

MINUTES OF THE HELPER CITY COUNCIL MEETING
Thursday, February 16, 2023
at 6:00 p.m.
in the Council Chambers
19 South Main Street
Helper, Utah 84526

ATTENDANCE:

Mayor Lenise Peterman

Council Members:

David Dornan
Michelle Goldsmith
Gary Harwood
Malarie DeVincent
Amanda Wheeler

City Staff:

City Recorder: Zack Tonic
City Attorney: Dominique Kiahtipes
Public Works Director: Michael Mastin
Police Officer: Lakota Clark

Citizens:

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

APPROVAL OF THE MINUTES FROM JANUARY 19, 2023.

Council Member Harwood moved to approve minutes from January 19, 2023. 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.

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, Louise 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.

DISCUSSION AND POSSIBLE APPROVAL OF THE LOCUST ST PARK PLAN.

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

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

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

Council Member Wheeler moved to table. Council Member DeVincent seconded the motion. Motion carried, the council roll call vote is as follows: Dornan, Goldsmith, Wheeler, DeVincent, and Harwood all voted yes.

DISCUSSION AND POSSIBLE APPROVAL OF NO PARKING SIGNS ON THE NORTH SIDE OF VOLL ST. FROM DODGE ST. TO WELBY ST.

Public Works Director Mastin stated people are parking in front of a resident's private driveway and the resident is unable to get out of his driveway. The road is so narrow he is suggesting putting up no parking signs on the north side of Voll St.

Council Member Dornan moved to approve no parking signs on the north side of Voll St. from Dodge St. to Welby St. Council Member Goldsmith seconded the motion. Motion carried, the council roll call vote is as follows: Dornan, Goldsmith, Wheeler, DeVincent, and Harwood all voted yes.

DISCUSSION OF PROCESS FOR IMPROVEMENTS TO THE FLOODPLAIN PERMIT.

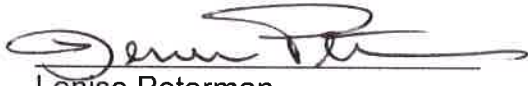
Mayor Peterman has tasked Planning & Zoning to review and make recommendations to the council on the Floodplain Permit. She would like to see a streamlined process, so people will not get hung up.

Council Member Wheeler stated she has specific ideas and feedback from the community, she will relay the information to Planning & Zoning.

ADJOURNMENT:

There being no further business Council Member Dornan moved to adjourn. Council Member DeVinent seconded the motion. Motion carried, the council roll call vote is as follows: Dornan, Goldsmith, Wheeler, DeVinent, and Harwood all voted yes.

I hereby certify that the foregoing represents a true, accurate, and complete record of the Helper City Council meeting held on Thursday, February 16, 2023.


Lenise Peterman
Mayor


Zack Tunc
City Recorder

Approved on March 16, 2023

Exhibit A

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.

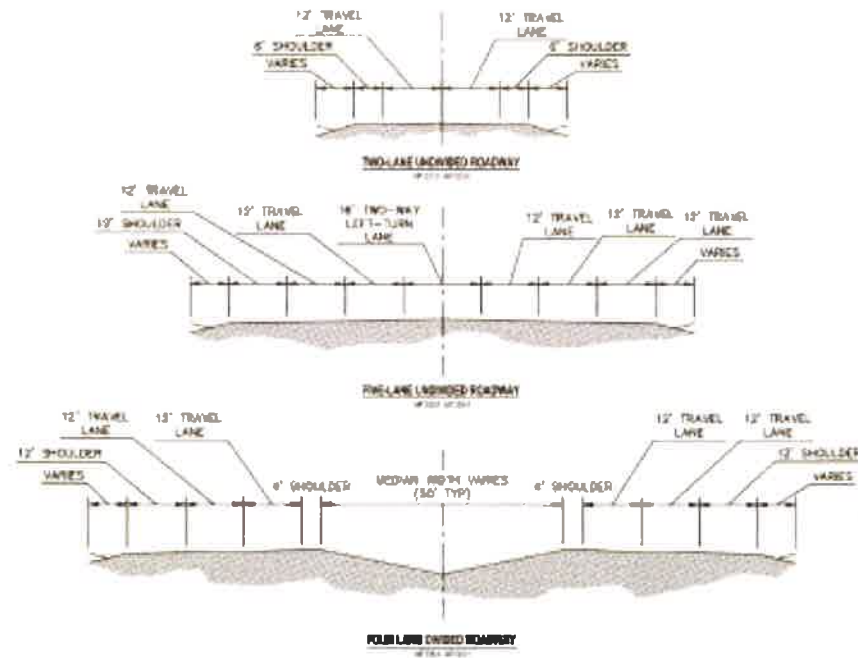


Figure 2 - Existing Typical Cross-Sections

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.

