

**ADDENDUM #1 TO COOPERATIVE AGREEMENT 098654
SR-77 WITHIN THE LIMITS OF SPRINGVILLE CITY
SPRINGVILLE CITY
Federal ID No. 876000285**

28161

ADDENDUM #1

THIS ADDENDUM made and entered into this 12 day of Sept, 2017, by and between the **UTAH DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as “**UDOT**” and **SPRINGVILLE CITY**, a municipal corporation in the State of Utah, hereinafter referred to as the “**CITY**”.

WITNESSETH:

WHEREAS, **UDOT** and the **CITY** entered into agreement #098654 on 23 March 2009 to establish and preserve a corridor along SR-77 from 2600 West to US-89, to facilitate the safe and efficient movement of traffic, to be in accordance with the **CITY**'s current transportation master plan, to be in accordance with **UDOT**'s widening and interchange reconstruction project S-0077(9)0, and to be in accordance with **UDOT**'s current Access Category Assignment/State Highway Access Management Standards; and

WHEREAS, the **CITY** has grown in population resulting in the construction of new residential subdivisions and commercial properties wherein local streets now connect to SR-77 since the execution of the aforementioned agreement, and

WHEREAS, this **ADDENDUM** is now written to define and update existing, warranted, and proposed traffic signal locations within the current **CITY** limits.

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

1. The following are identified as existing, warranted or proposed traffic signal installations along SR-77:

- 2600 West (Proposed)
- 2200 West (Existing)
- I-15 SPUI (Existing)
- 1750 West (Existing)
- 1200 West (Warranted – to be constructed)
- 950 West (Existing)
- US-89/Main St. (Existing)

2. It is understood by both parties the current access management category remains in place (Category 5), which specifies minimum traffic signal spacing of 2,640 feet, minimum street spacing of 660 feet, and minimum driveway spacing of 350 feet. Both parties will strive to maintain these standards. Requests for reasonable exceptions may be reviewed by both agencies and variances may be granted when approved.

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3. It is further understood by both parties that even though traffic signal spacing is as noted in #2 above, it is reasonable to compromise and make exceptions to signalize some intersections based on the CITY'S master plan development and traffic patterns, and without impeding acceptable traffic flow. Such is the case with 1200 West.
4. Proposed traffic signals listed in #1 above will not be installed until warranted by UDOT. Additional traffic signals along SR-77 are not anticipated at this time, but intersections other than those listed in #1 above may be considered for signalization on an individual basis when studied by UDOT. Any intersections of this nature are not guaranteed to be signalized. 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 parties hereto.
5. Segments of the highway which are currently designated as No Access, Limited Access, or Regular Right-of-Way are unchanged by this Addendum.
6. Any master plans developed by either party hereto in this area shall include the concepts contained herein and work towards the common goal of this Addendum.
7. In the event there are changes in the concepts or provisions covered by this Addendum, a second Addendum shall be required and executed to place them in effect.
8. No part of this Addendum shall relieve the CITY of any responsibility or liability associated with the original agreement.

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:

SPRINGVILLE CITY
Municipal Corporation in the State of Utah

By: [Signature]

By: [Signature]

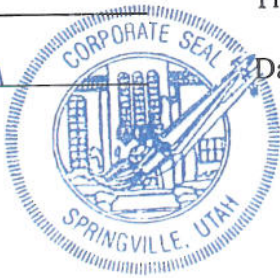
Title: City Recorder

Title: Mayor

Date: August 15, 2017

Date: August 15, 2017

(IMPRESS SEAL)



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RECOMMENDED FOR APPROVAL: UTAH DEPARTMENT OF TRANSPORTATION

By: Brian Phillips
Region Three Traffic Operations Engineer

Date: 8-22-17

By: Tina S. New
Region Three Director

Date: 9/12/17

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: Kristi Barney
Contract Administrator

Date: 9/18/17