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# HARRISVILLE CITY

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363 West Independence • Harrisville, Utah 84404 • (801) 782-4100

MAYOR:

Bruce N. Richins

COUNCIL MEMBERS:

Grover Wilhelmsen  
Michelle Tait  
Jeffery Pearce  
Jennifer Jensen  
Jennifer Morrell

**CITY COUNCIL MEETING  
AGENDA  
363 West Independence Blvd  
December 9, 2014**

"In accordance with the Americans with Disabilities Act, the City of Harrisville will make reasonable accommodations for participation in the meeting. Request for assistance can be made by contacting the City Recorder at 801-782-4100, providing at least three working days advance notice of the meeting."

**7:00 P.M. CITY COUNCIL MEETING**  
**Presiding: Mayor Bruce Richins**  
**Mayor Pro Tem: Jennifer Morrell**

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE & OPENING CEREMONY** [Jennifer Jensen]
- 3. CONSENT ITEMS**
  - a. Approve the minutes of November 25, 2014 as presented.
- 4. BUSINESS ITEMS**
  - a. Discussion/possible action to adopt new 2015 Meeting Schedule.[Bill Morris]
  - b. Discussion/possible action on advice and consent to Mayor's Appointment:
    - Appointment of Jeff Pearce as Mayor Pro Tem.
  - c. Discussion/possible action to approve Harrisville City Resolution 2014-13; a resolution for Harrisville City, Utah, authorizing an agreement between the city of Harrisville and Salt Lake Chamber of Commerce for Professional Services in support of the Utah Transportation Coalition; and an effective date.[Bill Morris]
  - d. Discussion/possible action to approve proposal to reduce speed limit on West Harrisville Road to 35 mph. [Bill Morris]
- 5. PUBLIC COMMENTS - (3 minute maximum)**
- 6. MAYOR/COUNCIL FOLLOW-UP:**
- 7. ADJOURN**

DATE POSTED: December 5, 2014

BY: Jennie Knight, City Recorder

I, Jennie Knight, certify that I am the City Recorder of Harrisville City, Utah, and that the foregoing City Council agenda was faxed to the Ogden Standard Examiner, Weber County Library, and neighboring cities. The agenda was also posted at the following locations: City hall, on the City's website [www.cityofharrisville.com](http://www.cityofharrisville.com) and the State Public Meeting Notice website at <http://pmn.utah.gov>.

**MINUTES OF HARRISVILLE CITY**  
CITY COUNCIL MEETING  
Tuesday, November 25, 2014 – 7:00p.m.  
Council Chambers  
363 West Independence Blvd  
Harrisville, Utah 84404

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**Present:** Mayor Bruce Richins, Council Member Michelle Tait, Council Member Jennifer Jensen, Council Member Grover Wilhelmsen, Council Member Jeff Pearce, Council Member Jennifer Morrell.

**Staff:** Gene Bingham, Public Works Director, Max Jackson, Police Chief, Bill Morris, City Administrator, Jennie Knight, City Recorder.

**Visitors:** Ruth Pearce, Dave Wallace, Elizabeth Putnam, Tarra Tippetts.

**7:00 P.M. CITY COUNCIL MEETING**

**1. Call to Order.**

Mayor Richins called the meeting to order and welcomed all visitors.

**2. Opening Ceremony.**

Council Member Pearce led the pledge of allegiance and conducted the opening ceremony.

**3. CONSENT ITEMS**

- a. Approve the minutes of October 28, 2014 as presented.

**MOTION: Council Member Tait motioned to approve the minutes of October 28, 2014 as presented. Council Member Jensen seconded the motion. All Council Members voted aye. Motion passed.**

**4. BUSINESS ITEMS**

- a. **PUBLIC HEARING** – Harrisville City Council will consider potential projects for which funding may be applied under the CDBG Small Cities Program for Program Year 2015.

**MOTION: Council Member Morrell motioned to open a public hearing to consider potential projects for which funding may be applied under the CDBG Small Cities Program for Program Year 2015. Council Member Wilhelmsen seconded the motion. All Council Members voted aye. Motion passed.**

Mayor Richins stated that the city council is now in a public hearing and asked staff to give a presentation on this matter before accepting public comment. Bill Morris, City Administrator, explained that the grant money must be spent on projects benefiting primarily low and moderate-income persons. The Wasatch Front Regional Council, of

which Harrisville City is a member, is expecting to receive approximately \$1,000,000 in this new program year. All eligible activities that can be accomplished under this program are identified in the CDBG application policies and procedures manual and interested persons can review it at any time.

Mr. Morris read several of the eligible activities listed including public works projects, sewer facilities, water lines, sidewalks, homeless shelters, and food banks. Also eligible are loan programs for private businesses which would allow them to hire low income persons and the program can also pay for housing rehabilitation or down payment assistance for low income homeowners. Mr. Morris indicated that in the past Harrisville City has received a CDBG grant to bring the city offices into ADA compliance. The city had available it's Capital Investment Plan which is part of the regional "Consolidated Plan". This Plan lists potential projects the city has identified as being needed in the community.

Mayor Richins asked that anyone with questions, comments, or suggestions during the hearing to please identify themselves by name before they speak. The City Recorder will include the names and comments in the minutes and staff can specifically respond to questions and suggestions.

Dave Wallace, 646 E. 2475 N, North Ogden, Principal of Majestic Elementary, explained the CDBG grant would be a great use to patch the area along the Chatlain property where no sidewalk exists. There is currently a stretch of about 180 yards without sidewalk. This creates a dangerous route for students. The speed limit on this road is 40 miles per hour and an open ditch runs along the route. Approximately 60-80 students walk this route to school every day. Orion Jr. High students also walk this route as well as students that attend the Montessori school in North Ogden. This patch of road has been an issue for a number of years. Previously the school district was bussing these students, although they were not eligible. Once the development was completed on the interior roads, the busses were no longer necessary. Now there is a need to address the safety of the children. They have received several monetary donations from entities such as the Kiwanis Club and Smith's Marketplace. The Montessori school has also pledged their support of this project. They hope to use this money as the matching fund requirement. This is a complex issue with the school in Harrisville and the road in Pleasant View. They held a meeting to discuss this issue together with the Pleasant View and North Ogden mayors. They discussed several steps to take for a temporary solution until a long term solution can be implemented. This temporary solution will not remove the mature trees and have a low impact to property owners. He expressed thanks to Harrisville City and hopes the CDBG Council will recognize this need.

Elizabeth Putnam, 302 E 2150 N, North Ogden, lives in the affected area. She explained there are a lot of single parent families in this area whose children have no choice but to walk. These funds can provide a safe route to school. There is danger when children enter the roadway to avoid the ditch. She said the PTA is committed to

help conduct the necessary survey and hopes to succeed in providing a safe route to school for these children.

Tarra Tippets, 223 W 2150 N, Harrisville, said she just moved from this affected area. She expressed appreciation for the time and effort going into this issue. She is the other PTA president at Majestic and is looking forward to helping with the survey.

**MOTION: Council Member Tait motioned to close the public hearing. Council Member Morrell seconded the motion. All Council Members voted aye. Motion passed.**

Bill Morris said he will be meeting with the PTA and will explain how to conduct the survey of 285 houses. He will use this information to work on the application. One concern we have is with our current project, half of the money needs to be spent by the end of the year. Gene Bingham said hopefully we should be able to do this. We are currently putting this out to bid. They will begin by tearing out the concrete. Council Member Morrell asked if the money must be committed or spent by this deadline. Bill Morris confirmed must be spent.

**b. Discussion/possible action to adopt the Sanitary Sewer Management Plan.**

Gene Bingham informed Council a year ago there was a presentation given in Council about the state requirements mandating a sanitary sewer management plan in all cities. We have already adopted a resolution, which was a requirement and the size of the city determines when this is due. Adoption of this plan is 10 months ahead of the mandated schedule but he is anxious to get this done.

The state provided a template and he retro fit this to our needs. This took some time to complete. The state wants to make sure there is funding available to maintain the sewers, as the old sewers will not last forever. Regarding our sanitary sewer analysis, the treatment costs have increased over time. The last time there was a sewer rate increase we committed an additional dollar to put towards repairs. There are also inspection program requirements. Gene Bingham said he is recommending adoption of this plan and asked if Council had any questions.

Mayor Richins asked if the blank pages were left intentionally. Gene Bingham clarified those items are not applicable to our city. Council Member Morrell asked when the main sewer line is located next to restaurants, is additional cleaning necessary. If so, is there any type of impact fee charged to offset those costs. Gene Bingham explained in the past there was an issue with Moore's Fish House on Highway 89. The subsequent businesses in that location have not had the same issues. He thinks this is because of the required grease traps. There are a lot of areas where the sewer runs through a private section before entering the main line. When Walmart initially opened there was an issue but this has been remedied and we no longer experience any problems in this area.

Gene Bingham explained the sewer is checked twice a year by the video feed. If there are any problems discovered, they are fixed in a timely manner. This plan gives a guideline to follow if there are issues. Council Member Tait asked if there are any other areas in the city where issues have been found. Gene Bingham said there was a problem with Orion Jr. High cooks putting egg shells down the drain. This has also been fixed. These problem areas are called hot spots. There is a low spot where the Jr. High ties into the sewer. He said this is cleaned out yearly to eliminate the possibility of problems. The upcoming sanitary sewer bid helps determine potential issues.

Council Member Morrell asked about any failing infrastructure. She asked how the spot repairs fix these areas. Gene Bingham explained they access through “man holes” and setup the system above ground before installing the repair. They use stainless steel that is inserted through the clay pipe to reinforce the area. They also use fiberglass molding. When an area is discovered through the video, they first send down chemicals and then prepare the area for the spot repair. The technology is quite interesting. There was also a broken main up by the AT&T building in the past. The boring of other utilities is usually the cause of the issues in those circumstances. The trenchless technology saves a lot of money. Of course, if there is a displacement, trenchless technology does not work; but this does handle the maintenance issues.

Mayor Richins pointed out a contractor recently took responsibility for a broken lateral. Gene Bingham said this saved the city a lot of money.

**MOTION: Council Member Morrell motioned to adopt the Sanitary Sewer Management Plan. Council Member Wilhelmsen seconded the motion. All Council Members voted aye. Motion passed.**

**c. Discussion/possible action to approve 2014-15 Sanitary Sewer Internal Inspection Bid.**

Gene Bingham said we have been conducting the sanitary sewer internal inspection program for 16 years. We have a professional services contract that allows us to extend a yearly contract if we choose but requires us to put this out to bid every five years. The same three companies have submitted bids as in the past. Pro-pipe is the low bidder and is good to work with. We have had success with them in the past. He is asking approval on this year’s bid. There is a little over 10 miles to video on this project.

