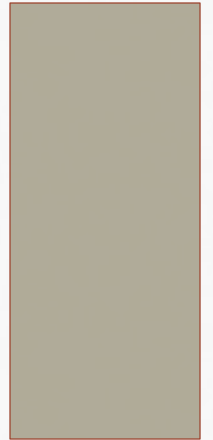
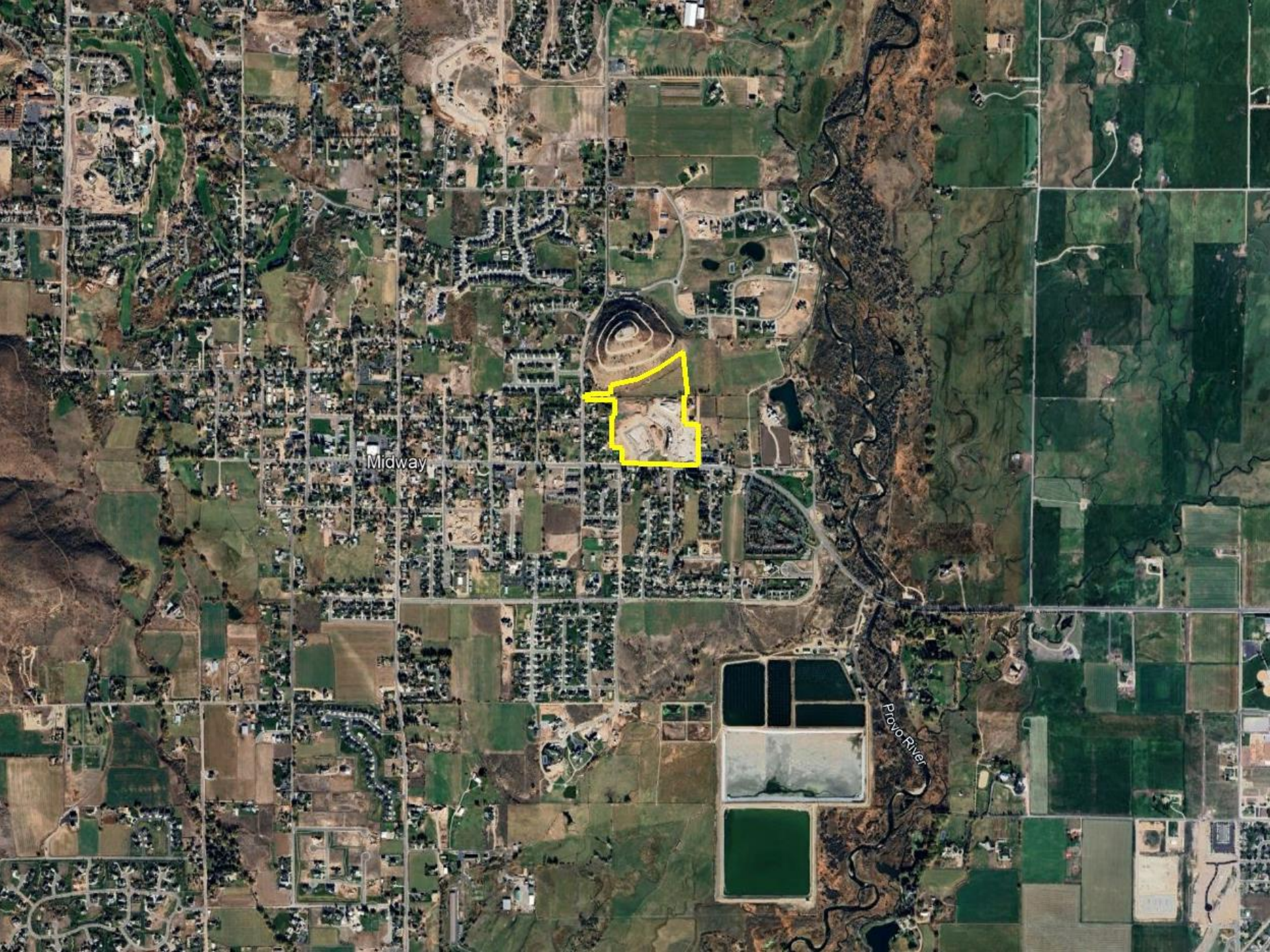


