	5.25	1738	32	24	Flexible	110	12	64	Fair
7	8	SR 31	38.31	47.64	9.33	4965	44	24	Flexible	98	13	67	Fair

FH 7 Fairview-Huntington

Bridge Condition

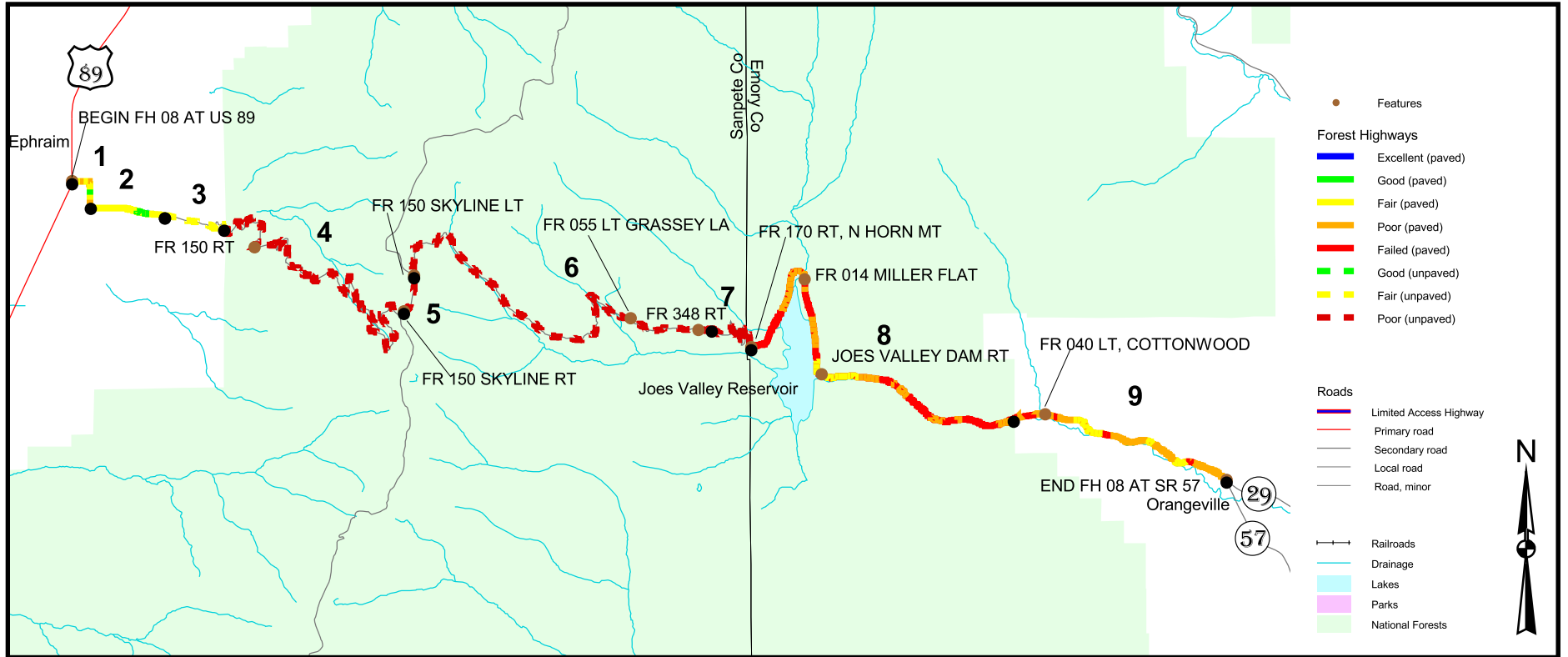


FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
7	SR-31	0D 806	22.4	Huntington Creek	UDOT	41.0	190.9	-	-	85.6
7	SR-31	0F 442	26.4	Huntington Creek	UDOT	29.8	64.0	-	-	75.8
7	SR-31	0F 441	26.6	Huntington Creek	UDOT	37.7	73.1	-	-	85.6
7	SR-31	0D 827	28.4	Huntington Creek	UDOT	37.1	63.0	-	-	80.3
7	SR-31	0E1947	30.1	Huntington Creek	UDOT	44.0	29.8	-	-	77.3
7	SR-31	0E1946	30.3	Huntington Creek	UDOT	42.0	25.9	-	-	77.3
7	SR-31	0D 810	31.6	Huntington Creek	UDOT	36.1	23.9	-	-	85.6
7	SR-31	0E2377	43.8	Unnamed Wash	UDOT	36.1	26.9	-	-	80.0
7	SR-31	0D 803	44.8	Cleveland Canal	UDOT	40.7	27.9	-	-	77.0
7	SR-31	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.

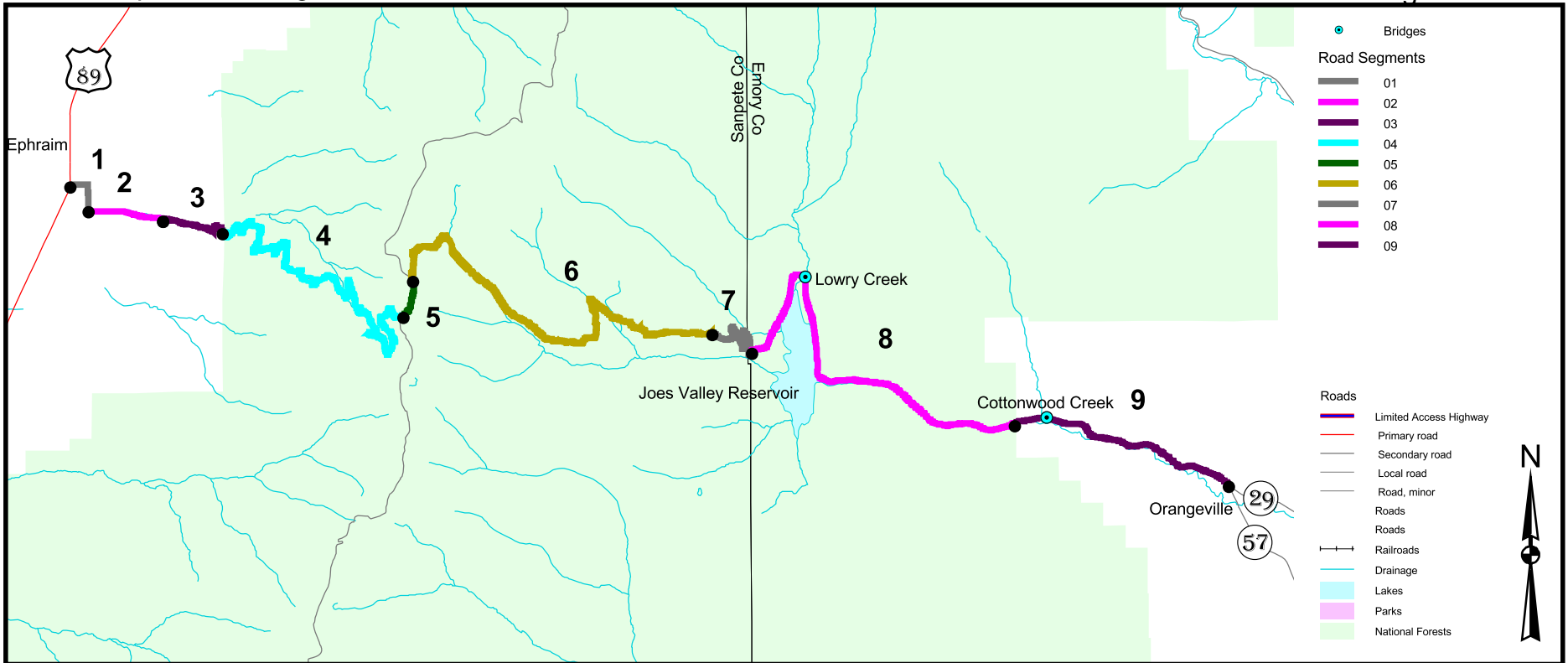


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

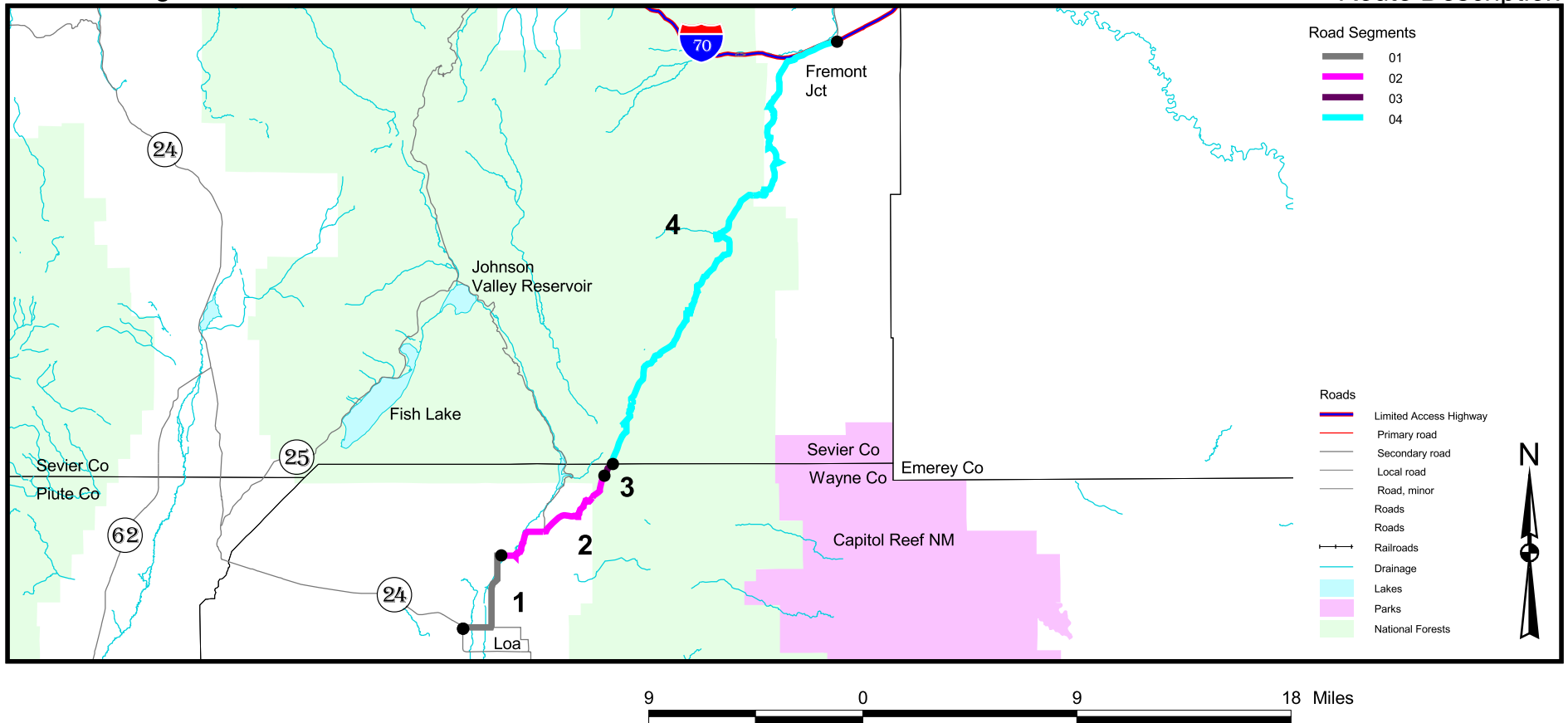


TOTAL ROUTE LENGTH: 44.08 Miles

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	N/A	28	24	Flexible	162	6	51	Fair
8	2	Cr 2496	0.95	2.68	1.73	N/A	28	24	Flexible	126	10	60	Fair
8	3	Cr 2496	2.68	4.31	1.63	N/A	20	N/A	Granular	N/A	N/A	N/A	Fair
8	4	Cr 2496	4.31	15.50	11.19	N/A	20	N/A	Granular	N/A	N/A	N/A	Poor
8	5	Cr 2496	15.50	16.37	0.87	N/A	16	N/A	Granular	N/A	N/A	N/A	Poor
8	6	Cr 2496	16.37	26.79	10.42	N/A	14	N/A	Granular	N/A	N/A	N/A	Poor
8	7	Cr 2496	26.79	29.32	2.53	N/A	22	N/A	Granular	N/A	N/A	N/A	Poor
8	8	SR 29	0.00	9.45	9.45	585	24	24	Flexible	224	0	40	Failed
8	9	SR 29	9.45	14.76	5.31	1385	26	24	Flexible	189	3	46	Poor



FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
8	SR-29	0D 742	2.4	Lowry Creek	UDOT	23.9	33.1	-	-	75.6
8	SR-29	0E1114	10.2	Cottonwood Creek	UDOT	27.2	23.0	-	-	71.5

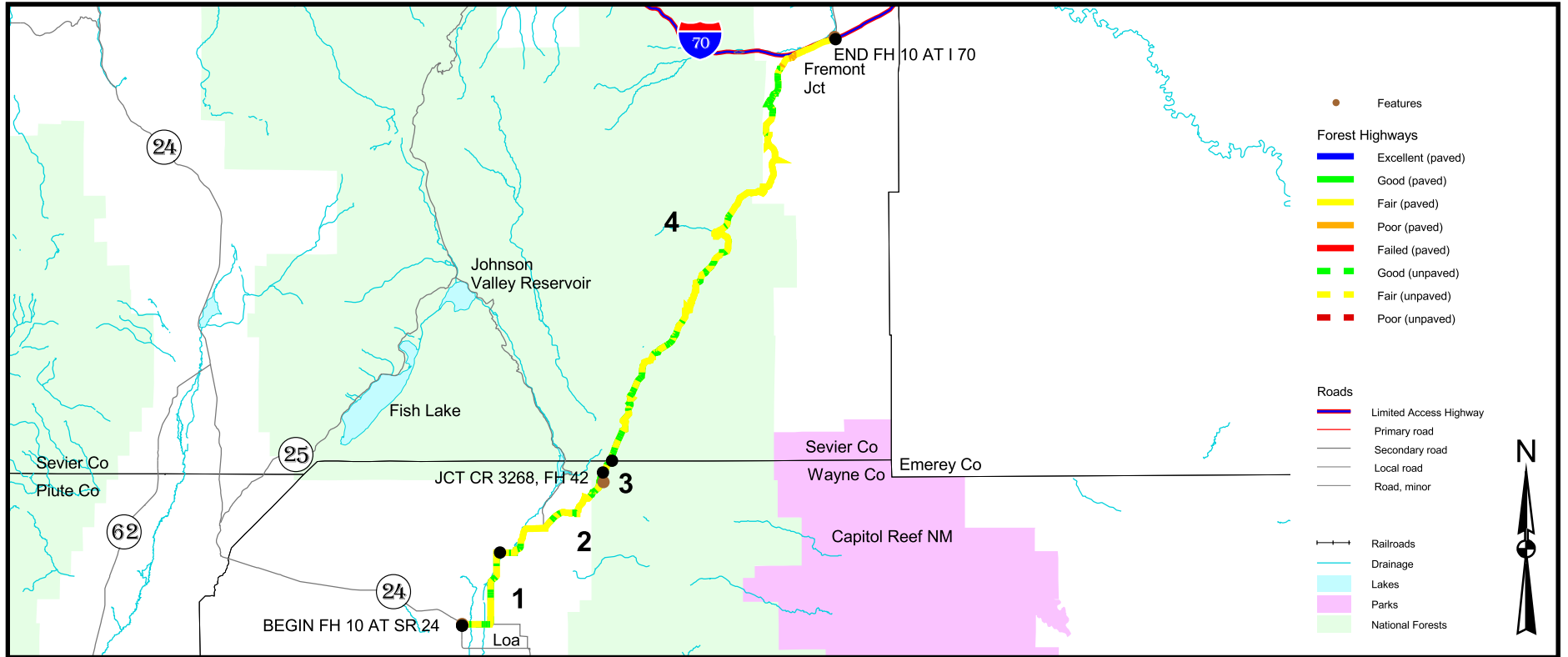


FH-10, Hogan Pass. This route starts at the junction with SR-24 in Loa and proceeds northeasterly 36.71 miles (59.07 km) on SR-72 to the junction with I-70 at exit 89. The Federal Highway Administration reconstructed most of this route between 1985 and 1989

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.

# FH 10 Hogan Pass

# Pavement Condition

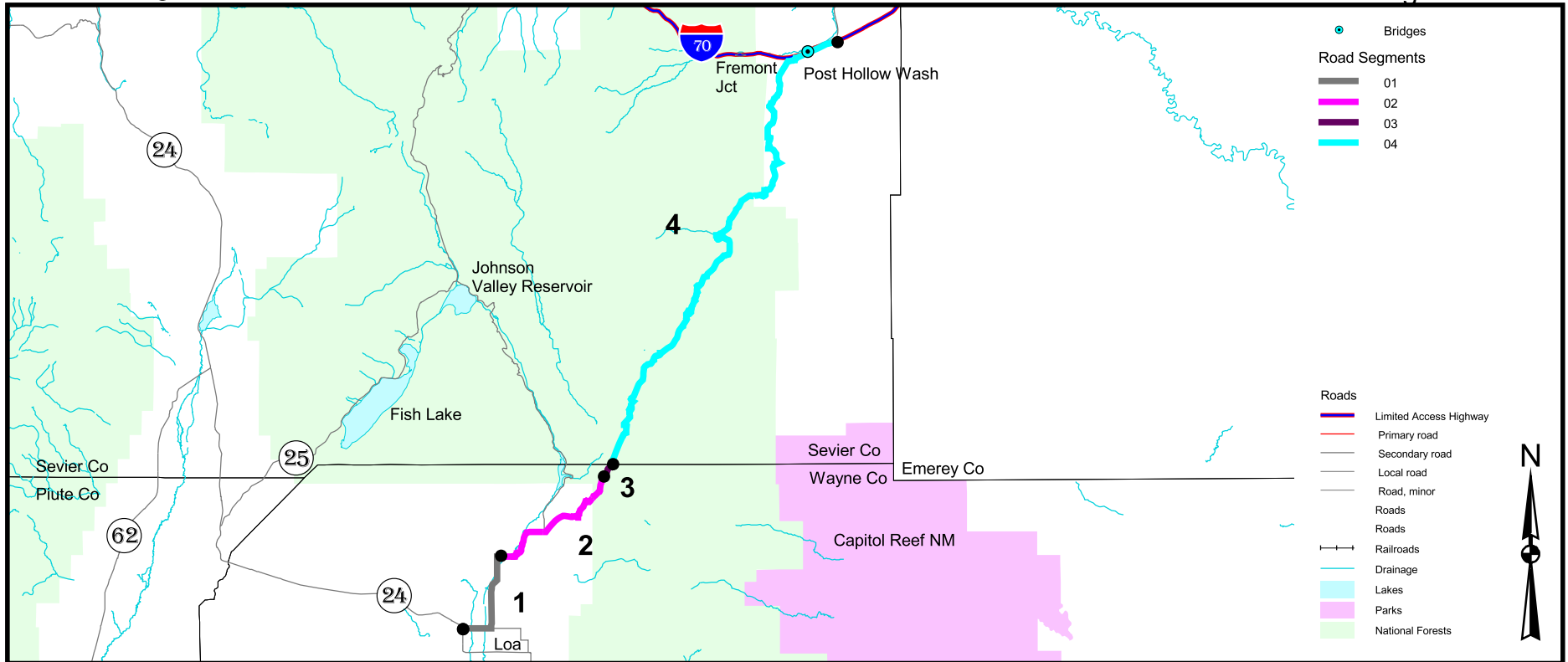


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.