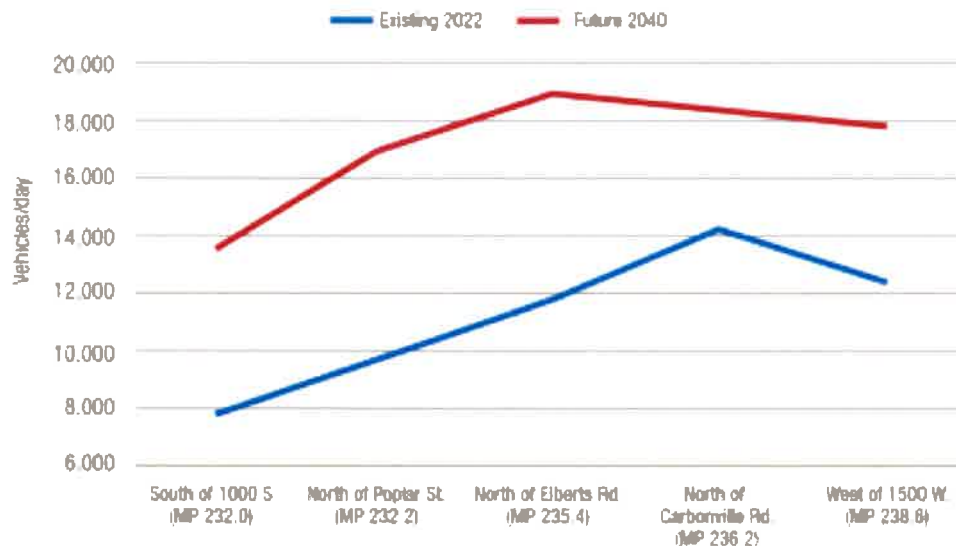


Figure 3 - Average Daily Traffic

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.

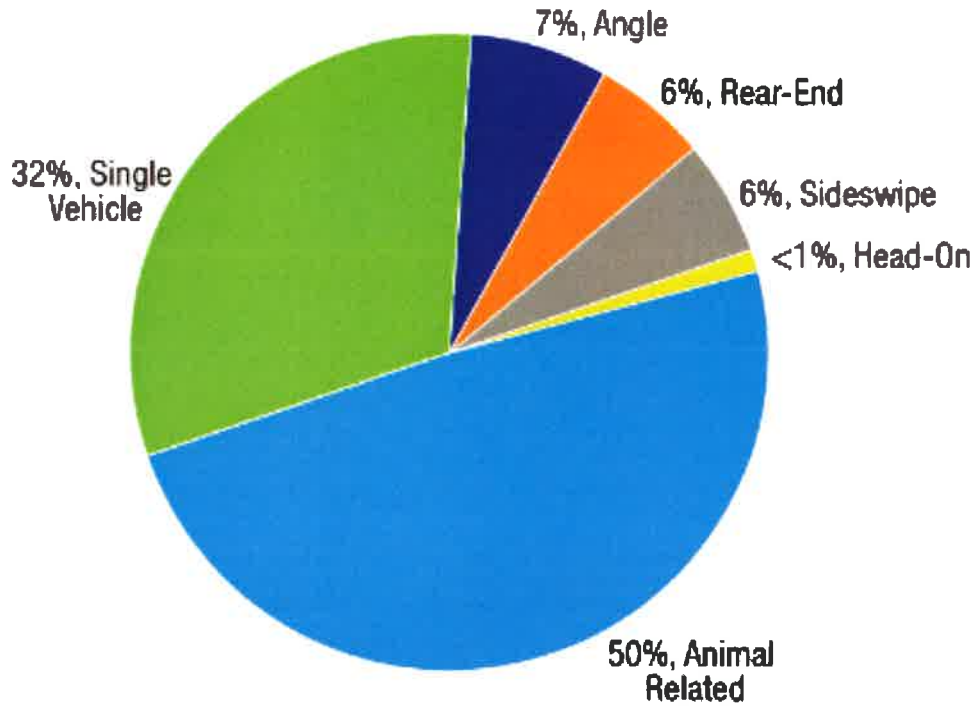


Figure 4 - US-6 Study Area Crashes 2017-2021

Crash severity by year is shown in Figure 5.