**MOTION: Council Member Wilhelmsen motioned to award the 2014-15 Sanitary Sewer Internal Inspection Bid to Pro-Pipe in the amount of \$37,147.89. Council Member Tait seconded the motion. A Roll Call vote was taken.**

<b>Council Member Morrell</b>	<b>Yes</b>
<b>Council Member Jensen</b>	<b>Yes</b>
<b>Council Member Pearce</b>	<b>Yes</b>
<b>Council Member Tait</b>	<b>Yes</b>
<b>Council Member Wilhelmsen</b>	<b>Yes</b>

**Motion passed 5-0.**

**d. Discussion/possible action to approve Sanitary Sewer Point Repairs.**

Gene Bingham said this is what they talked about earlier during the Sanitary Sewer Management Plan discussion regarding either point repairs or spot repairs. He informed Council the videos are time consuming to watch but important to check for any issues. He meets with the city engineer and together they decide which areas must be addressed. After the spot repairs are addressed they put together some longer slip lines in subdivisions areas where the gases are corroding the pipe. The point repairs will address these areas. Council Member Pearce asked how the slip line affects the patched areas. Gene Bingham explained they use PVC pipe that is molded with heat around the clay or previous pipe. Even pipes that have slight displacement can be corrected, as long as they are not extreme. The PVC pipe works well. Mayor Richins asked why this is an agenda item. Gene Bingham said he likes to keep the Mayor and Council informed.

**MOTION: Council Member Pearce motioned to approve the Sanitary Sewer Point Repairs based on the memo from Gene Bingham dated October 14, 2014. Council Member Wilhelmsen seconded the motion. All Council Members voted aye. Motion passed.**

**e. Discussion/possible action to approve proposal to reduce speed limit on West Harrisville Road to 35 mph from 1200 W. to Hwy 89.**

Max Jackson informed Council of the Mountain View Townhomes and his concern regarding the safety of access onto West Harrisville Road. He and Gene Bingham met and determined three items that need to be address. First the developer made a mistake in the paint striping which has since been corrected; also a red zone has been added to prevent cars from parking on the south side of the street. The last item is to lower the speed limit to 35mph. Some studies have been conducted in the past on this road. A few years back the speed limit was lowered from the railroad tracks to Highway 89. The increased population and traffic warrant the reduction in speed on this road. This must be a council action. He gave his recommendation to lower the speed limit from the railroad tracks west to 1200 West to 35mph.

Council Member Jensen asked where the study information is. Max Jackson said the study was conducted about 4 years ago. An officer must run radar and count the traffic and determine the ratio of speeding traffic. Max Jackson explained the majority of people drive at safe speeds, but 15% of drivers drive above the posted speed limit. With the increase in traffic because of this development and the intersection's close proximity to 750 West; there is a concern for safety.

Council Member Pearce pointed out the train tracks are also a concern. Council Member Jensen asked if this is an issue going east or west. Max Jackson said mainly going eastbound. Council Member Jensen commented she is unable to maintain 35mph on this road because of the amount of traffic. She asked when this is an issue. Max

Jackson said during the busy traffic times of the day when people are commuting to work and school.

Council Member Jensen said she felt like this was not an issue. She said people will still not obey the speed limit. Council Member Tait said she thought 35mph is a standard on a road like this. Council Member Morrell said based on the minutes from the last Council discussion in 2010 another issue is the lack of sidewalks in this area. Council Member Jensen expressed her frustration considering lowering the speed limit on West Harrisville Road but not on 2550 North. Mayor Richins said they have talked about that, but 2550 North is not a city owned road.

Council Member Tait said she was not on the Council when the speed was lowered on the other side of the tracks but would consider this if it will save accidents. Mayor Richins asked if there is a need to conduct a new survey. Bill Morris explained the uniform traffic code and gave a brief explanation of how a survey would be conducted. Council Member Pearce pointed out there is only one access to this development. Council Member Wilhelmsen expressed concern with the closeness of this intersection to 750 West. He said this is something to consider. Council Member Jensen would like to consider another survey.

Council Member Morrell suggested making the speed limit uniform along the entire road. Bill Morris said there was an issue with accidents because of the curve before the highway on the east side. Gene Bingham said they also added a curve sign to bring attention to this area. Council Member Tait pointed out this is a staff recommendation. Mayor Richins said he thinks they should update the study. Council Member Wilhelmsen expressed his desire to educate the public if a change is made, similar to the 4 way stop installed on 1200 West.

Council Member Morrell asked what will be included in the new survey, and would like to include the portion east of the tracks as well. Bill Morris said the police department can run radar on both sides and bring in the statistics. Mayor Richins suggested tabling this until a later date. Mayor and Council gave a short discussion about traffic in bordering cities.

**MOTION: Council Member Wilhelmsen motioned to table the proposal to reduce speed limit on West Harrisville Road to 35 mph from 1200 W. to Hwy 89. Council Member Morrell seconded the motion. All Council Members voted aye. Motion passed.**

- f. Discussion/possible action to approve Harrisville City Resolution 2014-12; a resolution of Harrisville City, Utah, supporting the “Keys to our Communities” award for the center for community engagement learning at Weber State University.**

Bill Morris informed Council the Mayor was asked to adopt this resolution at WACOG. This supports an award given through Weber State University.

**MOTION: Council Member Jensen motioned to approve Harrisville City Resolution 2014-12; a resolution of Harrisville City, Utah supporting the “Keys to our Communities” award for the center for community engagement learning at Weber State University. Council Member Tait seconded the motion. A Roll Call vote was taken.**

<b>Council Member Morrell</b>	<b>Yes</b>
<b>Council Member Jensen</b>	<b>Yes</b>
<b>Council Member Pearce</b>	<b>Yes</b>
<b>Council Member Tait</b>	<b>Yes</b>
<b>Council Member Wilhelmsen</b>	<b>Yes</b>

**Motion passed 5-0.**

**5. Public Comments - (3 minute maximum)**

Ruth Pearce, 295 E. 1150 N., wanted to thank Gene Bingham for installing the dead end sign in their cul-de-sac. A few weeks ago someone came through their driveway and into the neighbor’s yard and wiped out the Green’s fence. There is not as much traffic now. She brought up the traffic on Larsen Lane; which is sometimes backed up from Washington through to Wall Avenue. She suggested making two left turn lanes at the light at Washington. Maybe update the lane striping to alleviate the traffic. Council Member Jensen asked if there is enough room. Ruth Pearce suggested making the right hand lane available for both right and left hand turns.

Mayor Richins said this is on the list for UDOT to widen this area. There will be two left hand turn lanes and a right lane in the future. Gene Bingham is working with a specific person at UDOT to address this issue. This should be addressed within the next year.

**6. Mayor/Council Follow-Up.**

Council Member Jensen said her road is 300 West and people are speeding through this area and running the stop sign. She asked if the speed trailer could be set in this area. She was talking to another resident where this has become the main commuting area. Bill Morris will have staff address this issue.

Council Member Tait said they held their Youth City Council activity where they stuffed bags for soldiers. She said someone previously made the bags, and the kids stuffed them.

**7. Adjourn.**

Mayor Richins motioned to adjourn at 8:04pm.

**ATTEST:**

\_\_\_\_\_  
**BRUCE RICHINS**  
Mayor

\_\_\_\_\_  
**JENNIEKNIGHT**  
City Recorder



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# HARRISVILLE CITY

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363 West Independence • Harrisville, Utah 84404 • (801) 782-4100

MAYOR:

Bruce N. Richins

COUNCIL MEMBERS:

Grover Wilhelmsen  
Michelle Tait  
Jeffery Pearce  
Jennifer Jensen  
Jennifer Morrell

## Harrisville City – 2015 Meeting Schedule

In accordance with Utah Code Section 52-4-202(2), notice is hereby given of the 2015 Meeting Schedule for Harrisville City. The City Council will meet on January 13, 2015, at 7:00 PM, and will subsequently meet the second and fourth Tuesday of each month thereafter at the same time. The Planning Commission will meet on January 14, 2015, at 7:00 PM, and will subsequently meet the second Wednesday each month thereafter at the same time. Special or emergency meetings may be called, if needed, in accordance with state law. Some meetings may be cancelled. Unless otherwise announced, all meetings will be held at the Harrisville City Offices located at: 363 W Independence Blvd, Harrisville, UT 84404. For special accommodations contact the city office at least 24 hours before any meeting. For questions, contact the city office at (801)782-4100. JENNIE KNIGHT, City Recorder.

Published: January 1, 2015

<b>Harrisville City – 2015 Meeting Dates</b>	
<b>City Council</b>	<b>Planning Commission</b>
January 13 & 27, 2014	January 14, 2014
February 10 & 24, 2014	February 11, 2014
March 10 & 24, 2014	March 11, 2014
April 14 & 28, 2014	April 8, 2014
May 12 & 26, 2014	May 13, 2014
June 9 & 23, 2014	June 10, 2014
July 14 & 28, 2014	July 8, 2014
August 11 & 25, 2014	August 12, 2014
September 8 & 22, 2014	September 9, 2014
October 13 & 20, 2014	October 14, 2014
November 10 & 24, 2014	November 11, 2014
December 8 & 22, 2014	December 9, 2014

**Harrisville City  
Resolution 2014-13**

**A RESOLUTION OF HARRISVILLE CITY, UTAH, AUTHORIZING AN AGREEMENT BETWEEN THE CITY OF HARRISVILLE (“CITY”) AND SALT LAKE CHAMBER OF COMMERCE FOR PROFESSIONAL SERVICES IN SUPPORT OF THE UTAH TRANSPORTATION COALITION; AND AN EFFECTIVE DATE.**

**WHEREAS**, Harrisville City is a municipality of the state of Utah and may enter Agreements with other entities;

**WHEREAS**, the Utah Interlocal Cooperation Act, Title 11, Chapter 13, of the Utah Code Annotated 1953 as amended, permits local governmental units to enter into agreements with one another for the purpose of exercising on a joint and cooperative basis, powers, and privileges that will benefit their citizens and make the most efficient use of their resources;

**WHEREAS**, Title 11, Chapter 13, Section 5 of the Utah Code Annotated, 1953 as amended, requires that governing bodies of governmental units adopt a resolution approving interlocal agreements before such agreements may become effective;

**WHEREAS**, the Utah League of Cities and Towns, Utah Association of Counties, and the Salt Lake Chamber have formed the Utah Transportation Coalition to build support for major investment in Utah’s quality of life, bolster economic growth, improve personal health and air quality;

**NOW THEREFORE**, the Harrisville City Council hereby resolves to enter into the *attached Agreement* with Salt Lake Chamber of Commerce; the Agreement is hereby approved and incorporated herein by this reference. The City Council authorizes and directs the Mayor to execute the Agreement for and on behalf of Harrisville City.

**PASSED AND ADOPTED** by the Harrisville City Council this 9th day of December, 2014.

**DATED** this \_\_\_ day of \_\_\_\_\_ 2014

\_\_\_\_\_  
BRUCE RICHINS, Mayor

ATTEST

\_\_\_\_\_  
JENNIE KNIGHT, City Recorder

ROLL CALL VOTE:  
Council Member Wilhelmsen Yes No  
Council Member Tait Yes No  
Council Member Pearce Yes No  
Council Member Jensen Yes No  
Council Member Morrell Yes No

AN AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN  
*Harrisville City*  
and  
*Salt Lake Chamber of Commerce*

Project Name: Utah Transportation Coalition / Salt Lake Chamber

THIS AGREEMENT made and entered into this \_\_\_\_ **day of** \_\_\_\_\_, 2014, by and between Harrisville City, a municipal corporation (hereinafter referred to as “**City**”, and SALT LAKE CHAMBER (hereinafter referred to as “**Consultant**”).

The **City** and **Consultant** agree as follows:

1. **RETENTION AS CONSULTANT**

**City** hereby retains **Consultant**, and **Consultant** hereby accepts such engagement, to perform the services described in Paragraph 2. **Consultant** warrants it has the qualifications, experience and facilities to properly perform said services.