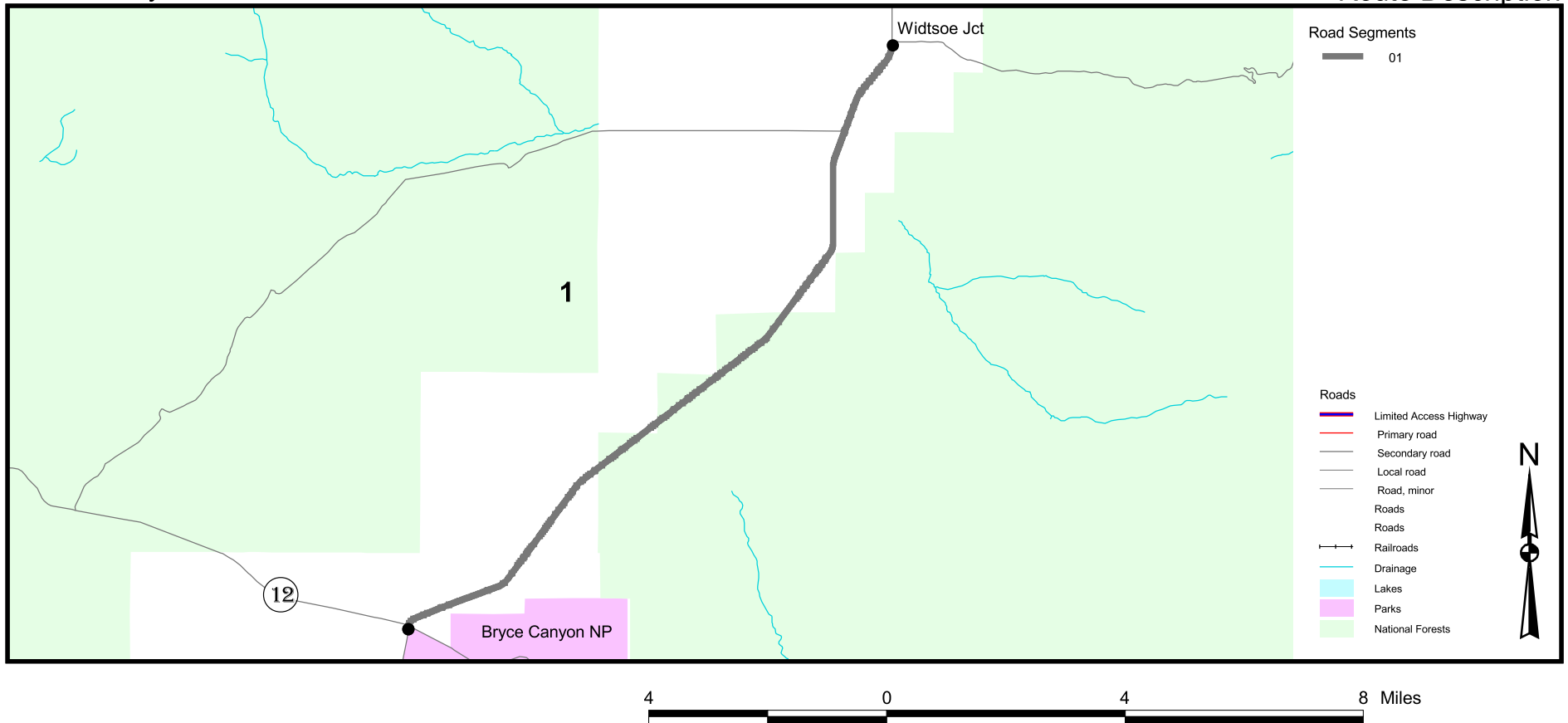
TOTAL ROUTE LENGTH: 36.71 Miles

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	502	24	24	Flexible	89	15	69	Fair
10	2	SR 72	4.44	10.95	6.51	230	32	24	Flexible	94	14	68	Fair
10	3	SR 72	10.95	11.77	0.82	130	32	24	Flexible	74	16	74	Good
10	4	SR 72	11.77	36.71	24.94	125	32	24	Flexible	98	13	67	Fair



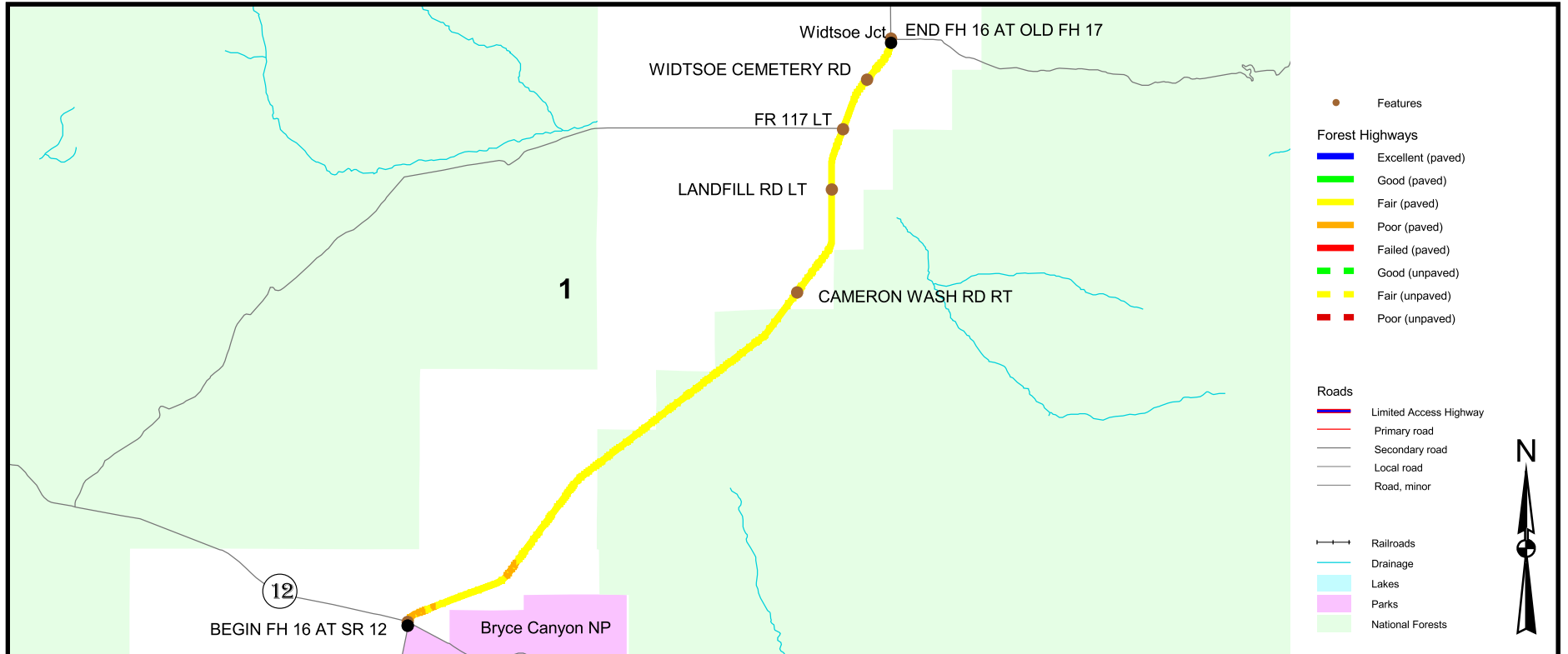
FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
10	SR-72	0A 387	34.2	Post Hollow Wash	UDOT	23.9	89.9	-	-	79.7





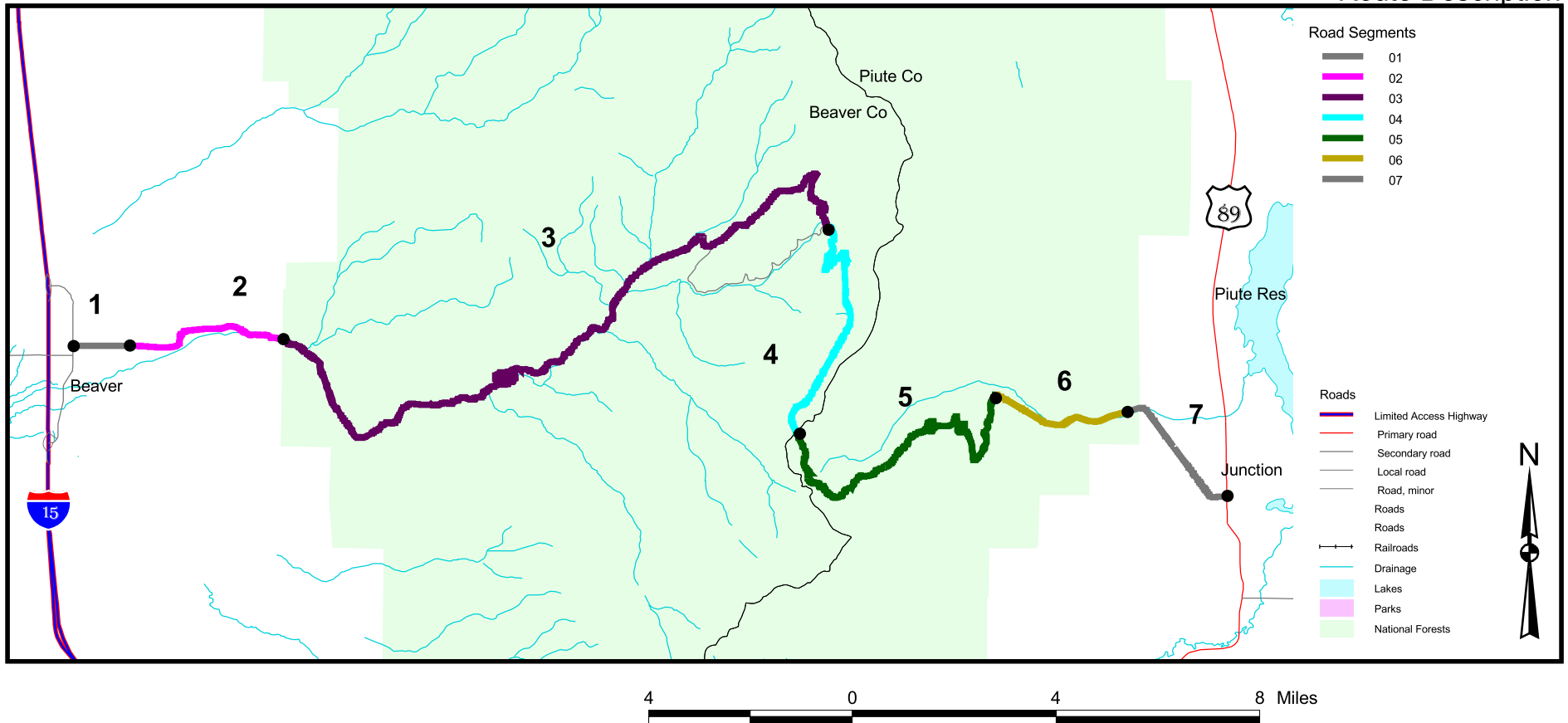
FH-16, Bryce-Widtsoe. This route starts at the junction with SR-12 north of Bryce Canyon National Park and proceeds northeasterly 13.45 miles (21.64 km) on a CR-1660 to Widtsoe Junction (old FH-17, Escalante Canyon). It was originally constructed by the Bureau of Public Roads in 1930 and 1931 and reconstructed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



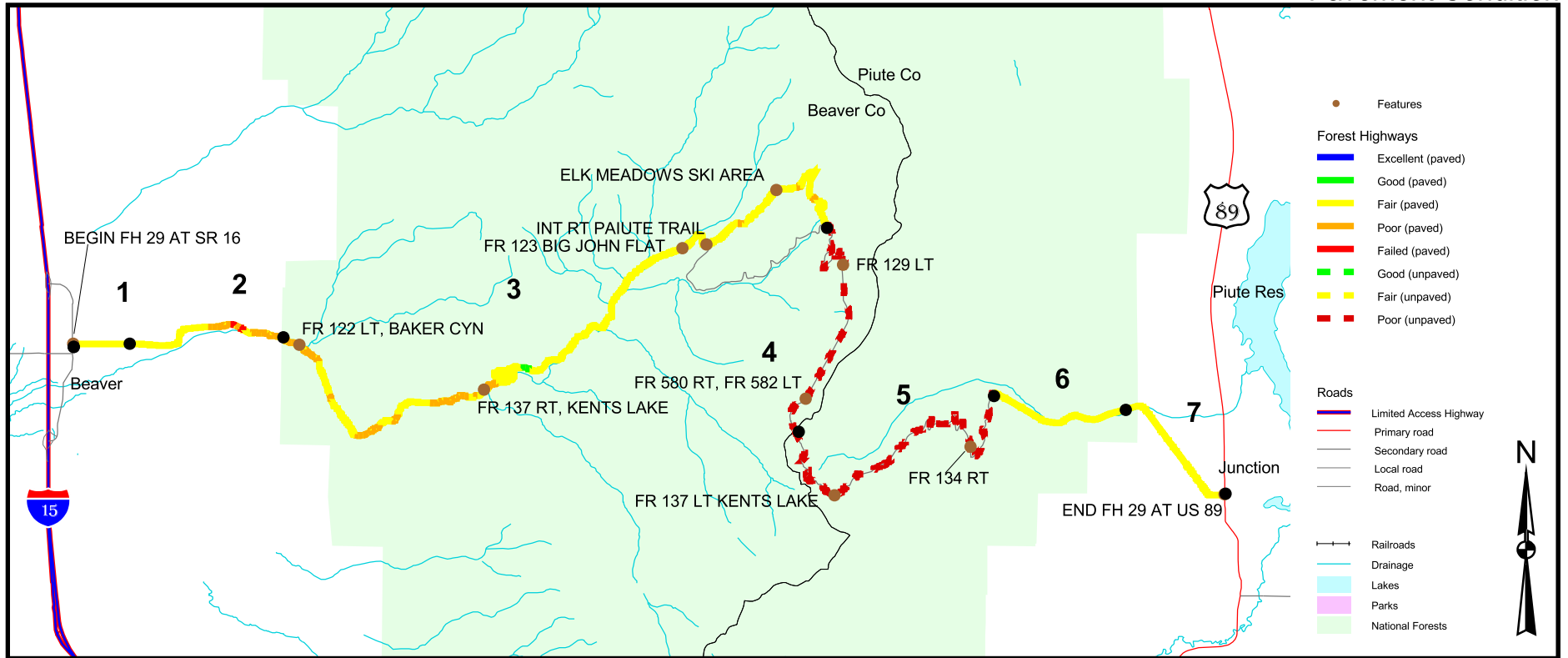
TOTAL ROUTE LENGTH: 13.45 Miles

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	N/A	24	24	Flexible	135	9	57	Fair



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.

