

Corridor Preservation along North County Boulevard from US-89 to SR-92

LINDON CITY
Federal ID No. 876000242
PLEASANT GROVE CITY
Federal ID No. 876000264
AMERICAN FORK CITY
Federal ID No. 876000209

CITY OF CEDAR HILLS
Federal ID No. 870351624
HIGHLAND CITY
Federal ID No. 870344281
UTAH COUNTY
Federal ID No. 876000312

Scanned to
ProjectWise

MAY 30 2013

- 18873

Josh Glazier
Utilities and RR Coordinator

TRAFFIC SIGNAL PLAN AND ACCESS CONTROL PLAN
CORRIDOR AGREEMENT

This **TRAFFIC SIGNAL PLAN AND ACCESS CONTROL PLAN CORRIDOR AGREEMENT**, made and entered into this 25 day of April, 2013, by and between the **UTAH DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as "UDOT" or the "DEPARTMENT" and **LINDON CITY, PLEASANT GROVE CITY, AMERICAN FORK CITY, CITY OF CEDAR HILLS, HIGHLAND CITY, and UTAH COUNTY**, all of which are Municipal Corporations in the State of Utah, hereinafter referred to specifically or as the "LOCAL AGENCY",

WITNESSETH:

WHEREAS, the parties hereto desire to establish a traffic signal plan and access control plan along the North County Boulevard corridor from US-89 in **LINDON CITY** to SR-92 in **HIGHLAND CITY**, Utah County, to facilitate traffic flow, to be in accordance with each **LOCAL AGENCY's** current Transportation Plan, and to be compatible with **UDOT's** Access Management Standards and practices. The North County Boulevard is comprised of local roads currently designated as 700 North in **LINDON CITY**, 2000 West in **PLEASANT GROVE CITY**, 1100 East in **AMERICAN FORK CITY**, and 4650 West/4800 West in **UTAH COUNTY** and **HIGHLAND CITY**. See attached map for additional information; and

WHEREAS, North County Boulevard from US-89 in **LINDON CITY** to SR-92 in **HIGHLAND CITY** is planned to become a **UDOT** owned, operated, and maintained facility in the near future, and

WHEREAS, **UDOT** has determined by formal finding that regulation of intersection points for future highway improvements is not a violation of the laws of the State of Utah or any legal contract with the **CITIES** known to any party at this time.

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

1. To facilitate the traffic flow along the corridor, the following intersections are identified as existing, proposed, or future traffic signal locations along North County Boulevard within the respective city limits or within Utah County. Proposed locations are planned to be constructed with the North County Boulevard widening project.

- A. US-89 (Lindon)
- B. SR-114 (Lindon)

Existing
Existing

1
UTAH DEPARTMENT OF TRANSPORTATION
COPY

Corridor Preservation along North County Boulevard from US-89 to SR-92

LINDON CITY

Federal ID No. 876000242

PLEASANT GROVE CITY

Federal ID No. 876000264

AMERICAN FORK CITY

Federal ID No. 876000209

CITY OF CEDAR HILLS

Federal ID No. 870351624

HIGHLAND CITY

Federal ID No. 870344281

UTAH COUNTY

Federal ID No. 876000312

C. *2000 West (Lindon)	Future
D. *Mountain View Drive (Pleasant Grove)	Future
E. Pleasant Grove Blvd. (Pleasant Grove)	Existing
F. **Grove Parkway (Pleasant Grove)	Future
G. **450 South (Pleasant Grove)	Future
H. ***Center Street (Pleasant Grove)	Future
I. US-89(Pleasant Grove/American Fork)	Existing
J. 50 South (American Fork)	Proposed
K. 300 North (American Fork)	Proposed
L. 700 North (American Fork)	Proposed
M. 1100 North (American Fork)	Future
N. ****Harvey Blvd. (Cedar Hills)	Future
P. Cedar Hills Dr. (Cedar Hills/Highland)	Existing
Q. SR-92 (Highland)	Existing

*The intersection at Mountain View Drive in **PLEASANT GROVE CITY** is currently approximately 800 feet from Pleasant Grove Boulevard. This distance is significantly substandard for acceptable traffic signal spacing. It is **UDOT's** strong desire that before any future consideration be given to a traffic signal at this location, **PLEASANT GROVE CITY** and **LINDON CITY** work together to realign the north leg of 2000 West (also known as 1300 West or Proctor Lane in **PLEASANT GROVE CITY**) to the east to line up with the existing realigned south leg. The creation of this four-legged intersection, a traffic signal warrant study conducted by **UDOT** verifying the intersection is warranted, and the installation of a traffic signal if approved by **UDOT**, all must be completed before **UDOT** will consider signalization at Mountain View Drive.