2. **DESCRIPTION OF SERVICES**

**Task 1: Transportation Issues Research and Analysis:**

The **Consultant** shall research and analyze transportation funding in Utah at both the State and local level, and use this data to suggest improvements and enhancements to funding transportation in Utah.

These Services shall be completed on June 30, 2015.

**Task 2: Transportation Issue Advocacy and Public Awareness Campaign:**

The **Consultant** shall create an issue advocacy and public awareness campaign related to Utah’s need for improved transportation, and how improved transportation can benefit Utah’s economy, air quality, and quality of life. This advocacy and public awareness campaign will include strategic communications planning, advertising media, advertising purchases, public events, online media, social media, editorial content, and other communications tools.

These Services shall be completed on June 30, 2105.

**Task 3: Transportation Issue Local Government Tool Kit:**

The **Consultant** shall deliver to each municipality a Transportation advocacy tool kit, consisting of but not limited to social media content, utility bill insert content, a city specific fact sheet detailing transportation funding in the individual municipality, editorial content for local papers, website content, and other items to support and aid local governments in discussing their transportation needs with residents.

These Services shall be completed on June 30, 2015.

**Task 4: Legislative and Governmental Relations:**

The **Consultant** shall work with the Utah League of Cities and Towns and the Utah Association of Counties to educate legislators about state and local transportation funding issues. No lobbyists will be engaged in this effort; however individuals required by State law to register as lobbyists working on behalf of these organizations will be involved.

These Services shall be completed on June 30, 2015.

3. **COMPENSATION**

The total compensation payable to **Consultant** by **City** for the Services described in paragraph 2 shall not exceed the sums described in the attached proposal, and shall be earned on the basis as indicated in the **Consultant's** attached proposal.

All payments shall be made within thirty (30) calendar days after execution of this *Agreement*.

**EXTRA SERVICES**

No other extra services are authorized by this *Agreement*.

4. **PROGRESS AND COMPLETION**

The **City** and the **Consultant** are aware that many factors outside the **Consultant's** control may affect the **Consultant's** ability to complete the Services to be provided under this *Agreement*. The **Consultant** will perform these Services with reasonable diligence and expediency consistent with sound professional practices.

5. **PERSONAL SERVICES/NO ASSIGNMENT/SUBCONTRACTOR**

This Agreement is for professional services, which are personal services to the **City**. The following persons are deemed to be a key member(s) of or employee(s) of the **Consultant's** team, and shall be directly involved in performing or assisting in the performance of this work.

- Abby Albrecht, Granite Construction and Utah Transportation Coalition
- Justin Jones, Salt Lake Chamber of Commerce
- Cameron Diehl, Utah League of Cities and Towns
- Lincoln Shurtz, Utah Association of Counties

The **Consultant** will subcontract the following portions of the work out to other parties:

- Penna Powers: strategic communications, public relations, and consulting services.
- Other coalition partners

This *Agreement* is not assignable by **Consultant** without the **City's** prior written consent.

6. **HOLD HARMLESS AND INSURANCE**

**Consultant** shall defend, indemnify and hold the **City**, its elected Officials, officers, and employees, harmless from all claims, lawsuits, demands, judgments or liability including, but not limited to general liability, automobile and professional errors and omissions liability, arising out of, directly or indirectly, the negligent performance, or any negligent omission of the **Consultant** in performing the services described.

**Consultant** shall, at **Consultant's** sole cost and expense and throughout the term of this *Agreement* and any extensions thereof, carry:

- (1) Workers compensation insurance adequate to protect Consultant from claims under workers compensation acts.
- (2) Professional errors and omissions insurance in the amount of \$2,000,000, and
- (3) General personal injury and property damage liability insurance and automobile liability insurance with liability limits of not less than \$2,000,000 each claimant and \$2,000,000 each occurrence for the injury or death of person or persons and property damage.

All insurance policies shall be issued by a financially responsible company or companies authorized to do business in the State of Utah.

7. **RELATIONSHIP OF THE PARTIES**

The relationship of the parties to this *Agreement* shall be that of independent contractors and that in no event shall **Consultant** be considered an officer, agent, servant, or employee of **City**. The **Consultant** shall be solely responsible for any workers compensation, withholding taxes, unemployment insurance and any other employer obligations associated with the described work.

8. **TERMINATION BY CITY**

The **City**, by notifying **Consultant** in writing, may upon ten (10) calendar days notice, terminate any portion or all of the services agreed to be performed under this *Agreement*.

9. **WAIVER/REMEDIES**

Failure by a party to insist upon the strict performance of any of the provisions of this *Agreement* by the other party, irrespective of the length of time for which such failure continues, shall not constitute a waiver of such party's right to demand strict compliance by such other party in the future. No waiver by a party of a default or breach of the other party shall be effective or binding upon such party unless made in writing by such party, and no such waiver shall be implied from any omission by a party to take any action with respect to such default or breach. No express written waiver of a specified default or breach shall affect any other default or breach, or cover any other period of time, other than any default or breach and/or period of time specified. All of the remedies permitted or available to a party under this *Agreement* or at law or in equity shall be cumulative and alternative, and invocation of any such right or remedy shall not constitute a waiver or election of remedies with respect to any other permitted or available right or remedy.

10. **CONSTRUCTION OF LANGUAGE**

The provisions of this *Agreement* shall be construed as a whole according to its common meaning and purpose of providing a public benefit and not strictly for or against any party. It shall be construed consistent with the provisions hereof, in order to achieve the objectives and purposes of the parties. Wherever required by the context, the singular shall include the plural and vice versa, and the masculine gender shall include the feminine or neutral genders and vice versa.

11. **MITIGATION OF DAMAGES**

In all situations arising out of this *Agreement*, the parties shall attempt to avoid and minimize the damages resulting from the conduct of the other party.

12. **GOVERNING LAW**

This *Agreement*, and the rights and obligations of the parties, shall be governed and interpreted in accordance with the laws of the State of Utah.

13. **CAPTIONS**

The captions or headings in the *Agreement* are for convenience only and in no other way define, limit or describe the scope or intent of any provision or section of the *Agreement*.

14. **AUTHORIZATION**

Each party has expressly authorized the execution of this *Agreement* on its behalf and acknowledge it shall bind said party and its respective administrators, officers, directors, shareholders, divisions, subsidiaries, agents, employees, successors, assigns, principals, partners, joint ventures, insurance carriers and any others who may claim through it to this *Agreement*.

15. **ENTIRE AGREEMENT BETWEEN PARTIES**

Except for **Consultant's** proposals and submitted representations for obtaining this *Agreement*, this *Agreement* supersedes any other *Agreements*, either oral or writing, between the parties hereto with respect to the rendering of services, and contains all of the covenants and *Agreements* between the parties with respect to said services. Any modifications of this *Agreement* will be effective only if it is in writing and signed by the party to be charged.

16. **SEVERABILITY**

If any provision in this *Agreement* is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will nevertheless continue in full force without being impaired or invalidated in any way.

17. **NOTICES**

Any notice required to be given hereunder shall be deemed to have been given by depositing said notice in this United State mail, postage prepaid, and addressed as follows:

TO CITY: Harrisville City  
Attention: City Recorder  
363 W. Independence Blvd  
Harrisville, Utah 84404

TO CONSULTANT: Utah Transportation Coalition  
c/o Salt Lake Chamber of Commerce  
175 East 400 South, Suite #600  
Salt Lake City, Utah 84111

18. **ADDITIONAL TERMS/CONDITIONS**

Additional terms and conditions of this *Agreement* are:

**IN CONCURRENCE AND WITNESS WHEREOF, THIS AGREEMENT HAS BEEN EXECUTED BY THE PARTIES EFFECTIVE ON THE DATE AND YEAR FIRST WRITTEN ABOVE.**

**HARRISVILLE CITY:**

Attest:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
City Recorder

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Approved as to Form:

\_\_\_\_\_  
Date

\_\_\_\_\_  
City Attorney

**CONSULTANT:**



\_\_\_\_\_  
Signature

\_\_\_\_\_  
Lane Beattie, President and Chief Executive Officer

\_\_\_\_\_  
Date

## Citation and Accident Review

### West Harrisville Rd.

The following is a breakout of the total number of accidents and citations on West Harrisville Rd from January 2011 to November 2014 by year separated east and west by the railroad.

#### EAST 400 W to 750 W

<u>Year</u>	<u>Citations</u>	<u>DUI</u>	<u>Accidents</u>
2011	23	0	5
2012	23	1	0
2013	32	1	2
2014	90	1	3
<b>TOTAL</b>	<b>168</b>	<b>3</b>	<b>10</b>

#### West 750 W to 1200 W

<u>Year</u>	<u>Citations</u>	<u>DUI</u>	<u>Accidents</u>
2011	26	1	1
2012	11	3	2
2013	25	1	5
2014	32	4	1
<b>TOTAL</b>	<b>94</b>	<b>4</b>	<b>10</b>

#### West Harrisville Road 4 Year Total January 2011 to November 2014:

**262                      7                      20**

# Harrisville City Transportation Impact Study

## Harrisville City



**Final 10 Jun 2010**



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# Harrisville City Transportation Impact Study

## Introduction

Harrisville City, Utah was originally organized into a county precinct in 1868. It was incorporated into a township in 1962 and made a third class city in 1964. Today Harrisville is a fifth class city with a 2007 population of 5107. Currently the City is bounded by the neighboring cities of Ogden, North Ogden, Pleasant View and Farr West. Since its contiguous boundaries are established by the corporate limits of other cities, its 2.7 square miles of area are not likely to increase significantly in the future. The city functions predominantly as a bedroom community with approximately 93% of its commuter traffic traveling primarily to Ogden, Davis County, and Salt Lake County for employment. In the 1980's and 1990's the city experienced explosive growth, more than doubling its population from 1371 to 3004. Today's estimated population is over 5000 which is a 38 % increase over the last 10 years. As a result commercial developments have followed and transportation circulation has received more attention.

**Table 1- Population Growth**

CITY	1970	1980	1990	2000
Harrisville	749	1371	3004	3645
North Ogden	5237	9309	11668	15026
Pleasant View	2021	3983	3603	5632
Ogden	69,478	64,407	63,909	77,226

Source: US Census Bureau

The city requested that Utah LTAP review the road system and standard requirements and recommend a direction for future growth in traffic demand patterns. Planning future expansion of the street and highway system where needed and have it incorporated into the land use as growth occurs is important especially for communities that are growing as quickly as Harrisville.

## **Transportation Growth Demands**

The Harrisville population will continue to grow as will its sister communities along its contiguous boundaries. The community is traversed by several arterial roads that form the base for future traffic circulation. These arterials are wide, high capacity corridors that will serve as an excellent skeleton for the transportation system. Most of the arterials are owned and operated by the Utah Department of Transportation whose primary goal is to move high volumes of traffic between traffic demand centers in the most efficient way possible. The city of Harrisville has signed cooperative agreements with UDOT for access management of these state corridors.