SOUTHILL MASTER PLAN THIRD AMENDMENT

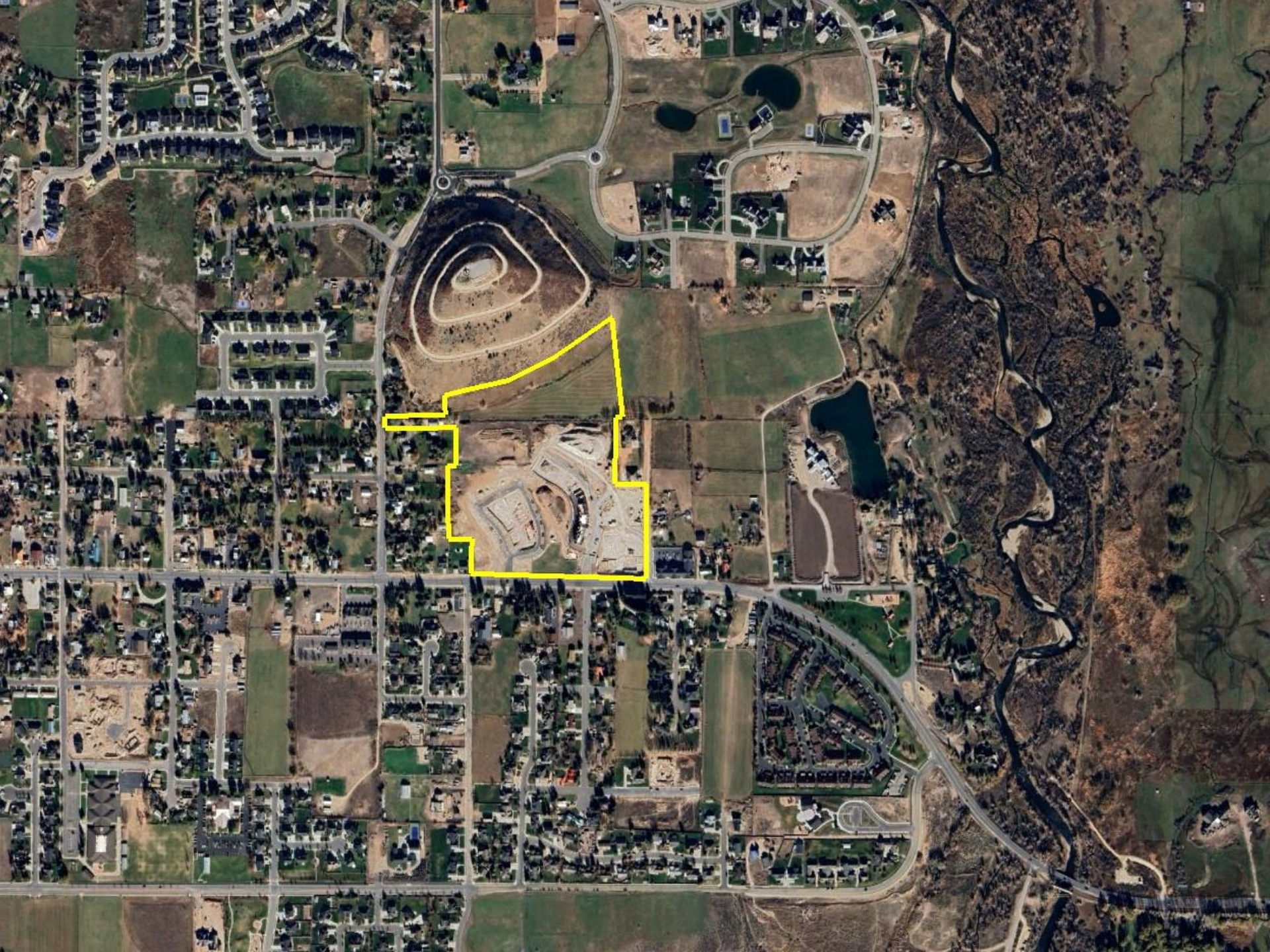
MASTER PLAN AMENDMENT



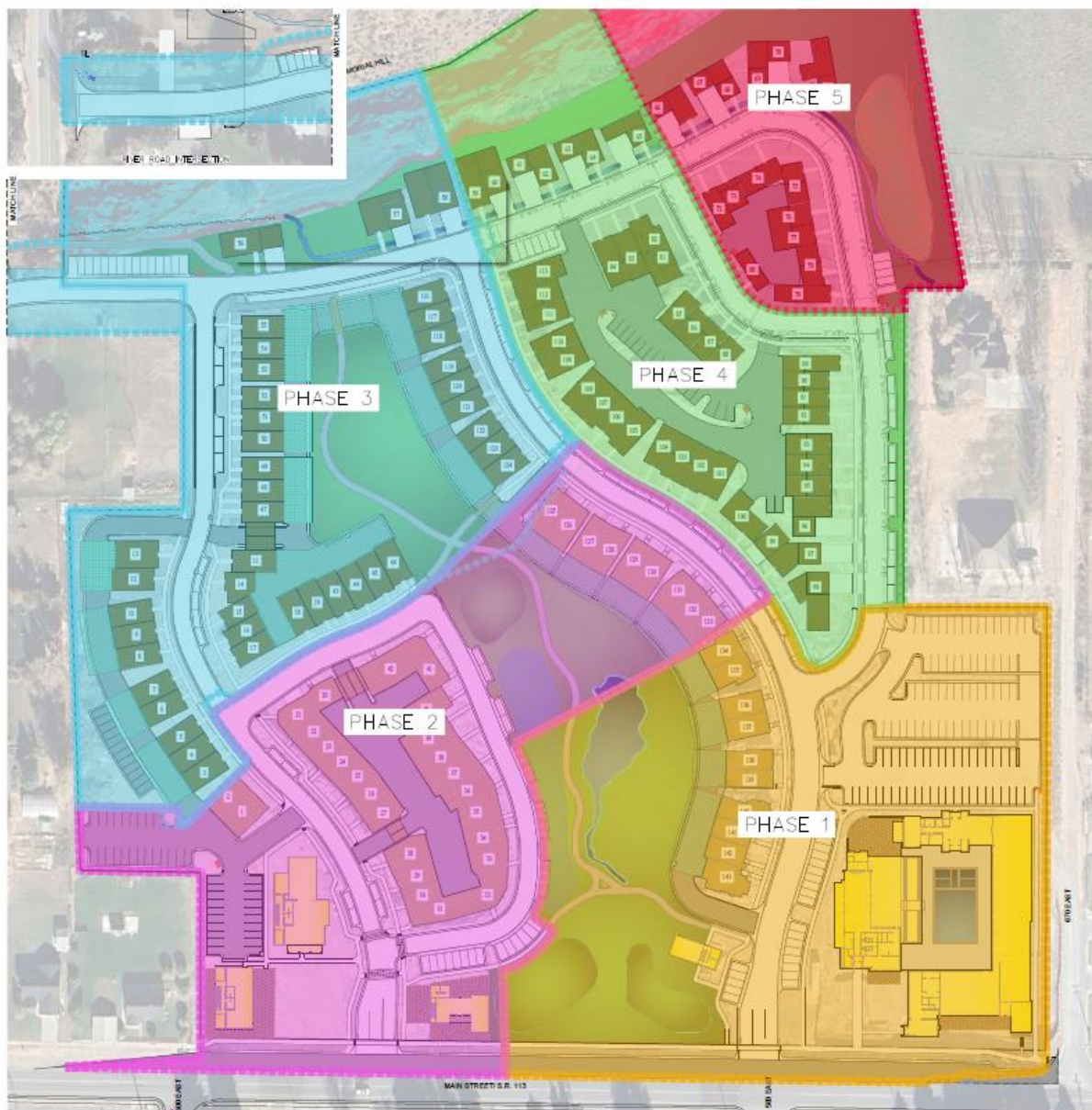


Midway

Provo River







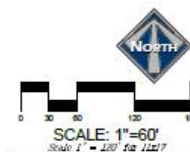
- LEGEND**
- NON-BUILDABLE AREA (25%+ SLOPE)
 - COMMERCIAL BUILDINGS
 - FLATTED UNITS IN PHASE 1 & 2
 - PHASE 3 UNITS
 - FUTURE UNITS IN PHASE 4 & 5
 - CONCRETE DECK/PATIO AREA OVER BELOW GRADE ALLEYS
 - ROADS & PARKING
 - BELOW GRADE ALLEYS & PARKING
 - LANDSCAPE AREA - GRASS
 - LANDSCAPE AREA - NATIVE GRASS
 - LANDSCAPE AREA - WOOD MULCH
 - SNOW STORAGE AREA
 - EXIST. TRASH DUMPSTER

0.24 ACRES

NOTES

1. HILL ROAD CONNECTION TO BE COMPLETED WITH PHASE 3.
2. TRAFFIC LIGHT AT HILL ROAD AND MAIN MUST BE INSTALLED PRIOR TO PHASE 3. SEE THE MASTER PLAN AGREEMENT FOR ADDITIONAL DETAILS.