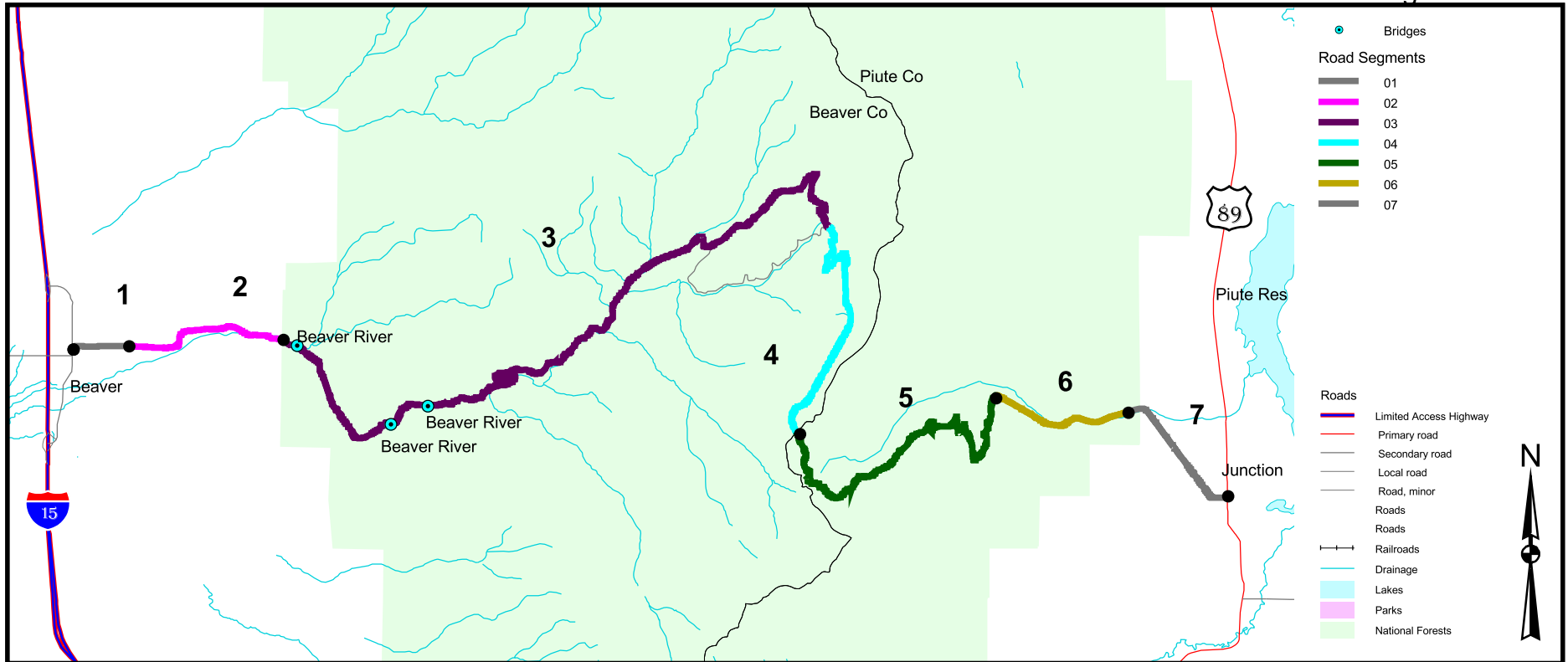


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

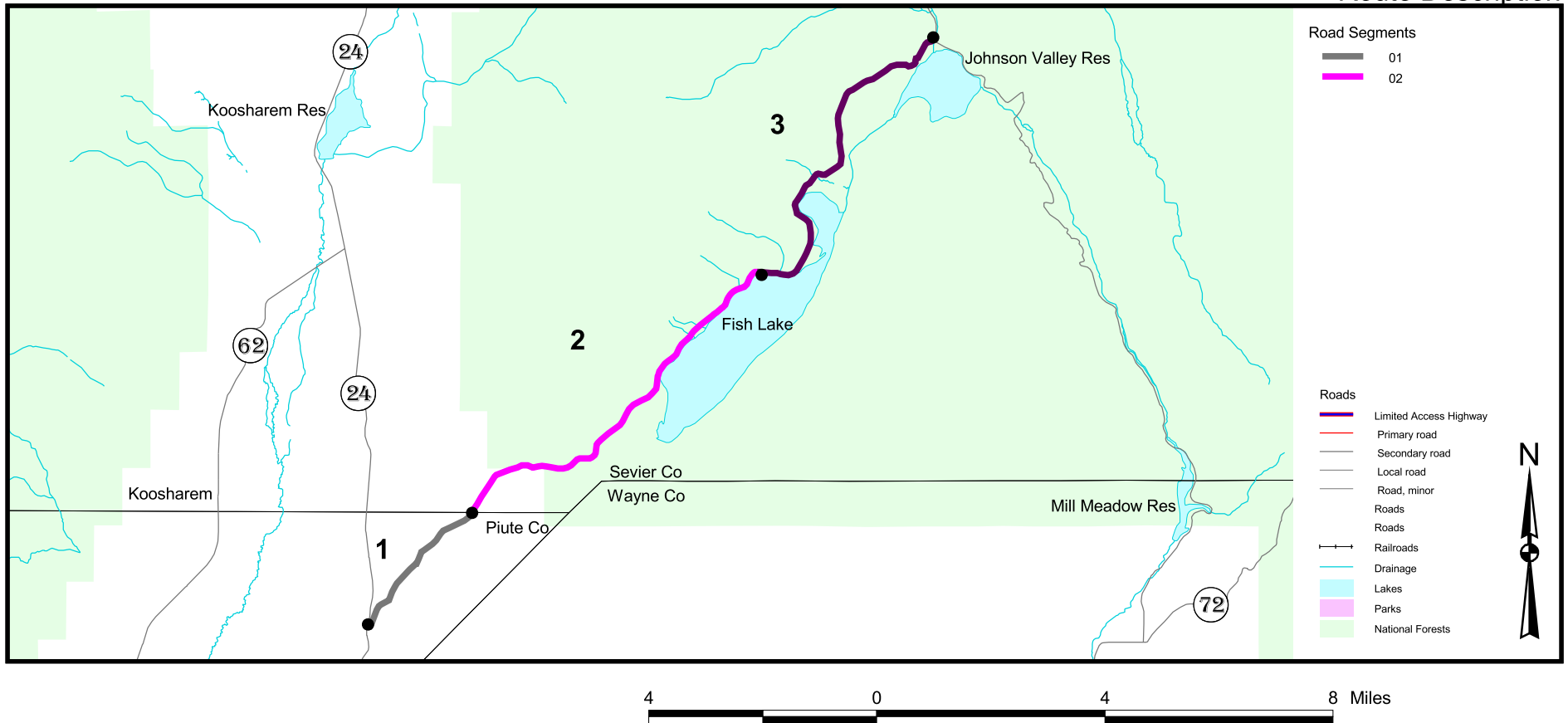


TOTAL ROUTE LENGTH: 40.46 Miles

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	3595	30	24	Flexible	117	11	62	Fair
29	2	SR 153	1.11	4.43	3.32	1355	24	24	Flexible	158	7	52	Fair
29	3	SR 153	4.43	21.17	16.74	93	24	24	Flexible	146	8	55	Fair
29	4	SR 153	21.17	26.71	5.54	80	14	N/A	Granular	N/A	N/A	N/A	Poor
29	5	SR 153	26.71	34.79	8.08	80	14	N/A	Granular	N/A	N/A	N/A	Poor
29	6	SR 153	34.79	37.67	2.88	80	26	24	Flexible	144	8	55	Fair
29	7	SR 153	37.67	40.46	2.79	165	26	24	Flexible	141	9	56	Fair

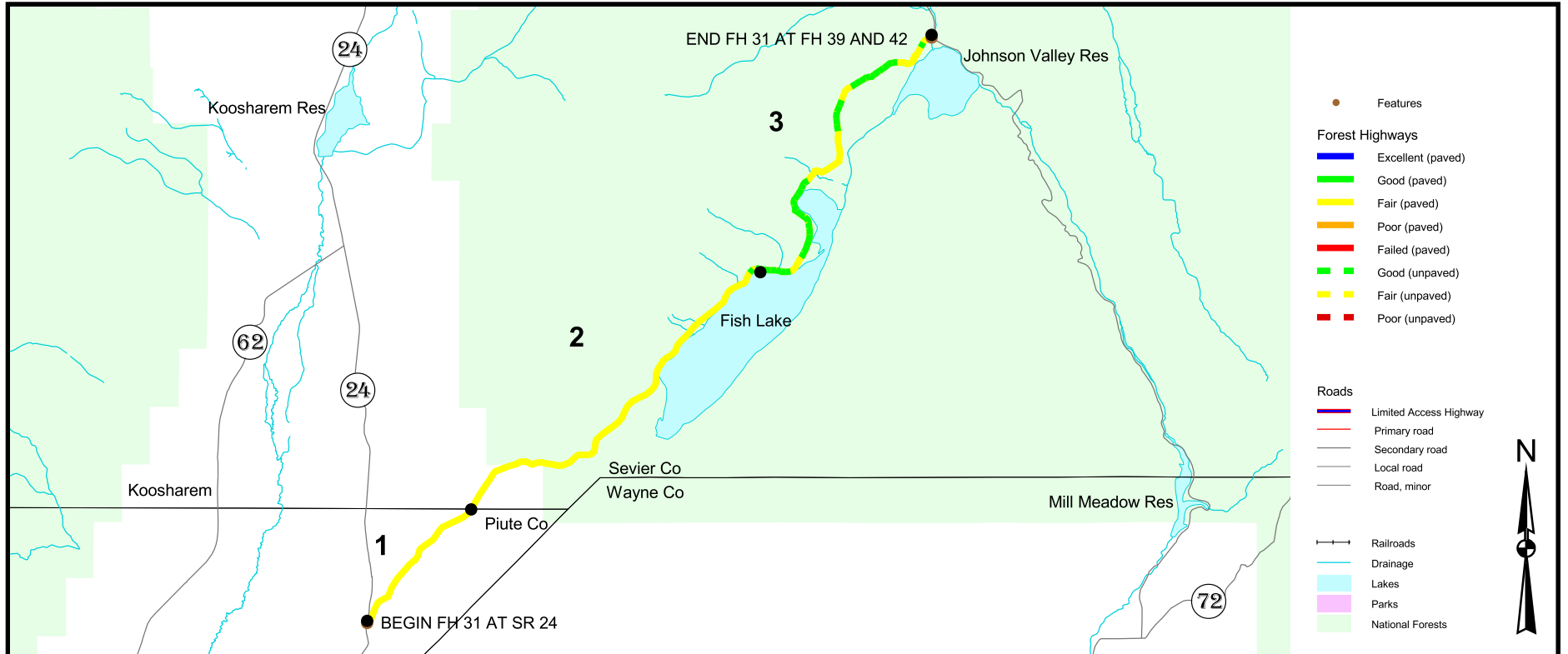


FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
29	SR-153	0F 519	4.8	Beaver River	UDOT	32.8	34.1	-	-	73.0
29	SR-153	0D 816	7.8	Beaver River	UDOT	23.9	22.0	-	-	75.8
29	SR-153	0D 817	8.5	Beaver River	UDOT	23.9	22.0	-	-	76.8



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.



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.

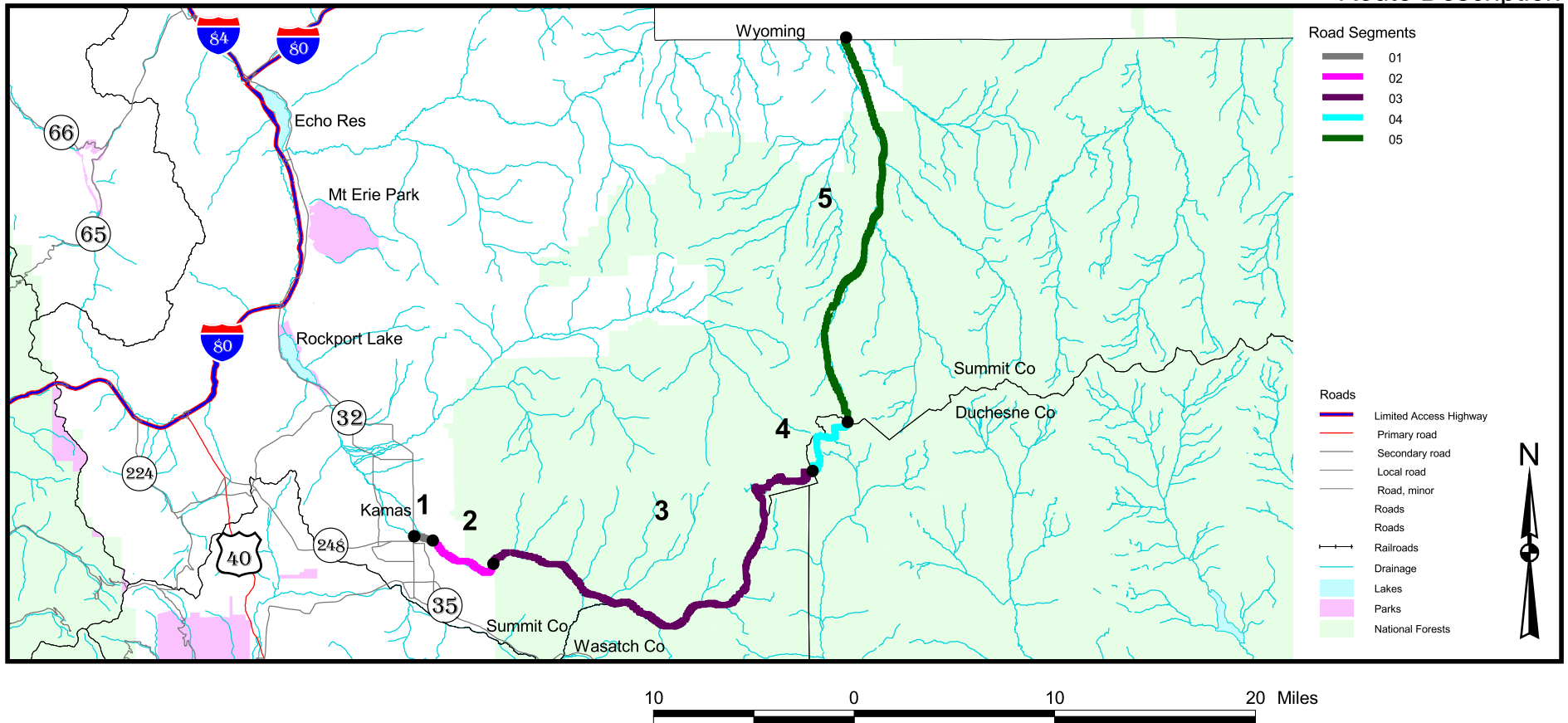


TOTAL ROUTE LENGTH: 16.33 Miles

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	70	24	24	Flexible	135	9	57	Fair
31	2	SR 25	2.83	9.95	7.12	65	24	24	Flexible	119	11	61	Fair
31	3	CR 2554	9.95	16.33	6.38	N/A	24	24	Flexible	90	14	69	Fair

# FH 34 Mirror Lake Road

## Route Description



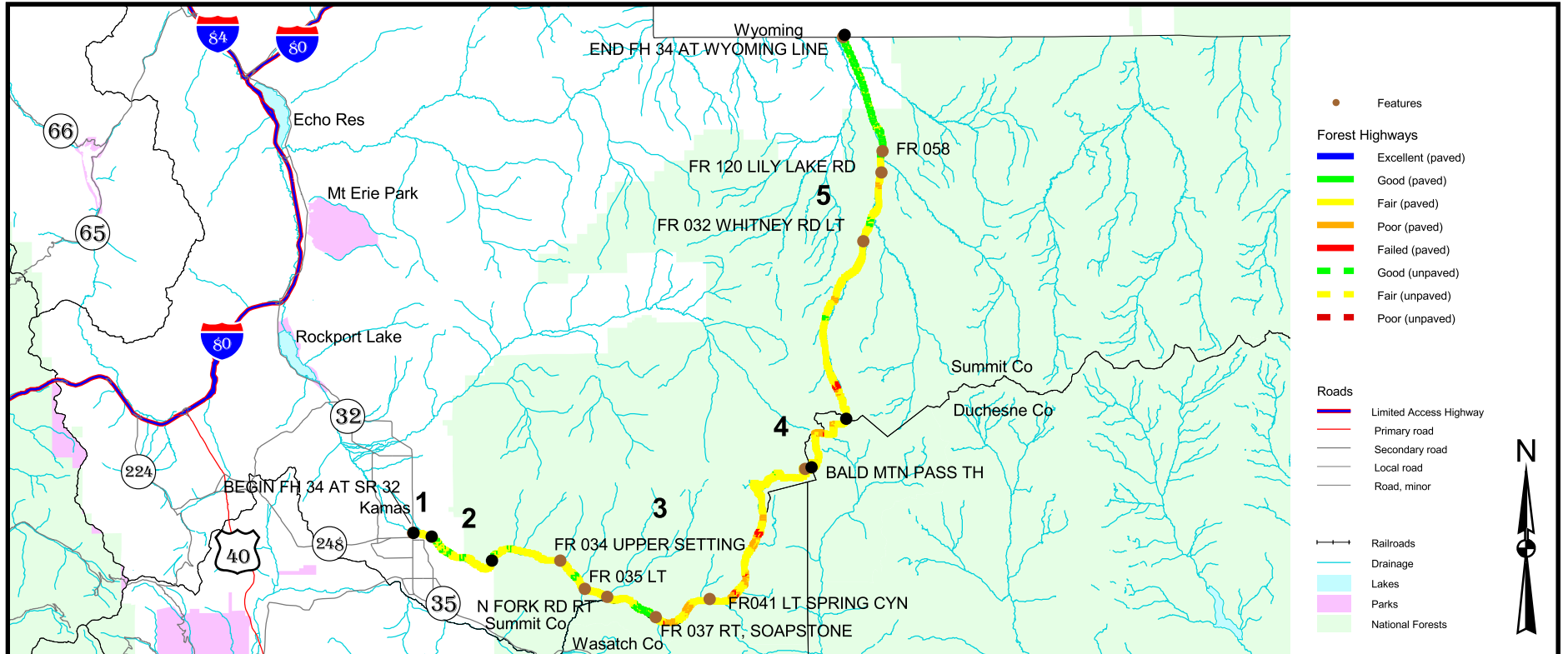
FH-34, Mirror Lake Road. This route starts at the junction with SR-32 in Kamas and proceeds northeasterly 54.69 miles (88 km) on SR-150 to the Wyoming State Line. It is designated the Mirror Lake Scenic Byway. The entire route from the west Forest Boundary to the Wyoming State Line was constructed by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