Access management is an important tool to help arterial corridors reduce accidents and preserve capacity. The limiting of driveway access and proper spacing of local road intersections when planned properly will insure a longer life and functional capacity of the arterial system. It is to the benefit of Harrisville to plan their system such that these important corridors operate at an optimal level of service for many years. When these larger highways are planned carefully it eliminates the need for them to be widened unnecessarily which has a severe impact on neighboring properties. There will be a discussion later in this report about the importance of proper location of traffic signals and street accesses. Traffic signals in particular need to be used wisely and located appropriately to reap the most benefits and minimize impact to surrounding properties.

Population growth, along with the vehicular traffic associated with it, is sometimes difficult to project. Currently with the economic slowdown, growth has slowed significantly. Depending on the economic cycle there are highs and lows in these growth patterns. Planners assume that growth in the future will be somewhat similar to what has occurred in the past. Generally these rates vary from 1% to 2% per year over an extended period of time in the Wasatch Front area. Also Utah has higher than average household sizes compared to the national average as shown in **Table 2.**

**Table 2 - Average number of people per household**

City	1970	1980	1990	2000
Harrisville	3.62	3.41	3.78	3.52
Pleasant View	4.44	3.45	3.14	2.97
North Ogden	4.15	3.76	3.60	3.29
Ogden	2.93	2.51	2.35	2.59

Source: US Census Bureau

Because of the large family sizes along the Wasatch Front studies have shown that each household produces almost twice the number of vehicle trips per day than the national average. The Provo City Transportation Master Plan for example shows the following in **Table 3**.

**Table 3 – Trip Ends per Home per Day**

Description	National ITE Data	Total Local Trips per day	Home Size more than 3000 SF	Home Size 3000 SF or less
Number of Studies	348	13	6	7
Range of Daily Rate	4.31 -21.85	10.50 – 26.30	17.88 – 26.30	10.50 – 17.47
Average Daily Rate	9.57	17.67	22.26	15.21

Source: Provo City Master Plan

It is therefore very important that when traffic modeling is done that the national ITE trip rates are adjusted to reflect these differences. The neighboring city of North Ogden in their Transportation Master Plan shows the following projected growth rates in **Table 4**.

**Table 4 – 2007 and 2040 Population and Average Percent Growth**

City	2007	2040	Average Annual % growth rate
Harrisville	5107	10,739	1.28%
Pleasant View	6802	11,368	1.57%
North Ogden	17,135	38,148	2.45%
Ogden	81,569	108,776	0.88%

Source: N. Ogden Transportation Master Plan by Interplan

### **Traffic Counts on Major Corridors & Intersections**

Traffic Counts on major arterial corridors were gathered from the UDOT web site for this study. Also the traffic at 5 intersections was counted by Utah LTAP technicians to fill in some of the important corridors. These numbers reflect the Annual Average Daily Traffic along the various highways. The numbers in yellow color reflect the current ADT counts. The numbers in blue color are those using the growth rates in **Figure 1** for the year 2040.

### **Functional Classification of Road System**

The WFRC Region Transportation Plan defines the functional classification of roads as follows: “Freeway systems are the largest traffic facilities constructed with complete control of access and high design speeds. They provide the greatest mobility for regional traffic. Principal arterial streets serve the major centers of activity of a metropolitan area and the longest projected trips. Minor arterials interconnect with and augment the urban principal arterial system, and thus provide for trips of moderate length at a somewhat lower level of travel mobility than principal arterials. These facilities place more emphasis on land access than the aforementioned classifications systems, and offer movement within communities. Finally, collector streets may penetrate neighborhoods, distributing vehicles from arterial streets through the area to their ultimate destination. Conversely, collector roads can also be expected to collect traffic from local streets and channel it onto the arterial system.”

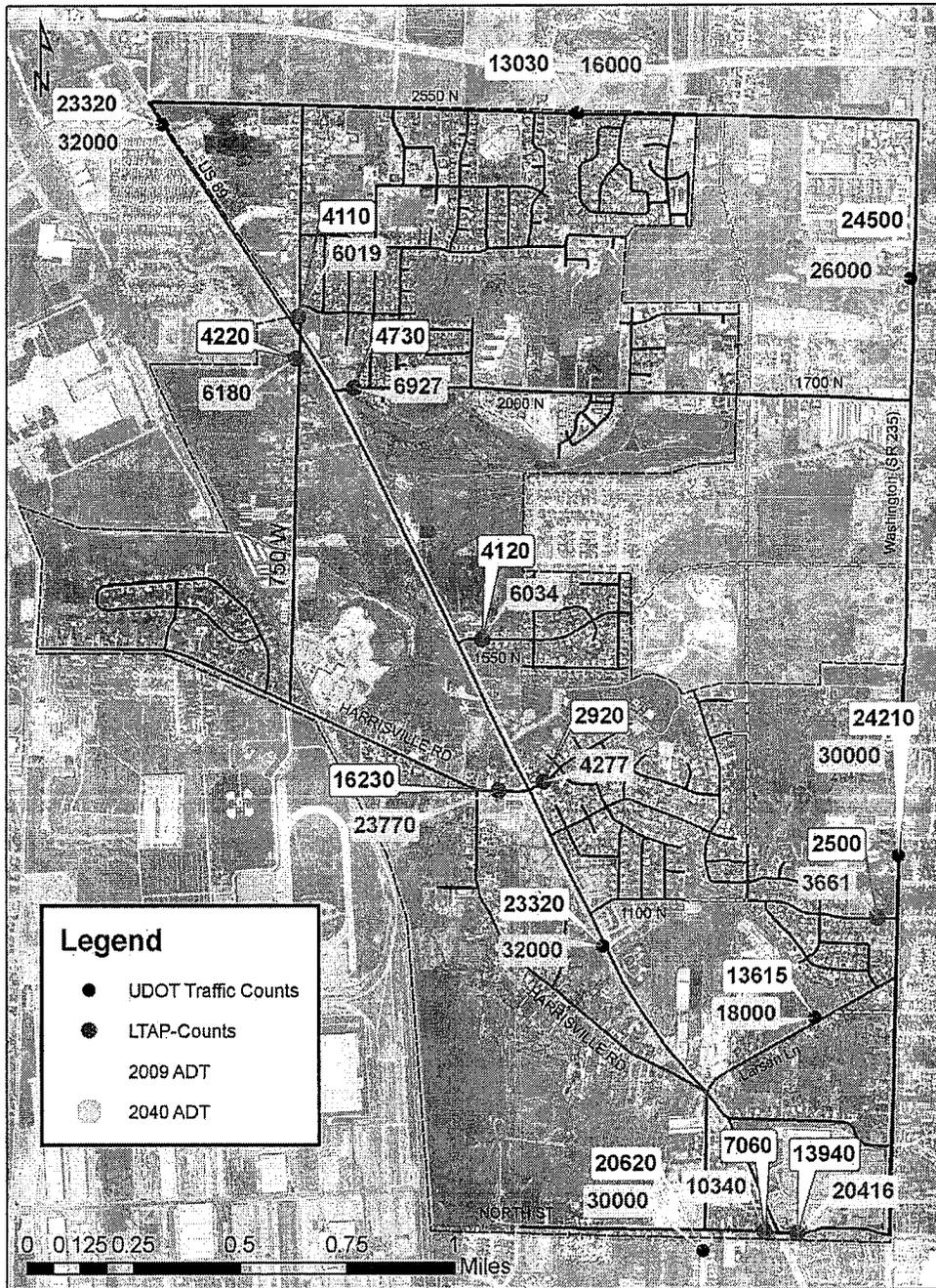


Figure 1 - Current and Future Traffic Volumes

**Principal Arterial Street System (US 89 & Washington Blvd):** The urban principal arterial street system should serve the projected major centers of activity of a metropolitan area, the highest projected traffic volume corridors, and the longest projected trips. It should also carry a high proportion of the total projected urban area travel on a minimum of mileage. The principal arterial system should carry the major portion of forecasted trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. In addition, forecasts of significant intra-area travel, such as between major inner-city communities, or between major suburban centers should be served by principal arterials. Finally, this system in urbanized areas should connect with all the major rural arterials which enter the urban area.

**Minor Arterial Street System (West Harrisville Road & Larsen Lane):** The minor arterial street system should interconnect with and augment the urban principal arterial system and provide service to forecasted trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system. The minor arterial street system includes all arterials not classified as principal and contains facilities that place more emphasis on land access than the higher system, and offer a lower level of traffic mobility. Such facilities may be expected to provide for movement within communities, but ideally should not penetrate identifiable neighborhoods.

**Collector Street System (750 W., 2000 N., 1550 N., 1100 N., & North St.):** The collector street system differs from the arterial systems in that facilities on the collector system may penetrate neighborhoods distributing trips from the arterials through the area to the ultimate destination, which may be located on a local or collector street.

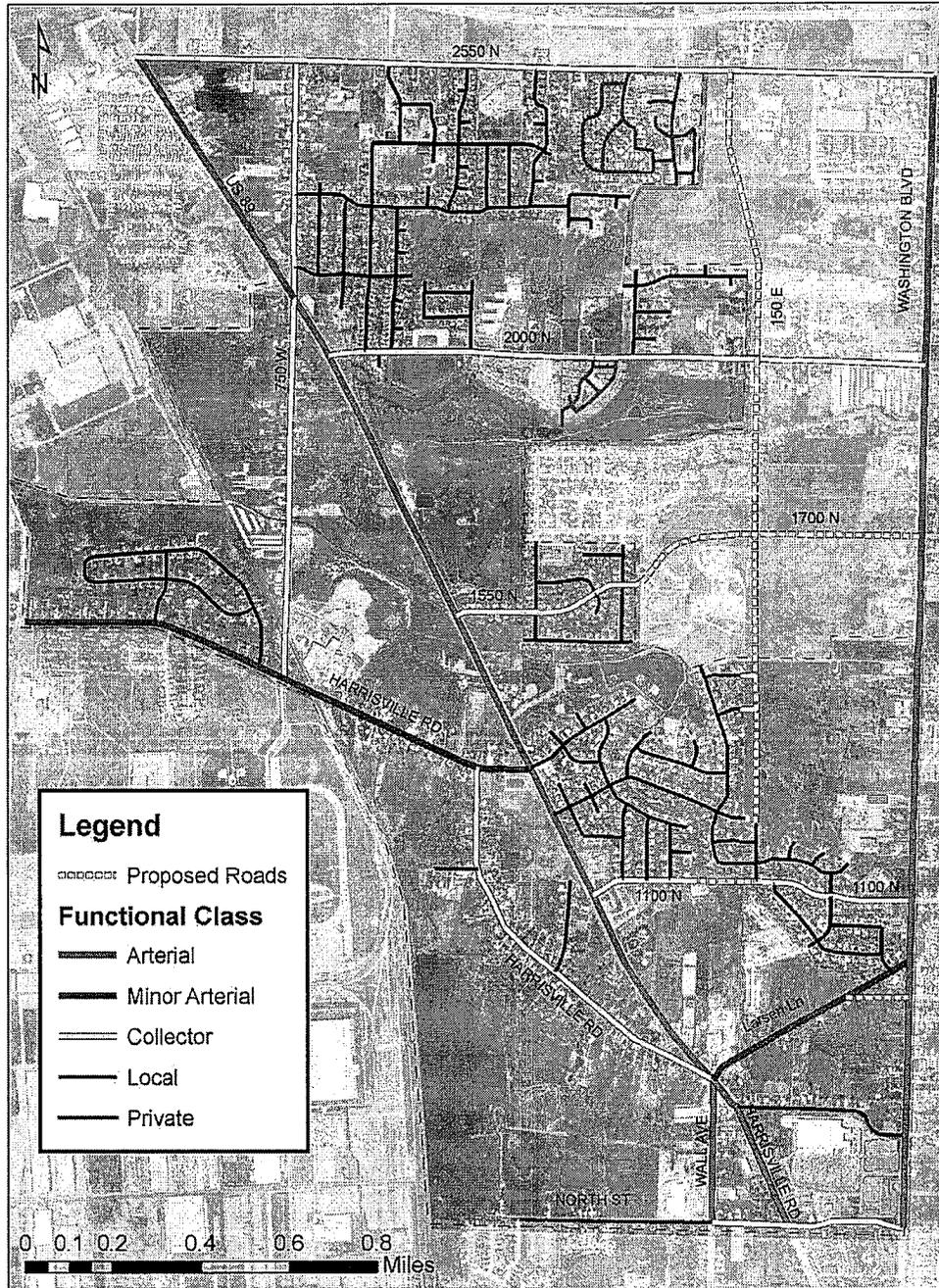
Conversely, the collector street can also be expected to collect traffic from local streets in the neighborhood and channel it into the arterial systems. In the development of the functional plan, use of the collector system by city to city through traffic should be discouraged. The collector

system should provide for both land access service and local traffic movements with residential neighborhoods, commercial areas, or industrial areas.