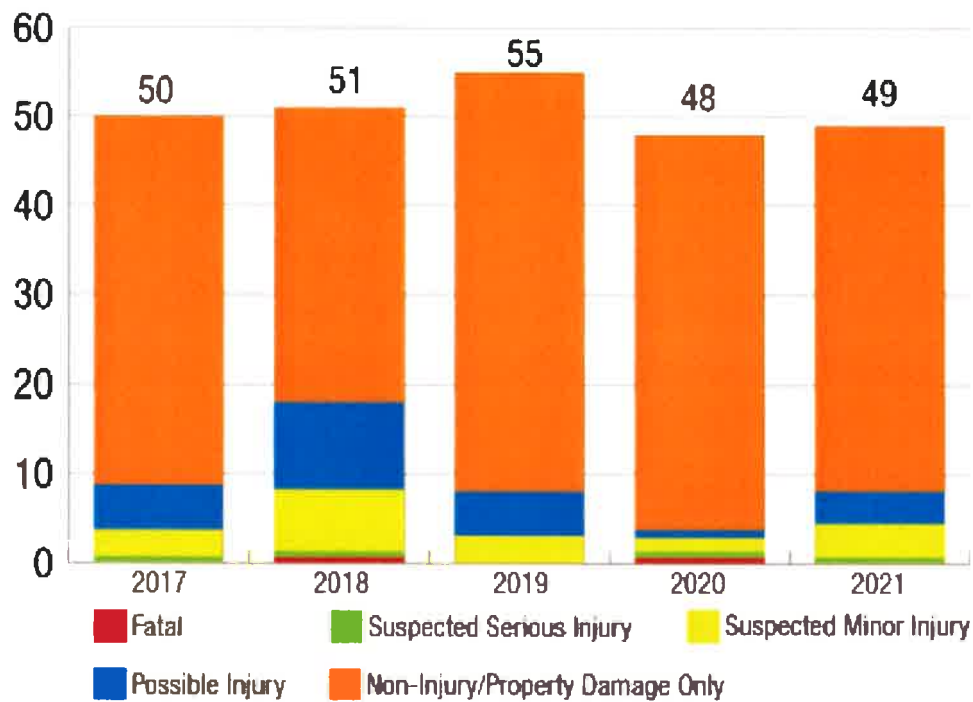


Figure 5 - Injury Severity

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.