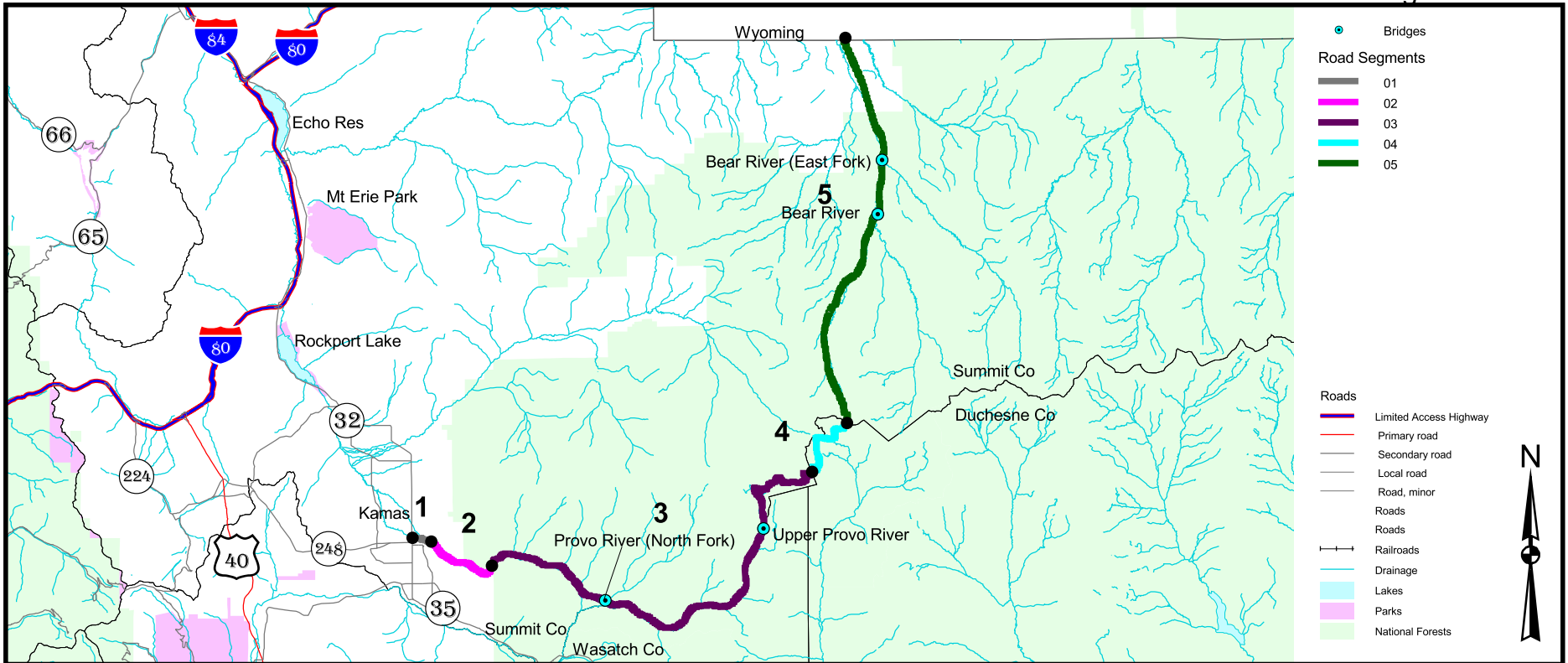


TOTAL ROUTE LENGTH: 54.69 Miles

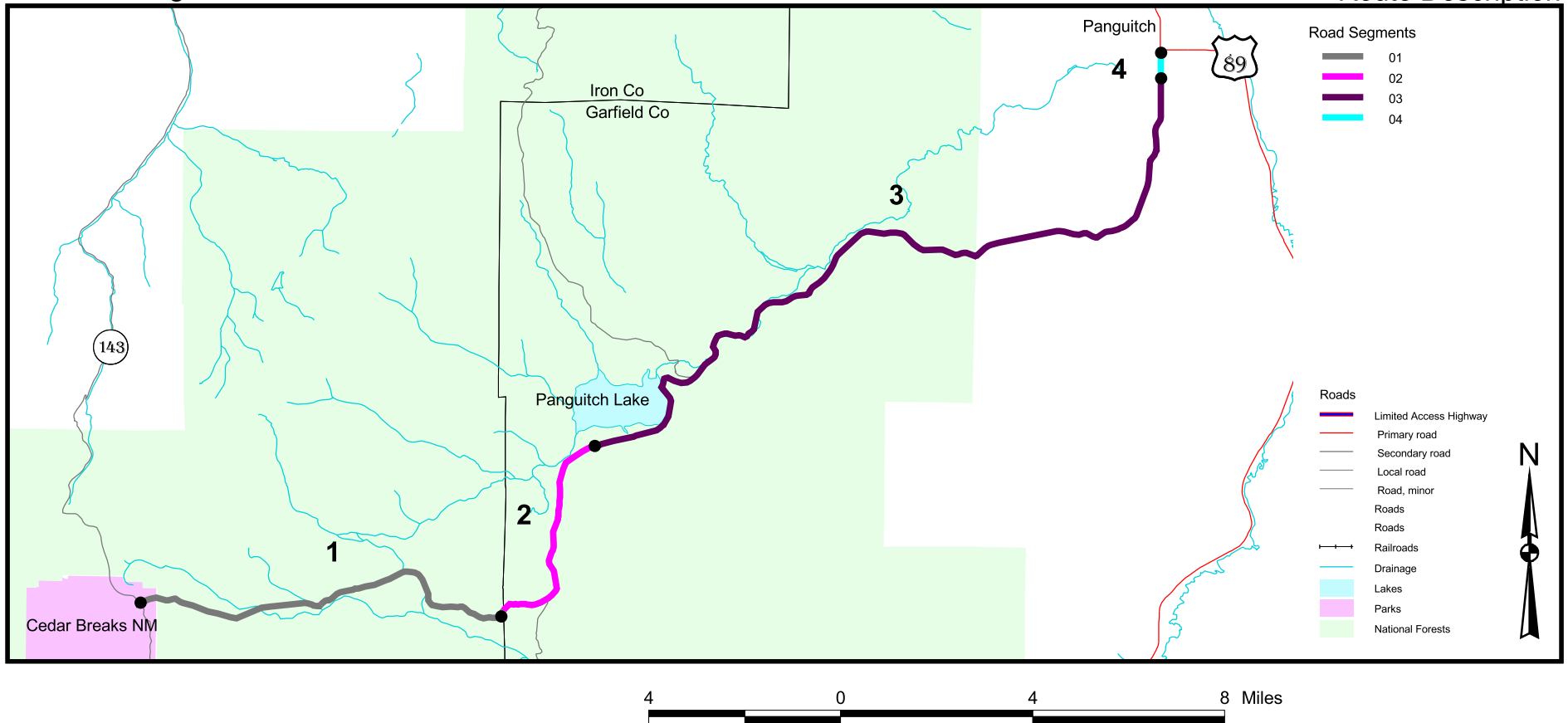
FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
34	1	SR 150	0.00	1.06	1.06	1979	30	24	Flexible	119	11	61	Fair
34	2	SR 150	1.06	4.87	3.81	1373	34	24	Flexible	93	14	68	Fair
34	3	SR 150	4.87	29.60	24.73	939	30	24	Flexible	128	10	59	Fair
34	4	SR 150	29.60	34.17	4.57	750	28	24	Flexible	143	8	56	Fair
34	5	SR 150	34.17	54.69	20.52	238	36	24	Flexible	112	12	63	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	SR-150	OF 725	11.6	Provo River (North Fork)	UDOT	27.9	30.8	-	-	88.3
34	SR-150	OF 724	23.1	Upper Provo River	UDOT	27.9	30.8	-	-	88.3
34	SR-150	OD 269	45.5	Bear River	UDOT	26.9	55.1	-	-	77.7
34	SR-150	OC 128	48.2	Bear River (East Fork)	UDOT	26.9	107.9	-	-	63.6

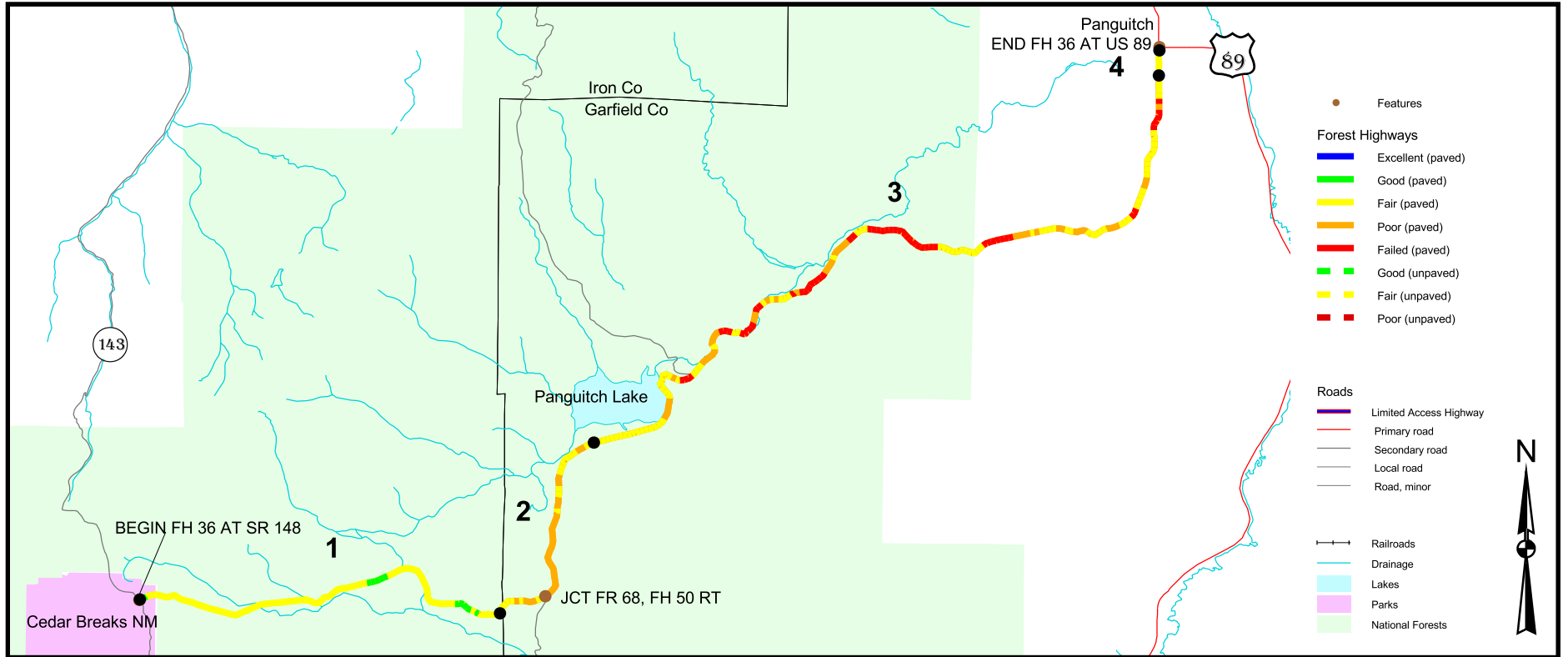


FH-36, Panguitch Lake Road. This route starts at the junction with SR-148 in Cedar Breaks National Monument and proceeds northeasterly 31.5 miles (50.68 km) on SR-143 to the junction with US-89 in Panguitch. This route is part of the Brian Head-Panguitch Scenic Byway. The Bureau of Public Roads reconstructed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

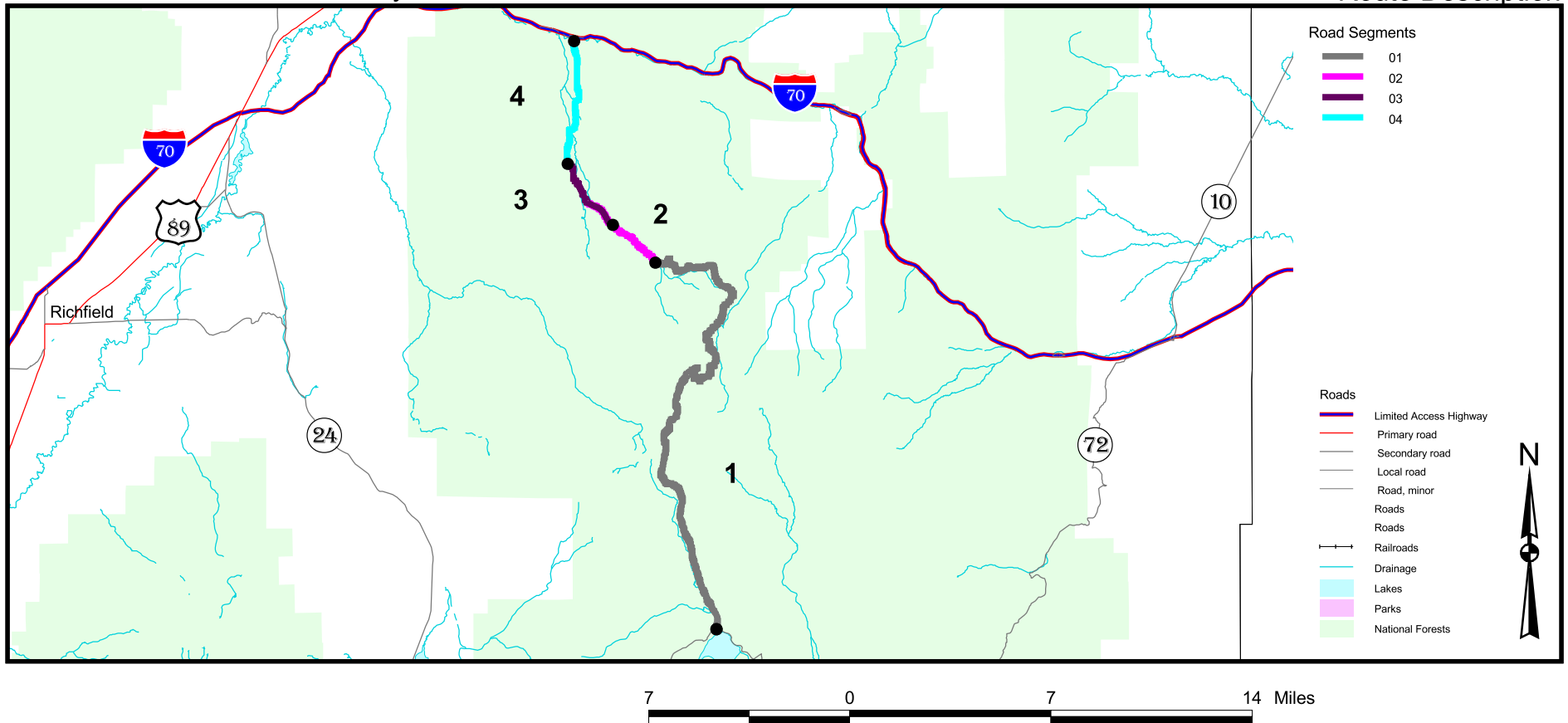


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.



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	413	26	24	Flexible	112	12	63	Fair
36	2	SR 143	27.59	32.26	4.67	406	26	24	Flexible	171	5	50	Poor
36	3	SR 143	32.26	49.90	17.64	799	26	24	Flexible	185	4	47	Poor
36	4	SR 143	49.90	50.51	0.61	858	26	24	Flexible	123	11	60	Fair

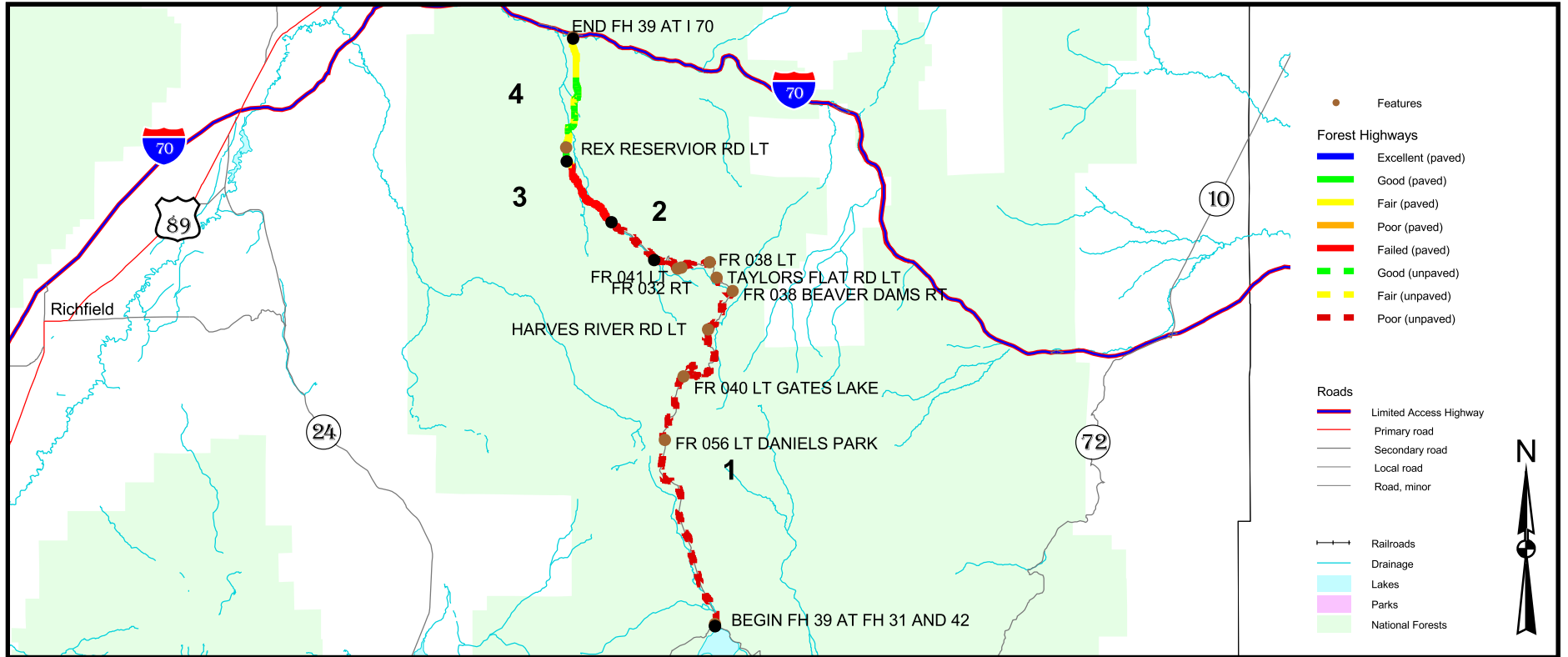


FH-39, Sevenmile-Gooseberry. This route starts at the junction with CR-2554 (FH-31) and CR-3268 (FH-42) near Johnson Reservoir and proceeds northerly 29 miles (46.66 km) on CR-2554 to I-70 at exit 61, about 8 miles east of Salina. It is part of the Gooseberry-Fremont Scenic Backway. Forest Highway funds 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

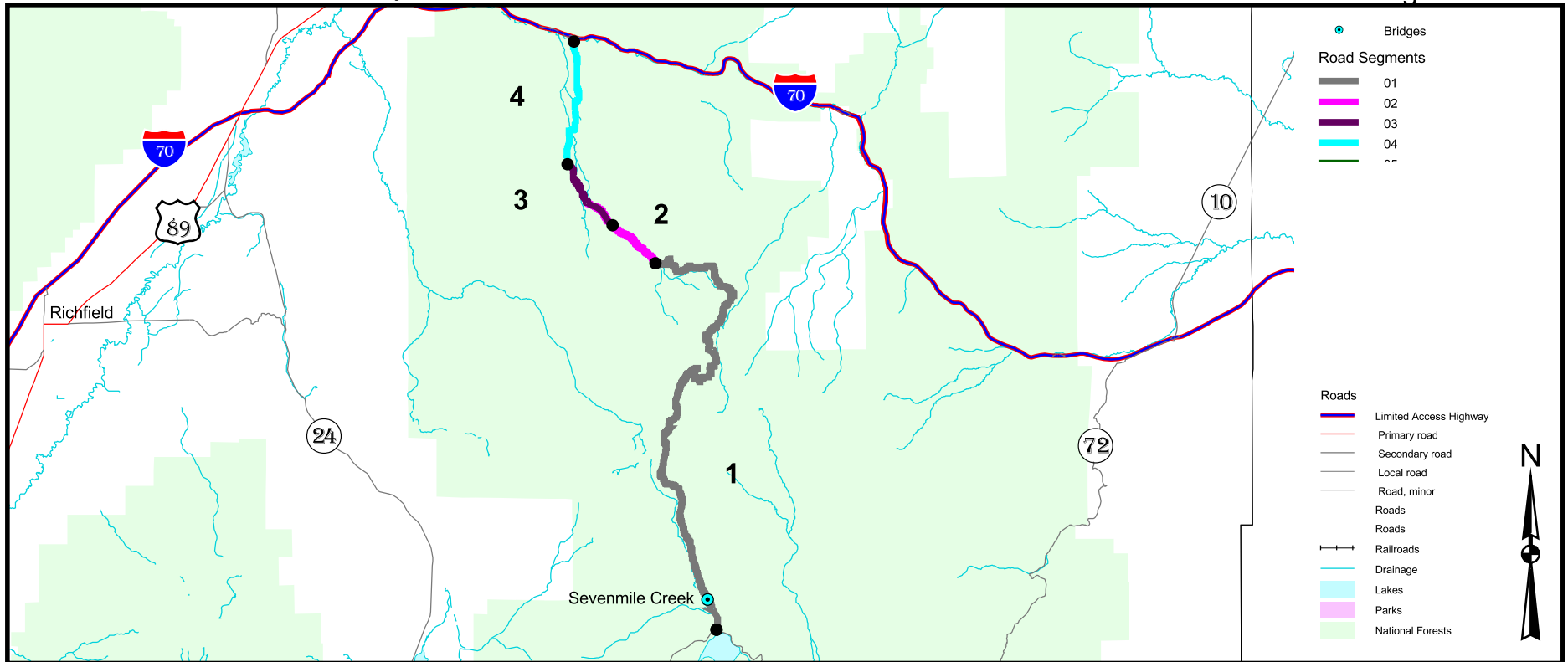


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

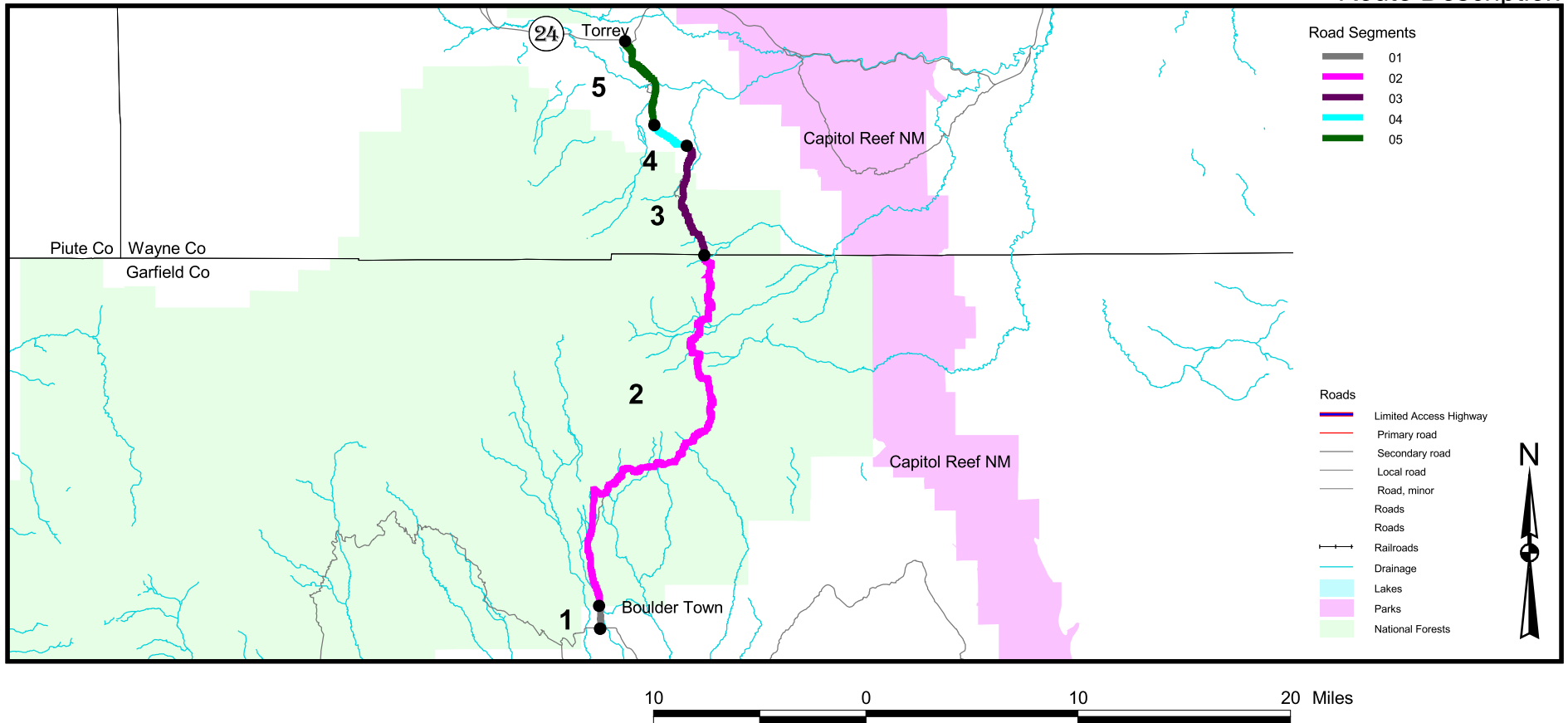


TOTAL ROUTE LENGTH: 29 Miles

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	N/A	14	N/A	Granular	N/A	N/A	N/A	Poor
39	2	CR 2554	19.68	21.89	2.21	N/A	20	N/A	Granular	N/A	N/A	N/A	Poor
39	3	CR 2554	21.89	24.50	2.61	N/A	20	20	Flexible	232	0	39	Failed
39	4	CR 2554	24.50	29.00	4.50	N/A	22	22	Flexible	97	14	67	Fair