**Local Street System:** The local street system comprises all facilities not on one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher order systems. It offers the lowest level of mobility. Service to through traffic movements should be deliberately discouraged.

Utah LTAP worked with the Public Works Director of Harrisville and Jones and Associates to formulate a functionally classified street system map for the City of Harrisville. Harrisville has an excellent system of arterial roads circumscribing the city, most of which are under UDOT jurisdiction and function as principle arterials on all sides. There are several traffic signals on these arterial corridors that have been installed over time. Since signals are expensive and take substantial time to get installed, it is beneficial to consider the existing locations as the best access points for collectors to intersect with the arterial system at least as a start. **Figure 2** shows the proposed functionally classified system for Harrisville. We would suggest that North Street also be classified as a collector road and coordinate development with Ogden City who is the owner of the south side of the road.

Figure 2 – Recommended Harrisville Road Functional Classification Map



## **Future Traffic Signal Locations**

Traffic Signals are an important part of the arterial network functionality. As traffic volumes grow over time on arterial roads, gaps in the traffic become smaller making it more difficult for side traffic at intersection to enter, cross, or turn. When collector roads are planned and spaced at reasonable distances where they intersect arterial roads in a pattern of near equal spacing so they don't interfere with one another, much more traffic volume can be accommodated. If traffic backs up, because of poor spacing into neighboring intersections, the capacity of the arterial road is seriously affected and solutions to the problem are very expensive to fix. Therefore good planning on the road and signal network is extremely important to the city's health and vitality.

In order to place a new traffic signal specific *warrants* are required to be met in order to be legally protected from expensive lawsuits. A detailed engineering study must be performed and the minimum requirements met for the city's financial well being. Traffic volumes, pedestrian volumes, traffic accidents and other requirements need to be satisfied before a new signal can be approved. UDOT which is the owner of the arterial roads surrounding Harrisville will look closely at these requirements before they will consider putting an intersection on the list for future funding. It behooves Harrisville to carefully plan these intersection locations to avoid unnecessary delays and disagreements in the future.

The most controversial intersections for signal conflicts are Larsen Lane and 1100 N on Washington Blvd. UDOT has apparently informed the city that before a signal would be considered at 1100 N. and Washington Blvd. the Larsen Lane intersection would need to be relocated farther south to 900 N. to provide sufficient vehicle stacking distance between them and to realign the skew intersection of Larsen Lane that will be a source of congestion in the future due to its difficult skew angle of intersection. As development occurs in the future on the parcel south of Larsen Lane it would be advisable to preserve a corridor for a future road when and if it is required. 1100 N. is going to be a reasonably busy intersection in the future, since both Ogden and Harrisville have collector roads intersecting at this location.

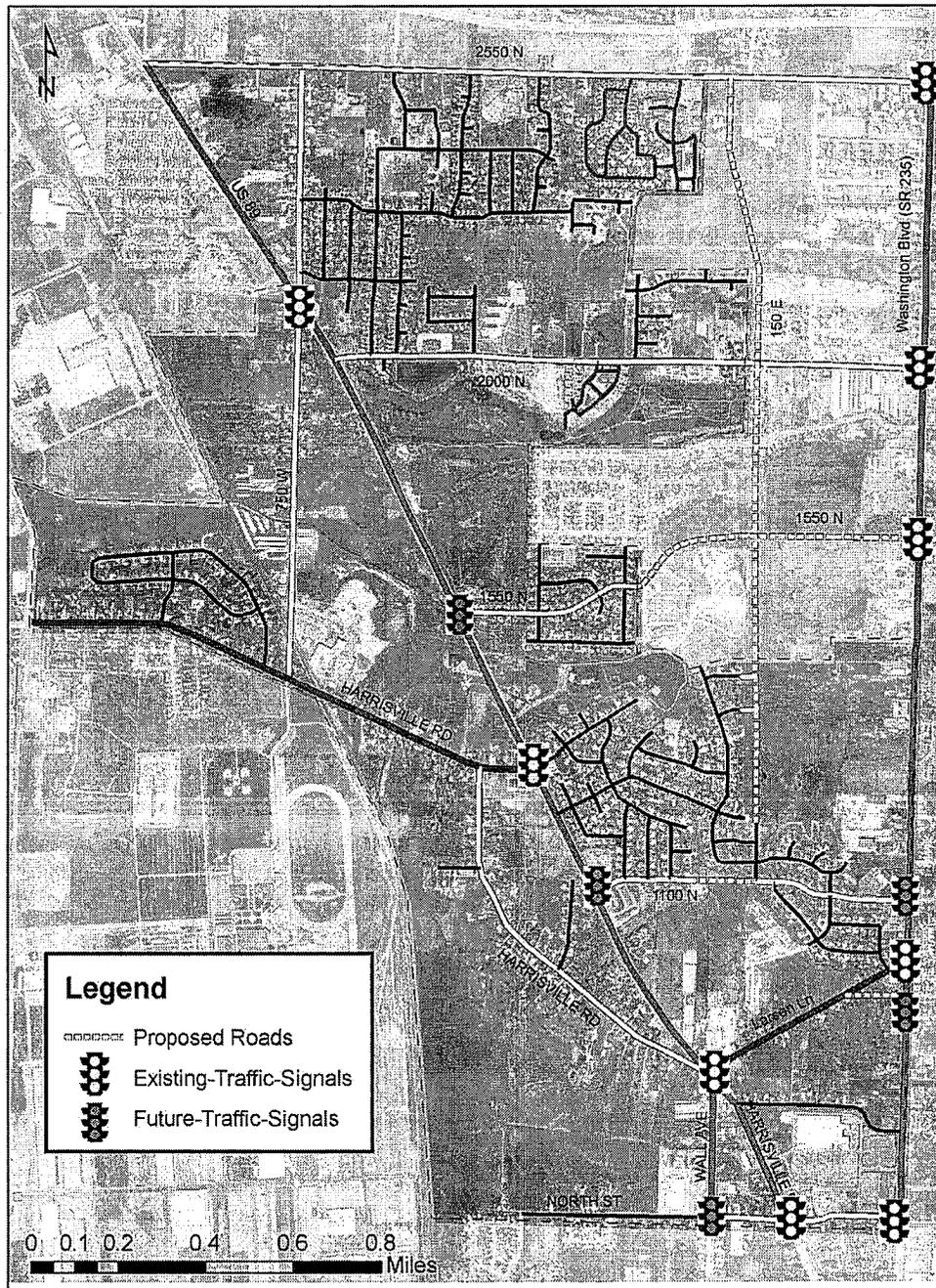


Figure 3 - Existing signal locations and potential new locations for signals in the future

### **Capital Improvement Projects for Future Growth**

It is projected that as growth occurs, some additional street widening and new street capacity will need to be added to the Harrisville network to accommodate increases in population. Generally the current street system is a good base for future growth. Arterials surround the city on virtually all of its boundaries. These principal arterials are owned and operated by the Utah Department of Transportation and capacity is monitored by them for future needs. Along with the Utah Department of transportation, the Wasatch Front Regional Council plans for future needs and additions to the system. Periodic coordination with both entities is encouraged to make sure that future street needs and alignments are compatible with Harrisville needs and wishes.

Streets likely needing increased capacity are shown in **Figure 4**. The priority suggested is based upon estimates of projected street volumes. Larsen Lane and North Street between Wall Ave. and U.S. 89 are the highest priority projects for widening since both streets will exceed reasonable level of service capacity by 2040. It is suggested that as projects along the proposed capital improvement locations are submitted for development, that sufficient right of way dedication be secured and improvements, which will fit with the overall alignment, be required. This will reduce the impact on the city's capital outlay requirements over time. Where new signals will someday meet warrants it is suggested that corner radii and adequate rights of way for poles, cabinets, meter boxes, and turn lanes also be dedicated as development is submitted for approval. Since all proposed signals lie on UDOT corridors it is assumed that they will provide the funding after MUTCD signal warrants are met. If the City of Harrisville wishes UDOT to move future signals up the funding list, some financial participation may be asked.

The Physical Capacity of the arterial and collector street system is shown in **Table 5**. As average daily vehicle volumes increase in years to come this table gives the criteria for evaluating when additional lanes would likely be necessary. Using the standard cross sections found in the Harrisville City Public Works Standards a collector street of 66 feet of right-of-way could provide 4 lanes of traffic with parking removed and a minor arterial of 84 feet of right-of-way could provide enough width for 5 lanes of traffic if needed. In the residential areas two lanes would likely be the maximum tolerated by local residences.

## **Larsen Lane**

Larsen Lane capacity is the first priority shown in **Table 6**. The current average daily volume of traffic is 13,615 vehicles. This ranks the level of service at LOS D and approaching E. Level of service ratings are an A through F report card format based upon the amount of delay per vehicle. Level of service D is generally considered very congested and most municipalities try to keep congestion and delay below this level. It is usually the trigger that starts a widening construction project. UDOT has indicated to the city that they do not wish a traffic signal on Washington Blvd. at 1100 N. unless the Larsen Lane traffic signal is relocated to 900 N. along with realigning the road. In our opinion the 1100 N. intersection signalization will be needed for reasonable access within a few years.

The Larsen Lane widening project will be needed very soon for expected traffic volumes. One alternative, adding an additional turn lane at the Washington Boulevard intersection, was designed by Jones and Associates and is included in Appendix B. The City should eventually proceed with widening the current alignment which is the most likely scenario in the near term. The street should be widened to an 84 foot section within 200 feet of intersections at U.S. 89 and Washington Blvd. and at least 3 lanes in between to accommodate traffic volumes and turning movements.

