

**Notice is hereby given
The Mayor and City Council of Helper City,
A Municipal Corporation will hold a regular meeting
on the 16th day of March 2023.
At the Council Chambers
19 South Main, Helper, Utah.
The meeting shall begin at 6:00 pm.**

- 1- Call to order.
- 2- Pledge of Allegiance.
- 3- Roll call.
- 4- Public Comment.
- 5- Approval of the minutes from February 16, 2023.
- 6- Discussion and possible approval of local area consent for Helper Saturday Vibes.
- 7- Discussion and possible approval of purchasing snowplow for the four-wheeler in the amount of \$820.
- 8- Discussion and possible approval of updating the special event permit.
- 9- Discussion and possible approval of Helper Historic Preservation Commission Bylaws.

Reports only from Council Members and Department Heads.

Possible closed session.

Adjournment:

The public is invited to submit questions or comments 24 hours before the meeting on agenda items only by calling (435) 472-5391 or emailing ztonc@helpercity.net. I Zack Tonc Helper City Recorder, do hereby certify the above notice and agenda was posted on the 14th day of March 2023 at City Hall and Utah Public Notice Website. Agenda was provided to the media at least 24 hours before such meeting.

Under the Americans with Disabilities Act, the City of Helper will make reasonable accommodations to participate in the meeting. Request for assistance can be made by calling (435) 472-5391 at least 48 hours in advance of the meeting to be attended.


Zack Tonc

1 **MINUTES OF THE HELPER CITY COUNCIL MEETING**

2 **Thursday, February 16, 2023**

3 **at 6:00 p.m.**

4 **in the Council Chambers**

5 **19 South Main Street**

6 **Helper, Utah 84526**

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10 **ATTENDANCE:**

11 Mayor Lenise Peterman

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13 **Council Members:**

14 David Dornan

15 Michelle Goldsmith

16 Gary Harwood

17 Malarie DeVincent

18 Amanda Wheeler

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21 **City Staff:**

22 City Recorder: Zack Tonc

23 City Attorney: Dominique Kiahtipes

24 Public Works Director: Michael Mastin

25 Police Officer: Lakota Clark

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37 **Citizens:**

38 Charles Jones, Kalynn Jones, Jesse McCourt, Louise Hamilton, Mateas Romero,
39 Jeanann Zmerzliker, Amanda Maddoy, Dave Child. Darwin Jones, Karla Jones, Tom
40 Boyack, Frankie Sacco, Vic Sacco, Lisa Stuart, Kris Wilson, Jack Ori, Mike O'Shea,
41 Jean Boyack, Cindy Curry, Roman Vega, Lynna Topolovec, Lynn Felice, Rocky Felice,
42 Joe Sacco, Ellis Powelson, Goldie, Bernie Morris, Scott McKee, Joan Burgess, Billie
43 Heilesen, Russell Seeley, Marilou Kundmueller, Ed Chavez, Terrie Saccomano, Jerry
44 Pendleton, Forrest Pendleton, Sherry Christensen, Jason Child, Delores Slavensky,
45 Tom Matthews, Debbie Jensen, Daniel Hinckley, and Chris Hall.

46
APPROVAL OF THE MINUTES FROM JANUARY 19, 2023.

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48 Council Member Harwood moved to approve minutes from January 19, 2023. Council
49 Member Dornan seconded the motion. Motion carried, the council roll call vote is as
50 follows: Dornan, Goldsmith, Wheeler, DeVincent, and Harwood all voted yes.

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**DISCUSSION AND POSSIBLE APPROVAL OF \$1.50 RAISE FOR DEBBIE JENSEN
FOR PAST CERTIFICATIONS.**

Debbie Jensen stated her certifications from LTAP, with some explanation of what they mean.

Public Works Director Mastin stated Debbie Jensen is about off probation and is a great asset to our team. Her work over the winter with plowing snow and road maintenance has been excellent.

Council Member Goldsmith moved to approve a \$1.50 raise for Debbie Jensen for past certifications. Council Member Dornan seconded the motion. Motion carried, the council roll call vote is as follows: Dornan, Goldsmith, Wheeler, DeVincent, and Harwood all voted yes.

PRESENTATION FROM UDOT ON THEIR STUDY AND ACCESS MANAGEMENT AGREEMENT.

Chris Hall and Daniel Hinckley from UDOT gave a presentation on proposed future safety changes to HWY 6.

Exhibit A – UDOT Presentation

PUBLIC COMMENT:

Public Comments were made by the following:

Charles Jones, Jesse McCourt, Janise Hamilton, Darwin Jones, Tom Boyack, Cindy Curry, Lynna Topolovec, Joe Sacco, Bernie Morris, Jason Child, Delores Slavensky, Tom Mathews, Angelo Konakis, Ginger Basso, Casey Pritt, David Gonzales, Justin Fish, and Mequelle Woodruff.

Exhibit B – Public comments.

DISCUSSION AND POSSIBLE APPROVAL OF ACCESS MANAGEMENT FOR US-6 COOPERATIVE AGREEMENT.

Item Skipped.

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95 **DISCUSSION AND POSSIBLE APPROVAL OF THE LOCUST ST PARK PLAN.**
96

97 Council Member Goldsmith stated she met with the pickleball people, the all-access
98 playground people, and Dave Johnsen. What we have come up with is the all-access
99 playground people are having a fundraising dance on March 18, 2023. The pickleball
100 courts are going to the cement slab along with the basketball court.
101

102 Council Member Dornan asked if there is a drawn plan because he can not envision if
103 there is enough space for everything being proposed.
104

105 Council Member Goldsmith and Dornan discussed the cost of building bathrooms at
106 Locust St Park.
107

108 Council Member Wheeler moved to table. Council Member DeVincent seconded the
109 motion. Motion carried, the council roll call vote is as follows: Dornan, Goldsmith,
110 Wheeler, DeVincent, and Harwood all voted yes.
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115 **DISCUSSION AND POSSIBLE APPROVAL OF NO PARKING SIGNS ON THE**
116 **NORTH SIDE OF VOLL ST. FROM DODGE ST. TO WELBY ST.**
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118 Public Works Director Mastin stated people are parking in front of a resident's private
119 driveway and the resident is unable to get out of his driveway. The road is so narrow he
120 is suggesting putting up no parking signs on the north side of Voll St.
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122 Council Member Dornan moved to approve no parking signs on the north side of Voll St.
123 from Dodge St. to Welby St. Council Member Goldsmith seconded the motion. Motion
124 carried, the council roll call vote is as follows: Dornan, Goldsmith, Wheeler, DeVincent,
125 and Harwood all voted yes.
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130 **DISCUSSION OF PROCESS FOR IMPROVEMENTS TO THE FLOODPLAIN PERMIT.**
131

132 Mayor Peterman has tasked Planning & Zoning to review and make recommendations
133 to the council on the Floodplain Permit. She would like to see a streamlined process, so
134 people will not get hung up.
135

136 Council Member Wheeler stated she has specific ideas and feedback from the
137 community, she will relay the information to Planning & Zoning.
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142 **ADJOURNMENT:**
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144 There being no further business Council Member Dornan moved to adjourn. Council
145 Member DeVinent seconded the motion. Motion carried, the council roll call vote is as
146 follows: Dornan, Goldsmith, Wheeler, DeVinent, and Harwood all voted yes.
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151 I hereby certify that the foregoing represents a true, accurate, and complete record of
152 the Helper City Council meeting held on Thursday, February 16, 2023.
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158 _____
159 Lenise Peterman
160 Mayor

158 _____
159 Zack Tonc
160 City Recorder

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162 Approved on March 16, 2023
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165 Exhibit A
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US-6, Helper, Corridor Vision and Access Study

US-6, Helper, MP 231.2 to MP 240.1

DECEMBER 2022

US-6 CORRIDOR VISION AND ACCESS STUDY

Project Understanding

Study Purpose

The Utah Department of Transportation (UDOT) initiated the US-6, Corridor Vision and Access Study. The study resulted in proposed access management solutions for US-6, Helper, Carbon County, UT. UDOT and local agencies recognize the need for a US-6 access management plan to help direct future growth and development in the area. The study is funded through the UDOT Solutions Development program.

Study Area

The study limits are an 8.9-mile segment of US-6, from north of Helper City to Price City. The north study limit is the railroad bridge north of Helper, at approximately milepost (MP) 231.2. The south study limit is the Westwood Boulevard/SR-55/100 North interchange in Price, approximately MP 240.1. The study area is shown in Figure 1.



Figure 1 - Study Area

Study Goals & Objectives

The Corridor Vision and Access Management Study results in an actionable, forward-thinking plan to maintain mobility, provide for local access, and improve safety for all users of US-6 within the project limits. The study:

- Analyzed existing and projected traffic and safety data.
- Identified potential safety issues and key contributing factors.
- Considered future development plans to understand potential future access requests to the corridor.
- Established a corridor vision for improved access management of US-6 within the project limits.
- Prepared corridor access management concept plans that results in efficient and effective use of right of way and improves safety for all users.
- Prepared a Cooperative Agreement that documents access control elements identified in the study.

Vision Statement

UDOT and project stakeholders developed the following study vision statement:

Improved safety and mobility for local, regional, and freight travel through corridor access management while considering local access needs.

Existing & Future Conditions

Roadway Sections

Figure 2 shows the three existing typical roadway cross-sections along US-6 in the study area.

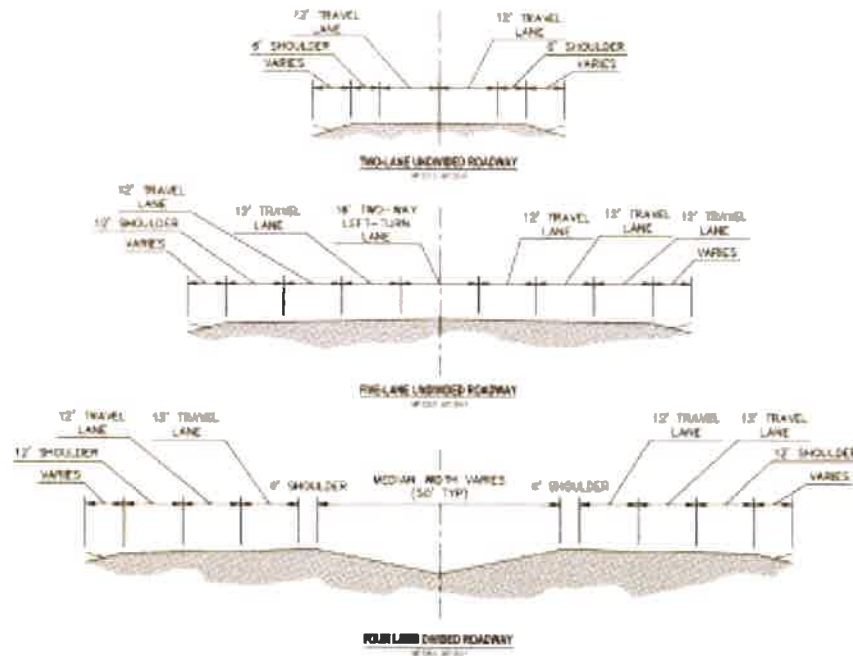


Figure 2 - Existing Typical Cross-Sections

Traffic

Average daily traffic (ADT) volumes on US-6 were collected at five locations on US-6. As shown in Figure 3, daily traffic is anticipated to increase by more than 4,000 vehicles per day, with the largest increase projected to occur north of Elberts Road (MP 235.4). Future (2040) daily traffic volumes are derived from the Wasatch Front Regional Travel Demand Model maintained by Wasatch Front Regional Council.