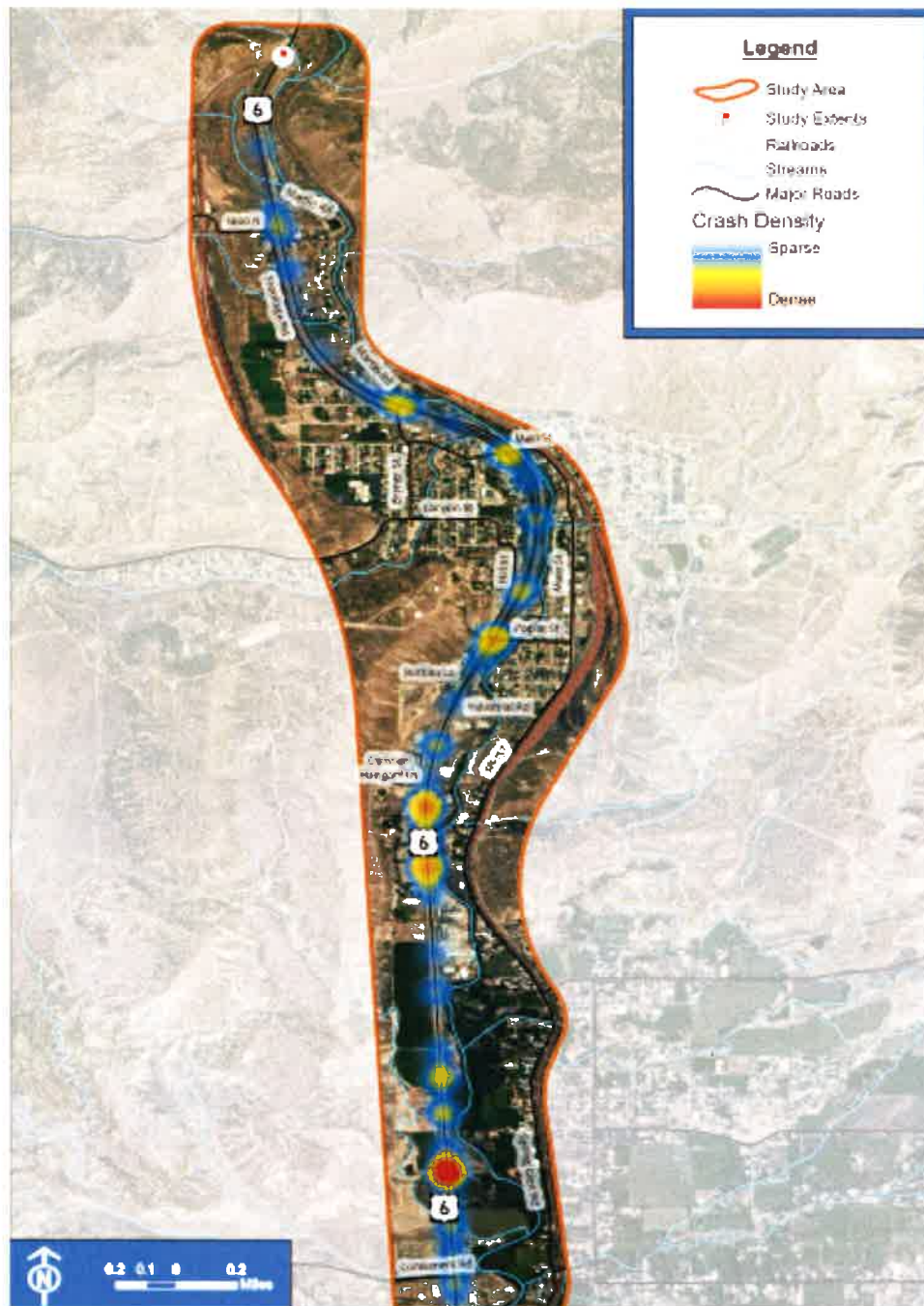


Figure 6 - 2017-2021 Crash Density (North)

