

**AN ORDINANCE ESTABLISHING REQUIREMENTS FOR CITY STREETS
ALSO KNOWN AS THE STREET MASTER PLAN**

WHEREAS, in the judgment of the Bear River City Council it is necessary and appropriate to set forth standards for city streets, for the purpose of maintaining and promoting the health, safety and welfare of the inhabitants of Bear River City;

WHEREAS, the founders of Bear River City platted roads and streets with wide rights-of-way;

WHEREAS, the wide rights-of-way has helped maintain the rural character and culture of Bear River City which adds to the quality-of-life Bear River City residents enjoy;

WHEREAS, there is potential for tens of thousands of people to live in and around the current city boundaries;

WHEREAS, the future needs for transportation corridors, utility rights-of-way, public safety requirements such as pedestrian walkways, bicycle paths, and equestrian trails and other quality of life issues are unknown;

WHEREAS, condemnation of homes and businesses for rights-of-way expansion is costly in terms of both money and human suffering;

WHEREAS, the Bear River City Land Management and Development Code requires that road and street construction standards be set;

WHEREAS, the City Council finds that it is in the best interests of the health, safety, and welfare of the Citizens of Bear River City for this Ordinance to be adopted;

NOW THEREFORE, it is hereby ordained by the City Council of Bear River City, Utah, as follows:

1. Street Requirements

- a. The street layout shall conform to the General Plan.
- b. Minor streets shall be laid out in accordance with the current Bear River City Land Management and Development Code.
- c. Stub streets and dead-end roads shall be in accordance with the current Bear River City Land Management and Development Code.
- d. Intersections of streets shall be in accordance with The Bear River City Public Works Construction Standards and the current Bear River City Land Management and Development Code.
- e. Minimum right-of-way widths for public streets shall be determined by resolution of the City Council, but in no case, unless otherwise approved by ordinance for good cause shown, shall be less than the following:

Street Category	Minimum Right-of-Way
Arterial.....	99 Feet
Major Street.....	99 Feet
Collector Street.....	99 Feet

Local (minor) Street..... 99 Feet

The right-of-way width on 6200 North between 4700 West and 4500 West shall be 66 feet. The right-of-way width shall remain 99 feet west of 4700 West along 6200 North.

- f. Where no curbs are required to be installed, a minimum of six-foot shoulders shall be provided on each side of the street as required in the Bear River City Public Works Street Standard Drawings.
- g. Half-streets shall be in accordance with the current Bear River City Land Management and Development Code.
- h. Temporary turnarounds shall be in accordance with The Bear River City Public Works Construction Standards and the current Bear River City Land Management and Development Code.
- j. All street names shall be in accordance with Box Elder County name requirements.

2. Curvature and Alignment

- a. To endure adequate sight distances, street roadway line connections shall be made by horizontal curves. The minimum center lines radii for minor streets shall be 150 feet and all other streets shall be 300 feet. On collector and major streets, a minimum tangent of 100 feet shall be required between a curve and street intersection; a minimum tangent of 100 feet shall be required between reverse curves.
- b. Vertical curves shall be used at all changes of grades exceeding one percent and shall be designed to provide minimum sight distances of 200 feet for minor streets and 300 feet for all other streets, except that vertical curves for major streets shall be as determined per the latest version of the AASHTO Policy on Geometric Design of Highways and Streets (Green Book).

3. **Frontage** on Major Highways, Streets, and Arterial Roads shall be in accordance with the Bear River City Land Management and Development Code, Box Elder County, or Utah Department of Transportation depending on which entity has jurisdiction.

4. Roadbed and Paving Construction Standards

- a. Minimum roadbed standards and grading and paving standards for minor, collector, and major streets have been established in the Bear River City Public Works Construction Standards approved by the City Council, with the advice of the City Engineer. Modification of such standards may be approved by the Planning Commission and City Council with advice of the City Engineer based on a site-specific geotechnical investigation by a qualified engineer.
- b. Minimum roadbed standards are:
 - i. The improvements shall be centered in the middle of the 99-foot right-of-way.
 - ii. The finish grade of the road shall be 21 inches minimum above existing ground at center. Any exceptions to the finished grade of the new road may only be considered by the City Council in conformance to the procedure specified in the notes on Sheet 1 of the Bear River City Public Works Standards for modifying this requirement.
 - iii. The improved road or street surface shall have a minimum width of 28 feet with a 6-foot shoulder on each side.
 - iv. The depth of the road excepting those in sensitive or unstable land areas shall have a minimum sub-base thickness of imported granular with a maximum

aggregate size of 4-inches, and 6-inches of untreated crushed gravel with a maximum aggregate size of 1-inch.