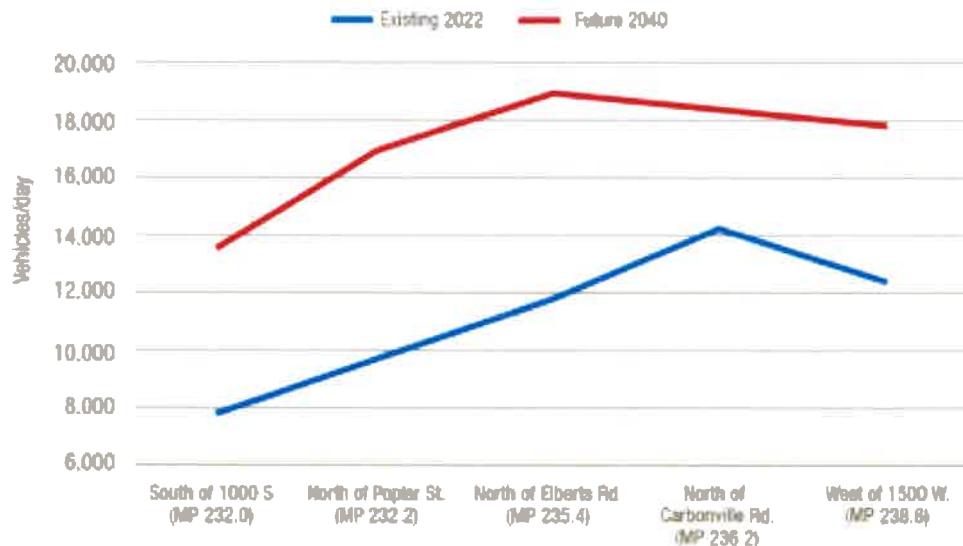


Figure 3 - Average Daily Traffic

Safety

Crash data was obtained from UDOT for the five most recent years available, 2017-2021. During the five-year period, there were 253 reported crashes along US-6 within the study limits. As shown in Figure 4, 50% of crashes (126 crashes) in the study area are animal-related; 6 of which resulted in possible injuries.

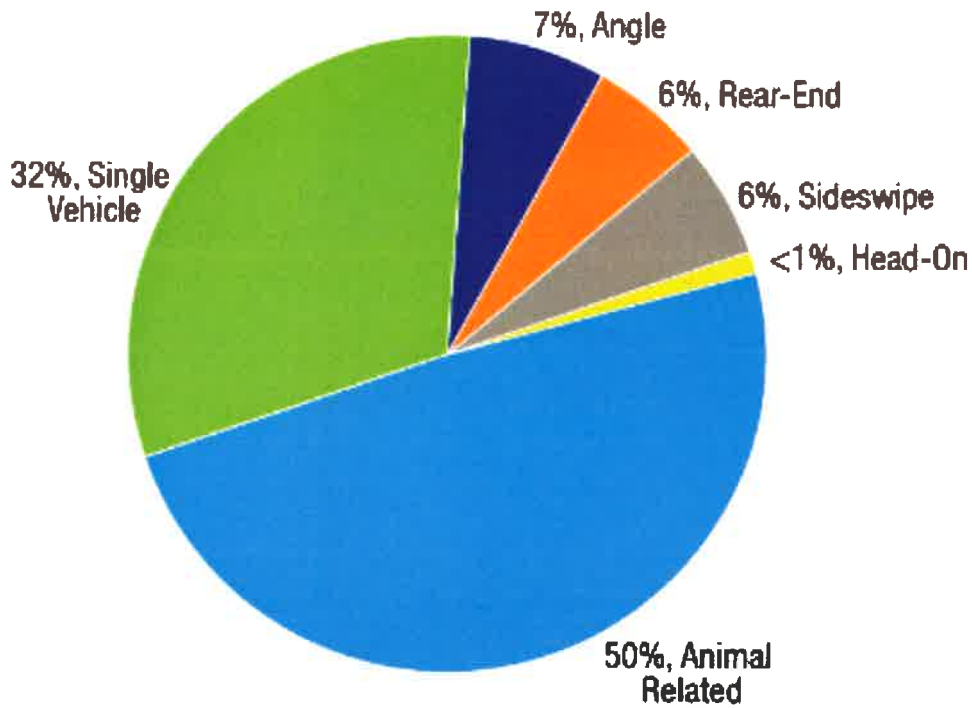


Figure 4 - US-6 Study Area Crashes 2017-2021

Crash severity by year is shown in Figure 5.

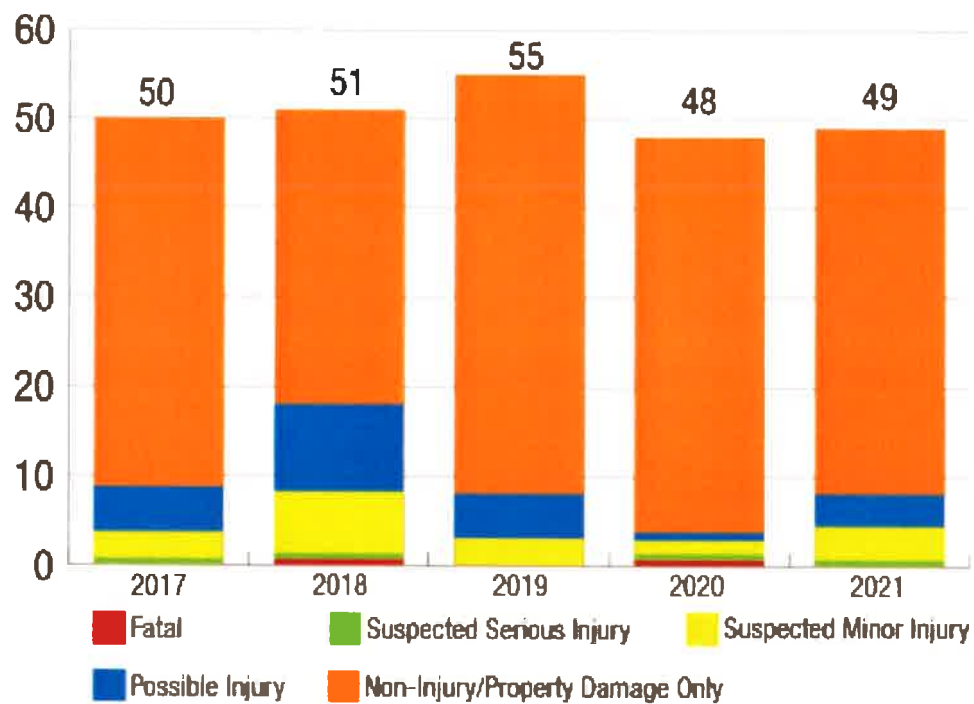


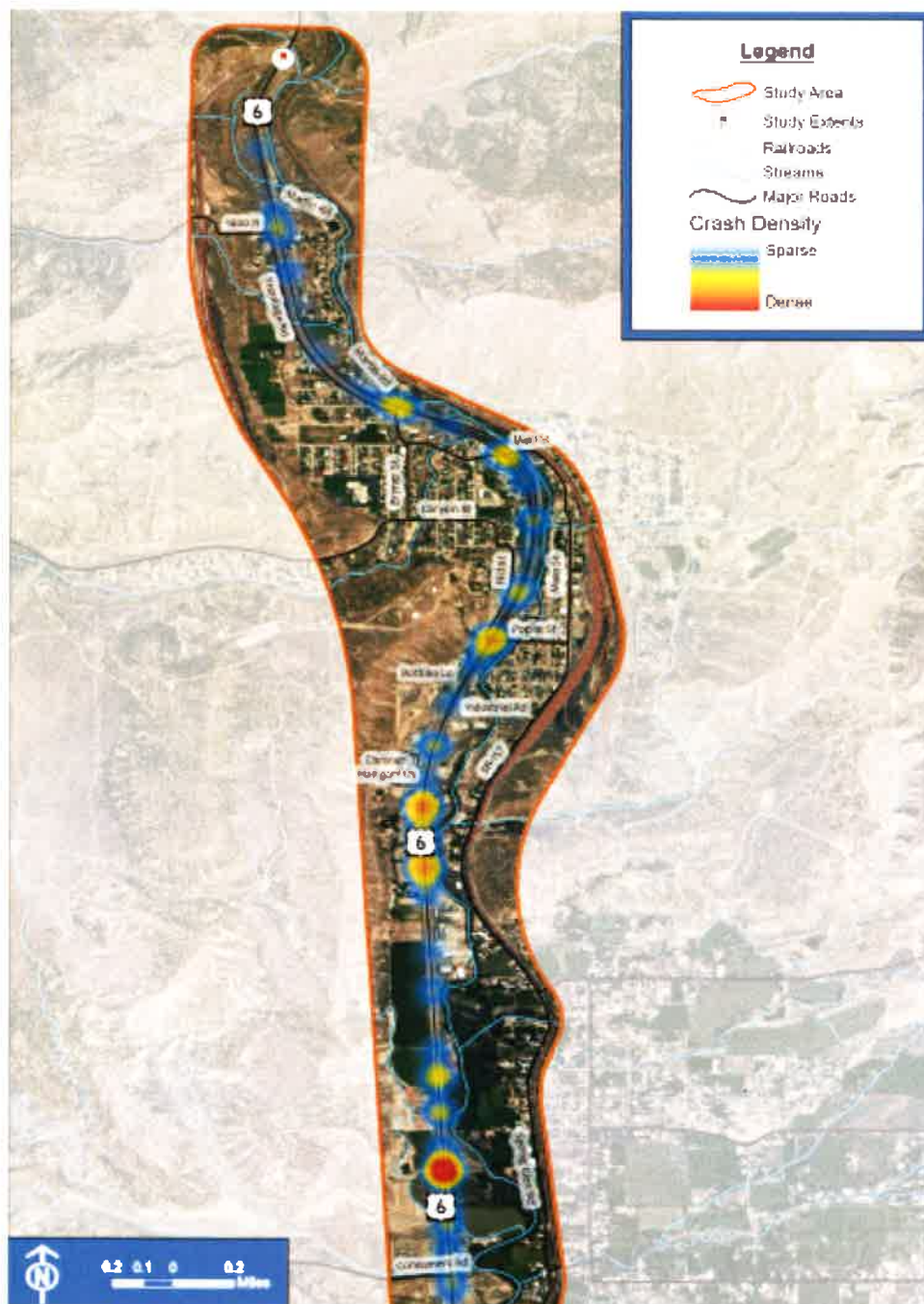
Figure 5 - Injury Severity

There were two crashes involving pedestrians and one involving a bicycle in the study area from 2017 to 2021. One pedestrian crash resulted in a fatality. Another fatal crash was a result of drowsy driving, recorded as an angle crash with a single vehicle leaving the roadway. Crashes were generally concentrated at major intersections along the corridor, including:

- Martin Road
- Main Street
- Main Street Interchange
- Poplar Street
- Christensen Mangoni Lane
- Access Driveways between MP 233.7-235.5
- Consumers Road
- Spring Glen Road
- Carbonville Road

Figure 6 shows crash density along the corridor for the north.

Figure 7 shows crash density for the south extents of the study area.