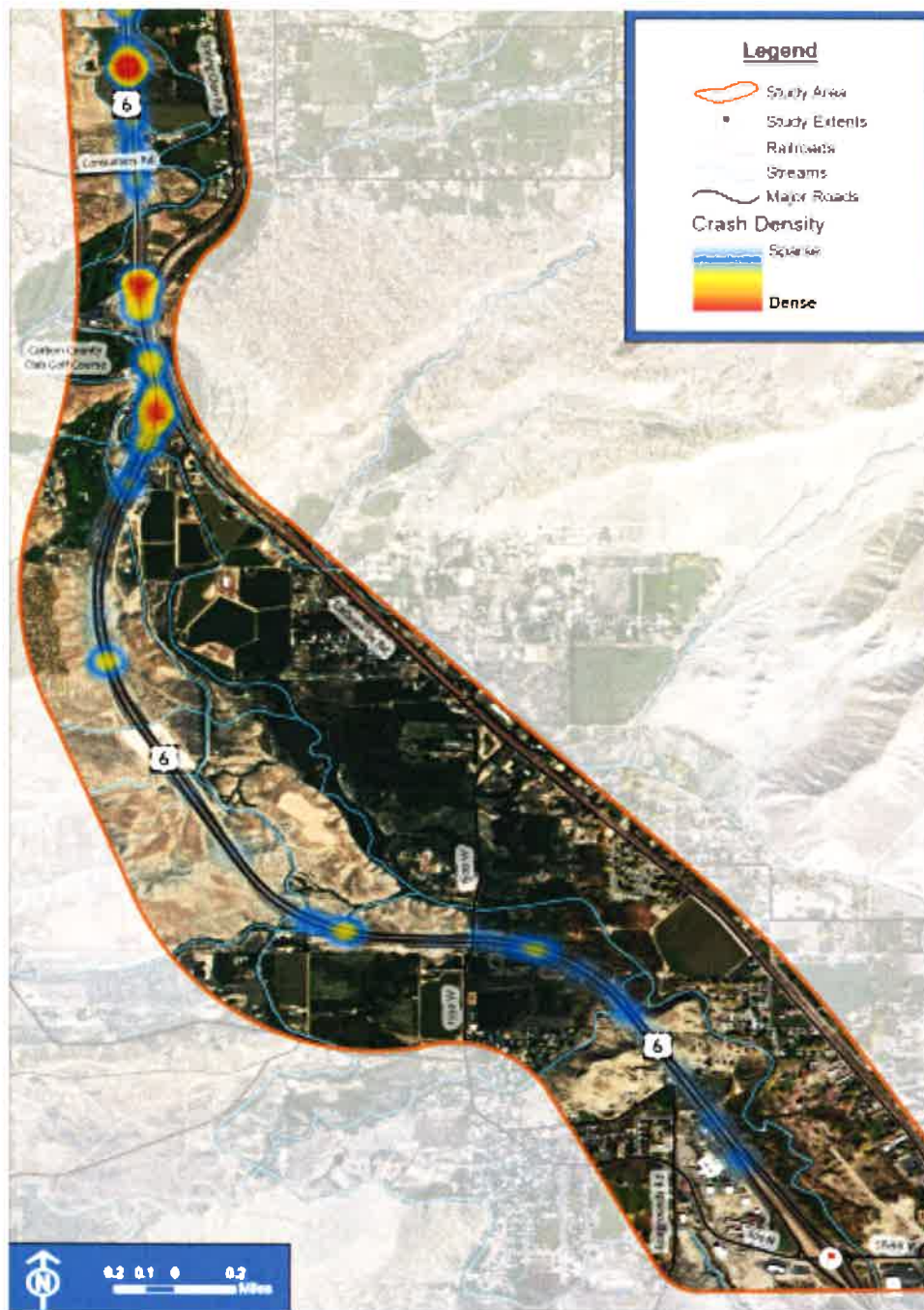
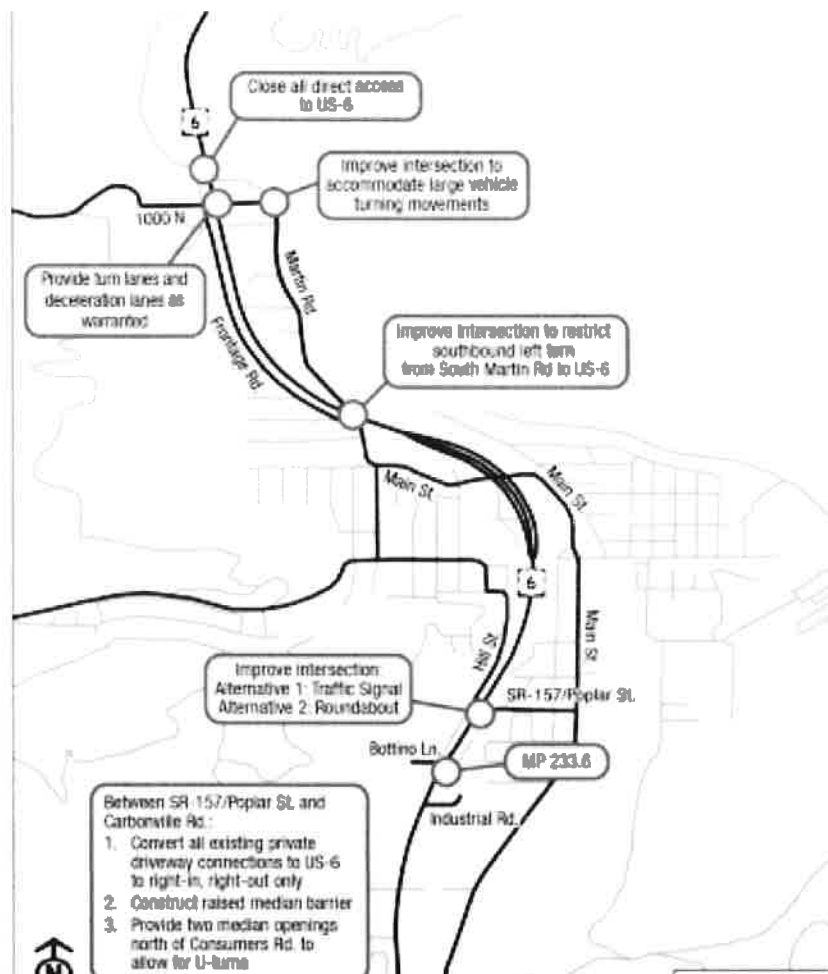


Figure 7 - 2017-2021 Crash Density (South)

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.