Appendix B also includes the potential new alignment of Larsen Lane to 900 North, designed preliminarily by Jones and Associates. The city should consider at least reserving a corridor for a new connection at 900 North so as not to risk losing the possibility of a signal at 1100 North in the future. The realignment will need to remove a house at 900 N. that is currently being used as a business and secure the right of way shown on the capital improvement project map. Our thoughts in a previous memo are as follows: "The cost will likely exceed \$1,500,000 and Larsen Lane will still be needed to access 375 E. in one direction or the other. Moving the signal doesn't aid the stacking length at the current intersection since it exceeds 750 feet already. 900 N. is only 250 feet from 850 N. which will complicate the new intersection operation. There doesn't seem to be a non complicated solution. It seems that the feeling of the administration is to leave Larsen Lane where it is and widen the road as development occurs. Since 1100 N., east side, is a collector road in Ogden and it appears to be a collector road in Harrisville it will likely warrant a signal at some future time."

### **Harrisville Road**

Harrisville Road and 1350 N. between the railroad tracks and US 89 will reach capacity within the planning window of 2040. There is currently a signal at the intersection at US 89 which will continue to attract traffic due to ease of turning access. The road should be developed and widened to a section consistent with Harrisville Rd. West of the railroad tracks. The railroad crossing will also need to be widened.

### **North Street**

An interlocal agreement should be pursued with Ogden for the final alignment of North Street. A proposed preliminary road design should be done by your engineer of record in cooperation with Ogden city for a mutually beneficial improvement. The segment between US 89 and Washington Blvd. is currently three lanes and will be sufficient for 10 to 20 years but will reach capacity thereafter. The segment of North Street between Wall Ave. and US 89 currently exceeds its two lane local road capacity and will need widening within 5 years. The area is increasingly becoming commercial and additional rights of way should be dedicated and improved on the north side when development requests are submitted.

### **2550 North Street**

2550 North is mostly a Pleasant View facility. However, the south side of the road is in Harrisville limits and will need to be coordinated between the two entities. Plans for sufficient width should determine where dedication limits on the Harrisville side will need to be placed. The road, although in Pleasant View, will be an important transportation corridor for Harrisville traffic.

### **1550 North Street**

1550 North Street connection to North Ogden's 1700 N. should be coordinated with that city to provide access at a signalized intersection on Washington Blvd. Using existing signals for future connections is a far simpler approach than trying to meet warrants and install new signals. It

should be pointed out that in the year 2040 Washington Blvd and US 89 will both be very busy corridors and left turn movements are going to be increasingly difficult to maneuver from side roads in the city. Good planning can make the difference between easy solutions and difficult expensive solutions at these intersections.

**Table 5 – Summary of Daily Physical Capacity for Arterial and Collector Streets**

<b>Street Classification</b>	<b>Number of Lanes</b>	<b>1 Limited Conflicts</b>	<b>Moderate Conflicts</b>	<b>CBD, Many Conflicts</b>
<b>Major Arterial</b>	<b>7</b>	<b>111,800</b>	<b>90,800</b>	<b>67,900</b>
<b>Major Arterial</b>	<b>5</b>	<b>74,500</b>	<b>60,500</b>	<b>45,200</b>
<b>Minor Arterial</b>	<b>3</b>	<b>37,300</b>	<b>27,800</b>	<b>20,100</b>
<b>Minor Arterial</b>	<b>2</b>	<b>32,800</b>	<b>24,400</b>	<b>17,700</b>
<b>Collector</b>	<b>5</b>	<b>37,300</b>	<b>35,200</b>	<b>31,200</b>
<b>Collector</b>	<b>4</b>	<b>35,000</b>	<b>33,200</b>	<b>29,600</b>
<b>Collector</b>	<b>3</b>	<b>18,600</b>	<b>15,900</b>	<b>13,300</b>
<b>Collector</b>	<b>2</b>	<b>16,400</b>	<b>14,000</b>	<b>11,800</b>

### **New Traffic Signals**

Potential locations for New Traffic Signals, to be added as signal warrants are met, are shown in **Figure 4**. All of the traffic signals that we identified will be located on the Utah Department of Transportation corridors. Existing and future signal locations are identified in the Cooperative Agreement between UDOT and several neighboring cities including Harrisville dated 5 April 2006. The full text of the Cooperative Agreement is included in appendix A. Since the traffic signals shown in **Figure 3**, with the exception of 1100 N. & Washington Blvd., are noted in the Cooperative Agreement it would behoove the city to plan and build its transportation grid accordingly. A signal will be installed by UDOT only when the traffic signal warrants in the Manual of Uniform Traffic Control Devices latest edition and funding are available.

**Table 6 – Proposed Street Capital Improvement Program**

Priority	Needed Improvements	Street	From	To	Cost
1	Widen to 84 ft. R/W	Larsen Lane	US 89	Wash. Blvd.	\$1,235,000
2	Widen to 66 ft. R/W	North Street	Wall St.	US 89	\$ 253,000
3	Widen to 84 ft. R/W	Harrisville Rd./ 1350 N St	Railroad	US 89	\$1,422,000
4	New Connection 66 ft.	1100 N.	125 E	New Jersey A	\$ 551,000
5	Possible Realignment and Relocated Signal	Larsen Lane aligned to 900 N.	350 E.	Wash. Blvd	\$1,658,000
6	New Signal (UDOT)	Washington Blvd.	1100 N.	1100 N.	\$ 250,000
7	New Signal(UDOT)	US 89	1100 N.	1100 N.	\$ 250,000
8	New Signal (UDOT)	US 89	1550 N.	1550 N.	\$ 250,000
9	New Signal(UDOT) (In Process)	Wall Ave	North. S	North St.	\$ 250,000

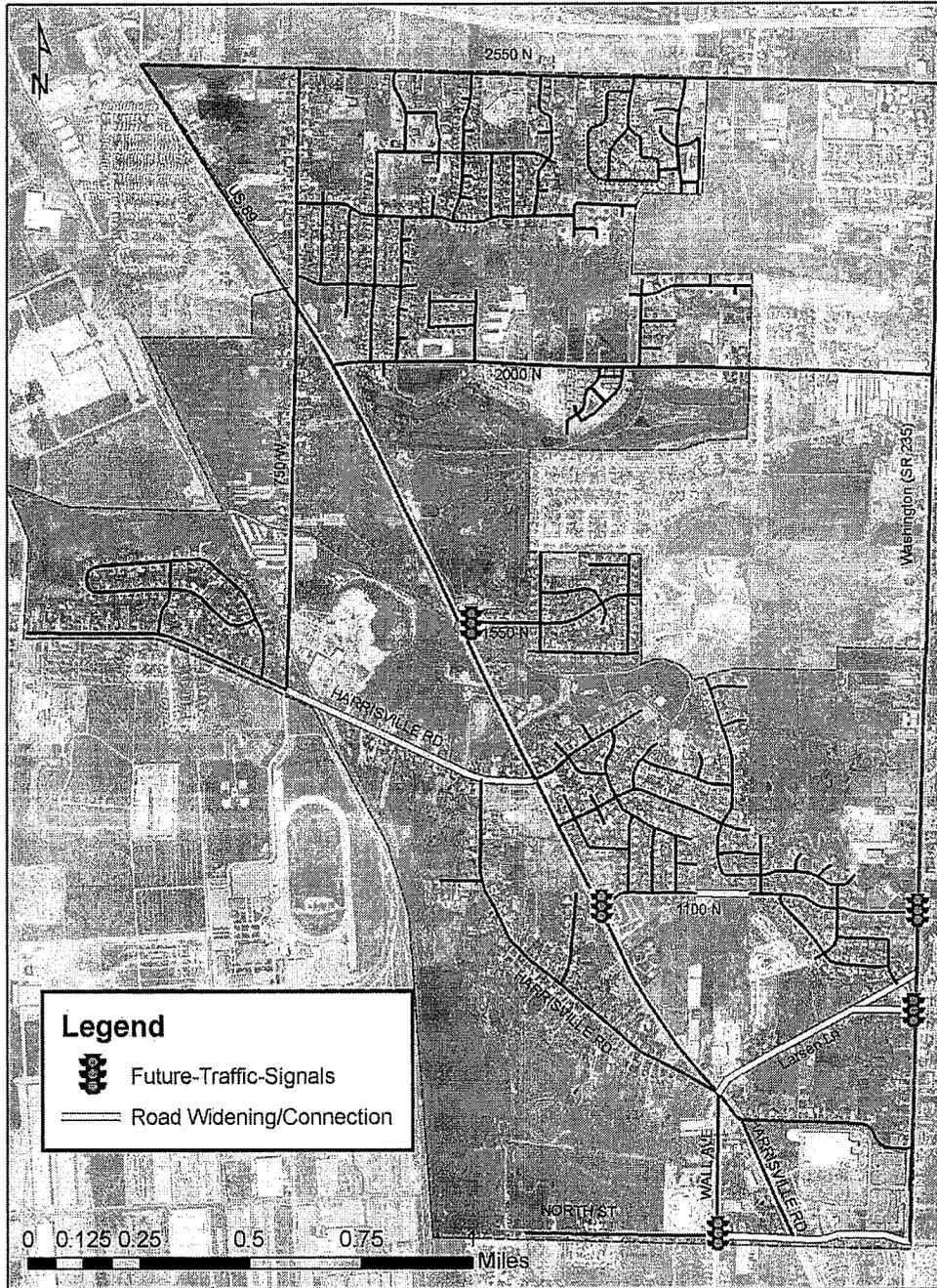


Figure 4 – Proposed Street Capital Needs by 2040

## **Planning for good Access Management**

An access management plan is required by UDOT for any street or driveway access onto their facilities and states the following:

Access management programs seek to limit and consolidate access along major roadways, while promoting a supporting street system and unified access and circulation systems for development. The result is a roadway that functions safely and efficiently for its useful life, and a more attractive corridor. The goals of access management are accomplished by applying the following principles:

- 1. Provide a Specialized Roadway System:** Different types of roadways serve different functions. It is important to design and manage roadways according to the primary functions that they are expected to serve.
- 2. Limit Direct Access to Major Roadways:** Roadways that serve higher volumes of regional through traffic need more access control to preserve their traffic function. Frequent and direct property access is more compatible with the function of local and collector roadways.
- 3. Promote Intersection Hierarchy:** An efficient transportation network provides appropriate transitions from one classification of roadway to another. For example, freeways connect to arterials through an interchange that is designed for the transition. Extending this concept to other roadways results in a series of intersection types that range from the junction of two major arterial roadways, to a residential driveway connecting to a local street.
- 4. Locate Signals to Favor through Movements:** Long, uniform spacing of intersections and signals on major roadways enhances the ability to coordinate signals and to ensure continuous movement of traffic at the desired speed. Failure to carefully locate access connections or median openings that later become signalized, can cause substantial increases in arterial travel times. In addition, poor signal placement may lead to delays that cannot be overcome by computerized signal timing systems.

**5. Preserve the Functional Area of Intersections and Interchanges:** The functional area of an intersection or interchange is the area that is critical to its safe and efficient operation. This is the area where motorists are responding to the intersection or interchange, decelerating, and maneuvering into the appropriate lane to stop or complete a turn. Access connections too close to intersections or interchange ramps can cause serious traffic conflicts that result in crashes and congestion.

**6. Limit the Number of Conflict Points:** Drivers make more mistakes and are more likely to have collisions when they are presented with the complex driving situations created by numerous conflict points. Conversely, simplifying the driving task contributes to improved traffic operations and fewer collisions. A less complex driving environment is accomplished by limiting the number and type of conflicts between vehicles, vehicles and pedestrians, and vehicles and bicyclists.