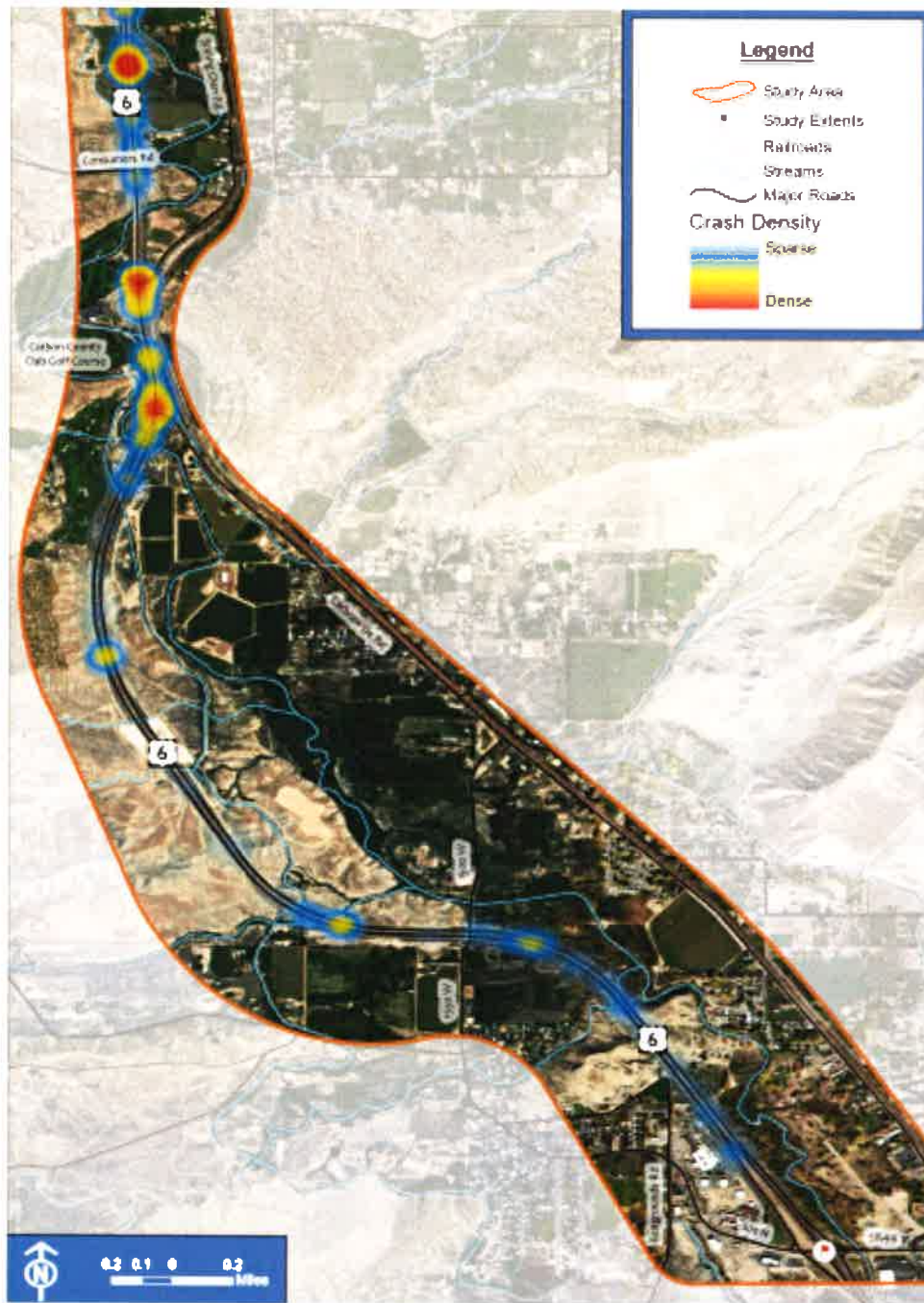
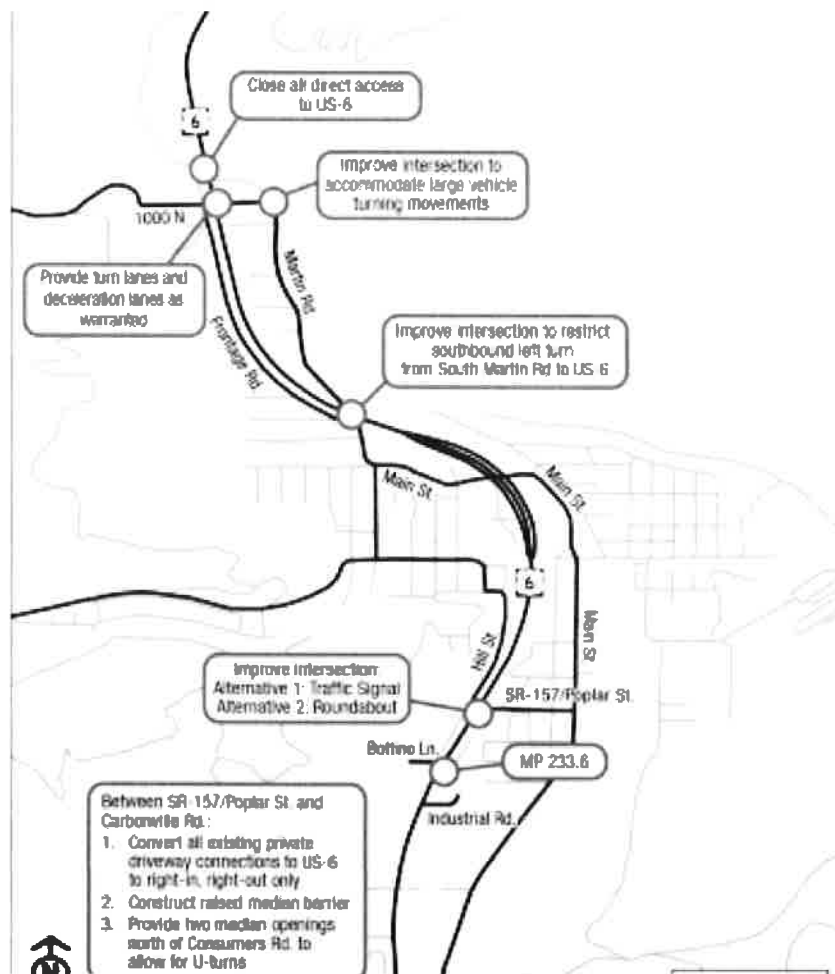


Figure 7 - 2017-2021 Crash Density (South)

Corridor Segments

The study corridor was divided into three segments based on existing roadway characteristics as illustrated in Figure 2 above (number of lanes, roadway width). Key issues, potential access management elements, and the proposed access management concept for each segment are presented below.

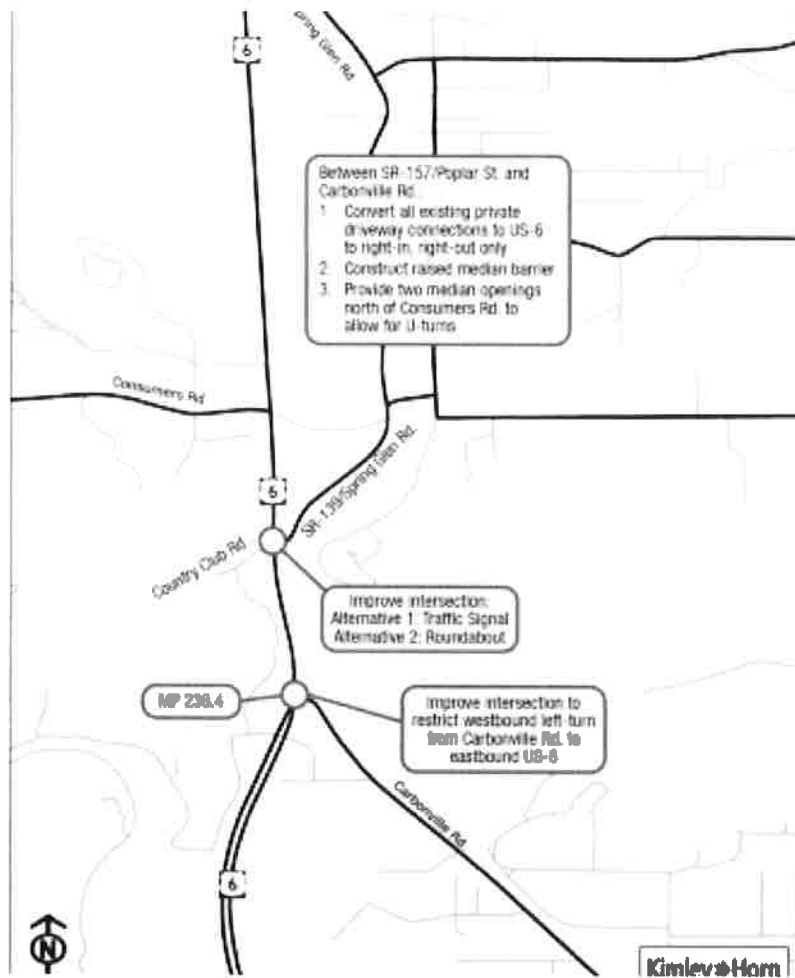
Segment 1 - MP 231.2 - 233.6



Characteristic	Segment 1 (North)
Mileposts	MP 231.2 - MP 233.6
Roadway Characteristic	Two-lane undivided and four-lane divided (striped median)
Average Daily Traffic (ADT)	7,828 - 9,752
Speed Limit	55 MPH (NB); 65 MPH (SB)
Key Issues	• Poplar Street intersection safety • Pedestrian crossings near Martin Rd./ Main St. • Offset intersection alignment at Martin Rd./Main St. • Maintaining local access
Access Management Elements	• Access consolidation • Intersection improvements (movement restrictions, roundabout/traffic signal)
Proposed Concept(s)	• Close all direct access to US-6 at Martin Rd. • Provide turn lanes and deceleration lanes as warranted at 1000 North/US-6 intersection • Improve intersection at Martin Rd./1000 North to accommodate large vehicle turning movements • Improve intersection to restrict Southbound left turn from South Martin Rd. to US-6 • Improve intersection at Poplar St./US-6 (roundabout/traffic signal)

Figure 8 - North Segment Roadway Characteristics and Access Management Concept Elements