v. The minimum base in sensitive or unstable land areas shall be determined by a qualified geotechnical engineer approved by the City Engineer in which the cost of the geotechnical services and report shall be the responsibility of the developer/subdivider.

vi. When asphalt is used to pave roads and streets it shall be 28 feet in width and depth shall be 3 inches unless the street is identified as a major arterial in which case the asphalt shall be 4 inches.

5. Street Grades

a. All street grades shall be designed as follows:

i. Major and collector streets shall be limited to a maximum grade of 10%. Sustained grades shall be limited to 7%.

ii. Minor streets shall be limited to a maximum grade of 12%. Sustained grades shall be limited to 9%.

iii. Street intersections shall have a vertical alignment such that the grade shall not exceed 2% for a minimum distance of 50 feet each way from the near edge of the main edge of the pavement projection through the intersection, or 64 feet from the centerline of the intersection.

iv. Maximum grades shall be approved only when accompanied by changes to a lesser grade, and where length of that portion of that road at maximum grade is less than 200 feet.

v. All changes in vertical alignment shall be made by vertical curves with minimum length of 600 feet if the differential change between road grades exceeds 1%.

6. Sidewalks, Curbs and Gutters shall be in accordance with The Bear River City Public Works Construction Standards and The Bear River City Land Management and Development Code.

7. Block Standards shall be in accordance with The Bear River City Land Management and Development Code.

8. NEW DEVELOPMENT is a subdivision of property for non-agricultural uses, or the building of residential housing, commercial, manufacturing, or light industrial buildings.

a. Whenever new development occurs on a buildable lot which is located on an unimproved roadway the developer shall; after sewer, water and other applicable utilities are installed,

i. Improve the roadway to the nearest paved road according to The Bear River City Public Works Construction Standards.

ii. Improve the entire frontage of the building lot which the driveway connects to according to the Bear River City Public Works Construction Standards for a 99' Typical Street Section.

iii. If a portion of the road way is not part of the lot frontage, the developer must partially improve that portion of the road with a gravel base according to the master design for the road and approved by the city engineer.

iv. All road improvements must be completed back to the nearest paved street, so they fit an overall master design for the road as determined by the city

engineer. A pioneering agreement between the City and the developer may be adopted when additional new development will use installed infrastructure.

v. Completion of all on and off-site improvement work is required prior to approval of plats or issuance of Certificates of Occupancy. If improvements are not completed, adequate financial security is required according to section 3.17 of the Bear River City Land Management and Development Code. Security shall be retained by Bear River City until all work is completed and approved by the city engineer.

9. **All roadway construction** shall conform to the latest revision of the American Public Works Association (APWA) Standard Specifications published by the Utah APWA, and any subsequent amendments thereof, as adopted herein by reference. A hard copy of these standards may be obtained from the Utah Chapter of the APWA by logging into the APWA store at 2017 Standards and Specifications (apwa.net). PDF copies of the amendments to the standard specification can be obtained at the same web location.

10. **Repeal of and Conflict with Other Laws and Ordinances.** This ordinance replaces all prior Bear River City Street Ordinances including number 99-3.

The provisions of this ordinance are in addition to all other City ordinances, the laws of the State of Utah, and the laws of the United States. Whenever a conflict exists, the more restrictive provision shall apply to the extent allowed by law.

AMENDED, ADOPTED AND ORDERED POSTED by the Bear River City Council, State of Utah, this 12th day of October 2022.

Megan Armstrong, Mayor

ATTEST:

Sue Ann Holmgren, Town Clerk

* * * * *

CERTIFICATE OF POSTING

I, the duly appointed and acting town clerk for the city of Bear River City, Utah, hereby certify that copies of the foregoing Amended Ordinance 2021-03-03 were posted at three public places within the municipality this 13th day of October 2022 which public places are:

1. Bear River City Civic Center
2. Bear River City Website
3. Bear River City Post Office

Dated this 13th day of October 2022 _____ Sue Ann Holmgren, Town Clerk.