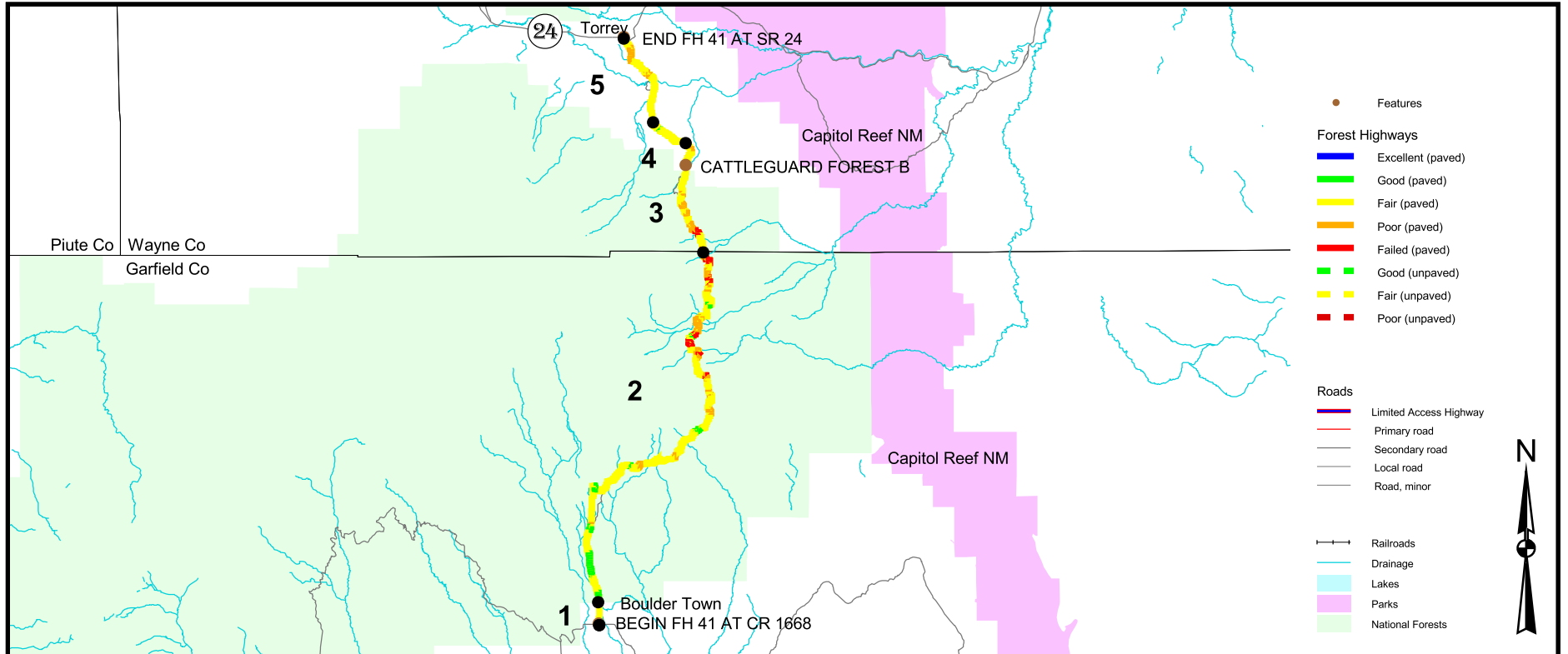
FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
39	CR-2554	041034A	1.0	Sevenmile Creek	Sevier Co	13.8	24.9	X	-	38.6



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.



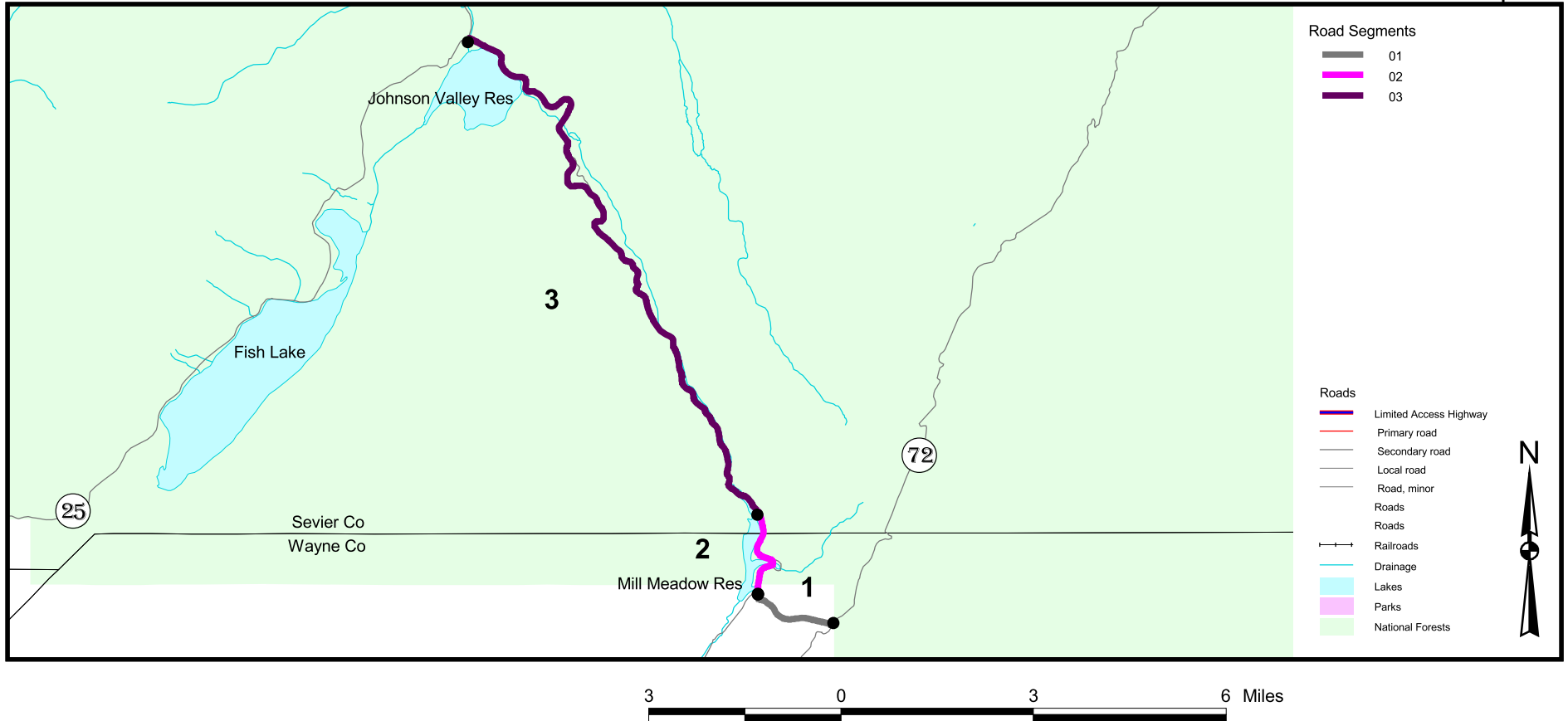


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.



TOTAL ROUTE LENGTH: 36.57 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	533	28	24	Flexible	138	9	57	Fair
41	2	SR 12	88.31	111.33	23.02	489	28	24	Flexible	139	9	57	Fair
41	3	SR 12	111.33	117.12	5.79	227	28	24	Flexible	148	8	55	Fair
41	4	SR 12	117.12	119.07	1.95	296	28	24	Flexible	120	11	61	Fair
41	5	SR 12	119.07	123.73	4.66	270	28	24	Flexible	141	9	56	Fair

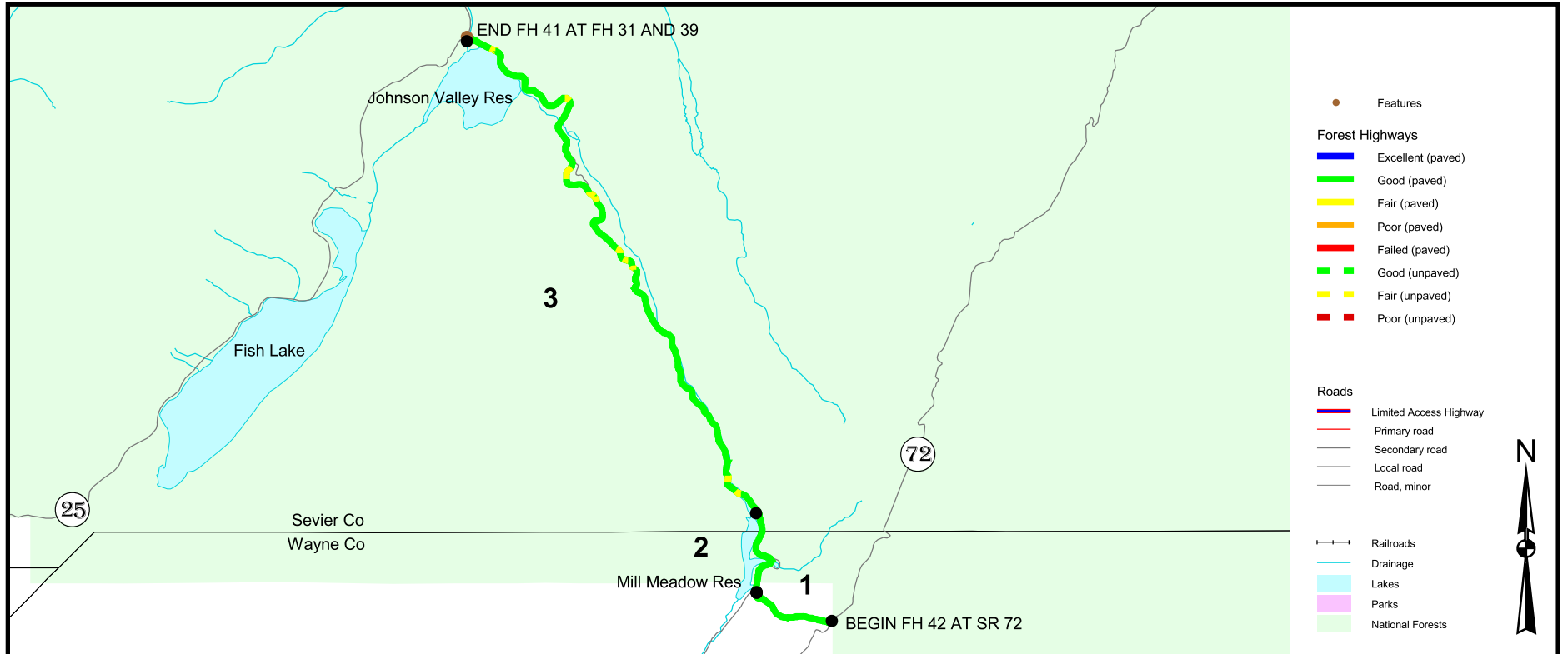


FH-42, Fremont River Road. This route starts at the junction with SR-72, 5 miles northeast of Fremont, and proceeds 13.26 miles (21.33 km) northwesterly on CR-3268 to the junction with CR-2554 (FH-31 and FH-39). It is part of the Gooseberry-Fremont Scenic Backway. Forest Highway funds were used to construct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

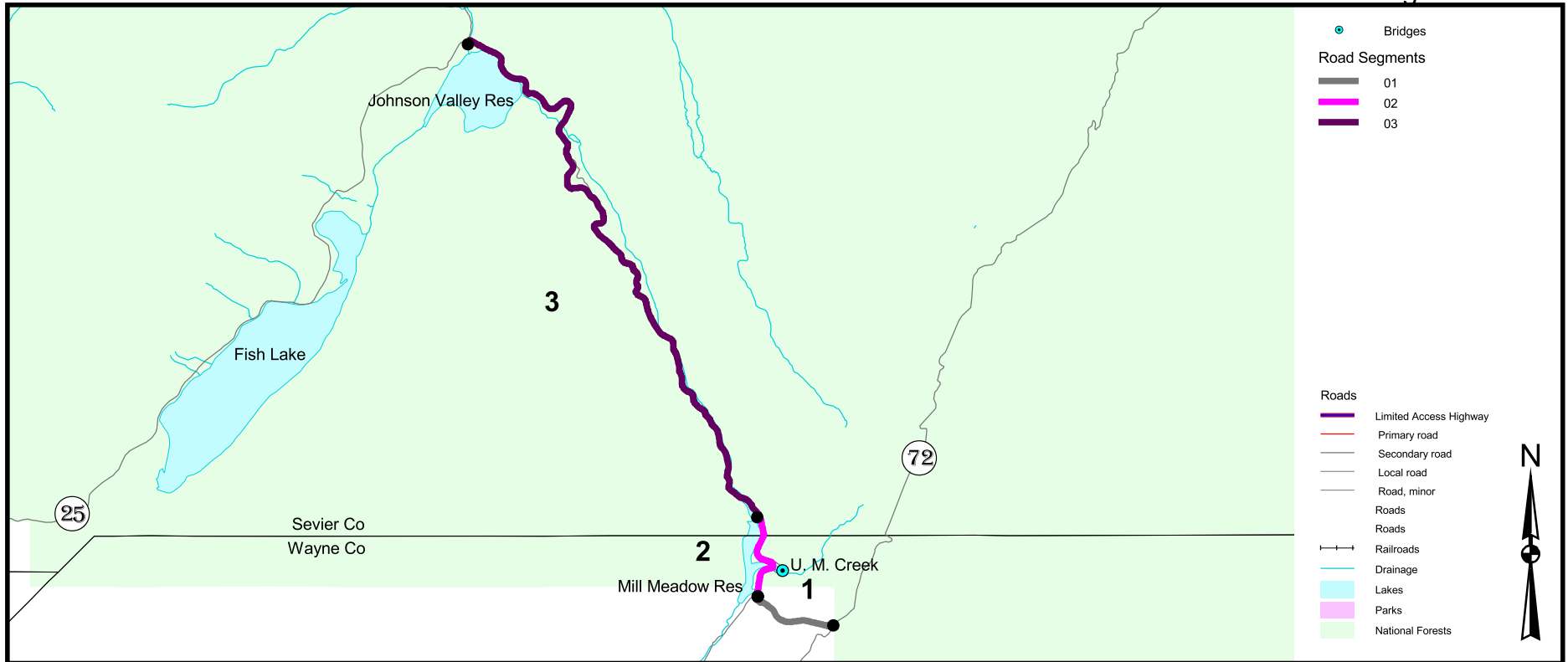


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

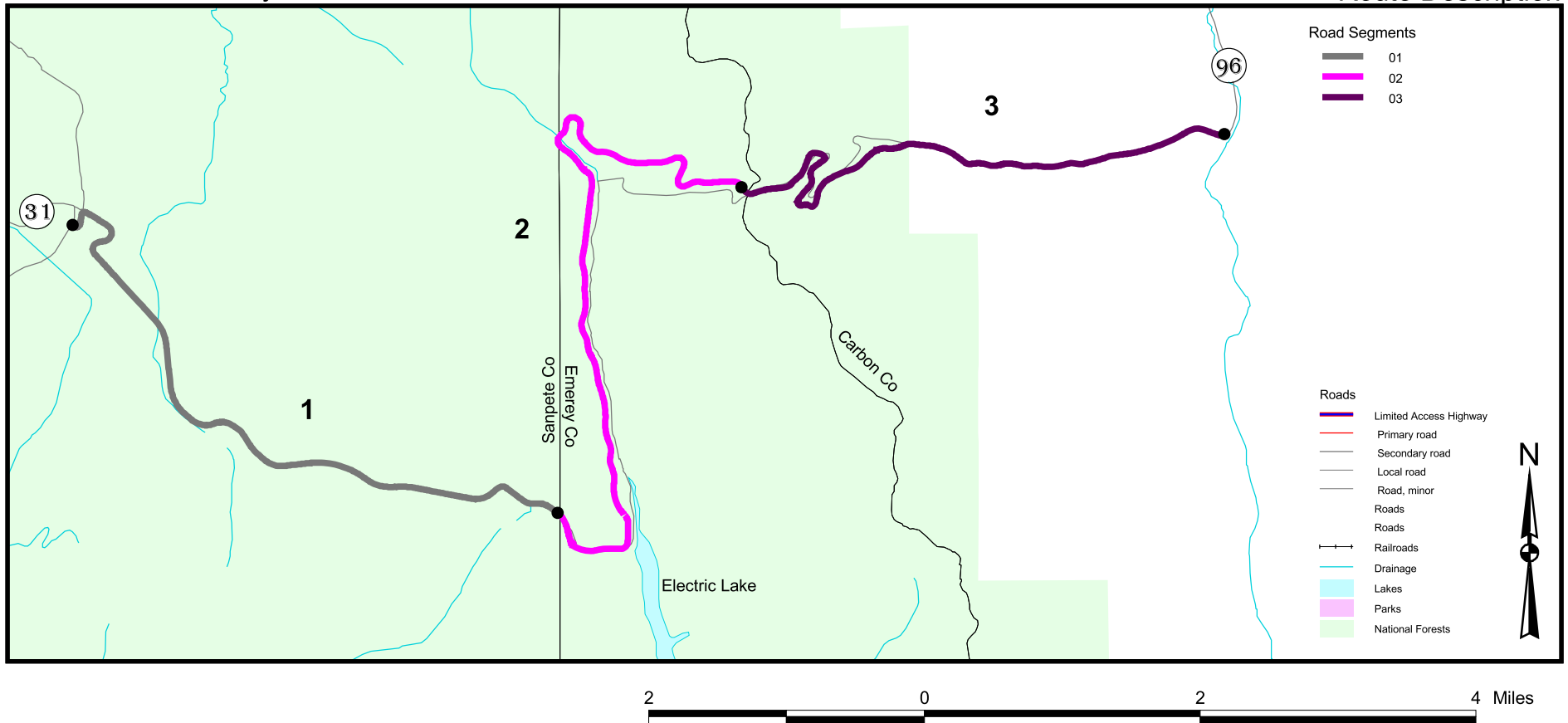


TOTAL ROUTE LENGTH: 13.26 Miles

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	N/A	26	22	Flexible	82	15	71	Good
42	2	CR 3268	1.45	3.00	1.55	N/A	26	22	Flexible	73	16	74	Good
42	3	CR 3268	3.00	13.26	10.26	N/A	26	22	Flexible	81	15	72	Good