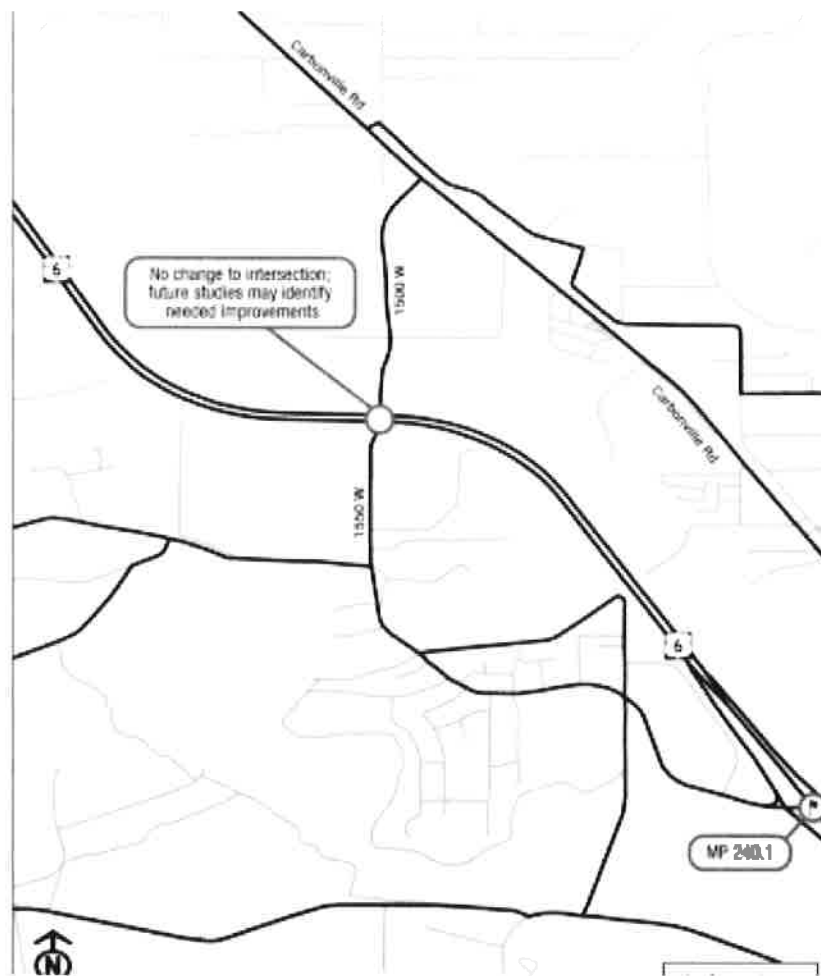
Segment 2 - MP 233.6 - 236.4



Characteristic	Segment 2 (Central)
Mileposts	MP 233.6 – MP 236.4
Roadway Characteristic	Five-lane undivided
Average Daily Traffic (ADT)	11,704 - 14,227
Speed Limit	65 MPH (NB/SB)
Key Issues	• Development pressure • Left-turn access/safety • Animal-related crashes
Access Management Elements	• Access consolidation • Intersection Improvements (movement restrictions, roundabout/traffic signal) • Median division
Proposed Concept(s)	• Improve intersection at Spring Glen Rd./US-6 (roundabout/traffic signal) Between SR-157/Poplar St. and Carbonville Rd.: • Convert all existing private driveway connections to US-6 to right-in right-out only • Construct raised median barrier • Provide median openings north of Consumers Rd. to allow for U-turns

Figure 9 - Central Segment Roadway Characteristics and Access Management Concept Elements

Segment 3 - MP 236.4 - MP 240.1



Characteristic	Segment 3 (South)
Mileposts	MP 236.4 - MP 240.1
Roadway Characteristic	Four-lane divided (earth median)
Average Daily Traffic (ADT)	12,490
Speed Limit	65 MPH (NB/SB)
Key Issues	• Development pressure • Speed of travel
Access Management Elements	• Off-highway connections • Grade separation (Interchanges)
Proposed Concept(s)	• Improve intersection at Carbonville Rd./ US-6 to restrict westbound left-turn from Carbonville Rd. to eastbound US-6 • No change to intersection at 1500 West/ US-6, future studies may identify needed improvements

Figure 10 - South Segment Roadway Characteristics and Access Management Concept Elements

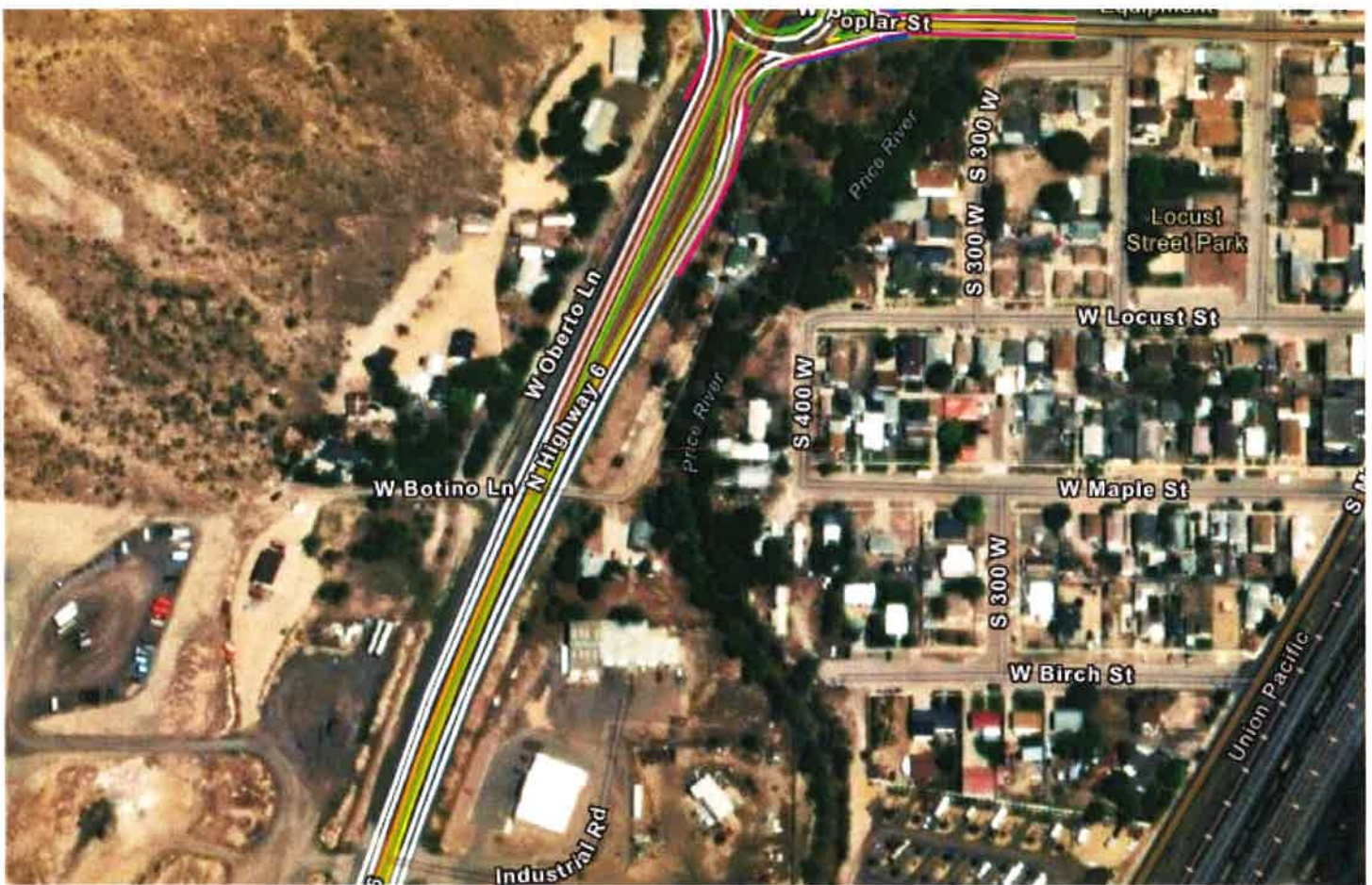
Concept Exhibits

A concept plan was prepared for each corridor segment, representing potential access management modifications and improvements. The concept plan includes the following elements:

- Close access to US-6 at North Martin Road/1100 N
- Restrict left-turn movements from South Martin Road to southbound US-6
- Construct a center median barrier from Poplar Street south to Carbonville Road
 - Access will be limited to right-in/right-out only in this segment
- Restrict westbound left-turns from Carbonville Road to southbound US-6

- Two intersection control alternatives were prepared for Poplar Street and Spring Glen Road:
 - **Alternative 1** – *Roundabouts* and two vehicle u-turn locations between them
 - **Alternative 2** – *Traffic signals* with one vehicle u-turn location and one truck u-turn location between them, and a southbound truck u-turn as part of the Spring Glen Road intersection

Alternative 1 (Roundabouts)



Maxar | Esri Community Maps Contributors, Carbon County GIS Department

300 ft | Powered by Esri

This interactive map shows **Alternative 1** with roundabouts and vehicle u-turn locations.

Alternative 2 (Traffic Signals)



This interactive map shows **Alternative 2** with traffic signals, and vehicle u-turn locations.

Alternatives Evaluation

Safety

Conflict points are **locations in or on the approaches to an intersection where vehicles paths merge, diverge, or cross.**

As illustrated in Figure 11, a roundabout intersection has 20 conflict points, as compared to a traffic signal (42 conflict points). The current Spring Glen intersection with US-6 has 40 conflict points. A roundabout provides the highest safety benefit as it results in the fewest potential conflict points.

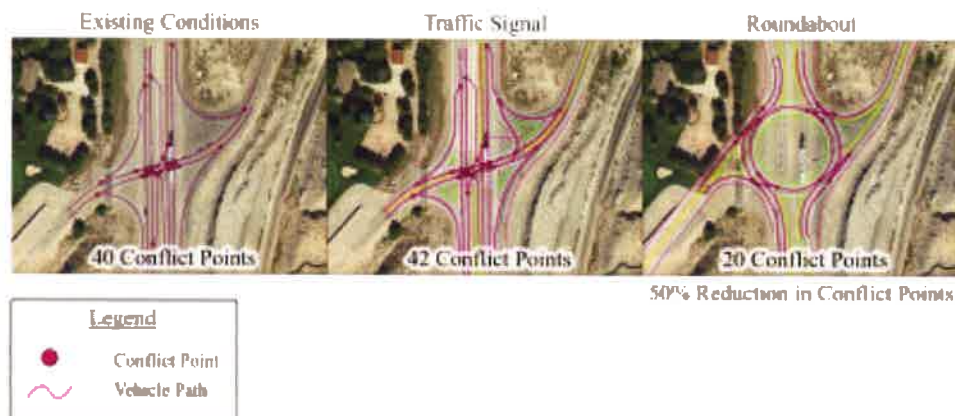


Figure 11 - Alternatives Intersection Conflict Points

Travel Time

Both alternatives result in a minor increase in travel time for vehicles passing through the corridor. A roundabout would slow all vehicles to 30 mph or less as they pass through the roundabout intersection, increasing average travel time through the corridor by 34 to 40 seconds as shown in Figure 12. Alternative 2 (traffic signal) also increases average travel time as vehicles stop at a red light.

