

Corridor Preservation SR-248 from Summit/Wasatch County Line
To Summit/Wasatch County Line
Approx. Milepost 4.52 to 9.56 Town of Hideout, Utah
Wasatch County

CORRIDOR AGREEMENT

THIS CORRIDOR AGREEMENT, made and entered into this _____ day of _____, 20_____, by and between the UTAH DEPARTMENT OF TRANSPORTATION (“UDOT”); WASATCH COUNTY (“COUNTY”), a political subdivision of the State of Utah; and the TOWN OF HIDEOUT (“TOWN”), a municipal corporation in the State of Utah. When referring to all of parties together, they are referred to as the (“Parties”).

RECITALS:

WHEREAS, the Parties desire to preserve a highway corridor and establish a traffic signal and access control plan along the SR-248 corridor from Summit/Wasatch County Line to Summit/Wasatch County Line (approx. Milepost 4.52 to Milepost 9.56). The purposes of this Agreement are to facilitate traffic flow, to be in accordance with County’s and Town’s current transportation master plans or general plans, and to be in accordance with UDOT’s current access management standards, rules, and practices; and

WHEREAS, the Corridor Agreement shall balance between UDOT and local authority transportation planning objectives and preserve and support the current and future functional integrity of the highway.

NOW THEREFORE, it is agreed by and between the parties as follows:

PART A: CORRIDOR PRESERVATION

1. From the Summit/Wasatch County Line to Summit/Wasatch County Line (approx. Milepost 4.52 to Milepost 9.56), SR-248 is designated Category 2 according to the current UDOT Highway Access Management Standards. Category 2 means minimum traffic signal spacing of 5,280 feet, minimum street spacing of 1000 feet, and minimum access spacing of 1,000 feet (except as designated within this agreement). See Map Exhibit “A”. Note: Mileposts noted throughout this document are approximated as near as possible to the desired locations.

2. As development occurs and County or Town believes a change of the access category is necessary, County or Town shall submit a request to UDOT. Any request shall include information pertaining to the factors listed in Utah Admin. Code R930-6 for determination of category assignment and explain the need for the requested change. The explanation must also discuss how the requested change is consistent with and conforms to the purposes and standards of R930-6 and does not compromise the public

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health safety, and welfare. A request for reassignment in access category shall not be made solely to accommodate planned growth of an entity, a specific access request, or to allow the permitting of access connections that would otherwise not be permitted in accordance with R930-6. The primary function of a state highway is to provide for the safe and efficient movement of traffic, while providing access to property is a secondary function. A state highway primarily moves higher traffic volumes over long distances than highways under local jurisdictions.

SR-248 is a limited access (L/A) facility. Any change of access locations or modifications to existing accesses is not guaranteed and are required to follow R930-6 for access change.

PART B: TRAFFIC SIGNAL PLAN AND ACCESS CONTROL

1. All Parties will maintain traffic signal, street, and access spacing according to this agreement.
2. Town and County shall comply with the following conditions and requirements:
 - A. Offsetting of existing and future streets is not allowed. The streets should access SR-248 at 90 degree angles and line-up across the intersection. Should a documented need exist for any variation from this standard, an allowable skew of no greater than 15 degrees may be accepted by UDOT. County and Town shall obtain written approval from UDOT for any angle that is not 90 degrees.
 - B. County and Town shall require existing non-public street accesses onto SR-248 to be combined and the access directed to internal roadway systems in the development, not directly onto SR-248. Restricting access onto SR-248 to only public streets, and not allowing individual accesses, will help facilitate traffic flow onto SR-248. Access category 2 requirements shall be met.
 - C. If existing UDOT right-of-ways, including easements, are proposed to be used by new developments for the construction of acceleration/deceleration lanes; additional property will be required to be transferred to UDOT, without cost to UDOT, to preserve right-of-way for future UDOT projects such as roadway widening, shoulders, drainage features, etc. The proposed SR-248 typical roadway cross section is shown as Exhibit B for illustrative purposes.

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D. Except where noted below County and Town shall require all buildings and other similar vertical permanent improvements have a setback of thirty (30) feet from the existing UDOT right-of-way line or perpetual easement line to facilitate future widening of SR-248 and to protect historic drainage features such as ditches/drainage canals, etc. See Exhibit B.

The following previously approved developments are not subject to the 30 foot setback noted above in item D: Hideout Canyon, The Settlement/The Perches (goes by both names), Klaim, Deer Springs, Deer Waters, Shoreline, Soaring Hawk and Golden Eagle.