**7. Separate Conflict Areas:** Drivers need sufficient time to address one set of potential conflicts before facing another. The necessary spacing between conflict areas increases as travel speed increases, to provide drivers adequate perception and reaction time. Separating conflict areas helps to simplify the driving task and contributes to improved traffic operations and safety.

**8. Remove Turning Vehicles from Through Traffic Lanes:** Turning lanes allow drivers to decelerate gradually out of the through lane and wait in a protected area for an opportunity to complete a turn. This reduces the severity and duration of conflict between turning vehicles and through traffic and improves the safety and efficiency of roadway intersections.

**9. Use Nontraversable Medians to Manage Left-Turn Movements:** Medians channel turning movements on major roadways to controlled locations. Research has shown that the majority of access related crashes involve left turns. Therefore, nontraversable medians and other techniques that minimize left turns or reduce the driver workload can be especially effective in improving roadway safety.

**10. Provide a Supporting Street and Circulation System:** Well-planned communities provide a supporting network of local and collector streets to accommodate development, as well as unified property access and circulation systems. Interconnected street and circulation systems

support alternative modes of transportation and provide alternative routes for bicyclists, pedestrians, and drivers.

Alternatively, commercial strip development with separate driveways for each business forces even short trips onto arterial roadways, thereby reducing safety and impeding mobility.

### **Summary**

The City of Harrisville has an enviable network of collector and arterial roads serving the city, if they are developed according to the functional classification map shown in **Figure 2**. It will require some planning cooperation with neighboring cities and the use of traffic signals outlined in **Figure 3**. These traffic signals comply with the Cooperative Agreement between the city of Harrisville and UDOT included in **Appendix A**. The traffic Signals at 1100 N. and 900 N. are not specified in the Cooperative Agreement however. Some street connections and widening will be required in accordance with the proposed master plan. If right-of-way and improvements along these alignment are required as development occurs, the city can eliminate some of the cost to its capital improvement budgets. The roughly \$6 million of capital investment over a 30 year period of time should be reasonable for the city, assuming some of the cost would likely be borne by UDOT with signal installations in the future, if in compliance with their access management plan. Master planned alignments and grades should be designed by the City's Engineer such that when development does occur, the developers can install them in a seamless manner with the improvements fitting together in an organized fashion. The prioritized list of Capital Improvement projects can be altered if growth patterns show the necessity in the future. Harrisville is a very livable community and the residents and city fathers should be commended for their prior planning. It will be a lovely place to live as good planning is implemented and coordinated with future growth.

# **Appendix A**

5198

North Weber County Corridor Preservation  
 Farr West City  
 Harrisville City  
 North Ogden City  
 Pleasant View City  
 Utah Department of Transportation

COOPERATIVE AGREEMENT

This COOPERATIVE AGREEMENT made and entered into this 5<sup>th</sup> day of April, 2008, by and between the UTAH DEPARTMENT OF TRANSPORTATION, hereinafter referred to as "UDOT," and the cities of FARR WEST, HARRISVILLE, NORTH OGDEN, and PLEASANT VIEW, hereinafter referred to as the "municipalities."

WITNESSETH:

WHEREAS, based on the findings of the North Weber County Corridor Preservation Study, UDOT and the MUNICIPALITIES desire to facilitate traffic flow along the subject corridors of SR-126, SR-134, SR-204, SR-235, US-89 within the study area in north Weber County, Utah, by identifying and stipulating the locations of existing and future traffic signal installations and major access points; and

WHEREAS, in order to manage traffic flow and improve safety, other considerations will be necessary within the corridor as described herein; and

WHEREAS, UDOT and each Municipality agree to enter into this COOPERATIVE AGREEMENT to accomplish this common goal; and

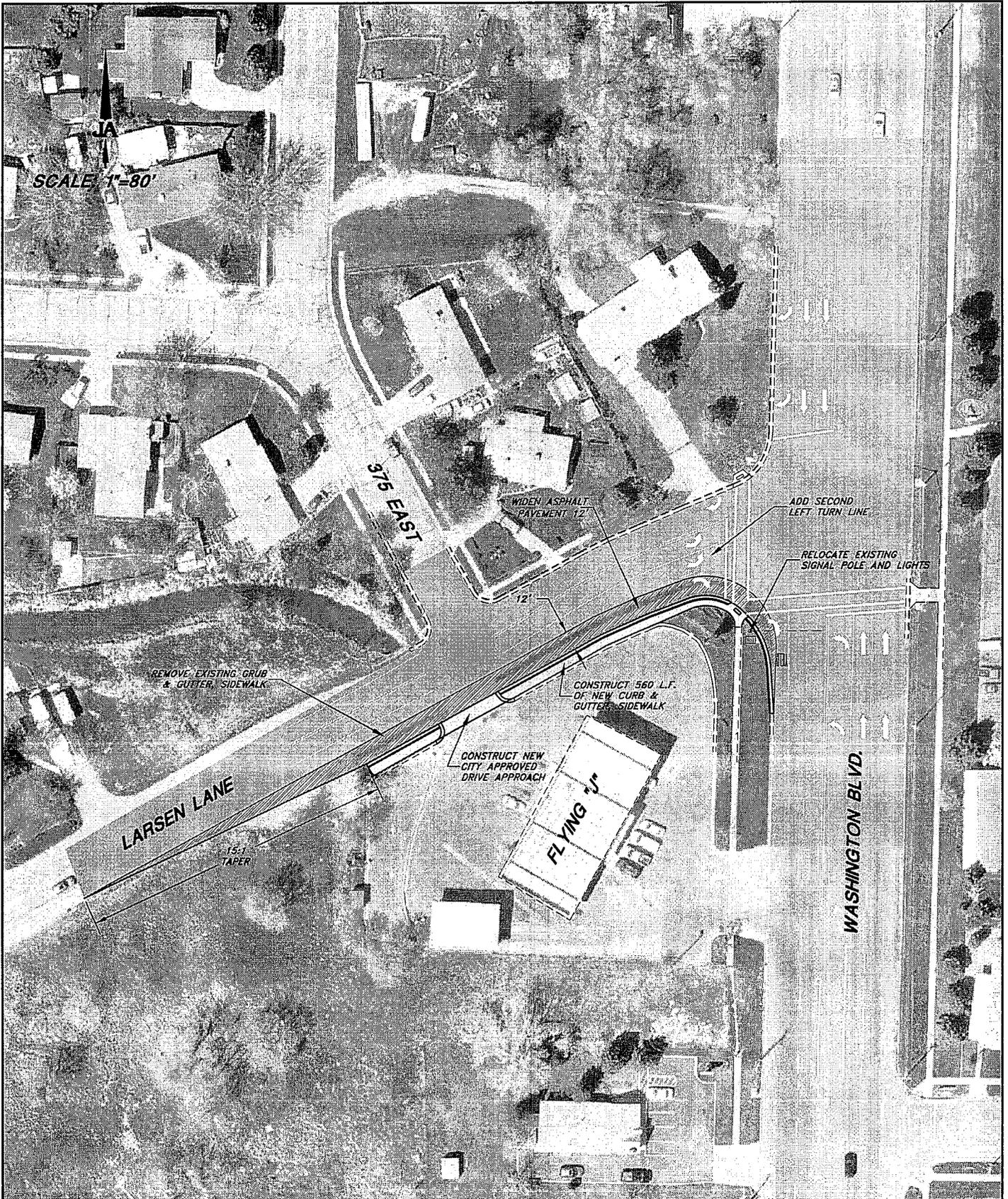
WHEREAS, UDOT has determined by formal finding said work on public right-of-way is not in violation of the laws of the State of Utah or any legal contract with the Municipalities.

This COOPERATIVE AGREEMENT is made to set out the terms and conditions where under said corridor preservation shall be accomplished.

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

1. The Parties hereto agree that the following intersections are identified as locations for existing or future traffic signals:
  - a. SR-126 and Harrisville Road (Existing)
  - b. SR-126 and SR-134 (Existing)
  - c. SR-126 and North Plain City Road (Future)
  - d. SR-126 and 4000 North (Future)
  - e. SR-134 and I-15 South Bound Ramps (Existing)
  - f. ~~SR-134 and I-15 North Bound Ramps (Future)~~
  - g. SR-134 and Rulon White Boulevard (Existing)
  - h. SR-134 and US-89 (Existing)
  - i. SR-134 and 600 West (Future)
  - j. SR-134 and Hillsborough Drive (Future)
  - k. SR-134 and SR-235 (Existing)
  - l. SR-204 and North Street (Future)
  - m. SR-235 and 1700 North (Existing)
  - n. SR-235 and 2000 North (Existing)
  - o. SR-235 and 2300 North (Future) (Proposed relocation from 2550 North)
  - p. US-89 and North Street (Existing)
  - q. US-89 and Larsen Lane and SR-204 (Existing)
  - r. US-89 and 1100 North (Future)
  - s. US-89 and Harrisville Road/Independence Boulevard (Existing)
  - t. US-89 and Hunting Creek Drive (Future)
  - u. US-89 and 750 West (Existing)
  - v. US-89 and approximately 3300 North (Future)
  - w. US-89 and approximately 3800 North (Future)

# **Appendix B**



**JONES & ASSOCIATES**  
*Consulting Engineers*

1716 East 5600 South  
 South Ogden, Utah 84403  
 476-9767 FAX 476-9768

**HARRISVILLE CITY CORPORATION**  
**LARSEN LANE / WASHINGTON BLD.**

**INTERSECTION IMPROVEMANT**

Harrisville City Corporation

**Larsen Lane Widening Project at Flying "J"**

ENGINEERS ESTIMATE OF COST

Date: May 11, 2010

Item	Description	Quantity	Unit	Unit Price	Total Amount
1	Right-of-way Acquisition	0.072	AC	\$150,000.00	\$10,800.00
2	<i>Remove &amp; dispose of curb and gutter</i>	310	lf	\$13.00	\$4,030.00
3	Remove and dispose of sidewalk	270	lf	\$13.00	\$3,510.00
4	<i>Remove and dispose of driveway app.</i>	400	sf	\$4.00	\$1,600.00
5	Saw cut pavement	500	lf	\$3.00	\$1,500.00
6	Fabric on subgrade	550	sy	\$2.00	\$1,100.00
7	8" pit run gravel base	220	tons	\$10.00	\$2,200.00
8	6" untreated base course.	170	tons	\$15.00	\$2,550.00
9	5" asphalt paving	150	tons	\$75.00	\$11,250.00
10	30" curb and gutter	300	lf	\$20.00	\$6,000.00
11	48" sidewalk	270	lf	\$18.00	\$4,860.00
12	Driveway approach	400	sf	\$8.00	\$3,200.00
13	Handicap Access Ramp	1	ls	\$2,000.00	\$2,000.00
14	Paint Striping	1	ls	\$3,000.00	\$3,000.00
15	Traffic signal	1	ls	\$30,000.00	\$30,000.00
16	Traffic Control	1	ls	\$5,000.00	\$5,000.00
<b>Subtotal (Items 1 - 16)</b>					<b>\$92,600.00</b>
<b>20% Engineering and Contingency</b>					<b>\$18,520.00</b>
<b>TOTAL PROJECT COST (Items 1 - 16)</b>					<b>\$111,120.00</b>