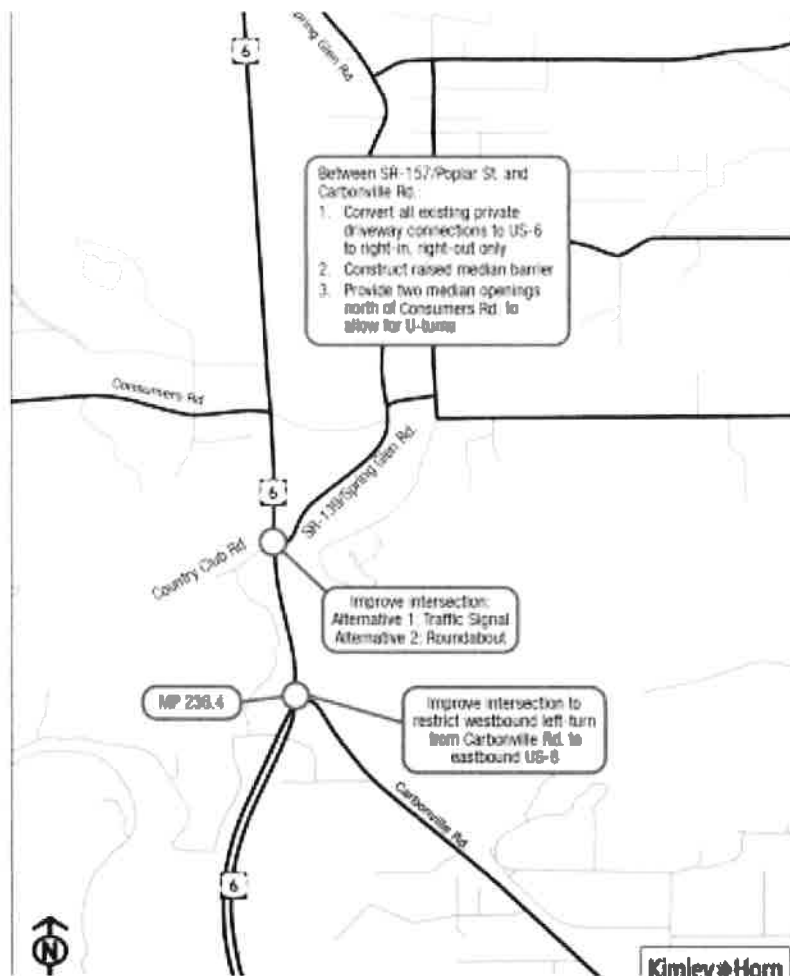
Segment 1 - MP 231.2 - 233.6



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

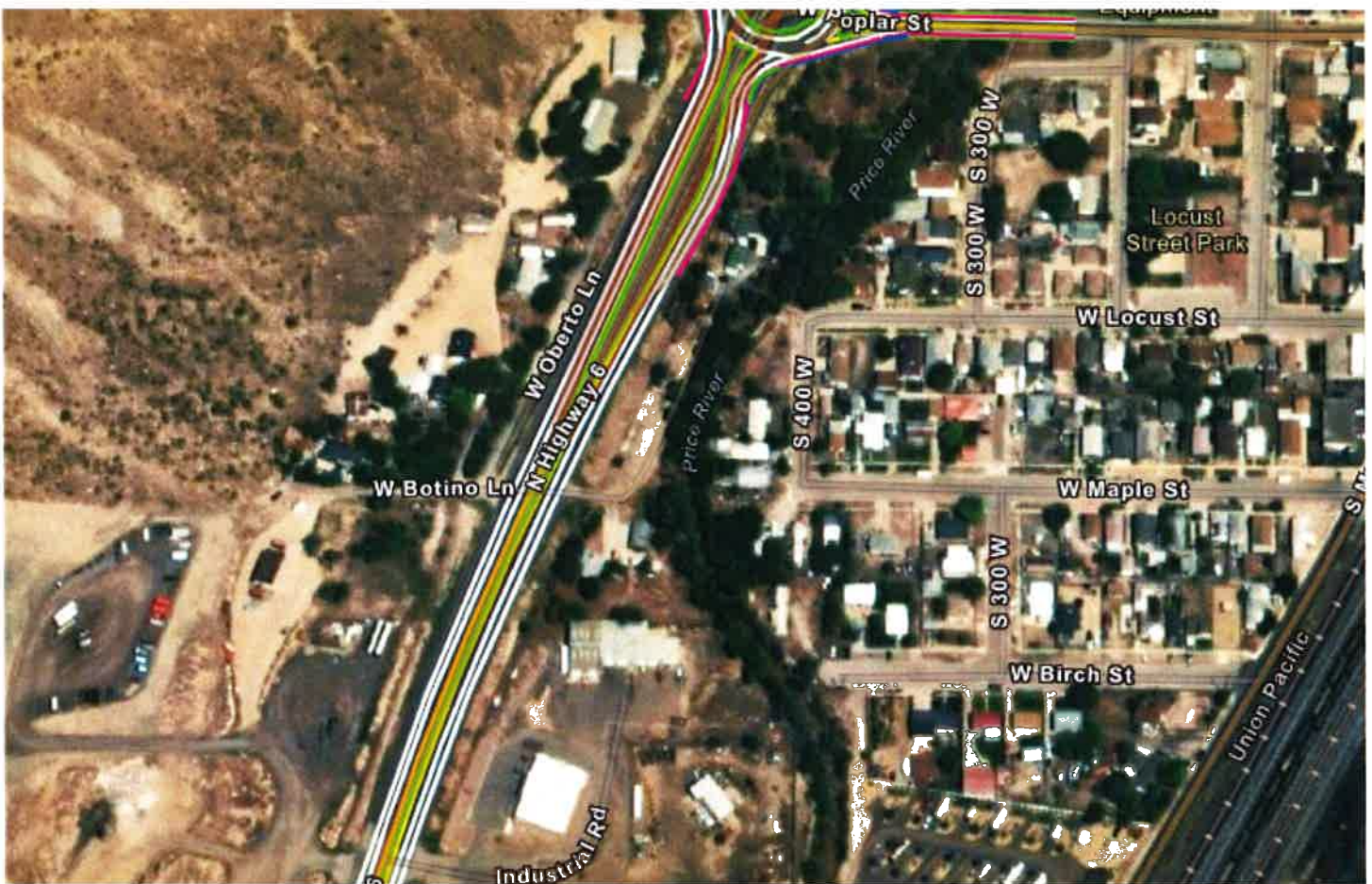
Concept Exhibits