E. The Agreement shall be noted and reflected in the County's and Town's transportation master plan.

3. The following major intersection locations are identified as existing, warranted, or potential traffic signal locations along SR-248:

- A. Brown's Canyon Road/Jordanelle Parkway
Milepost 4.84 STA 112+54 (Proposed)
- B. Deer Mountain Blvd.
Milepost 6.22 STA 185+25 (Proposed)
- C. North Hideout Trail / City Center
Milepost 8.08 STA 283+29 (Proposed)
- D. Longview /Golden Eagle Road
Milepost 9.31 STA 348+17 (Proposed)

4. Proposed traffic signals listed in #3 above will not be installed unless warranted and approved by UDOT. UDOT may restrict certain types of traffic movements at any intersection or access in order to maintain traffic flow and improve safety through the corridor. Each traffic signal at the locations identified in #3 above may include crosswalks to accommodate pedestrian traffic across SR-248.

5. Town and County have proposed the additional access locations/types at or near the 1000' spacing. Any modifications to existing accesses would need to submit proof of the modified L/A line break and comply with R930-6.

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A. Minor Intersections:

- a) W Carving Edge Ct
Milepost 5.24 STA 133+65 (This one goes away once the signal noted in item 3A above is completed).
- b) North Deer Canyon Drive
Milepost 5.79 STA 162+32
- c) Shoreline/Longview Drive
To be re-aligned to Milepost 6.22 STA 185+25 Deer Mountain Blvd. in the future. (See Section 3B)
- d) Deer Mountain Blvd.
Milepost 6.78 STA 214.92
- e) Un-named dirt driveway
Milepost 7.31 STA 242+92
(See Utility/Temp/Emergency Access “e” below).
- f) Soaring Hawk Lane
Milepost 7.85 STA 271+00
- g) Un-named dirt road
Milepost 8.87 STA 324+91
Currently utility emergency fire access

NOTE: The County or Town may improve minor intersections on SR-248 to enhance maintenance, snow removal, etc. upon obtaining a no cost permit from UDOT.

B. Residential Intersections and Pedestrian Crossing:

- a) Single Pedestrian Crossing
Milepost 6.0 to 6.2 STA 173+57 to STA 184+13
(Future location and type (over or under) to be determined within these mileposts).
- b) Un-named paved driveway
Milepost 8.21 STA 290+26

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C. Utility/Temp/Emergency Accesses

- a) UDOT Detention Pond Access
Milepost 5.84 STA 165+13
- b) Utility Access – Gas/Sewer
Milepost 6.15 STA 181+49
- c) Utility Access
Milepost 7.03 STA 228+00
- d) Utility Access
Milepost 7.77 STA 267+00
- e) SR-248 Access (Open Permit)
Milepost 7.41 STA 247+92 (To be realigned to
Milepost 7.31 STA 242+92 see minor intersection
“d” above.)
- f) Other locations, if any, designated or required by the
Wasatch County Fire District, and approved through the
UDOT permitting process, in connection with future
development as “emergency only” or “crash gate” accesses.

6. Segments of SR-248 that are currently designated as no Access, limited Access, or regular right-of-way are unchanged by this Agreement. For any issues not anticipated in this Agreement, UDOT, County, and Town will work together for a resolution in compliance with R930-6. If R930-6 changes, this Agreement shall remain in effect unless amended in writing and signed by each of the Parties.

7. Exhibit A shows the SR-248 corridor referencing the category type and existing and proposed signal locations.

8. This Agreement contains the entire agreement between the parties, with respect to the subject matter, and no statements, promises, or inducements made by either party or agents for either party that are not contained in this written Agreement shall be binding or valid. As development of the SR-248 corridor proceeds, the parties agree to revisit this agreement and negotiate in good faith regarding any modifications that become necessary in light of future development.

9. The failure of any party to insist upon compliance of any of the terms, conditions or remedies provided in this Agreement, will not release other parties from obligations in this Agreement.

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10. Each Party represents that it has the authority to enter into this Agreement. The Parties may execute this Agreement in counterparts.

11. If any provision or part of a provision of this Agreement is held invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provision.

12. This Agreement shall not confer rights, obligations or benefits on third parties.

13. This Agreement does not create any type of agency relationship, joint venture, or partnership between the parties.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their duly authorized officers as of the day and year first above written.

Town of Hideout: a Municipal Corporation of the State of Utah

Wasatch County, a Municipal Corporation of the State of Utah

By: _____

By: _____

Title: _____

Title: _____

Date: _____

Date: _____

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RECOMMENDED FOR APPROVAL: UTAH DEPARTMENT OF TRANSPORTATION

By: _____

Lisa Zundel
Region Two Traffic Operations Engineer

Date: _____

By: _____

Bryan Adams
Region Two Director

Date: _____

APPROVED AS TO FORM:

The Utah State Attorney General's
Office has approved this document
Nov. 2018

By: _____

UDOT Comptroller Office
Contract Administrator

Date: _____