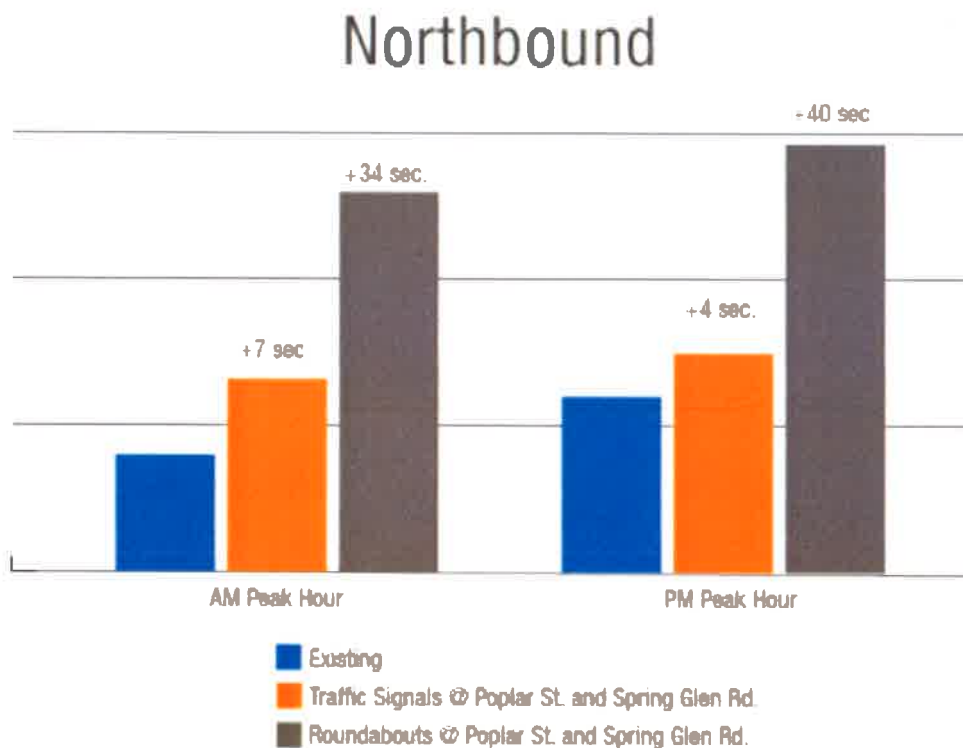


Figure 12 - Alternatives Travel Time Comparison

Level of Service

Level of service (LOS) is a term used by transportation planners and engineers to qualitatively describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, and delay. The Highway Capacity Manual describes LOS grades as:

- LOS "A" represents free-flow conditions with unimpeded maneuverability. Stopped delay at signalized intersection is minimal.
- LOS "B" represents reasonably unimpeded operations with slightly restricted maneuverability. Stopped delays are not bothersome.
- LOS "C" stable operations with somewhat more restrictions in making mid-block lane changes than LOS B. Motorists will experience appreciable tension while driving
- LOS "D" is approaching unstable operations where small increases in volume produce substantial increases in delay and decreases in speed.
- LOS "E" is approaching unstable operations where small increases in volume produce substantial increases in delay and decreases in speed.
- LOS "F" represents operations with extremely low speeds caused by intersection congestion, high delay, and adverse signal progression. This is commonly referred to as stop and go traffic that is often experienced in urban areas.

UDOT seeks to achieve LOS "C" or better. Both alternatives achieve this mobility goal, performing at an acceptable LOS in 2022 and 2050. Figure 13 and Figure 14 also show the LOS for the existing configuration (two-way stop control, TWSC) at Poplar Street and Spring Glen, respectively.

Poplar Street Intersection

US-6
CORRIDOR VISION
AND ACCESS STUDY

Both alternatives result in low levels of delay (Level of Service A)

Operational Analysis Results - LOS (Delay)						
Intersection	Control Type		2022		2030	
			AM	PM	AM	PM
US 6 / Poplar Street	TWSC	Overall Intersection	A (1.5)	A (1.0)	A (2.6)	A (2.2)
		Side-Street Approach	B / WBR (14.3)	B / WBR (14.8)	C / WBR (25.5)	C / WBR (32.2)
	Signalized		A (4.5)	A (4.1)	A (4.8)	A (4.1)
	Roundabout		A (4.7)	A (4.5)	A (6.5)	A (6.1)

Figure 13 - Level of Service at Poplar Street

Spring Glen Road Intersection

US-6
CORRIDOR VISION
AND ACCESS STUDY

Both alternatives result in low levels of delay (Level of Service A)

Operational Analysis Results - LOS (Delay)						
Intersection	Control Type		2022		2030	
			AM	PM	AM	PM
US 6 / Spring Glen Road (Country Club Road)	TWSC	Overall Intersection	A (0.1)	A (0.4)	A (0.1)	A (0.4)
		Side-Street Approach	C / EBTL (20.5)	C / EETL (19.8)	D / EBTL (27.3)	D / ESTL (34.8)
	Signalized		A (6.2)	A (9.0)	A (9.1)	A (9.1)
	Roundabout		A (5.5)	A (5.3)	A (7.6)	A (7.0)

Figure 14 - Level of Service at Spring Glen Road

Stakeholder Meeting

A stakeholder meeting was held on November 10, 2022, from 3:30 - 5 pm, at the Rio Theater, Helper, UT. The meeting was attended by approximately 40 individuals representing City of Helper, Carbon County, UDOT, residents, business owners, and property owners. At the meeting, the study team introduced the study. The proposed concepts were presented. Questions asked during the discussion included:

- Question: will trucks and vehicles with trailers (campers, cattle, etc.) be able to navigate the U-turn areas.

- Answer: yes, the U-turn area will be designed to enable trucks with trailers to make the U-turn.
- Question: will the changes impact snow removal?
 - Answer: UDOT is experienced at winter maintenance including on many highways that have a divided median.
- Question: will the improvements reduce the speed limit along the corridor?
 - Answer: the speed limit will be reviewed during design; the roundabout option will reduce vehicle speeds as they travel through the corridor.
- Stakeholders commented about the closure of the north Martin Road connection. They stated that access properties at 1000 N may be difficult for those pulling trailers or for recreational vehicles. They stated that access is needed to Gigliotti Pond and other destinations.

The study team emphasized that this is a planning study and that design has not been completed and funding has not been identified for the improvements. The next steps in the process would be for UDOT to identify funding, complete environmental studies, and prepare final design plans.

Other topics: Stakeholders discussed the high number of crashes involving animals. Suggested that animal crossing warning systems or an animal crossing overpass be considered. It was discussed that wildlife fencing is not effective because of all of the openings and driveways along the corridor.

Corridor Access Management Agreement

UDOT and local agencies developed and agreed (PENDING AS OF 12/15/2022) to a corridor access agreement. The purpose of

the agreement is to establish an access management plan for US-6 from MP 231.2 to MP 240.1.

RECITALS

WHEREAS, the parties hereto desire to establish an access management plan for US-6 from MP 231.2 to MP 240.1. The purposes are to facilitate traffic flow, maintain safety, be an effective use of right of way, be in accordance with **LOCAL JURISDICTIONS** future plans, and to be in accordance with UDOT's current Access Management Standards and practices.

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

ACCESS CONTROL PLAN and INTERSECTION CONTROL PLAN

1. US-6, from SR-157 (Poplar Street, approximately MP 233.5) to Carbonville Road (approximately MP 236.4) is identified for a center raised median barrier:

A. Within the limits of the center raised median barrier, existing and future access to US-6 will be restricted to right-in/right-out movements only, with exception of:

i. Two U-turn locations within the limits of the center raised median barrier where the median barrier is removed to allow for U-turn movements, at locations determined or approved by **UDOT** during a future final design project.

B. **UDOT** will notify and coordinate with **LOCAL JURISDICTIONS** to plan and execute a public and stakeholder engagement process prior to construction of a center raised median barrier.

2. Intersections with US-6 will be improved to include *a traffic signal or a roundabout*, when warranted and approved by **UDOT** as follows:

A. SR-157 (Poplar Street)

B. SR-139 (Spring Glen Road)/Country Club Road

3. Intersections with US-6 will be reconfigured to restrict turning movements as follows:

A. Martin Road (approximately MP 232.45), restrict the southbound left-turn movement from Martin Road to eastbound US-6.

B. Carbonville Road (approximately MP 236.40), restrict the westbound left-turn movement from Carbonville Road to eastbound US-6.

C. North Martin Road (approximately MP 231.75), restrict all movements from North Martin Road to US-6.

i. Improvements to 1000 North and Martin Road local road intersection may be required prior to restricting movements at the US-6 and North Martin Road intersections, to enable large vehicles to navigate the intersections.

ii. Intersection improvements to 1000 North and US-6 intersection may be required prior to restricting movements at the US-6 and North Martin Road. Improvements may include auxiliary turn lanes, acceleration or deceleration lanes, or pavement markings.

4. In addition to intersection and access management at locations specified in paragraphs 1, 2, and 3, **UDOT** may consider other or additional access management measures at locations along US-6. If additional intersections are studied

and additional access or signal control is warranted in the future by **UDOT**, there is no guarantee they will be signalized or otherwise improved. 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.

5. **UDOT**, as part of this access management agreement, requires the following conditions/requirements be met and maintained:

A. Offsetting of existing and future streets is not encouraged. Local streets should connect to US-6 at 90-degree angles and line up across the intersection. Should there be a need for variation from this standard, an allowable skew of no greater than 15 degrees will be considered.

B. Every effort possible should be made for existing non-street accesses onto US-6 to be combined and access made to internal roadway systems and not directly onto US-6 in accordance with **LOCAL JURISDICTIONS'** master street plan. This is to help facilitate traffic flow onto and along US-6 by limiting access onto US-6 from roadway systems and not individual accesses. It is recommended that these accesses be set back from the US-6 intersections consistently with **UDOT's** road classification standards.

C. Any local right-of-way that is intended to be a road accessing US-6 that does not meet spacing standards may not be approved by UDOT, and at a minimum shall be right-in/right-out, upon evaluation and approval by UDOT. Under standards applicable at the time of this agreement minimum access spacing within this segment is 1,000 feet (which is subject to change).

D. If existing **UDOT** roadway right of ways, including easements, are proposed to be used by new developments for

the constriction of acceleration/deceleration lanes; additional property will be required to be dedicated to **UDOT** so as to preserve right of way for future **UDOT** projects such as roadway widening, shoulders, drainage features, etc.

E. When practical, the **LOCAL JURISDICTION** should work to provide for all permanent improvements above ground to have a setback of 30 feet from the existing ROW line or perpetual easement line to facilitate future widening of US-6. If the **LOCAL JURISDICTION** believes it cannot maintain that set back distance, it will notify **UDOT** not less than ninety days before issuing an approval without that set back distance.

6. Segments of the highway which are currently designated as No Access, Limited Access, or Regular Right-of-Way are unchanged by this Agreement.

7. Exhibit A shows the US-6 corridor referencing the proposed intersection control locations.

A. The parties 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.

B. In the event there are proposed changes in the provisions covered by this Agreement, a modification to this Agreement approved in writing by all parties is required to place them into effect.

C. The failure of any party to insist upon strict compliance of any of the terms and conditions, or failure to delay by either party to exercise any rights or remedies provided in this Agreement, or by law, will not release either party from any obligations arising under this Agreement.

D. Each party represents that it has the authority to enter into this Agreement. This Agreement does not create any type of

agency relationship, joint venture, or partnership among the parties.

E. 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. Each provision shall be deemed to be enforceable to the fullest extent under applicable law. This Agreement shall not be interpreted or applied to require a violation of any applicable legal rights or obligations. This Agreement may be executed electronically and by counterparts.

Contacts

For more information, please contact:

Chris Hall, P.E.

Region Four

Planning Manager

Cell (435) 592-4243

5340 West 200 South

Hurricane, Utah 84737

US-6 Corridor Vision and Access Study prepared by Kimley-Horn and Associates, Inc.



CITY OF HELPER
CITIZEN COMMENT FORM
COMMENTS ONLY

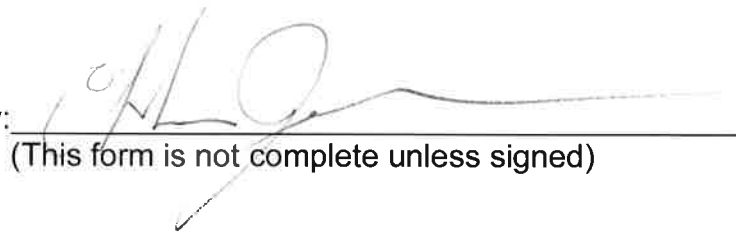
NAME: Charles Jones DATE 2/16/23
ADDRESS: 240 N. Hwy 6

I wish to address the Council during public comments regarding: _____

AS 6

Note: This form must be filled out and handed to the City Recorder before the beginning of the meeting. Comments are limited to 2 minutes. Council can not take any action on items that are not on the agenda. All citizens attending Council meetings will be expected to respect the rights of others by refraining from any open display of support or opposition to the remarks of any speaker, or open demonstration thereof. Anyone not complying with these rules of procedure may be asked to leave the meeting.