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.

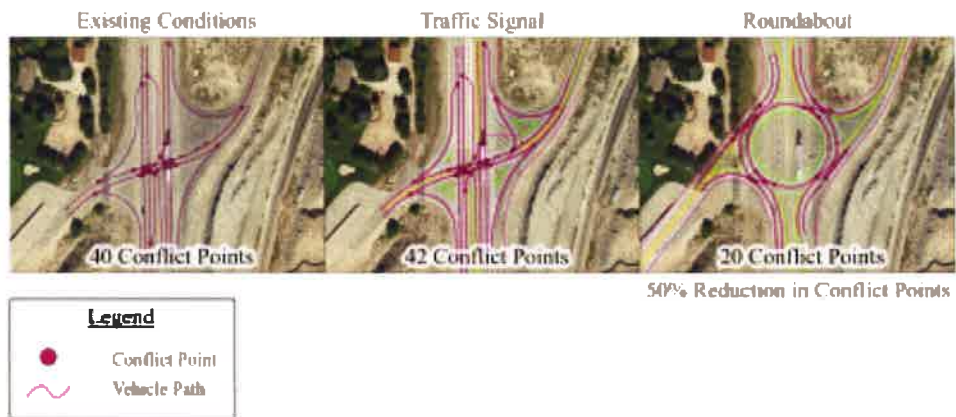


Figure 11 - Alternatives Intersection Conflict Points

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.

