



State of Utah

JON M. HUNTSMAN, JR.
Governor

GARY R. HERBERT
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

March 9, 2007

Eric DeHaan, City Engineer
Park City Corporation
Marsac Municipal Building
PO Box 1480
Park City, Utah 84060

SUBJECT: Corridor Preservation on SR-248 in Summit County
UTAH DEPARTMENT OF TRANSPORTATION,
SUMMIT COUNTY AND PARK CITY

Dear Mr. DeHaan:

Attached is an original fully executed copy of the Corridor Preservation Agreement between UDOT, Summit County and Park City.

Sincerely,

Vicki Townsend

Vicki Townsend
UDOT Region Two Contract Specialist

CC: Kris Peterson, Traffic Operations Engineer

6536

COOPERATIVE
CORRIDOR PRESERVATION AGREEMENT

THIS COOPERATIVE AGREEMENT, made and entered into this 1 day of ~~FEBRUARY~~, 2007, by and between the UTAH DEPARTMENT OF TRANSPORTATION, hereinafter referred to as "UDOT" and PARK CITY, ~~Municipal Corporation~~ in the State of Utah, hereinafter referred to as the "City", and SUMMIT COUNTY, a ~~Municipal Corporation~~ in the State of Utah, hereinafter referred to as the "County".
Political Subdivision

WITNESSETH:

WHEREAS, to facilitate traffic flow along the SR-248 corridor between S.R. 224 to US-40 Quinn's Jct., the parties hereto desire to designate specific access management and corridor preservation elements; and

WHEREAS, the parties hereto have determined by formal finding that regulation of intersection and access points for future highway improvements is not in violation of the laws of the State of Utah or any legal contract with the **City or County**.

THIS COOPERATIVE AGREEMENT is made to set out the terms and conditions whereunder said rights-of-way shall be preserved. This agreement is to replace the existing cooperative agreement for SR-248.

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

(1). To facilitate traffic flow along the SR-248 corridor between S.R. 224 and US-40 Quinns Jct., the following locations are identified as locations for future traffic signal installation. Actual installation will be as determined by the criteria contained in enumerated paragraphs (2) and (6).

Homestake Rd.	Proposed
Bonanza Dr.	Existing
Park City High School (approximately midway between Bonanza and Comstock)	Proposed Pedestrian Signal
Comstock Dr.	Existing
Wyatt Earp Drive	Proposed
SR-248 at Old Dump Rd.	Proposed
SR-248 development signal (minimum ¼ mile west of US-40 SB offramp terminal)	Proposed

(2). The parties hereto agree that proposed traffic signals will only be installed at the locations specified in enumerated paragraph (1) in the herein described SR-248 corridor and only as they become warranted as defined by Chapter 4C of the Manual on Uniform Traffic Control Devices (FHWA, current edition), except as noted in enumerated paragraph (6). As agreed upon by the parties hereto, it is further agreed that it may be necessary to not allow unsignalized accesses between Old Dump Rd. to US-40 Quinn's Jct. The **City** and **County** shall develop any master plan in this area around this concept and the parties hereto shall work towards the common goal identified in this agreement. The parties hereto agree that up to two additional access points may be constructed on S.R. 248 east of U.S. 40 to access a planned Park and Ride lot subject to normal permitting by UDOT.

(3). In order to promote safety and efficiency within the SR-248 corridor, unsignalized accesses between Old Dump Rd. to US-40 Quinn's Jct. will be closed upon development and future signal installation as noted in enumerated paragraph (1).

(4). In order to promote safety and efficiency within the SR-248 corridor, unsignalized accesses between Wyatt Earp Way to Old Dump Rd. will be administered as per **UDOT**'s access management requirements (Administrative Rule R930-6).

(5). Upon completion of the south development in the area between Homestake Rd. and Bonanza Dr., the existing non-signalized accesses shall be consolidated to promote safety and efficiency within the SR-248 corridor.

(6). In order to promote safety and efficiency along the SR-248 corridor, all other access to the corridor will be administered as per **UDOT**'s access management requirements (Administrative Rule R930-6).

(7). Regarding development located westside of US-40 Quinn's Jct.:

(a). The northside development will be serviced by the future development signalized intersection located minimum $\frac{1}{4}$ mile from the US-40 SB offramp terminal. This future development signalized intersection will also serviced the southside development and road connection from Old Dump Rd. As agreed upon by the parties hereto, the signal may be warranted and built to coincide with the opening of this development. Any right-of-way acquisition, environmental clearance, design, and construction costs shall be paid by the developer.

(b). Upon completion of the northside development and the installation of the future development signalized intersection, the existing N.A.C. (National Ability Center) access will be closed.

(c). Upon completion of the southside development and the installation of the future development signalized intersection, existing non-signalized accesses will be closed.

(d). This agreement shall not be considered precedent-setting. It is not the general practice of the **UDOT** to warrant a signal before traffic volumes meet minimum thresholds as defined by Chapter 4C of the Manual on Uniform Traffic Control Devices (FHWA, current edition).

(8). Based upon future considerations and needs, this Cooperative Corridor Preservation Agreement may need to be amended from its original form and, therefore, any desires to amend this agreement shall require the concurrence of the parties hereto.

Corridor Preservation on SR-248 in Summit County
UTAH DEPARTMENT OF TRANSPORTATION,
SUMMIT COUNTY AND PARK CITY

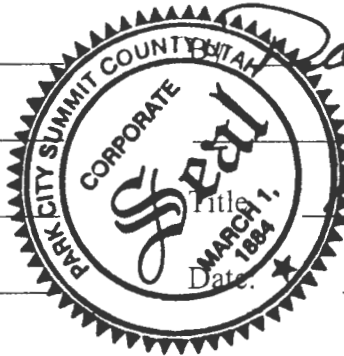
IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their duly authorized officers as of the day and year first above written.

ATTEST:

PARK CITY, a Municipal Corporation
of the State of Utah

[Handwritten Signature]

[Handwritten Signature]



Title CITY RECORDER

Title MAYOR

Date: 2/5/07

Date: 2/5/07

(IMPRESS SEAL)

ATTEST:

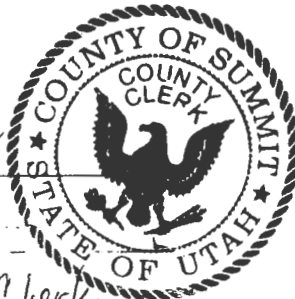
SUMMIT COUNTY, a ^{Political Subdivision} Municipal Corporation

Corporation

of the State of Utah

[Handwritten Signature]

By *[Handwritten Signature]*



Title Summit County Clerk

Title Commission Chair

Date: 2/21/07

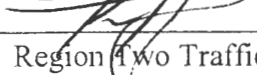
Date: 2/21/07

(IMPRESS SEAL)

Approved as to form
Summit County Attorney
By *[Handwritten Signature]*

Corridor Preservation on SR-248 in Summit County
UTAH DEPARTMENT OF TRANSPORTATION,
SUMMIT COUNTY AND PARK CITY

RECOMMENDED FOR APPROVAL: UTAH DEPARTMENT OF TRANSPORTATION

By 
Region Two Traffic Engineer

Date: 3-1-07

By 
Region Director

Date: 3/1/07

APPROVED AS TO FORM:

UDOT Comptroller Office
The Utah State Attorney General's
Office has previously approved all
paragraphs in this Agreement as to
form.

By 

Contract Administrator

Date: 3-6-07