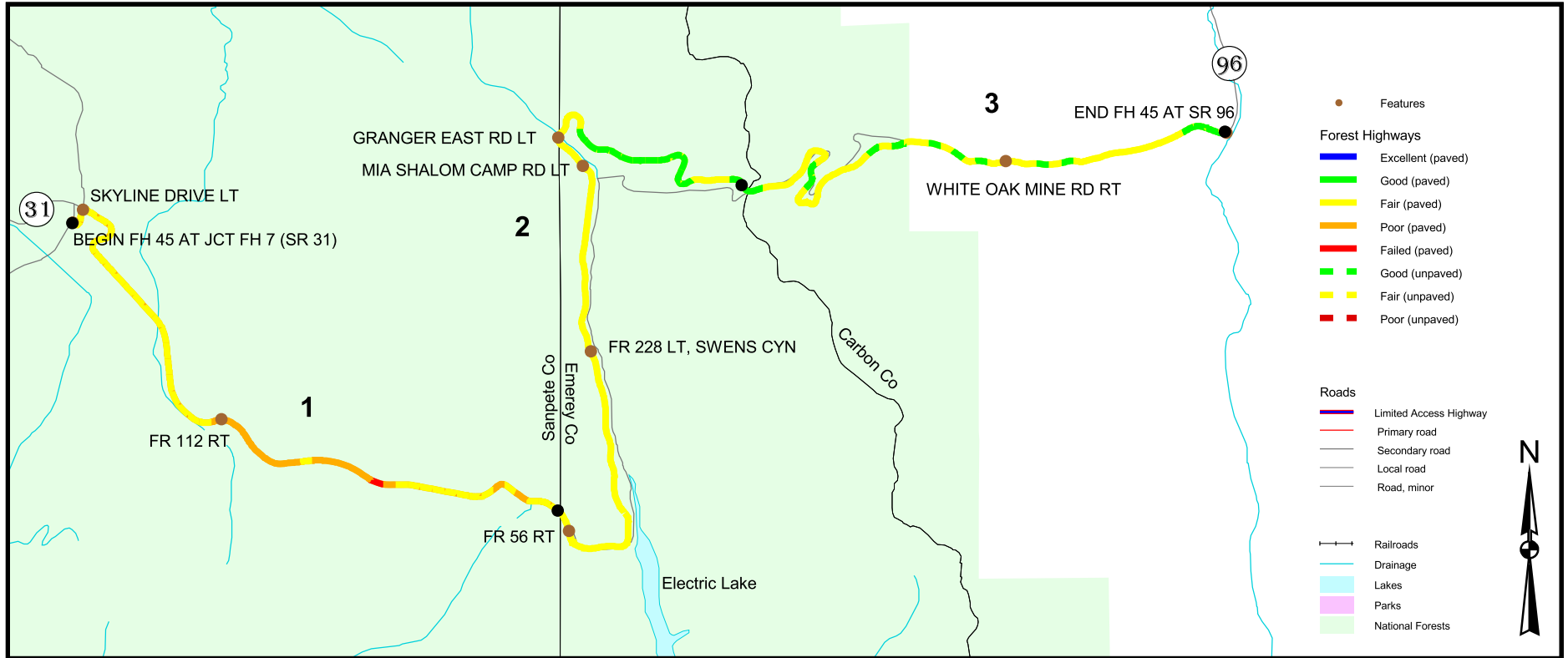


FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
42	CR-3268	055010V	2.4	U. M. Creek	Sevier Co	53.1	26.9	-	-	99.8



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.

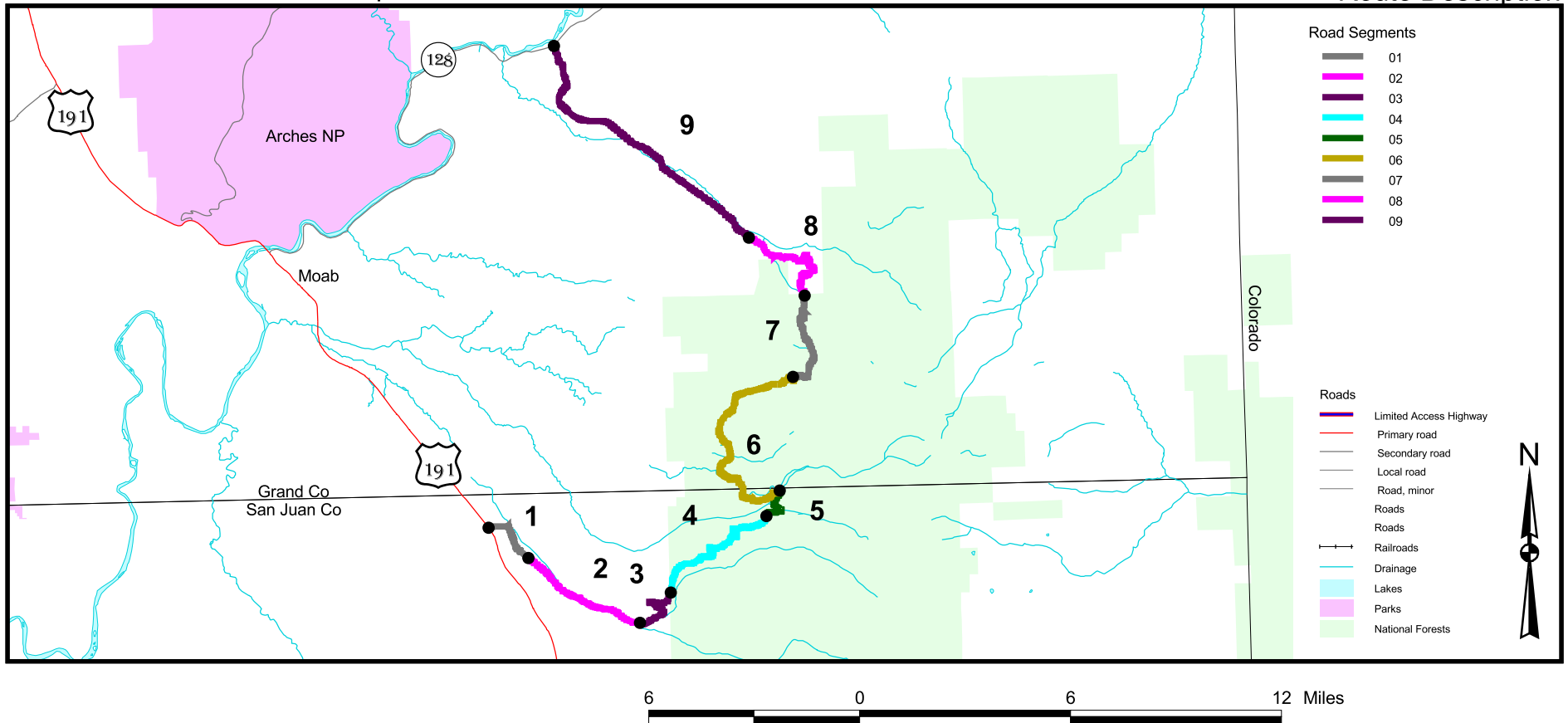


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.



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	605	30	24	Flexible	167	6	50	Poor
45	2	SR 264	5.07	10.73	5.66	335	30	24	Flexible	103	13	66	Fair
45	3	SR 264	10.73	15.34	4.61	325	34	24	Flexible	101	13	66	Fair

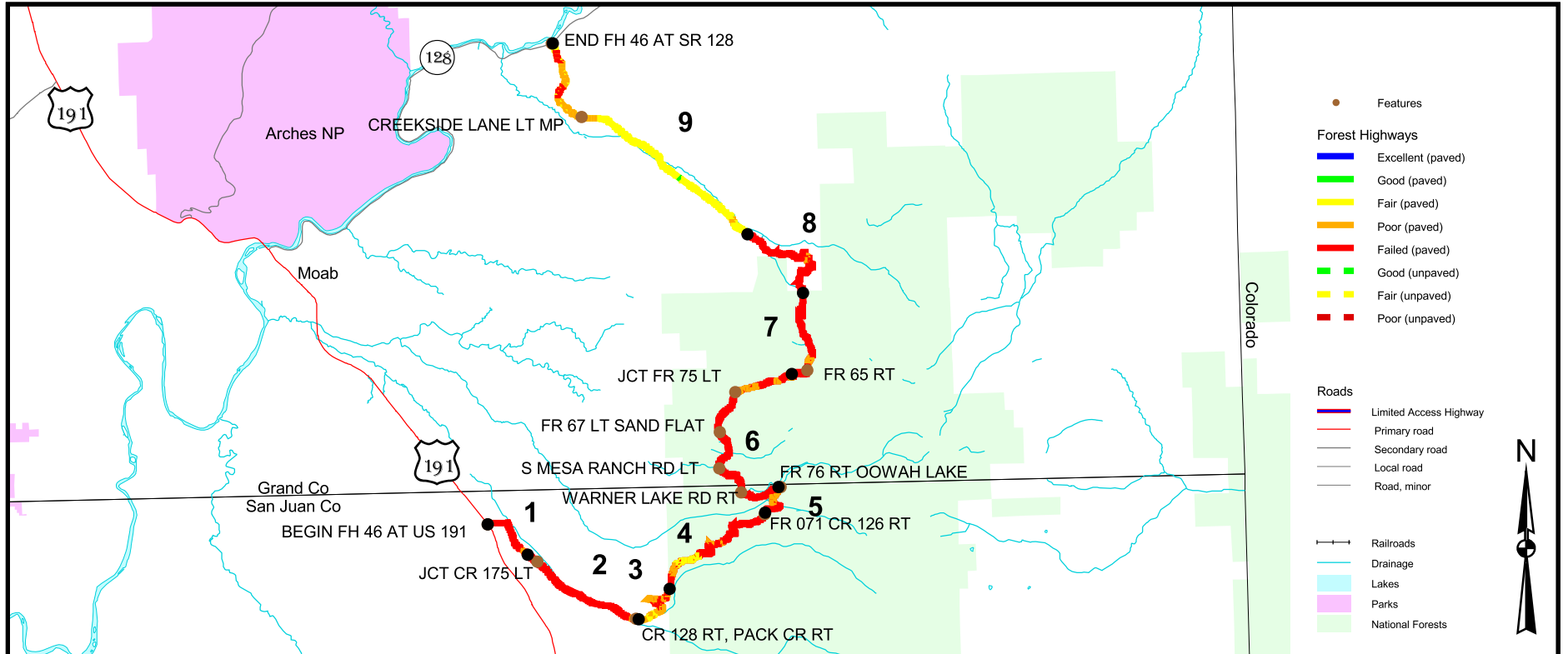


FH-46, La Sal Mountain Loop. This route starts at the junction with US-191, approximately six miles south of Moab, and proceeds east and north 36.37 miles (58.52 km) via the La Sal Mountains and Castle Valley on CR-1704 to the junction SR-128. It is designated as the La Sal Scenic Backway.

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.



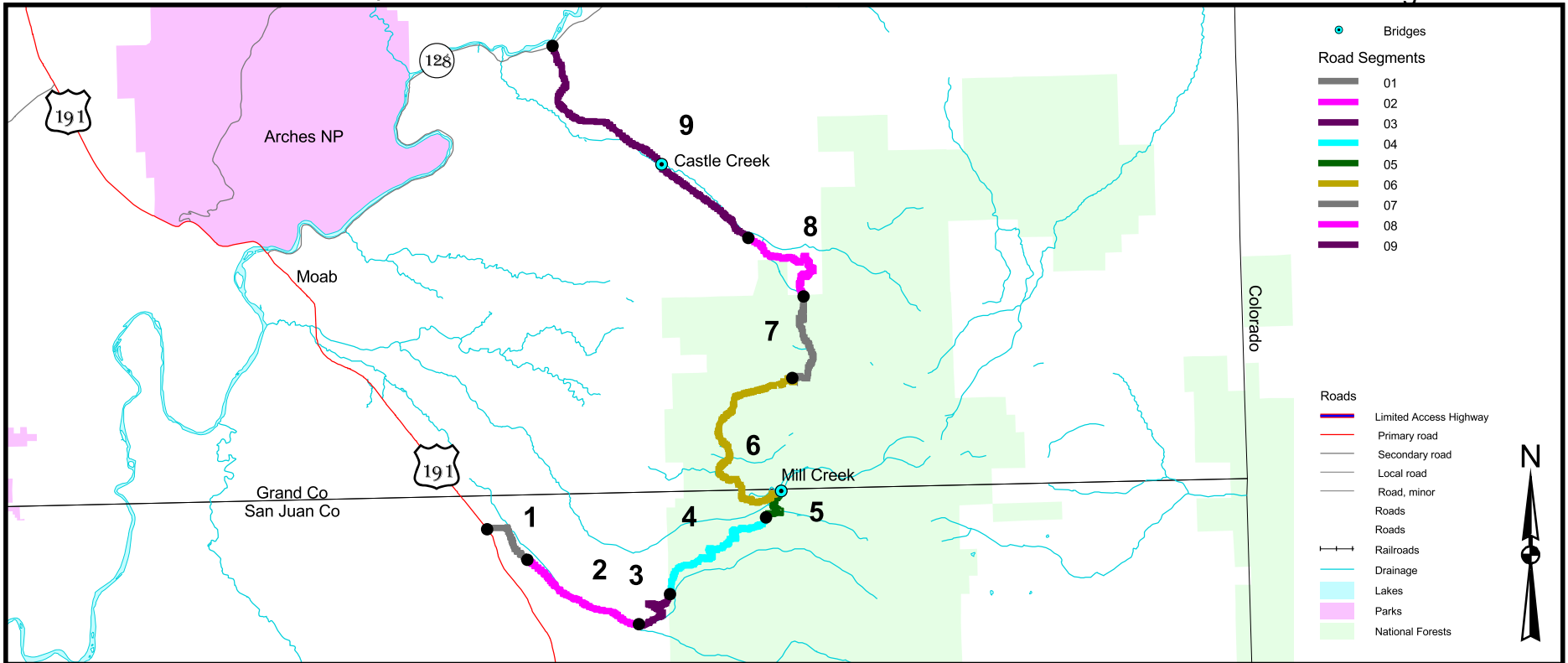
TOTAL ROUTE LENGTH: 36.37 Miles

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	N/A	26	26	Flexible	271	0	33	Failed
46	2	CR 1706	1.68	5.47	3.79	N/A	20	20	Flexible	301	0	29	Failed
46	3	CR 1706	5.47	7.62	2.15	N/A	28	28	Flexible	220	1	41	Poor
46	4	CR 1706	7.62	12.11	4.49	N/A	28	28	Flexible	235	0	38	Failed
46	5	CR 1706	12.11	13.46	1.35	N/A	20	20	Flexible	275	0	32	Failed
46	6	CR 1706	13.46	20.49	7.03	N/A	20	20	Flexible	283	0	31	Failed
46	7	CR 1706	20.49	23.89	3.40	N/A	20	20	Flexible	300	0	29	Failed
46	8	CR 1706	23.89	27.76	3.87	N/A	18	18	Flexible	289	0	31	Failed
46	9	CR 1706	27.76	36.37	8.61	N/A	20	20	Flexible	163	6	51	Fair



FH 46 La Sal Mountain Loop Road

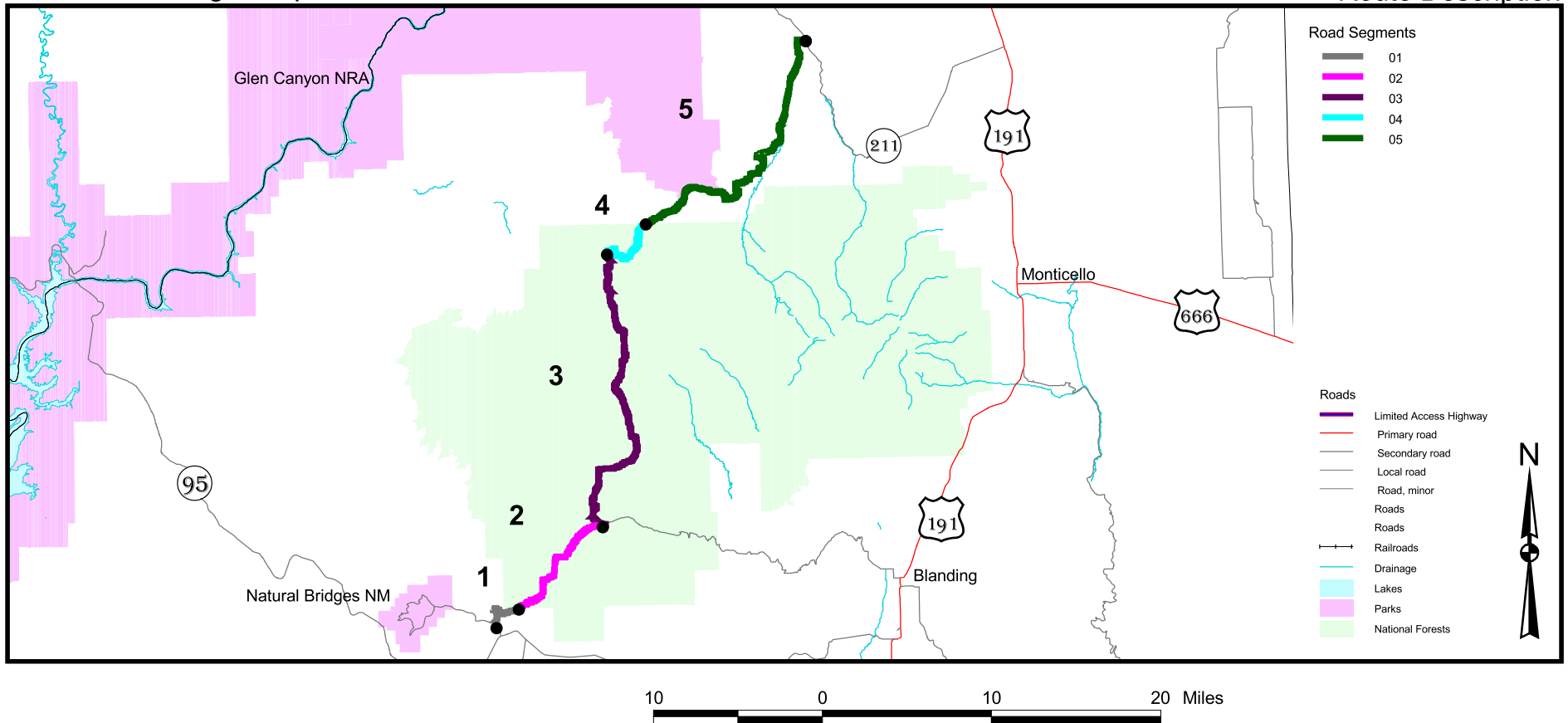
Bridge Condition



FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
46	CR-1704	037017D	12.0	Mill Creek	Wayne Co	29.8	60.0	X	-	37.8
46	CR-1704	019011D	31.1	Castle Creek	Grand Co	22.0	57.1	-	-	66.0