Prior to the construction of the most recent segment of North County Boulevard, **UDOT** understands verbal agreements were made to allow underground traffic signal features (conduit and junction boxes) to be constructed at the connections of Mountain View Drive, 450 South, and Center Street in **PLEASANT GROVE CITY**, even though they do not satisfy minimum traffic signal spacing requirements. These items are in place now according to **PLEASANT GROVE CITY**.

The future intersection at 450 South in **PLEASANT GROVE CITY (also known as the easterly extension of 930 South/Utah Valley Drive in **AMERICAN FORK CITY**) is planned to be farther than 1,320 feet from Pleasant Grove Boulevard. The creation of a four-legged intersection at this location, a traffic signal warrant study conducted by **UDOT** verifying the intersection is warranted, and the installation of a traffic signal if approved by **UDOT**, all must be completed before **UDOT** will consider signalization at Grove Parkway.

***Also known as the easterly extension of 620 South in **AMERICAN FORK CITY**.

****Also known as 1750 North in **AMERICAN FORK CITY**.

Corridor Preservation along North County Boulevard from US-89 to SR-92

LINDON CITY

Federal ID No. 876000242

PLEASANT GROVE CITY

Federal ID No. 876000264

AMERICAN FORK CITY

Federal ID No. 876000209

CITY OF CEDAR HILLS

Federal ID No. 870351624

HIGHLAND CITY

Federal ID No. 870344281

UTAH COUNTY

Federal ID No. 876000312

2. Traffic signal locations designated as 'Future' as listed in #1 above will not be installed until warranted and approved by **UDOT**. Additional signals along this corridor are not anticipated at this time, but intersections other than those listed in #1 above may be considered for signalization when studied by **UDOT**. Any intersections of this nature are not guaranteed to be signalized. The decision to signalize such locations is at the sole discretion of **UDOT** after consultation with the affected **LOCAL AGENCY**.

3. Because North County Boulevard is planned to become a **UDOT** owned, operated, and maintained facility in the near future, a **UDOT** Highway Access Management Standards Category (or Categories) must be assigned to the facility. A Category 5 (Regional Priority Urban) is hereby established for the corridor from US-89 in **LINDON CITY** to US-89 in **AMERICAN FORK/PLEASANT GROVE**. Category 5 is defined as a minimum as traffic signal spacing of 2,640 feet, minimum street spacing of 660 feet, and minimum access spacing of 350 feet. A Category 6 (Regional Urban) is hereby established for the corridor from US-89 in **AMERICAN FORK/PLEASANT GROVE** to SR-92 in **HIGHLAND CITY**. Category 6 is defined as minimum traffic signal spacing of 1,320 feet, minimum street spacing of 350 feet, and minimum access spacing of 200 feet.

4. Ideally, all parties will strive to maintain traffic signal, street, and access spacing according to the Access Management Standards Category as defined above. However, the Category assignment does not preclude elements of this Traffic Signal Plan and Access Control Plan from superseding the various spacings as defined in the Category. Reasonable exceptions may be reviewed by the **LOCAL AGENCY** and **UDOT**, and variances may be granted if approved by both agencies.

5. **LINDON CITY**'s 700 North Access Plan between State Street and Geneva Road (adopted January 20, 2004), and between Geneva Road and 2000 West (adopted May 3, 2005), is hereby incorporated into this Agreement, and is an example of an element which supersedes the Category assignment.

6. Existing access locations between US-89 in **LINDON CITY** and US-89 in **PLEASANT GROVE CITY/AMERICAN FORK CITY** are not anticipated to change following execution of this agreement, based on **UDOT**'s understanding of prior verbal agreements made between property owners and **LINDON CITY** and **PLEASANT GROVE CITY** in this segment. However, it is understood that it may be necessary to restrict certain types of traffic movements at any intersection or access in order to maintain traffic flow and improve safety through the corridor as agreed upon by the **LOCAL AGENCY** and **UDOT**.