I have read and agree to abide by the rules listed above.

Signed by: 
(This form is not complete unless signed)

Thank you for taking the time to complete this form.

CITY OF HELPER
CITIZEN COMMENT FORM
COMMENTS ONLY

NAME: Jesse M. Gwert DATE 2/16/23
ADDRESS: 5145 N Hwy 6 Helper

I wish to address the Council during public comments regarding: _____

UDOT Flc

Note: This form must be filled out and handed to the City Recorder before the beginning of the meeting. Comments are limited to 2 minutes. Council can not take any action on items that are not on the agenda. All citizens attending Council meetings will be expected to respect the rights of others by refraining from any open display of support or opposition to the remarks of any speaker, or open demonstration thereof. Anyone not complying with these rules of procedure may be asked to leave the meeting.

I have read and agree to abide by the rules listed above.

Signed by: 
(This form is not complete unless signed)

Thank you for taking the time to complete this form.

CITY OF HELPER
CITIZEN COMMENT FORM
COMMENTS ONLY

NAME: Louise Hamilton DATE 2-16-2023
ADDRESS: 321 N. Martin Rd

I wish to address the Council during public comments regarding: _____

US 6 paving

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I have read and agree to abide by the rules listed above.

Signed by: Louise Hamilton
(This form is not complete unless signed)

Thank you for taking the time to complete this form.

CITY OF HELPER
CITIZEN COMMENT FORM
COMMENTS ONLY

NAME: Darwin Jones DATE 2/16/93
ADDRESS: 999 N. Martin Rd.

I wish to address the Council during public comments regarding: enlarging
the 10th N. Martin Rd Intersection & Intersection
up to Date - I.E. Why

Note: This form must be filled out and handed to the City Recorder before the beginning of the meeting. Comments are limited to 2 minutes. Council can not take any action on items that are not on the agenda. All citizens attending Council meetings will be expected to respect the rights of others by refraining from any open display of support or opposition to the remarks of any speaker, or open demonstration thereof. Anyone not complying with these rules of procedure may be asked to leave the meeting.

I have read and agree to abide by the rules listed above.

Signed by: Darwin Jones
(This form is not complete unless signed)

Thank you for taking the time to complete this form.

CITY OF HELPER
CITIZEN COMMENT FORM
COMMENTS ONLY

NAME: Tom Boyac DATE 2-16-23
ADDRESS: 4094 1130 W Helper UT 84526

I wish to address the Council during public comments regarding: _____

U DOT Proposal

Note: This form must be filled out and handed to the City Recorder before the beginning of the meeting. Comments are limited to 2 minutes. Council can not take any action on items that are not on the agenda. All citizens attending Council meetings will be expected to respect the rights of others by refraining from any open display of support or opposition to the remarks of any speaker, or open demonstration thereof. Anyone not complying with these rules of procedure may be asked to leave the meeting.

I have read and agree to abide by the rules listed above.

Signed by: _____
(This form is not complete unless signed)

Thank you for taking the time to complete this form.

CITY OF HELPER
CITIZEN COMMENT FORM
COMMENTS ONLY

NAME: Cindi Curry DATE 2/16/23
ADDRESS: _____

I wish to address the Council during public comments regarding: UDOT

Note: This form must be filled out and handed to the City Recorder before the beginning of the meeting. Comments are limited to 2 minutes. Council can not take any action on items that are not on the agenda. All citizens attending Council meetings will be expected to respect the rights of others by refraining from any open display of support or opposition to the remarks of any speaker, or open demonstration thereof. Anyone not complying with these rules of procedure may be asked to leave the meeting.

I have read and agree to abide by the rules listed above.

Signed by: Cindi Curry
(This form is not complete unless signed)

Thank you for taking the time to complete this form.

CITY OF HELPER
CITIZEN COMMENT FORM
COMMENTS ONLY

NAME: Lynna Topolace DATE _____

ADDRESS: 3700 N 2000 West
Helper, UT

84526

I wish to address the Council during public comments regarding: _____

Note: This form must be filled out and handed to the City Recorder before the beginning of the meeting. Comments are limited to 2 minutes. Council can not take any action on items that are not on the agenda. All citizens attending Council meetings will be expected to respect the rights of others by refraining from any open display of support or opposition to the remarks of any speaker, or open demonstration thereof. Anyone not complying with these rules of procedure may be asked to leave the meeting.

I have read and agree to abide by the rules listed above.

Signed by: 
(This form is not complete unless signed)

Thank you for taking the time to complete this form.

CITY OF HELPER
CITIZEN COMMENT FORM
COMMENTS ONLY

NAME: Joe Lacco DATE 2-15-2022
ADDRESS: 4111 No Spring Glen Rd
Helper, Utah 84520

I wish to address the Council during public comments regarding: _____

Road

Note: This form must be filled out and handed to the City Recorder before the beginning of the meeting. Comments are limited to 2 minutes. Council can not take any action on items that are not on the agenda. All citizens attending Council meetings will be expected to respect the rights of others by refraining from any open display of support or opposition to the remarks of any speaker, or open demonstration thereof. Anyone not complying with these rules of procedure may be asked to leave the meeting.

I have read and agree to abide by the rules listed above.

Signed by: Joe Lacco
(This form is not complete unless signed)

Thank you for taking the time to complete this form.

**SACCO BROS PROPOSED AMMENDMENTS TO THE
COOPERATIVE AGREEMENT REGARDING
US-6 MP 231.2 TO MP240.1 IMPROVMENTS
(Sacco Bros Comments in Red)**

RECITALS

WHEREAS, the parties hereto desire to establish an access management plan for US-6 from MP 231.2 to MP 240.1. The purposes are to facilitate traffic flow, maintain safety, be an effective use of right of way, be in accordance with **LOCAL JURISDICTIONS** future plans, and to be in accordance with **UDOT's** current Access Management Standards and practices.

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

ACCESS MANAGEMENT PLAN and INTERSECTION CONTROL PLAN

1. US-6, from SR-157 (Poplar Street, approximately MP 233.5) to Carbonville Road (approximately MP 236.4) will be improved to include a center raised median banier.

A. Within the limits of the center raised median barrier, existing and future access to US-6 will be restricted to right-in/right-out movements only, with exception of:

1. Two U-tum locations within the limits of the center raised median barrier where the median barrier is removed to allow for U-tum movements, at locations determined or approved by **UDOT** during a future final design project.

B. **UDOT** will notify and coordinate with **LOCAL JURISDICTIONS** to plan and execute a public and stakeholder engagement process prior to construction of a center raised median barrier.

Sacco bros opposes these proposed actions. In our opinion it is not acting in the best interests of our citizens or the traveling public. Government's mandate to the health, safety and welfare of our citizens is left in question by these proposed actions. We propose that:

NO barrier (banier) be placed in the center of the road from poplar street to the Country Club/Spring Glen Road intersection.

It is necessary that traffic in this area have the ability to enter into the traffic lane from both the east and west sides of Hwy-6. The existing centerline now serves the purpose of allowing acceleration or deceleration out of the traffic lanes making getting on and off this portion of the road safer. If also helps to maintain safe vehicle traveling distance.

Existing easements from the time this road was constructed under DOD guidelines should continue to be honored and protected. Historic use demands this need.

The center line acceleration lane using the center of Hwy-6 at the intersection of the Consumers Road is a good example of our proposal.

NO additional accesses in this area should be granted. The road as is manageable give that the open center area can continue to be used for acceleration and deceleration purposes.

2. Intersections with US-6 will be improved to include *a traffic signal or a roundabout*, when warranted and approved by **UDOT** as follows:

A. SR-157 (Poplar Street)

An underpass at this location to allow traffic to access the frontage road on the west side and lengthen the acceleration lane onto Hwy-6 would solve this problem. Base level can begin at the Price River Bridge on Poplar street necessitating only a small lift for Hwy-6. The material can be used for the Hwy grade reducing hauling costs.

B. SR-139 (Spring Glen Road)/Country Club Road

Given the topographical location of this intersection an over pass lifting Hwy-6 from the Price River bridge to the Carbonville road intersection would be more feasible and a better long-term option. All the fill necessary is on either side of the road cuts. The level of the Spring Road will not change but will allow crossing under Hwy-6 to make a left turn to an acceleration ramp to be used by traffic on the Carbonville road also.

The Carbonville Road intersection level can be set below the existing cattleguard now in place to allow plenty of height under the Hwy-6 overpass.

3. Intersections with US-6 will be reconfigured to restrict turning movements as follows:

A. Martin Road (approximately MP 232.45), restrict the southbound left-turn movement from Martin Road to eastbound US-6.

An underpass under Hwy-6 to allow Martin traffic to access the existing frontage road on the west side would all them access to the acceleration lane at North Helper underpass or entrance to Helper.

B. Carbonville Road (approximately MP 236.40), restrict the westbound left-turn

In addition to our above proposals on the Carbonville Access, please consider putting in acceleration and deceleration lanes on North 1500 West Road traversing from the Carbonville road by Grogg's to the Lower Gordon Creed Road and into North Price.

It is Sacco Bros Opinion that this Cooperative agreement tying the City and the County to the State DOT proposed changes NOT BE RATIFIED. A general Cooperative agreement to work together with the local government and local public would be constructive but to tie tax money to one idea is not in the best interests of the taxpayers or our citizens at this time.

Future funding and perspectives will change. The ideas proposed by Sacco bros at this time is information gleaned over multiple years and many proposed planning proposals for Carbon County infrastructure. Given, this would be more money but also more easily be done in segments as funding allows giving our area the best alternative not the cheapest alternative. Some of the small portions such as acceleration lanes can be done within the realm of maintenance budgeting for the State.

ACCESS MANAGEMENT FOR US-6, HELPER, UT, MP 231.2 to 240.1

City of Helper

Federal TD No. _____

Carbon County,

Federal ID No.

movement from Carbonville Road to eastbound US-6.

C. North Martin Road (approximately MP 231.75), close access and restrict all movements from North Martin Road to US-6.

1. Improvements to 1000 North and Martin Road local road intersection may be required prior to restricting movements at the US-6 and North Martin Road, to enable large vehicles to navigate the intersections.

11. Intersection improvements to 1000 North and US-6 intersection may be required prior to restricting movements at the US-6 and North Martin Road. Improvements may include auxiliary turn lanes, acceleration or deceleration lanes, or pavement markings.

4. In addition to intersections and access management at locations specified in paragraphs 1, 2, and 3, **UDOT** may consider other or additional access management measures at locations along US-6 within the access plan limits. If additional intersections are studied and additional access or signal control is warranted in the future by **UDOT**, there is no guarantee the intersections will be signalized or otherwise improved. It may be necessary to restrict certain types of traffic movements at any intersection or access to maintain traffic flow and improve safety through the corridor.