PHASE	AREA	COMMERCIAL	RESIDENTIAL	OPEN SPACE	PARKING	IRRIGATION	NON-IRRIGATED AREA
1	6.55 AC	37,615 SF	10,249 SF	10	1.84 AC	128	3.16 AC
2	5.70 AC	11,285 SF	33,360 SF	34	1.23 AC	79	2.20 AC
3	6.67 AC	0 SF	44,449 SF	42	1.83 AC	54	2.26 AC
4	4.59 AC	0 SF	45,355 SF	40	0.67 AC	40	1.79 AC
5	1.99 AC	0 SF	14,964 SF	15	2.89 AC	5	1.88 AC
	27.47 AC	48,900 SF	148,377 SF	141	8.56 AC	306	11.09 AC



LISTER
SOUTHILL - PHASE 3

PHASING PLAN



THIS DOCUMENT IS PREPARED
AND IS NOT TO BE USED FOR
ANY OTHER PROJECTS WITHOUT
THE WRITTEN PERMISSION OF
BERG ENGINEERING, INC.
DATE: 1/11/17
BY: J. FELIX
DATE: 1/11/17

DESIGN BY: PER
DRAWN BY: DEJ
DATE: 1 FEB 2015
REV: 4

CURRENT LANGUAGE

- Traffic signal at Main Street and River Road – UDOT has studied the traffic related issues for the intersection of Main Street and River Road. The study concluded that a traffic signal is warranted for the intersection, but UDOT does not have a timeline established for when the signal will be installed. Southill will increase traffic to the intersection and as such the Developer shall pay 50% of any City costs expended on the installation for the traffic signal for required infrastructure, expansion of pavement, landscaping, etc. (excepting specifically any costs associated with right-of-way acquisition). Because UDOT's timeline for installation of the traffic signal is unknown, and the risk of overloading the intersection from traffic from the Development is likely, phase 3 of the Project shall not be approved without the installation of the traffic signal. Developer shall have the choice at that time to bear the entire UDOT expense of installing the traffic signal or waiting for UDOT to install the signal. **Either way, the plat for phase 3 shall not be recorded without the traffic signal first being installed.**

PROPOSED LANGUAGE

- Traffic signal at Main Street and River Road – UDOT has studied the traffic related issues for the intersection of Main Street and River Road. The study concluded that a traffic signal is warranted for the intersection, but UDOT does not have a timeline established for when the signal will be installed. Southill will increase traffic to the intersection and as such the Developer shall pay 50% of any City costs expended on the installation for the traffic signal for required infrastructure, expansion of pavement, landscaping, etc. (excepting specifically any costs associated with right-of-way acquisition). Because UDOT's timeline for installation of the traffic signal is unknown, and the risk of overloading the intersection from traffic from the Development is likely, phase 3 of the Project shall not be approved without the installation of the traffic signal. Developer shall have the choice at that time to bear the entire UDOT expense of installing the traffic signal or waiting for UDOT to install the signal. **Either way, certificates of occupancy shall not be approved without the traffic signal first being installed.**

DISCUSSION ITEMS

- Existing language was created to avoid overloading the intersection of Main Street and River Road with increased traffic that partially will be because of the Southill development
- The proposed change should not impact the traffic situation of the area since no units will be occupied in phase 3 with either the existing language or the proposed language
- Legislative action with broad discretion

From: **Craig Hancock** <chancock@utah.gov>
Date: Mon, May 19, 2025 at 3:44 PM
Subject: Re: SR-113 and 400 East Intersection
To: dan@southill.com <dan@southill.com>

Hi Dan,

Following up on your request, the current plan is to advertise for a contractor for the SR-113 and 400 East Intersection improvement project starting on May 24, 2025. The bid opening is scheduled for June 19, 2025.

Please note that these dates are our best estimates at this time and could potentially shift by a week or two.

Let me know if you require any further information.

Best regards,
Craig



Craig Hancock
Project Manager
Utah Department of Transportation
658 North 1500 West • Orem, UT 84095
Cell: (801) 928-9158
email: chancock@utah.gov

POSSIBLE FINDINGS

- Studies by UDOT have found that the traffic signal at Main Street and River Road is warranted.
- The current language requires the traffic signal before the phase 3 plat is recorded.
- The proposed language would require the traffic signal is installed before any certificate of occupancy is issued in phase 3.
- The proposed change should not impact the traffic situation of the area since no units will be occupied in phase 3 with either the existing language or the proposed language.
- The proposal to amend the master plan agreement is a legislative action.

PROPOSED CONDITIONS

- None