Corridor Preservation along North County Boulevard from US-89 to SR-92

LINDON CITY

Federal ID No. 876000242

PLEASANT GROVE CITY

Federal ID No. 876000264

AMERICAN FORK CITY

Federal ID No. 876000209

CITY OF CEDAR HILLS

Federal ID No. 870351624

HIGHLAND CITY

Federal ID No. 870344281

UTAH COUNTY

Federal ID No. 876000312

7. Similarly, existing street intersections and access locations to property north of US-89 in **AMERICAN FORK CITY** are not anticipated to change following execution of this agreement unless redevelopment or change of use of property occurs. Any redevelopment or change of use to property in **AMERICAN FORK CITY** that may impact access to the property shall be reviewed by **AMERICAN FORK CITY** and **UDOT**. **AMERICAN FORK CITY** and **UDOT** will jointly agree on access for currently undeveloped parcels of land along the corridor within the city limits. By existing state statute, a property can not be land-locked.

8. **AMERICAN FORK CITY** shall have the option of requiring installation of utilities along the corridor for unincorporated parcels of land and/or parcels lacking utility service, prior to **UDOT** ownership of the corridor. The **DEPARTMENT** shall not be responsible for utility installations.

9. The parties hereto shall consider the concepts contained herein during the development of any master plans in this area and work towards the common goal of this Agreement. In the event there are changes in the concepts or provisions covered by this Agreement, a modification to this Agreement approved in writing by all parties hereto is required to place them in effect if the changes in the concepts or provisions apply to all parties. Otherwise, only the affected **LOCAL AGENCY** and **UDOT** are required to agree in writing to changes in the concepts or provisions of this Agreement which affect the **LOCAL AGENCY**.

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.

ATTEST:

LINDON CITY, a

Municipal Corporation in the State of Utah

By: *Rebra Cullimore*
Title: CITY RECORDER
Date: 5/3/11
(IMPRESS SEAL)

By: *J.A. [Signature]*
Title: MAYOR
Date: 5/3/11



Corridor Preservation along North County Boulevard from US-89 to SR-92

LINDON CITY

Federal ID No. 876000242

PLEASANT GROVE CITY

Federal ID No. 876000264

AMERICAN FORK CITY

Federal ID No. 876000209

CITY OF CEDAR HILLS

Federal ID No. 870351624

HIGHLAND CITY

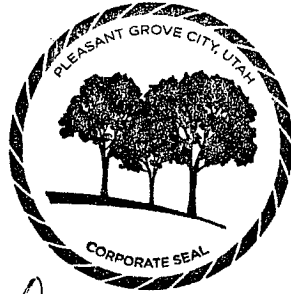
Federal ID No. 870344281

UTAH COUNTY

Federal ID No. 876000312

ATTEST:

By: Kathy J. Kresser
Title: City Recorder
Date: 11-7-12
(IMPRESS SEAL)

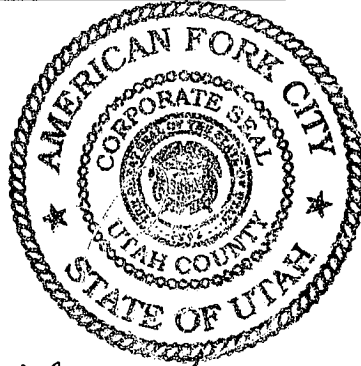


**PLEASANT GROVE CITY, a
Municipal Corporation in the State of Utah**

By: Kim Robinson
Title: Mayor four-term
Date: 11/7/12

ATTEST:

By: R. M. All
Title: CITY RECORDER
Date: 9 June 2011
(IMPRESS SEAL)

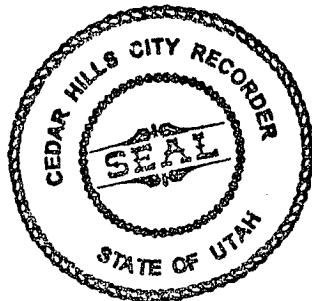


**AMERICAN FORK CITY, a
Municipal Corporation in the State of Utah**

By: Steve Seid
Title: Mayor
Date: 9 June 2011

ATTEST:

By: Gini E. Splendiani
Title: City Recorder
Date: August 8, 2011
(IMPRESS SEAL)



**CITY OF CEDAR HILLS, a
Municipal Corporation in the State of Utah**

By: [Signature]
Title: Mayor
Date: 8 Aug 2011

Corridor Preservation along North County Boulevard from US-89 to SR-92

LINDON CITY

Federal ID No. 876000242

PLEASANT GROVE CITY

Federal ID No. 876000264

AMERICAN FORK CITY

Federal ID No. 876000209

CITY OF CEDAR HILLS

Federal ID No. 870351624

HIGHLAND CITY

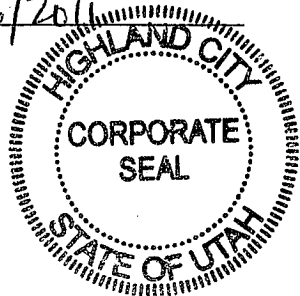
Federal ID No. 870344281

UTAH COUNTY

Federal ID No. 876000312

ATTEST:

By: [Signature]
Title: City Recorder
Date: 7/6/2011
(IMPRESS SEAL)



HIGHLAND CITY, a
Municipal Corporation in the State of Utah

By: [Signature]
Title: MAYOR
Date: 7/6/11

ATTEST:

By: NA
Title: _____
Date: _____
(IMPRESS SEAL)

UTAH COUNTY, a
Municipal Corporation in the State of Utah

By: NA
Title: _____
Date: _____

RECOMMENDED FOR APPROVAL: UTAH DEPARTMENT OF TRANSPORTATION

By: [Signature]
Utilities/Railroads Coordinator
Date: 2/8/12

By: [Signature]
Region Director
Date: 4/24/13

APPROVED AS TO FORM:

This Form Agreement has been previously approved as to form by the office of Legal Counsel for the Utah Department of Transportation.

COMPTROLLER OFFICE

By: [Signature]
Contract Administrator
Date: 5-22-13

700 North Access Plan

2000 West to State Street

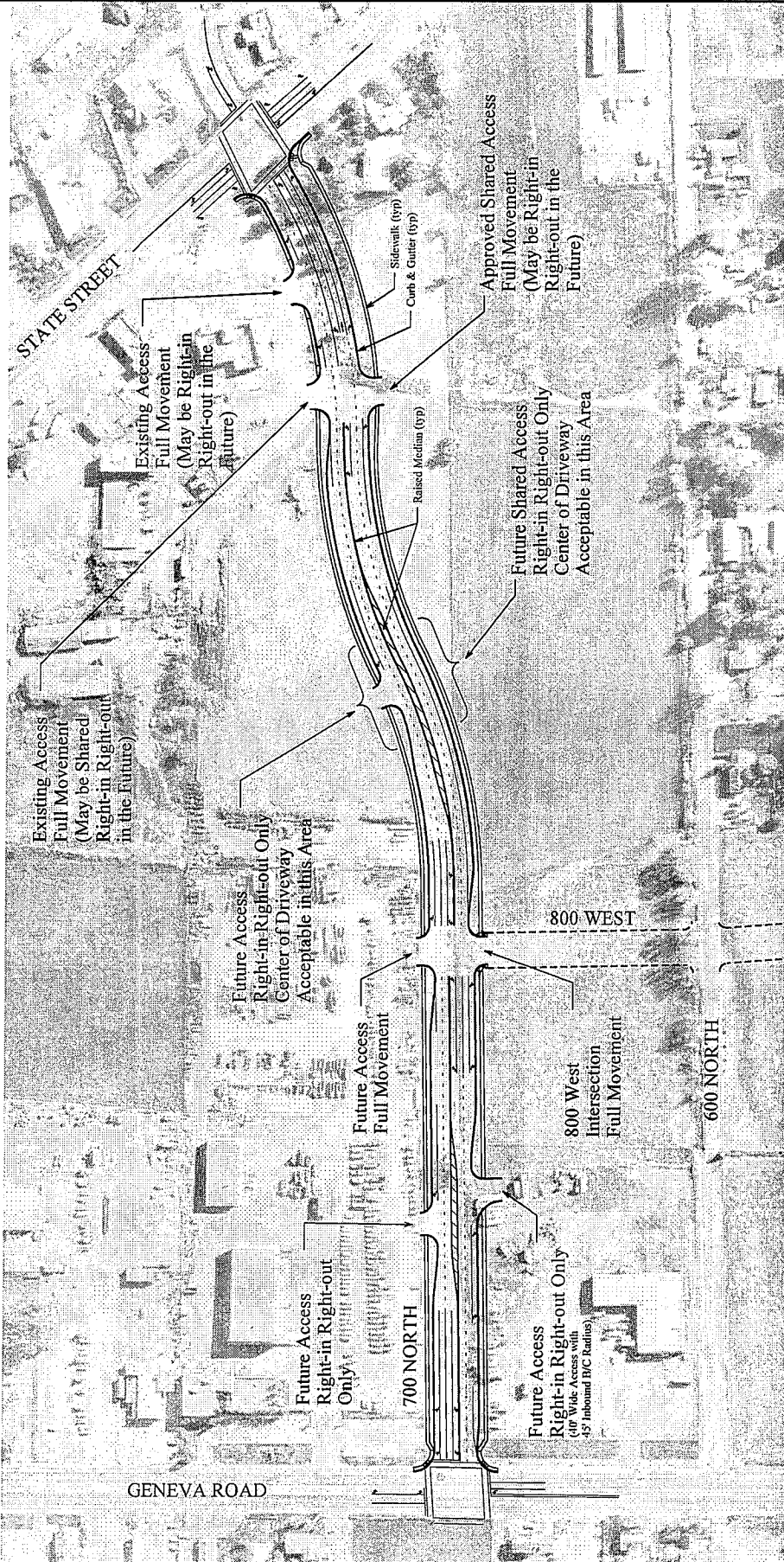
In 2003, Lindon City representatives and a committee made up of property owners along 700 North between Geneva Road and State Street worked to develop an access plan for that segment of 700 North. The 700 North Access Plan, Geneva Road to State Street, shown as Figure 1 on the following page, was the result of their work. On January 20, 2004, the Lindon City Council officially adopted the 700 North Access Plan, Geneva Road to State Street.