5. **UDOT**, as part of this access management agreement, requires the following conditions/requirements be met and maintained:

A. Offsetting of existing and future streets is not encouraged. Local streets should connect to US-6 at 90-degree angles and line up across the intersection. Should there be a need for variation from this standard, an allowable skew of no greater than 15 degrees will be considered. **ADDING ADDITIONAL ACCESS SHOULD NOT HAPPEN. (DOD LIMITED ACCESS ROUTE)**

B. Every effort possible should be made for existing non-street accesses onto US-6 to be combined and access directed to internal roadway systems and not directly onto US-6. This is to help facilitate traffic flow onto and along US-6 by limiting access onto US-6 from roadway systems and not individual accesses. It is recommended that these accesses be set back from the US-6 intersections consistent with **UDOT's** road classification standards.

C. Any local right-of-way that is intended to be a road accessing US-6 that does not meet spacing standards may not be approved by UDOT, and at a minimum shall be rightin/right-out, upon evaluation and approval by UDOT. Under standards applicable at the time of this agreement minimum access spacing within this segment is 1,000 feet (Which is subject to change).

D. If existing **UDOT** roadway 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 dedicated to **UDOT** so as to preserve right of way **ADDING ADDITIONAL ACCESS SHOULD NOT HAPPEN. (DOD LIMITED ACCESS ROUTE)**

ACCESS MANAGEMENT FOR US-6, HELPER, UT, MP 231.2 to 240.1

City of Helper
Federal TD No. _____

Carbon County,
Federal ID No. _____

way for future **UDOT** projects such as roadway widening, shoulders, drainage features, etc.

E. When practical, the **LOCAL JURISDICTIONS** should work to provide for all permanent improvements above ground to have a setback of 30 feet from the existing ROW line or perpetual easement line to facilitate future widening of US-6. If the **LOCAL JURISDICTION** believes it cannot maintain that set back distance, it will notify **UDOT** not less than ninety days before issuing an approval without that set back distance.

6. Segments of US-6 within the access plan limits which are intentionally designated as No Access, Limited Access, or Regular Right-of-Way are unchanged by this Agreement.

Exhibit A shows the **US-6 ACCESS MANAGEMENT PLAN and INTERSECTION CONTROL PLAN**.

A. The parties 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.

B. In the event there are proposed changes in the provisions covered by this Agreement, a modification to this Agreement approved in writing by all parties is required to place them into effect.

C. The failure of any party to insist upon strict compliance of any of the terms and conditions, or failure to delay by either party to exercise any rights or remedies provided in this Agreement, or by law, will not release either party from any obligations arising under this Agreement.

D. Each party represents that it has the authority to enter into this Agreement. This Agreement does not create any type of agency relationship, joint venture, or partnership among the parties.

E. 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. Each provision shall be deemed to be enforceable to the fullest extent under applicable law. This Agreement shall not be interpreted or applied to require a violation of any applicable legal rights or obligations. This Agreement may be executed electronically and by counterparts.

CHECK OUT THESE STIPULATIONS THAT WILL CLEARLY NEGATE STATE PARTICAPATION.

CITY OF HELPER
CITIZEN COMMENT FORM
COMMENTS ONLY

NAME: BERNIE MORRIS DATE 2-16-2023
ADDRESS: CARBONVILLE

I wish to address the Council during public comments regarding: _____

CARBONVILLE RD. &
WEIGH STATION

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I have read and agree to abide by the rules listed above.

Signed by: _____
(This form is not complete unless signed)

Thank you for taking the time to complete this form.

CITY OF HELPER
CITIZEN COMMENT FORM
COMMENTS ONLY

NAME: Jason Chill DATE 2-16-22
ADDRESS: 5129 N Hwy 6 Helper UT

I wish to address the Council during public comments regarding: _____

Dot Project

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I have read and agree to abide by the rules listed above.

Signed by: _____

(This form is not complete unless signed)

Thank you for taking the time to complete this form.

CITY OF HELPER
CITIZEN COMMENT FORM
COMMENTS ONLY

NAME: Shores Slavensky DATE 2/16/23

ADDRESS: _____

I wish to address the Council during public comments regarding: _____

Could have comments

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I have read and agree to abide by the rules listed above.

Signed by: Shores Slavensky
(This form is not complete unless signed)

Lynn Felice
Ricky Felice

Thank you for taking the time to complete this form.

CITY OF HELPER
CITIZEN COMMENT FORM
COMMENTS ONLY

NAME: Tom Matthews DATE 15
ADDRESS: 4699N 2100 West

I wish to address the Council during public comments regarding: H/ 6

Note: This form must be filled out and handed to the City Recorder before the beginning of the meeting. Comments are limited to 2 minutes. Council can not take any action on items that are not on the agenda. All citizens attending Council meetings will be expected to respect the rights of others by refraining from any open display of support or opposition to the remarks of any speaker, or open demonstration thereof. Anyone not complying with these rules of procedure may be asked to leave the meeting.

I have read and agree to abide by the rules listed above.

Signed by: Tom Matthews
(This form is not complete unless signed)

Thank you for taking the time to complete this form.



Zack Tonc <ztonc@helpercity.net>

Us 6 comment

1 message

Angelo Konakis <angelo.konakis262@gmail.com>

Wed, Feb 15, 2023 at 8:26 PM

To: "ztonc@helpercity.net" <ztonc@helpercity.net>

I Angelo Konakis. I live at 5135 n hwy 6 Helper ut. I would like see the speed limit reduced to 40 mph and a stop light put in at the new maverick station and leave the access to the property owners and residents alone. I don't want to drive to price to get to Helper. And i don't want to flip a u-turn on highway 6 either. Thank you. Angelo Konakis



Zack Tonc <ztonc@helpercity.net>

US6 public comment

1 message

Ginger Basso <gnbasso@yahoo.com>

Wed, Feb 15, 2023 at 8:35 PM

To: ztonc@helpercity.net

My name is Ginger Basso, I live at 5135 N Highway 6, I work at Utah Power Credit Union on the north end of Helper. If the proposed option is implemented it would mean I will have to drive half way to Price and then back to get to work every day or do a "u-turn" which isn't an option that is very safe either. Also what if the residents are in need of emergency aid fire, rescue, police? They will have to drive past and flip around? The only reasonable option is to reduce the speed and leave access to the highway for all residents including the Martin residents. A Few signals strategically placed would also be welcome. It would be cheaper on the taxpayers and also reduce the amount of animal slaughters from semis which are now using this as an interstate. Thank you for your consideration. Ginger Basso



Zack Tonc <ztonc@helpercity.net>

Highway 6

1 message

Casey Pritt <caseyannp68@gmail.com>

Thu, Feb 16, 2023 at 9:50 AM

To: "ztonc@helpercity.net" <ztonc@helpercity.net>

To whom it may concern,

I am not fond of this at all, when we need so many streets in town fixed.

I feel all the restrictions of roads is so unnecessary. If there had been wrecks and deaths at these areas, I could see reason.

The Martin and Carbonville Rd seems to be such a waste when there are real road issues such a potholes. Not to mention we've had enough snow this year to help along the damage.

I do not agree with a signal and certainly not a round about. That is certain to end in someone's loss of life.

I see no benefit from this plan. I only see control. If I am missing something please enlighten me.

Thank you for your time.

Sincerely,

Casey Pritt

Helper, Utah



Zack Tonc <ztonc@helpercity.net>

HiWay 6 plan

David Gonzales <dndgon@hotmail.com>

Wed, Feb 15, 2023 at 8:33 AM

To: "ztonc@helpercity.net" <ztonc@helpercity.net>

I like the new plan by Udot sounds great and it is about time for this improvement
thanks Dave



Zack Tonc <ztonc@helpercity.net>

Overpass

1 message

justin fish <justinafish.83@gmail.com>

Tue, Feb 14, 2023 at 9:43 PM

To: "ztonc@helpercity.net" <ztonc@helpercity.net>

So there is going to be some improvement to hwy 6 how about a tunnel overpass walk way that goes from main to the junior high so people that walk can make to the new maverick



Zack Tonc <ztonc@helpercity.net>

UDOT and HWY 6

Mequelle Woodruff <mequelle@hotmail.com>

Tue, Feb 14, 2023 at 9:50 PM

To: "ztonc@helpercity.net" <ztonc@helpercity.net>

Hi, my name is Mequelle Woodruff and I run the Carbon Country Club Restaurant. I would love to be in attendance to gain more information on Thursday but unfortunately, I must work and will be unable to be there. I have a lot of concerns about the proposed ideas, and I am hoping that there is an opportunity for a town hall meeting to get the communities response, thoughts, and ideas.

I for one am struggling with the idea of roundabouts on a busy highway. Why can't we treat Helper like Wellington? Why can't we have a lowered speed limit from the Epic RV lot until we get past the frontage road? Or the streetlights make more sense than a roundabout. There also needs to be walking access from Martin Road to North Main Street. We cross it regularly and it's hard to even find a spot to stand to cross to get to the walking path to access Martin Rd.

There needs to be a streetlight in front of the country club and spring Glen road. It's getting continuously busy and so a streetlight makes sense. There is no need for a roundabout right there when a streetlight will work just fine. I drive it almost daily, it would help the backup on spring Glen road as well.

Is there anyway there can be a town hall? Is there anyway that the voices of helper can be heard before UDOT makes a decision that affects us more than it does them?

Thank you for taking the time to read this.

-Mequelle Woodruff

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Winch Equipped ATV, 48"
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☐ Compare

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Blade Plov Kit, Winch
Equipped ATV, 54" Blade**\$815.56**~~\$1,090.37~~
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★★★★★

☐ Compare

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WARN® ProVantage Straight
Blade Plov Kit, Winch
Equipped ATV, 60" Blade**\$882.08**~~\$1,173.54~~
You save 25%

★★★★★

☐ Compare

Quick View

WARN® ProVantage
Blade Plov Kit, W
Equipped ATV, 50"**\$777.16**~~\$1,042.06~~
You save 25%

★★★★★

☐ Compare

Qui

HELPER CITY

SPECIAL EVENT PERMIT



Helper City requires a special event permit for a temporary gathering or organized activity that will disrupt the normal course of business of any area in Helper City or for any activity outside the established and normal use allowed by zoning, including, but not limited to the following: parades, ceremonies, shows, pageants, races, festivals, circuses, carnivals, community festivals, car shows, concerts, or the like. City Council will hear requests for street closures and local area consent which must be presented at one of the regularly scheduled City Council meetings. All other supporting activities for an event will be determined by the Public Works Director.

Instructions:

Applications must be submitted at least thirty (30) days prior to the event date. Applications submitted less than thirty (30) days prior to the event *will not be accepted*. Depending on your event, you may be asked to attend a meeting to elaborate on your application. Insurance is required for all events held where beer, wine or alcohol is being served. Please note the permit fee and deposit are due at the time the application is submitted to Helper City. A separate rental agreement for city assets is available at City Hall and must be completed and secured with payment for those assets (tents, tables and chairs).