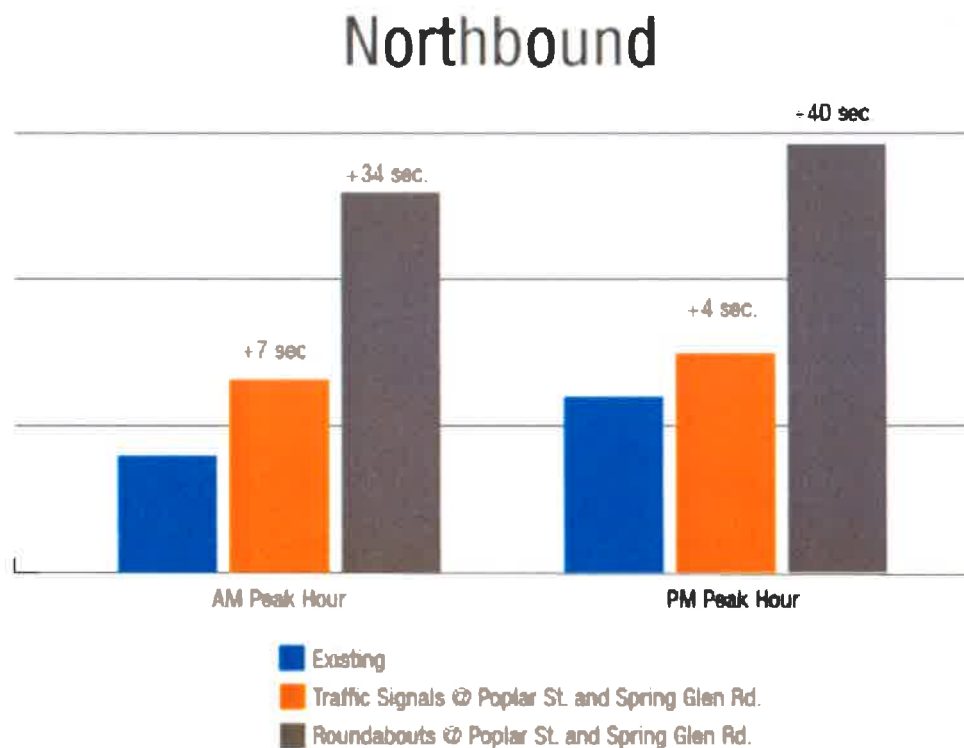


Figure 12 - Alternatives Travel Time Comparison

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
AIR 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		2050	
			AM	PM	AM	PM
US 6 / Poplar Street	TWSC	Overall Intersection	A (11.5)	A (11.0)	A (12.6)	A (12.2)
		Side-Street Approach	B+ / WBR (14.3)	B+ / WBR (14.8)	C+ / WBR (25.8)	C+ / WBR (32.2)
		Signalized	A (4.5)	A (4.1)	A (4.8)	A (4.1)
	Roundabout	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
AIR 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		2050	
			AM	PM	AM	PM
US 6 / Spring Glen Road (Country Club Road)	TWSC	Overall Intersection	A (9.1)	A (9.4)	A (10.1)	A (9.4)
		Side-Street Approach	C / EBTL (20.5)	C / EBTL (19.8)	C / EBTL (21.3)	C / EBTL (24.8)
		Signalized	A (6.2)	A (9.0)	A (9.1)	A (9.1)
	Roundabout	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 casements, 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.

Exhibit B

11

CITY OF HELPER
CITIZEN COMMENT FORM
COMMENTS ONLY

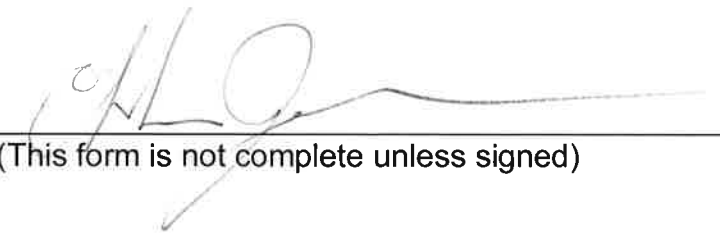
NAME: Charles Jones DATE 2/16/23
ADDRESS: 240 N. Hwy 6

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

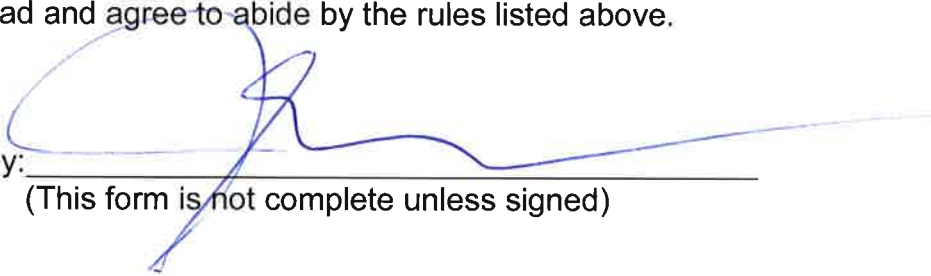
NAME: Jesse McGurt DATE 2/16/23
ADDRESS: 5145 N Hwy 6 Helper

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

UDOT Fla

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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.

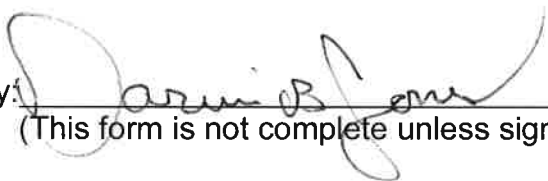
CITY OF HELPER
CITIZEN COMMENT FORM
COMMENTS ONLY

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

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

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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: Tom Boyacik DATE 2-16-23
ADDRESS: 4094 1/2 1130 W Helper UT 84524

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

U DOT Proposal

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

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

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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 Toxlaer DATE _____

ADDRESS: 3700 N 2000 West

Helper, UT

84526

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

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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: Joe Lacey DATE 2-15-2022
ADDRESS: 4111 No Spring Glen Rd
Helper, Utah 84526

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

Road

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

Signed by: Joe Lacey
(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-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.

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 2-16-20
ADDRESS: 5129 N Hwy 6 Helper UT

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

Dot Project

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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: Adores 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: Adores Slavensky
(This form is not complete unless signed)

Lynn Felice
Rocky 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

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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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