In 2005, Lindon City representatives and a committee made up of property owners along 700 North between 2000 West and Geneva Road worked to develop an access plan for that segment of 700 North. The 700 North Access Plan, 2000 West to Geneva Road, shown as Figure 2 and Figure 3 on the following pages, was the result of their work. On May 3, 2005, the Lindon City Council officially adopted the 700 North Access Plan, 2000 West to Geneva Road.

The three figures comprising the 700 North Access Plan identify how many and generally where future accesses will be allowed, and establishes whether they will be limited movement or full movement accesses. It also contains access placement guidelines that are to be used when determining the exact location of future accesses.

ACCESS PLACEMENT GUIDELINES

1. 700 North design speed is 45 mph in this area; functional classification is Arterial
2. Ideally accesses/streets should not be located within the functional area of adjacent accesses/streets (functional area is the perception, reaction, deceleration, taper and queuing areas).
3. As a minimum accesses/streets should be located outside the deceleration, taper & queuing areas of adjacent accesses/streets
4. Perception & reaction length = 165' (2.5 seconds x 45 mph)
5. Deceleration length + taper length = 280' (35 mph to 0 mph)
6. Queuing length is a function of congestion; assumed values vary from 20' for free right turns, to 100' for left turns, to more at signalized intersections.



ADOPTED JANUARY 20, 2004 BY THE LINDON CITY COUNCIL

Lindon, UT 84042 \CD\700 N-CR to State.dwg

STATEMENT OF USE

THIS DOCUMENT AND THE IDEAS AND DESIGNS INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF J-U-B ENGINEERS, INC. AND IS NOT TO BE USED, IN WHOLE OR IN PART, FOR ANY OTHER PROJECT WITHOUT THE EXPRESS WRITTEN AUTHORIZATION OF J-U-B ENGINEERS, INC.