# FH 47 Elk Ridge Loop Road

## Route Description

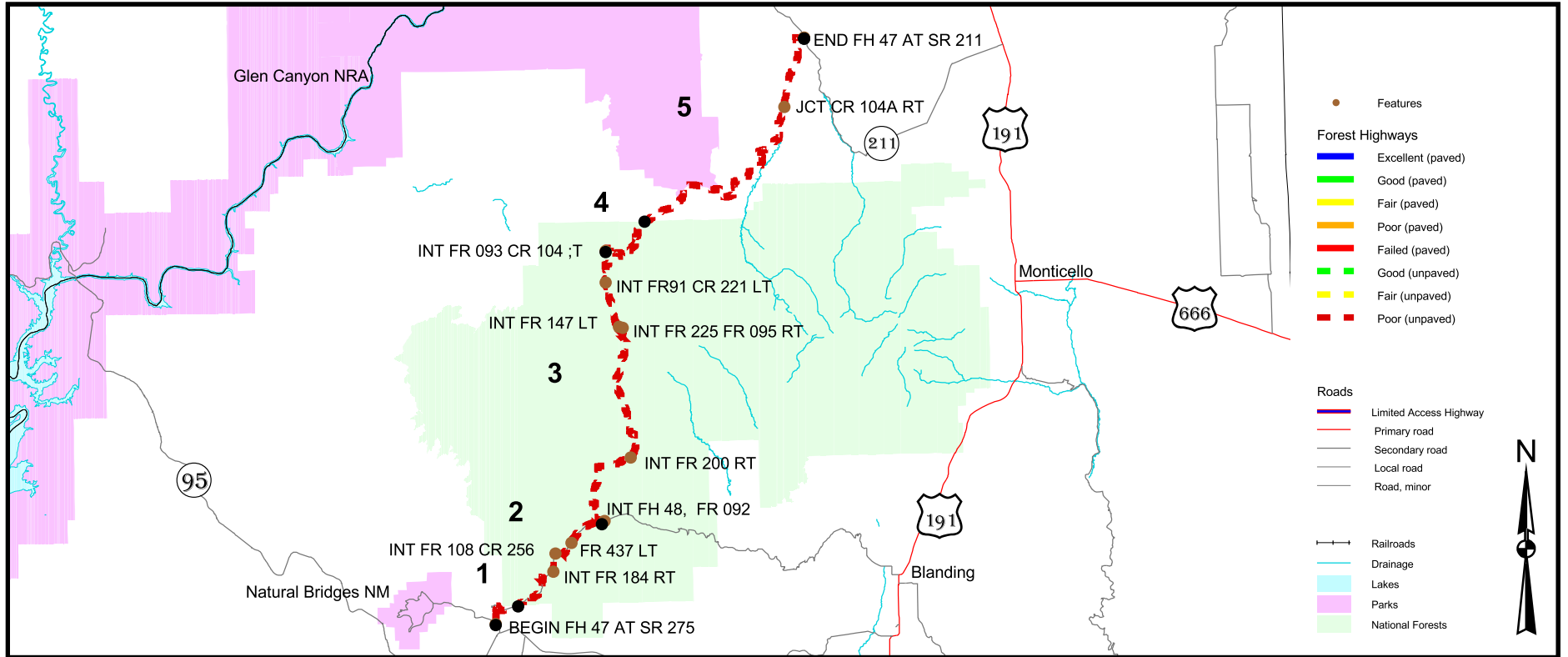


FH-47, Elk Ridge Road. This route starts at the junction with SR-275, 3 miles east of Natural Bridges National Monument, and proceeds northerly 57.7 miles (92.84 km) on CRs-228, 224 and 104 (FDR-088) to the junction with SR-211 near the Dugout Ranch. It is a designated Scenic Backway.

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

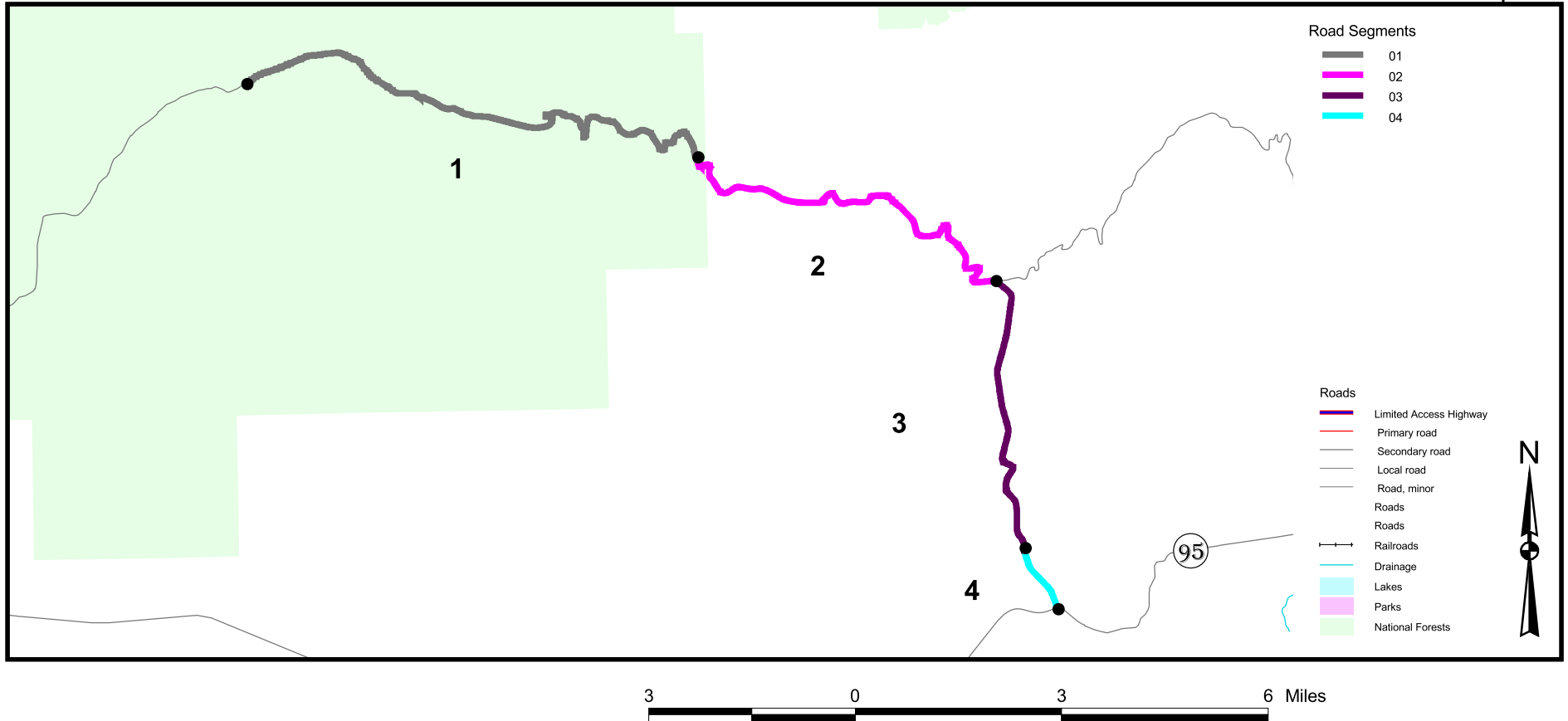


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.



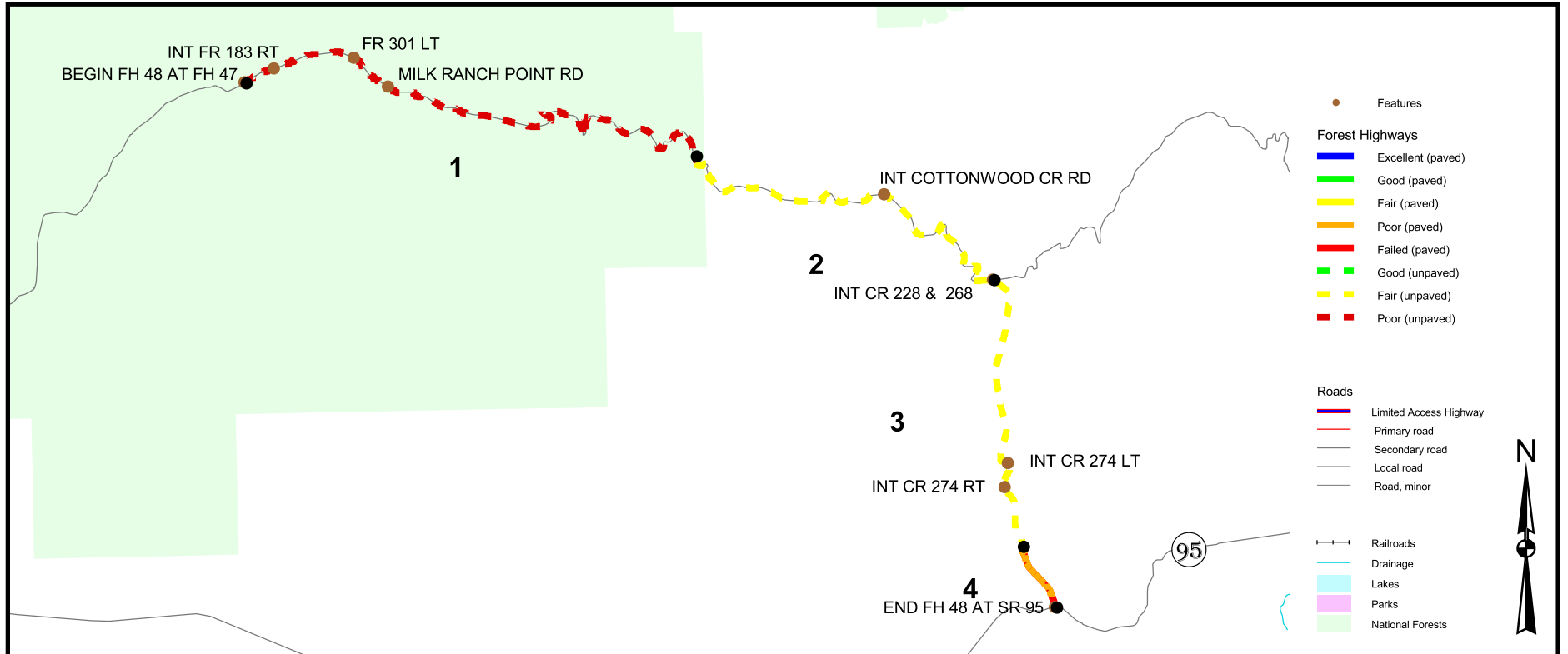
TOTAL ROUTE LENGTH: 57.7 Miles

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	N/A	18	N/A	Granular	N/A	N/A	N/A	Poor
47	2	CR 228	3.12	11.57	8.45	N/A	18	N/A	Granular	N/A	N/A	N/A	Poor
47	3	CR 224	11.57	32.70	21.13	N/A	18	N/A	Granular	N/A	N/A	N/A	Poor
47	4	CR 104	32.70	37.73	5.03	N/A	18	N/A	Granular	N/A	N/A	N/A	Poor
47	5	CR 104	37.73	57.70	19.97	N/A	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.

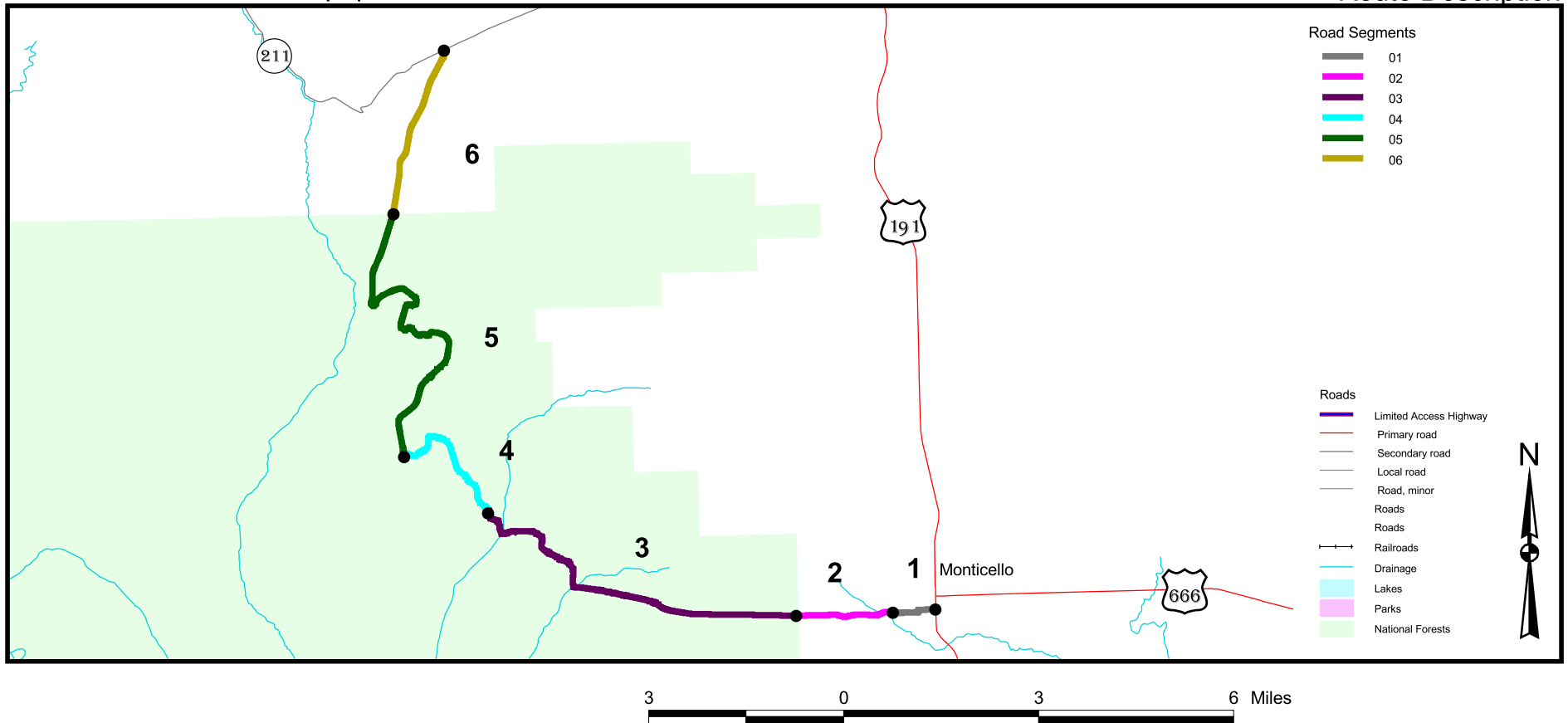


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.



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	N/A	18	N/A	Granular	N/A	N/A	N/A	Poor
48	2	CR 228	8.55	14.64	6.09	N/A	20	N/A	Granular	N/A	N/A	N/A	Fair
48	3	CR 268	14.64	18.94	4.30	N/A	20	N/A	Granular	N/A	N/A	N/A	Fair
48	4	CR 268	18.94	19.88	0.94	N/A	24	24	Flexible	232	0	39	Failed

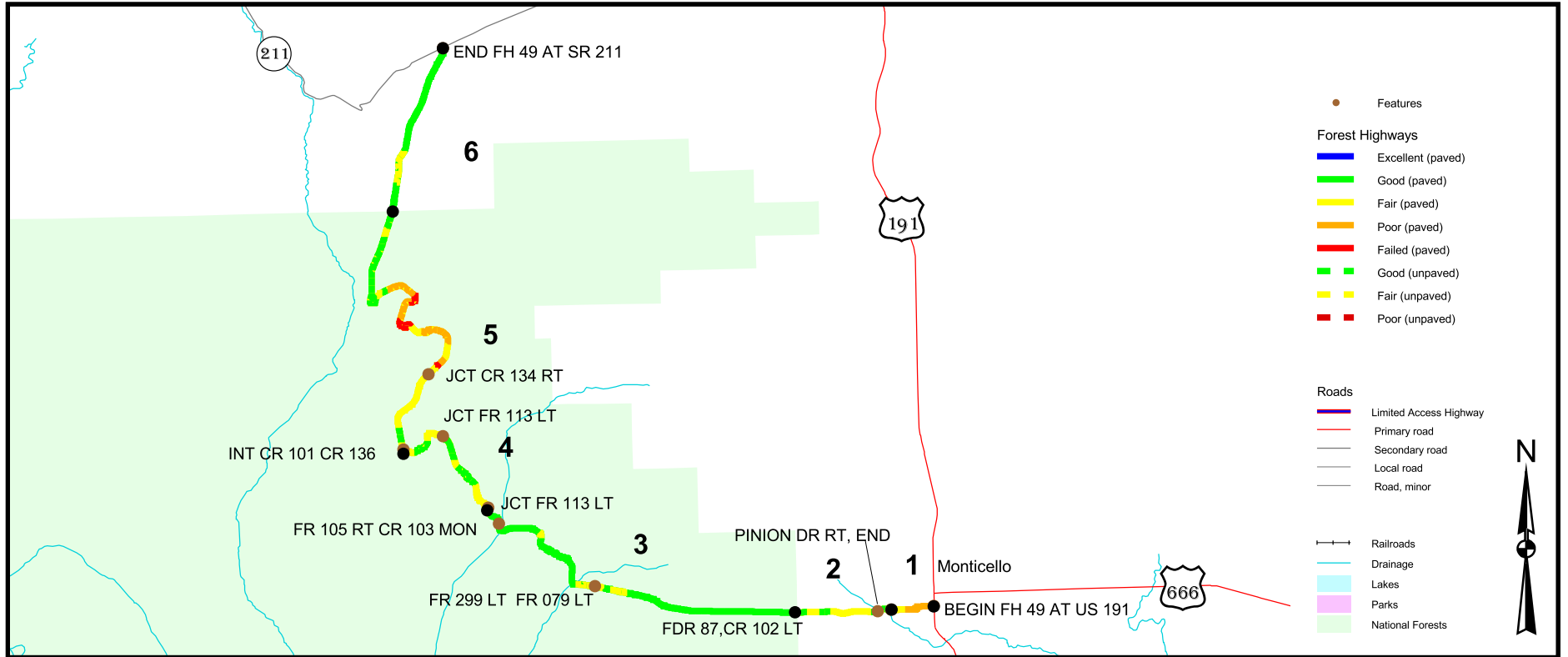


FH-49, Monticello-Newspaper Rock. This route starts at the junction with US-191 in Monticello and proceeds west and north 18.49 miles (29.75 km) over CR-2432 to the junction with SR-211, approximately two miles east of Newspaper Rock. Forest Highway funds were used to pave the northern 8.5 miles (13.6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