Checklist:

- ☐ Complete special event application (*due 30 days before event*)
- ☐ \$10 non-refundable application fee
- ☐ Event site plan
- ☐ Traffic control plan (if applicable)
- ☐ Proof of insurance naming Helper City as additional insured in the amount of \$1,000,000.00
- ☐ Temporary sales tax number for event and vendors
- ☐ Alcohol sales application (*Utah Department of Alcohol Beverage Control*)
- ☐ Alcohol/liquor consent from Helper City
- ☐ City Council approval for street closure

SPECIAL EVENT PERMIT APPLICATION

Type of event: (check all that apply)

- | | | |
|--|--|---|
| ☐ Concert | ☐ Rally/Protest/March | ☐ Parade |
| ☐ Festival | ☐ Fundraiser | ☐ Farmer's market |
| ☐ Community benefit | ☐ Non-profit | ☐ Car show |
| ☐ Other: _____ | | ☐ Film/Photo Shoot |

Event name: _____

Applicant name: _____ Contact Person: _____

Phone: _____ Organization: _____

Applicant address: _____ City: _____ State: _____ Zip: _____

Mailing address: _____ City: _____ State: _____ Zip: _____

Email: _____ Event web address: _____

Location of event: _____

Event date(s): _____ Start time: _____ End time: _____

Approximate number of persons attending event per day: _____

Admission fee charged? Yes _____ No _____ Amount _____

Will food be served? Yes _____ No _____

Will alcohol be sold or served? Yes _____ No _____ (if yes, please attach licenses from DABC)

Event site setup (for information purposes only): (check all that apply)

- ☐ Street Closure Signage (provided by Helper City; set up and removal by applicant)
- ☐ Music/PA/Audio system (provided by applicant)
- ☐ Stage lighting (provided by applicant)
- ☐ Portable sanitary units (provided by applicant)
- ☐ Tents/canopies (provided by applicant)
- ☐ Tents/canopies rented from Helper City *set up includes \$50/hour per employee billed post event capped at \$200/tent or actual time worked if less*
- ☐ Fireworks/fire performance/open flame/propane/gas (requires approval from **Helper Fire Department**)
- ☐ Fencing/scaffolding/barricades (provided by applicant)
- ☐ Bleachers/tables/chairs (provided by applicant)
- ☐ Bleachers/tables/chairs (rental from the city, set up by applicant)
- ☐ Bleachers/tables/chairs (rental from the city + set up by Public Works which must be approved by the Public Works Director and with the cost of \$50/hour per employee for set up and tear down)

I have read, understand, and agree to abide by Helper City Special Event Permit. _____ please initial

I agree to restore the location to its condition prior to the event. _____ please initial

I certify that the above information is true and accurate. By signing below, I acknowledge receipt, review, and understanding of the special event permit guidelines, and schedule of fees. I am aware that I am responsible for paying for requested City services. I will also comply with all local, state, and federal regulations.

In consideration of being permitted to hold the above referenced special event within Helper City, the undersigned does hereby personally, and on behalf of the above named applicant, agree to waive, release, indemnify, and hold harmless Helper City, its officers, employees, and agents from and against any and all liability, claims, demands, actions, causes of action, proceedings, awards, judgements, and expenses, (including attorney's fees and litigation costs) of every kind and nature, and by whomsoever made or brought, in respect of any personal or bodily injury (including death) to any person, and any loss of or damage to any property, caused directly or indirectly by the undersigned and/or applicant, its officers, employees, agents, or subcontractors, engaging in and/or sponsoring the above referenced special event.

Applicant

Date

*****STAFF USE ONLY*****

Date received

Received by

Fee Amount/Payment Method

Deposit Amount/Payment Method

Helper Police Chief

Mayor

Helper Fire Chief

Public Works Director

Notes: _____

SPECIAL EVENT VENDOR REQUIREMENTS

Special events that include vendors are required to have a sponsor or promoter. If the vendor is acting as the promoter, the vendor is required to pay license fees for all vendors. The organizers or promoters of the event in which a sale is conducted are liable for sales tax to be collected by their registration, exhibitors, or vendors. The promoter or organization must obtain a Temporary Sales Tax Permit from the Utah Tax Commission. Please contact the Utah Tax Commission at 801-297-6303 or visit www.tax.utah.gov/sales/specialevents. Vendors serving or providing food items must comply with the Southeastern Utah Health Department requirements and obtain any required permits from their office. Attach additional page(s) if you need to add space for contacts.

I certify that the above information is true and accurate to the best of my knowledge.

Applicant Signature

Date

Attachment One – Fee Schedule

City Service	Fee	Number Needed	Amount Due
Placement & Removal of Detour Signage on Main Street (per location of street closure)	No cost (applicant places and returns signage to side of street)		
Placement of Signage above Main Street or on Main Street Banners	\$300.00		
Tent Rental (includes set up and tear down)	\$50.00/hour per employee (cap at \$200 per tent)		
Table Rental (does not include set up)	\$5.00 per table		
Chair Rental (does not include set up)	\$1.00 per chair		
Main Street Stage Rental	\$75.00/day		
Public Works Event Support (only with Public Work Director approval)	\$50.00 per hour		
Total Due			

*This application is only for those events taking place in Helper City limits. Events taking place Saturday/Sunday will have a trailer dropped off to the location Friday at 2PM. Unload and reload is the responsibility of the permittee. The trailer will be picked up Monday morning at 8AM. All materials must be secured and properly banded with a locking device.

*Events taking place during the regular workweek (i.e. Thursday, Friday) and running throughout the weekend may request materials during the week, with pick up Monday.

*The Public Works Director will determine if city employees are available to provide hours in support of event(s). This will be determined by work load and staff availability in support of health, quality of life or pressing city demands. Based on Public Work recommendation and with approval of the mayor, available labor hours will be determined on a case-by-case basis as requested by the permittee. Any set up or tear down performed by the city will be invoiced to the permittee for each hour worked at the rate of \$50/hour. If payment is not received within 15 days of invoice, the permittee will not be eligible for further rentals or use of city assets until payment is received.

DRAFT 3

BYLAWS of the HELPER HISTORIC PRESERVATION COMMISSION

WHEREAS, Helper City desires to provide operating provisions for the Helper Historic Preservation Commission.

NOW, THEREFORE, BE IT RESOLVED the Helper City Council, approves the following Bylaws for the Helper Historic Preservation Commission.

ARTICLE 1: AUTHORITY, RESPONSIBILITIES AND DUTIES

Helper City recognizes that the historical heritage of the community is among its most valued and important assets. It is therefore the intent of Helper to identify, preserve, protect and enhance historic and prehistoric sites, structures, and objects lying within the city limits of Helper City.

A. Authority: The Helper Historic Preservation Commission has the powers and duties, as assigned to it by the Helper City Council, in accordance with Helper City Ordinance 2.95, including all amendments thereto, and as set forth in 36 CFR 61, "Procedures for Approved State and Local Government Historic Preservation Programs."

The Commission shall act as the Certified Local Government (CLG) for Helper City.

Helper City Council has final authority over the Commission.

B. Responsibilities: The Helper Historic Preservation Commission shall:

1. Promote preservation by raising public awareness, understanding and appreciation of Helper's past and the value of historic preservation in sustaining a vibrant community into the future. The Commission may co-operate with other government agencies and non-profit organizations in raising funds for preservation.
2. Oversee the preservation of historic and prehistoric environments, materials, and objects as well as the shared experiences and memories that have woven these places into our present and future sense of community. This oversight includes making recommendations for additions and removals from the National Register of Historic Places and the Helper Landmark Register.

3. Support the enforcement of laws and ordinances relating to historic preservation, including but not limited to UCA §9-8-501, the “Historical Preservation Act”; UCA §9-8-301-308 regarding the protection of Utah antiquities; and UCA §9-8-307 regarding notification of the State Historic Preservation Office of any known proposed action which will destroy or effect a site, building, or object owned by the State of Utah and included on or eligible for the National Historic Places register.

C. Duties: The Helper Historic Preservation Commission shall:

1. Oversee the preparation, dissemination, and periodic update of Design Guidelines to assist property owners and government entities in preserving the historic character of Helper City.
2. Administer preservation incentive programs sponsored by the city and state.
3. Advise the City Council and City staff on the identification and evaluation of historic resources within the city and provide information regarding the significance of the resources, the nature and degree of threat to their preservation, and methods for their protection.
4. Review and advise the city on applications for material alterations to places within the Helper Historic District and/or on the Helper Landmarks Register. The Commission may recommend documentation of sites and preservation of parts or materials prior to granting of permits.
5. Recommend to the City Council ordinances and ordinance revisions that encourage historic preservation.

ARTICLE 2: MEMBERSHIP

The commission shall consist of a minimum of five and no more than seven members with a demonstrated interest, competence, or knowledge in historic preservation appointed by the Helper City Council for terms of not less than two years. One of these members shall be a member of the Helper City Council, appointed by the Mayor to serve as chairperson of the Commission. A minimum of two members shall be professionals, as defined by the Secretary of the Interior’s “Historic Preservation Professional Qualification Standards.”

The Chairperson, with approval of the Commission, may invite members of the public with specific expertise or interest in preservation to serve as *ex officio* non-voting members of the Commission.

Membership includes the responsibility to prepare for and attend Commission meetings, in person or electronically. The Chairperson may recommend the replacement of any member who is unable to participate fully and regularly in scheduled meetings.

All members of the Commission shall serve without compensation except for reasonable expenses totaling less than \$500.00 and approved by the designated City Council member or Mayor.

ARTICLE 3: ROLE OF COMMISSION OFFICERS

A. Chairperson: The Chairperson shall preside over meetings and perform the duties normally conferred by parliamentary procedure, and other such duties as may properly be prescribed by the Commission. The Chairperson may designate a moderator *pro tem* to preside over meetings. The Chairperson may enter into discussion of matters before the Commission and may vote on all matters before the Board.

B. Co-Chairperson: The Commission shall elect a Co-Chairperson from among its membership. The Co-chair may enter into discussion of matters before the Commission and may vote on all matters before the Board. In the event that the Chairperson is absent or incapacitated, the Co-Chairperson shall assume all duties and responsibilities of the Chairperson.

ARTICLE 4: MEETING PROCEDURES

A. Meeting Schedule: The Commission shall meet monthly on a schedule approved by the Commission. The Commission shall conduct business in accordance with the Open Public Meeting laws of Utah. This includes public notification of meeting place, time and agenda items.

B. Recorder: The Mayor shall appoint a city employee to prepare and preserve minutes of each meeting as well as all documents used by the Commission in its considerations. The Chairperson may appoint a member of the Commission as temporary notetaker should the Recorder be absent from a meeting. The Recorder shall distribute meeting minutes to Commission members and to the Helper City Recorder.

C. Conduct of Meetings: The order of business at regular meetings shall be:

- Call to Order
- Roll Call
- Approval of Minutes
- Reports and Communications
- Discussion Items
- Action Items
- Comments from guests and members and the public

- Other Business
- Adjournment

The Commission, by majority vote, may change the order of business.

D. Agenda: The Chairperson shall compile meeting agendas and circulate them to Commission members no later than five days prior to a scheduled meeting. Requests from Commission members that items be placed on the agenda may be submitted to the Chairperson at least seven days prior to a scheduled meeting.

E. Parliamentary Authority: Robert's Rules of Order shall apply in all parliamentary matters unless these bylaws otherwise apply. Rules of order may not be suspended.

ARTICLE 5: VOTING

A. Quorum. No business shall be conducted without a quorum at the meeting. A quorum shall exist when the meeting is attended by a majority of the appointed members, including the Chair and Co-chair.

B. Voting. All actions of the Commission shall be represented by a vote of the membership. A simple majority of the members present at the meeting shall approve any action taken. The Commission officers may vote at meetings.

ARTICLE 6: STANDING and AD HOC COMMITTEES

A. The Chairperson may appoint subcommittees to prepare reports and recommendations to the full Commission for action.

ARTICLE 8: AMENDMENTS

A. Amendments of these by-laws shall be made through majority vote of the Commission and forwarded in writing to Helper City Council. Helper City Council may change, adopt or reject any such amendments.