REVISION

NO.	DESCRIPTION	BY	DATE



Engineers • Surveyors • Planners

**700 NORTH ACCESS PLAN
GENEVA ROAD TO STATE STREET**

LINDON CITY
UTAH

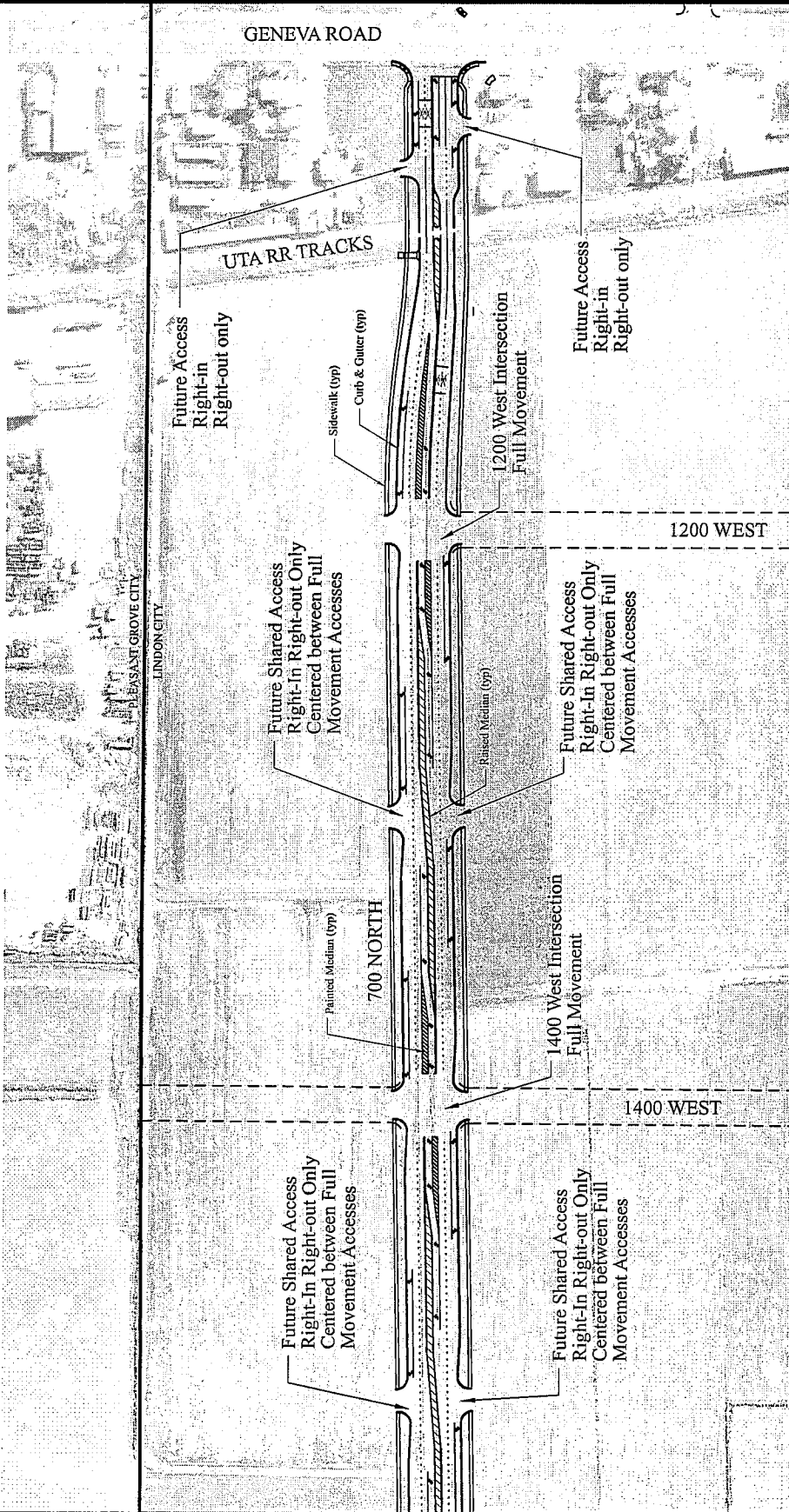
CAO DWG:
JUB 1700 N-CR to State.dwg
PLOT SCALE:
DRAWN BY: CJF/JAL/C
DESIGN BY: CJF/JAL/C
CHECKED BY: MLC

FIGURE 1

1" = 300'
SCALE

ACCESS PLACEMENT GUIDELINES

1. 700 North design speed is 55 mph west of the railroad tracks; functional classification is Arterial
2. Ideally accesses/streets should not be located within the functional area of adjacent accesses/streets (functional area is the perception, reaction, deceleration, taper and queuing areas).
3. As a minimum accesses/streets should be located outside the deceleration, taper & queuing areas of adjacent accesses/streets
4. Perception & reaction length = 200' (2.5 seconds x 55 mph)
5. Deceleration length + taper length = 430' (45 mph to 0 mph)
6. Queuing length is a function of congestion; assumed values vary from 20' for free right turns, to 100' for left turns, to more at signalized intersections.



MATCHLINE, SEE FIGURE 3

STATEMENT OF USE
THIS DOCUMENT AND THE IDEAS AND DESIGNS INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF J-U-B ENGINEERS, INC. AND IS NOT TO BE USED, IN WHOLE OR IN PART, FOR ANY OTHER PROJECT WITHOUT THE EXPRESS WRITTEN AUTHORIZATION OF J-U-B ENGINEERS, INC.

REVISION	
NO.	DESCRIPTION



700 NORTH ACCESS PLAN
2000 WEST TO GENEVA ROAD

LINDON CITY
UTAH

PLOT DATE:	1/23/2006
DATE-CR/CS:	2000 West.dgn
PLOT SCALE:	1"=300'
DRAWN BY:	C.F.
DESIGN BY:	C.F.
CHECKED BY:	M.C.