# FH 49 Monticello-Newspaper Rock

# Pavement Condition

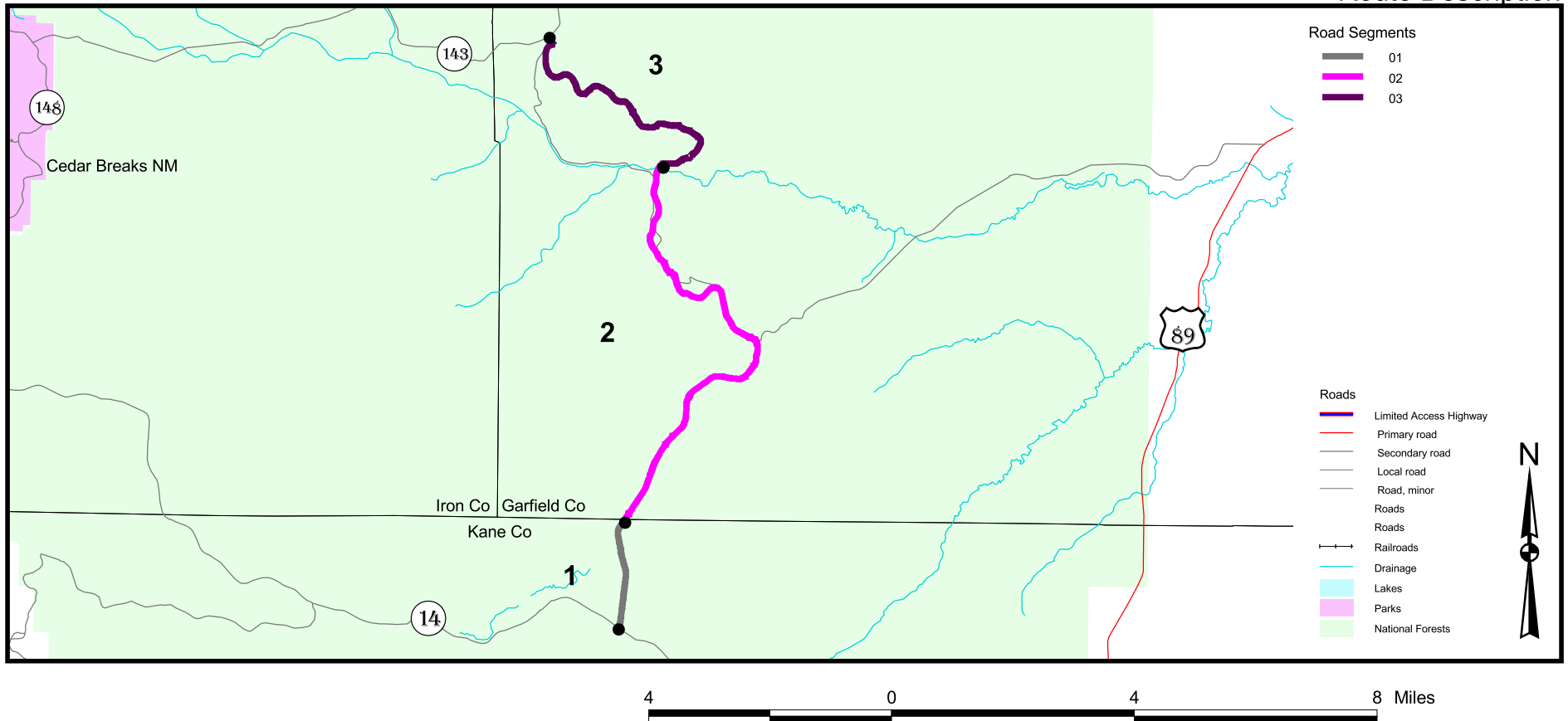


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.



TOTAL ROUTE LENGTH: 18.49 Miles

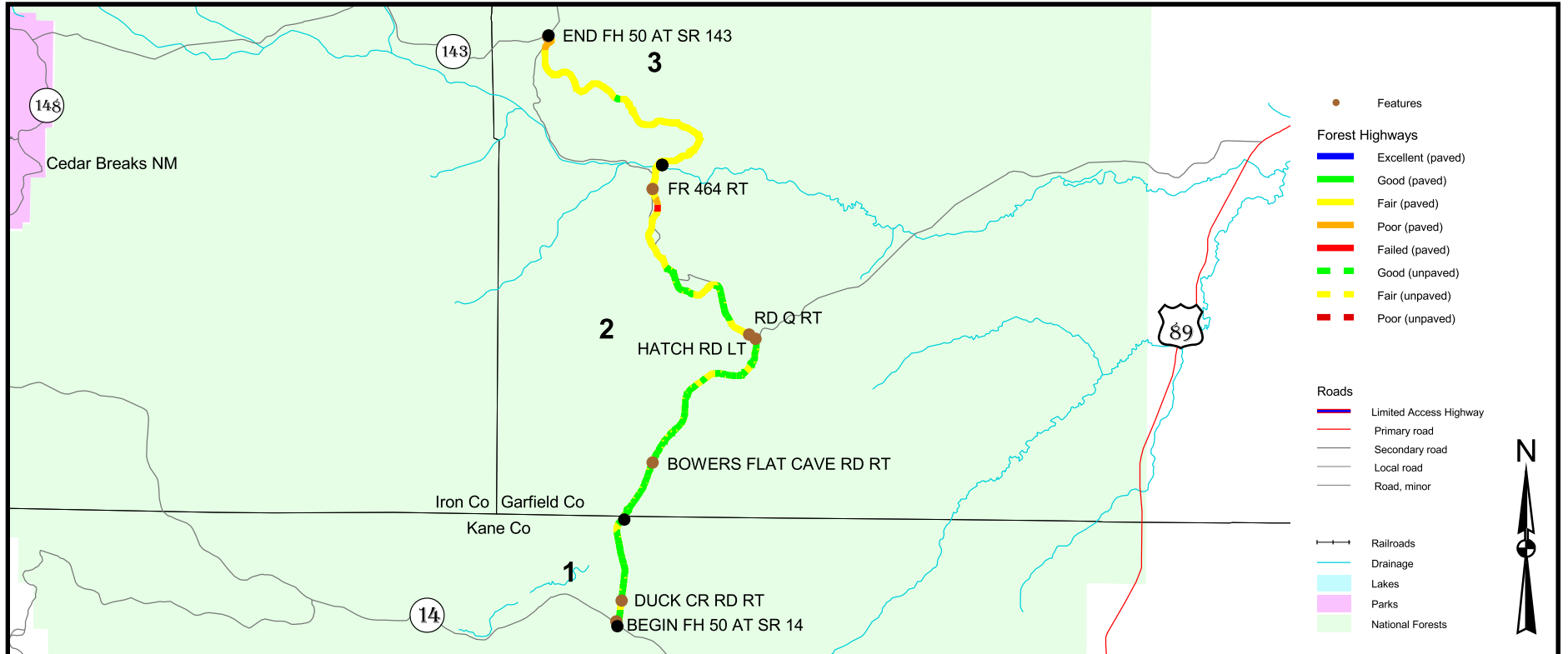
FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
49	1	CR 2432	0.00	0.68	0.68	N/A	24	24	Flexible	167	6	50	Poor
49	2	CR 2432	0.68	2.20	1.52	N/A	24	24	Flexible	100	13	66	Fair
49	3	CR 2432	2.20	7.88	5.68	N/A	24	24	Flexible	82	15	71	Good
49	4	CR 2432	7.88	10.02	2.14	N/A	24	24	Flexible	91	14	69	Fair
49	5	CR 2432	10.02	15.84	5.82	N/A	24	24	Flexible	142	8	56	Fair
49	6	CR 2432	15.84	18.49	2.65	N/A	24	24	Flexible	81	15	72	Good



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.





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.

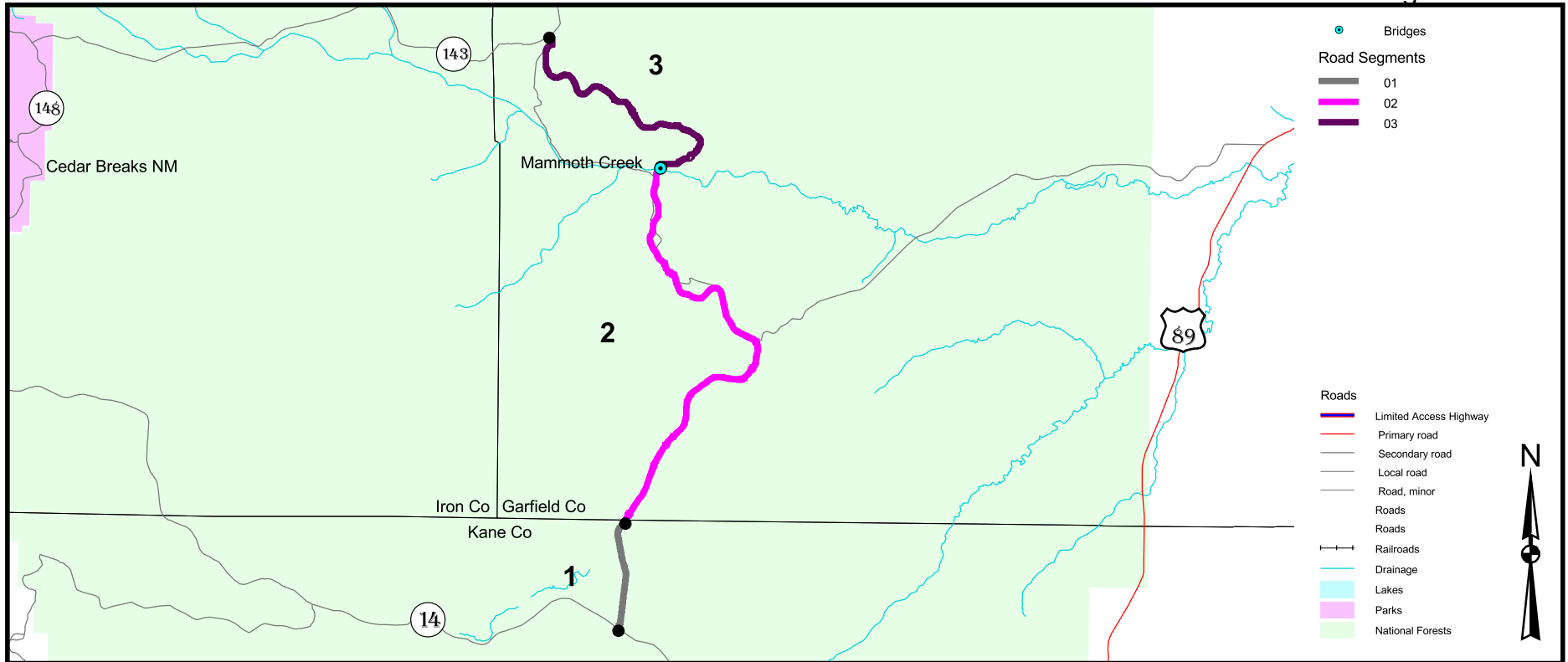


TOTAL ROUTE LENGTH: 14.68 Miles

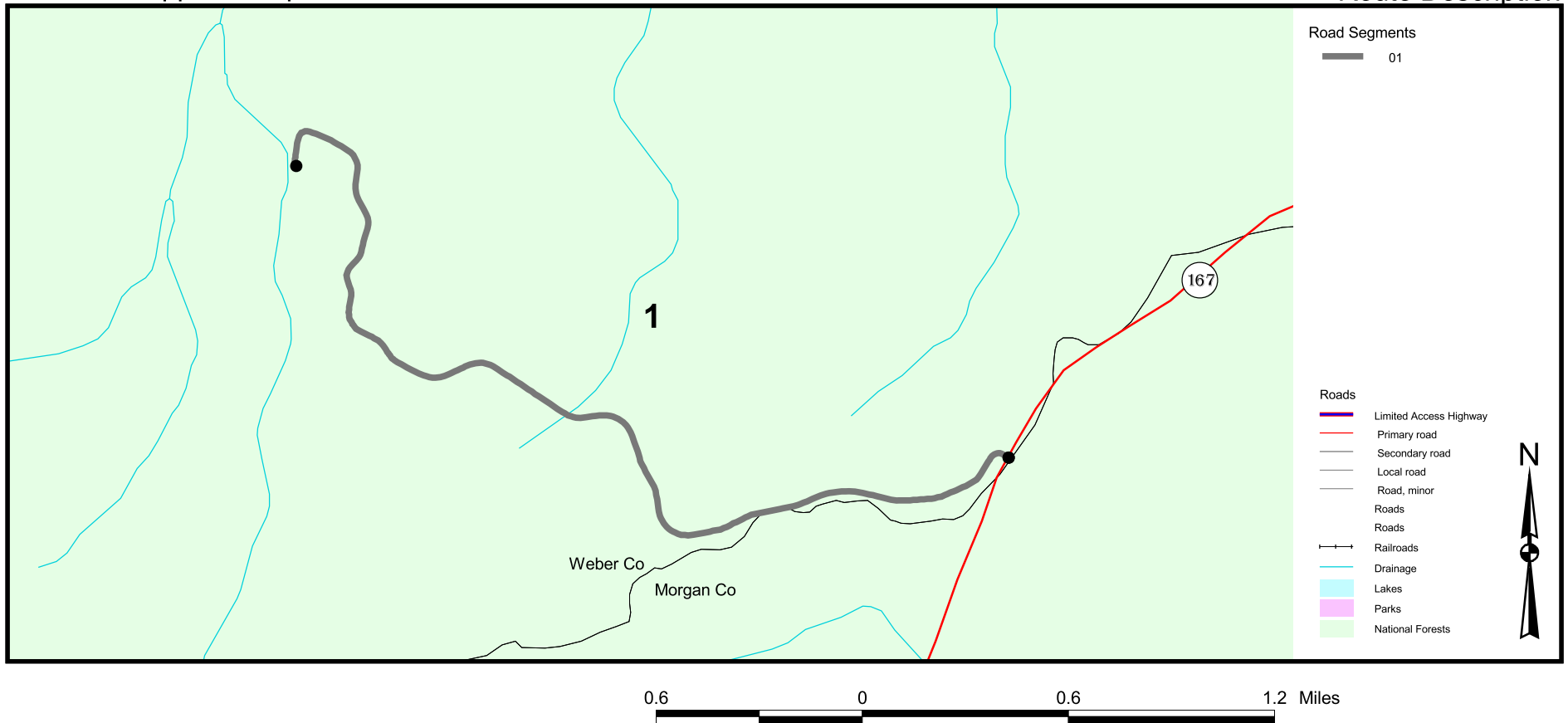
FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
50	1	FDR 067	0.00	1.81	1.81	N/A	26	24	Flexible	92	14	69	Fair
50	2	FDR 067	1.81	10.05	8.24	N/A	26	24	Flexible	94	14	68	Fair
50	3	FDR 068	10.05	14.68	4.63	N/A	26	24	Flexible	115	12	62	Fair

FH 50 Mammoth Creek Road

Bridge Condition

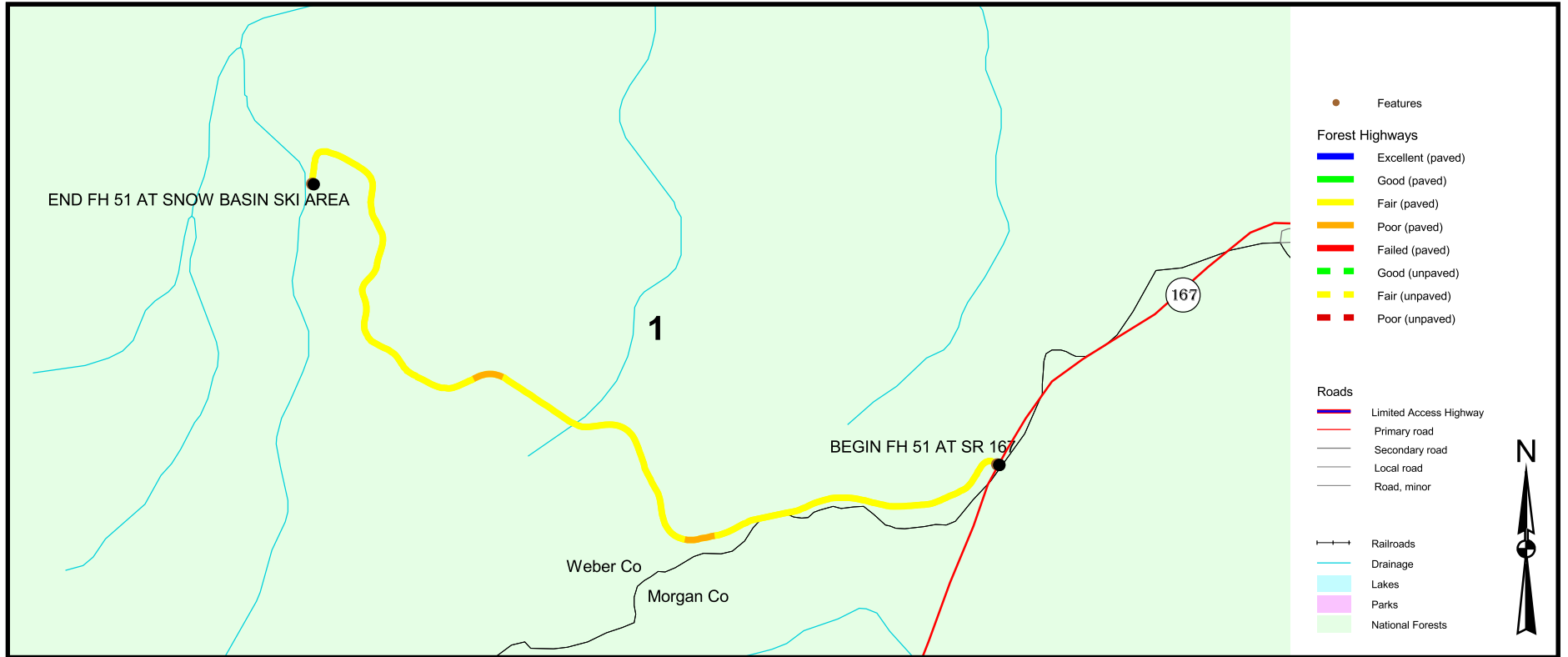


FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
50	FDR-067	017010C	10.0	Mammoth Creek	Garfield Co	17.4	29.8	-	X	73.8
50	FDR-068	017011A	10.1	Mammoth Creek	Garfield Co	14.1	27.9	-	X	55.8



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	200	24	24	Flexible	146	8	55	Fair