**JONES & ASSOCIATES**  
*Consulting Engineers*

1716 East 5600 South  
 South Ogden, Utah 84403  
 476-9767 FAX 476-9768

**HARRISVILLE CITY CORPORATION**  
**LARSEN LANE / WASHINGTON BLD.**

**INTERSECTION REALIGNMENT**

North Weber County Corridor Preservation  
Farr West City  
Harrisville City  
North Ogden City  
Pleasant View City  
Utah Department of Transportation

2. The Parties hereto agree that traffic signals will only be installed at those intersections within the North Weber County Corridor Preservation Study limits that are listed above subject to meeting minimum traffic signal warrants as defined by the *Manual of Uniform Traffic Control Devices* (MUTCD) and a UDOT field review.
3. Other intersections on State Highways within the North Weber County Corridor Preservation Study limits and within the Municipal jurisdiction of each Municipality on State Highways will not be considered for future signalization.
4. The Parties hereto agree that the existing traffic signal at SR-235 and 2550 North is proposed for future removal subject to no longer meeting a traffic signal warrant as defined by the *Manual of Uniform Traffic Control Devices* (MUTCD) and a UDOT field review or the removal will occur simultaneously to signal installation at SR-235 and 2300 North.
5. The Municipalities acknowledge that, at UDOT's discretion, access may be denied at any location for any existing or proposed access based upon the following access management standards:
  - a. SR-126, 1,000 feet minimum street spacing and 500 feet minimum access spacing.
  - b. SR-134, 660 feet minimum street spacing and 500 feet minimum access spacing west of US-89.
  - c. SR-134, no un-signalized access east of US-89 except at approximately 1000 West (existing), 750 West, 500 West, 100 West, and 300 East (existing).
  - d. SR-204, 660 minimum street spacing and 500 feet minimum access spacing.
  - e. SR-235, no un-signalized access except at the following parcels; west into 180490020, east into 180460001, west into 170690013, west into 170690020, east into 110140038, west into 110140002, east into 110140008, west into 110140032, and east into 110140010 (proposed public street).
  - f. US-89, 660 minimum street spacing and 500 feet minimum access spacing between North Street and Larsen Lane.
  - g. US-89, 1,000 feet minimum street and access spacing between Larsen Lane and SR-134.
  - h. US-89, no un-signalized access north of SR-134 except at approximately 3100 North, Jacob's Mill Road (existing), approximately 3600 North, and Pleasant View Road (existing).
6. The Municipalities acknowledge that, at UDOT's discretion, it may become necessary to restrict certain types of movements at any and all un-signalized intersections or access points within the corridor to right-in and right-out only. However, restricting movements at full access locations designated in this agreement will be viewed by UDOT as a last resort and shall only be implemented based on a public safety need.
7. Each Municipality agrees to master plan and pursue roadway projects to fulfill the Recommended Alternative and Key Recommendations as outlined in the above mentioned North Weber County Corridor Preservation Study, dated December 2005.
8. UDOT and each Municipality acknowledges that this agreement may be amended at any time to reflect changes which would not degrade the traffic operations or safety of the State Highways and overall transportation system as certified by a traffic engineering study performed by a licensed engineer certified and qualified to perform this analysis in the State of Utah, and based on the mutual agreement by and between UDOT and the Municipality most directly affected by the proposed amendment, subject to the opportunity for all other Municipalities to provide comment and input on the proposed amendment and shall not affect the acceptance of other provisions of this agreement not affected by the proposed amendment.
9. Each Municipality agrees to support Administrative Rule R930-6, including revisions based on this agreement, with respect to development occurring within the subject corridor, variance requests, and related issues not anticipated in the North Weber County Corridor Preservation Study.

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

North Weber County Corridor Preservation  
Farr West City  
Harrisville City  
North Ogden City  
Pleasant View City  
Utah Department of Transportation

ATTEST:

Farr West City,  
a Municipal Corporation of the State of Utah

Benjamin Stafford 2-24-06  
Name Date

Shirley Johnson Feb 24 2006  
Name Date

City Recorder  
Title  
(Impress Seal)

Shirley Johnson  
Title

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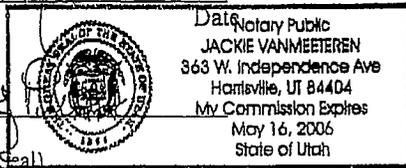
ATTEST:

Harrisville City,  
a Municipal Corporation of the State of Utah

Jackie VanMeeteren 12-29-05  
Name Date

Jackie VanMeeteren  
Name Date  
12-29-05

Jackie VanMeeteren  
Title  
(Impress Seal)



Mayor  
Title

\*\*\*\*\*

ATTEST:

North Ogden City,  
a Municipal Corporation of the State of Utah

S. Annette Spindlove 27 Mar 06  
Name Date

S. Annette Spindlove 27 March 2006  
Name Date

City Recorder  
Title  
(Impress Seal)

Mayor  
Title

\*\*\*\*\*

ATTEST:

Pleasant View City,  
a Municipal Corporation of the State of Utah

Shirley Johnson 4/4/06  
Name Date

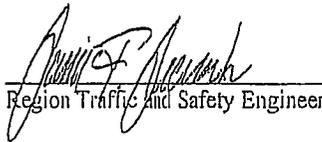
Shirley Johnson 04/04/06  
Name Date

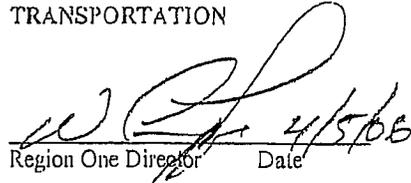
City Recorder  
Title  
(Impress Seal)

Mayor  
Title

North Weber County Corridor Preservation  
Farr West City  
Harrisville City  
North Ogden City  
Pleasant View City  
Utah Department of Transportation

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RECOMMENDED FOR APPROVAL: UTAH DEPARTMENT OF TRANSPORTATION

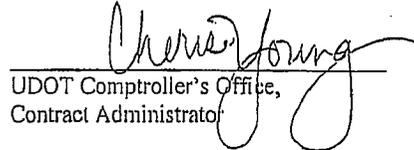
  
Region Traffic and Safety Engineer      4/05/06  
Date

  
Region One Director      4/5/06  
Date

APPROVED AS TO FORM:

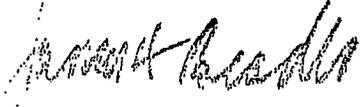
Approved:

As evidenced by the signature below, the Attorney General's Office has reviewed this Agreement pursuant to Utah Code Annotated, Section 11-13-9, and authorizes and approves it.

  
UDOT Comptroller's Office,  
Contract Administrator

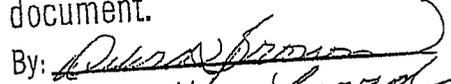
UTAH ATTORNEY GENERAL  
MARK L. SHURTLEFF

4/17/06  
Date



Jim Beadles,  
Assistant Attorney General

I do hereby certify that this is a true copy of the original document.

By:   
Title: Utility Council  
Date: 21 Apr '06

10193

AMENDED AGREEMENT

**THIS AMENDED AGREEMENT**, made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by and between the **UTAH DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as "**UDOT**", and the **CITY OF PLEASANT VIEW**, a Registered Municipality in the State of Utah, hereinafter referred to as the "**CITY**",

**WITNESSETH:**

**WHEREAS**, the parties hereto entered into a **Cooperative Agreement**, dated April 5th, 2006, **UDOT** Finance Number 068626 and

**WHEREAS**, paragraph eight (8) of the April 5, 2006 Cooperative Agreement states:

*UDOT and each Municipality acknowledges that this agreement may be amended at any time to reflect changes which would not degrade the traffic operations or safety of the State Highways and overall transportation system as certified by a traffic engineering study performed by a licensed engineer certified and qualified to perform this analysis in the State of Utah, and based on the mutual agreement by and between UDOT and the Municipality most directly affected by the proposed amendment, subject to the opportunity for all other municipalities to provide comment and input on the proposed amendment and shall not accept the acceptance of other provisions of this agreement not affected by the proposed amendment.*

**WHEREAS**, **UDOT** has determined by formal finding that said work on public right-of-way is not in violation of the laws of the State of Utah or any legal contract with the **CITY**; and

**WHEREAS**, this **Amended Agreement** is now written to define the terms and changes in the original **Agreement**.

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

1. To paragraph 1 of the **Cooperative Agreement**, it was mutually agreed by the parties hereto to add the location of US-89 and 2550 North in Pleasant View to the list of intersections for future signalization.
2. Future signalization at US-89 and 2550 North should be dependant upon satisfaction of an MUTCD warrant and geometric modifications to the intersection resulting in a traditional four-legged intersection.
3. To paragraph 1 letter (v) of the **Cooperative Agreement**, it was mutually agreed upon by the parties to clarify that the future signal at "US-89 and approximately 3300 North" is US-89 and 1100 West in Pleasant View. (See Exhibit A)
4. To paragraph 1 letter (w) of the **Cooperative Agreement**, it was mutually agreed upon by the parties to clarify that the future signal at "US-89 and approximately 3800 North" is US-89 and 1500 West in Pleasant View. (See Exhibit A)
5. To paragraph 5 letter (g) of the **Cooperative Agreement**, it was mutually agreed upon by the parties to allow for one access between 2550 North and 2700 North on the west side of US-89. (See Exhibit A)
6. To paragraph 5 letter (h) of the **Cooperative Agreement**, it was mutually agreed upon by the parties to clarify that the "approximately 3100 North" access on US-89 is 3000 North and US-89 to the east and west. (See Exhibit A)
7. To paragraph 5 letter (h) of the **Cooperative Agreement**, it was mutually agreed upon by the parties to clarify that "Jacob's Mill Road (existing)" not only has access to the east from US-89, but also to the west from US-89. (See Exhibit A)
8. To paragraph 5 letter (h) of the **Cooperative Agreement**, it was mutually agreed upon by the parties to relocate the "approximately 3600 North" access on US-89 to 1725 West in Pleasant View on US-89 east and west. (See Exhibit A)
9. To paragraph 5 letter (h) of the **Cooperative Agreement**, it was mutually agreed upon by the parties that "Pleasant View Road" and US-89 intersection will need to be reconstructed to allow for access to the west resulting in a four-legged intersection.
10. All other terms and conditions of said original agreement shall remain in full force and effect.

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

ATTEST:

PLEASANT VIEW CITY CORPORATION,  
a Municipal Corporation of the State of Utah

*Aminie Helstrom*

By *Daughter Clifford*

Title: *Recorder*

Title: *Pleasant View City Mayor*

Date: *1/14/09*

Date: *1/14/09*

(IMPRESS SEAL)



RECOMMENDED FOR APPROVAL:

UTAH DEPARTMENT OF  
TRANSPORTATION

*Ann F. Amundson*  
Region Traffic & Safety Engineer

By *W. G. [Signature]*  
Region Director

Date: *1/22/09*

Date: *3/31/09*

APPROVED AS TO FORM:

Approved:

As evidenced by the signature below, the Attorney General's Office has reviewed this Agreement pursuant to Utah Code Annotated, Section 11-13-9, and authorizes and approves it.

*Cherise Young* *4/8/09*  
UDOT Comptrollers Office  
Contract Administrator

ASSISTANT UDOT ATTORNEY GENERAL  
RENEE SPOONER

*renee Spooner*

# Exhibit A