FIGURE 2

ADOPTED MAY 3, 2005 BY THE LINDON CITY COUNCIL

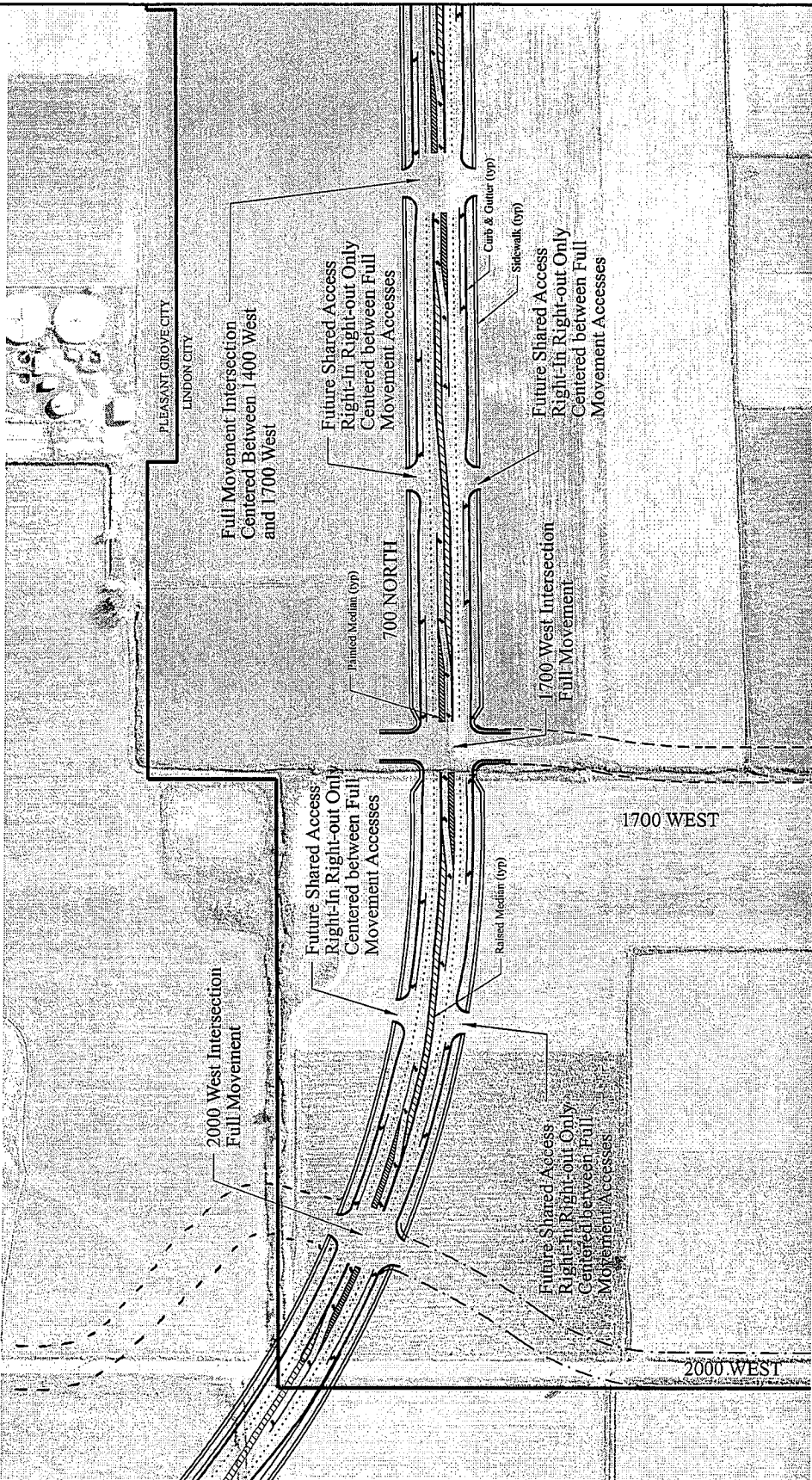
Lindon C:\0827\CA0700 H-GR to 2000 West.dgn

MATCHLINE, SEE FIGURE 2

1" = 300'
SCALE

ACCESS PLACEMENT GUIDELINES

1. 700 North design speed is 55 mph west of the railroad tracks; functional classification is Arterial
2. Ideally accesses/streets should not be located within the functional area of adjacent accesses/streets (functional area is the perception, reaction, deceleration, taper and queuing areas).
3. As a minimum accesses/streets should be located outside the deceleration, taper & queuing areas of adjacent accesses/streets
4. Perception & reaction length = 200' (2.5 seconds x 55 mph)
5. Deceleration length + taper length = 430' (45 mph to 0 mph)
6. Queuing length is a function of congestion; assumed values vary from 20' for free right turns, to 100' for left turns, to more at signalized intersections.



Lindon C:\50827\CAD\700 N-GR to 2000 West-2.dgn

ORIGINALLY ADOPTED MAY 3, 2005 BY THE LINDON CITY COUNCIL
REVISION ADOPTED JANUARY 16, 2007 BY THE LINDON CITY COUNCIL

STATEMENT OF USE

THIS DOCUMENT AND THE IDEAS AND DESIGNS INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE IS THE PROPERTY OF JUB ENGINEERS, P.C. AND IS NOT TO BE USED IN WHOLE OR IN PART, FOR ANY OTHER PROJECT WITHOUT THE EXPRESS WRITTEN AUTHORIZATION OF JUB ENGINEERS, P.C.

REVISION

NO.	DESCRIPTION	BY	DATE
1	MODIFY THE LOCATION OF 1700 WEST STREET	MLC	1/16/07



Engineers • Surveyors • Planners

**700 NORTH ACCESS PLAN
2000 WEST TO GENEVA ROAD**

LINDON CITY
UTAH

PLOT DATE:	1/15/2007
SHEET:	700 North Access Plan West 2 of 2
PLOT SCALE:	1" = 300'
DRAWN BY:	C.J.F.
DESIGN BY:	C.J.F.
CHECKED BY:	MLC

FIGURE 3

ADDENDUM #1 TO CORRIDOR
PRESERVATION AGREEMENT
ALONG NORTH COUNTY BLVD.
FROM US-89 TO SR-92
PLEASANT GROVE CITY
Federal ID No. 876000264

ADDENDUM #1

THIS ADDENDUM, made and entered into this _____ day of _____ 2012, by and between the **UTAH DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as “**UDOT**” and **PLEASANT GROVE CITY**, a Municipal Corporation of the State of Utah, hereinafter referred to as the “**CITY**”

WITNESSETH:

WHEREAS, **UDOT** and the **CITY** entered into an agreement _____, 2012, **UDOT** agreement number _____, to establish and preserve a corridor along the North County Boulevard from US-89 in Lindon City to SR-92 in Highland City, Utah County, to facilitate traffic flow, to be in accordance with each **LOCAL AGENCY**'s current Transportation Plan, and to be in accordance with **UDOT**'s Access Management Standards and practices. The North County Blvd. is comprised of local roads currently designated as 700 North in Lindon City, 2000 West in Pleasant Grove City, 1100 East in American Fork City, and 4650 West/4800 West in Utah County and Highland City. See attached map for additional information; and

WHEREAS, this **ADDENDUM** is now written to define a future traffic signal location not captured in the aforementioned **CORRIDOR PRESERVATION AGREEMENT**; and

THIS ADDENDUM is made to set out the terms and conditions whereunder said future traffic signal shall be installed.

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

1. The **CITY** requests that when the east intersection at Mountain View Drive warrants signalization that **UDOT** will approve the signalization according to standard procedures with the exception of the standard spacing requirement. **CITY** acknowledges that a traffic warrant study will be required prior to **UDOT** approving said signal.
 2. All terms and conditions contained herein will perpetuate to the benefit of and be binding upon the parties hereto, their successors and assigns.
 3. All terms and conditions of the existing agreement, **UDOT** agreement number _____, shall remain in full force. No part of this **ADDENDUM** shall relieve the **CITY** of any responsibility or liability associated with the original agreement.
-

ADDENDUM #1 TO CORRIDOR
PRESERVATION AGREEMENT
ALONG NORTH COUNTY BLVD.
FROM US-89 TO SR-92
PLEASANT GROVE CITY
Federal ID No. 876000264

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.

ATTEST:

By: Kathryn J. Kresser
Title: City Recorder
Date: 11-7-2012

PLEASANT GROVE CITY CORPORATION,
a Municipal Corporation of the State of Utah

By: Kim Robinson
Title: Mayor Pro-Tem
Date: 11/7/2012

(IMPRESS SEAL)

ATTEST:

By: _____
Title: NA
Date: _____

UTAH COUNTY, a
Municipal Corporation in the State of Utah

By: _____
Title: NA
Date: _____

(IMPRESS SEAL)

RECOMMENDED FOR APPROVAL: UTAH DEPARTMENT OF TRANSPORTATION

By: [Signature]
Region Utilities Coordinator
Date: 4/25/13

By: [Signature]
Region Director
Date: 4/25/13

COMPROLLER OFFICE

By: Cherise Young
Contract Administrator
Date: 5-22-13