



**NOTICE AND AGENDA
SANTA CLARA CITY COUNCIL MEETING
WEDNESDAY, AUGUST 27, 2025
TIME: 6:00 PM**

Public Notice is hereby given that the Santa Clara City Council will hold a Regular Meeting in the Santa Clara City Council Chambers located at 2603 Santa Clara Drive, Santa Clara Utah on Wednesday, August 27, 2025, commencing at 6:00 PM. The meeting will be broadcasted on our city website at <https://santaclarautah.gov>.

1. Call to Order:

2. Opening Ceremony:

- Pledge of Allegiance: Councilman Pond
- Opening Comments: Pastor Jill Doherty, New Promise Lutheran Church

3. General Citizen Public Comments:

4. Conflicts and Disclosures:

5. Working Agenda:

A. Public Hearing(s) 6:00 pm:

1. None

B. Consent Agenda:

1. Approval of Minutes and Claims:

- August 13, 2025, City Council Work Meeting
- August 13, 2025, City Council Regular Meeting
- Claims through August 27, 2025

2. Calendar of Events:

- September 1, 2025, Labor Day (Offices Closed)
- September 10, 2025, City Council Work Meeting
- September 10, 2025, City Council Regular Meeting
- September 24, 2025, City Council Work Meeting
- September 24, 2025, City Council Regular Meeting
- September 25-27, 2025, Swiss Days

C. General Business:

1. Discussion and action to approve a Proclamation declaring September 17 through September 23, 2025, as Constitution Week. Presented by Karen Shuman, Daughters of American Revolution.
2. Discussion and action to consider an Amended Site Plan for Indigo Fields Home and Antiques, located at 3003 Santa Clara Drive. Presented by Jim McNulty.
3. Discussion and action to consider Western Corridor Alignment Study. Presented by Dustin Mouritsen, Public Works Director.

4. Discussion and action to approve a 5-year Slurry Seal Contract with American Pavement Preservation LLC. Presented by Dustin Mouritsen, Public Works Director.

6. Reports:


A. Mayor / Council Reports

7. Closed Meeting Session:

8. Adjournment:

Note: In compliance with the Americans with Disabilities Act, individuals needing special accommodation during this meeting should notify the city no later than 24 hours in advance of the meeting by calling 435-673-6712. In accordance with State Statute and Council Policy, one or more Council Members may be connected via speakerphone or may by two-thirds vote to go into a closed meeting.

The undersigned, duly appointed City Recorder hereby certify that the above notice and agenda was posted within the Santa Clara City limits on this 21st day of August 2025 at the Santa Clara City Hall, on the City Hall Notice Board, at the Santa Clara Post Office, on the Utah State Public Notice Website, and on the City Website at <http://santaclarautah.gov>. The 2025 meeting schedule was also provided to the Spectrum on January 1, 2025.


Selena Nez, CMC
City Recorder

**SANTA CLARA CITY COUNCIL WORK MEETING
WEDNESDAY, AUGUST 13, 2025
MEETING MIUNTES**

THE CITY COUNCIL FOR SANTA CLARA CITY, WASHINGTON, UTAH, met for a Work Meeting on Wednesday, August 13, 2025, at 4:00 p.m. in the Council Chambers located at 2603 Santa Clara Drive, Santa Clara, Utah. The meeting will be broadcasted on our city website at <https://santaclarautah.gov>.

Present: Mayor Rosenberg
Councilman Jarett Waite
Councilman Dave Pond
Councilwoman Christa Hinton
Councilwoman Janene Burton
Councilman Ben Shakespeare

Staff Present: Brock Jacobsen, City Manager
Selena Nez, City Recorder
Matt Ence, City Attorney
Jim McNulty, Planning Director
Cody Mitchell, Building Official
Dan Cazier, Fire Chief
Dustin Mouritsen, Public Works Director
Gary Hall, Power Director
Ryan VonCannon, Parks Director
Debbie Bannon, Finance
Lance Haynie, Government Affairs Director
Jaron Studly, Police Chief
MacKenzie Peterson, Animal Control/Shelter Manager

1. Call to Order

Mayor Rick Rosenberg called the Santa Clara City Council Work Meeting to order at 4:06 p.m.

2. Working Agenda

A. General Business:

1. Discussion regarding Animal Control Ordinance Title 6, Animals. Presented by MacKenzie Peterson, Animal Control/Shelter Manager and Jaron Studley, Police Chief.

Police Chief Jaron Studley opened the discussion by explaining that there are ambiguities between surrounding cities' ordinances and Santa Clara's ordinances. The department wanted to present potential revisions to definitions and ordinances to make enforcement consistent across jurisdictions. Chief Studley specifically mentioned that language regarding animal counts in homes had been lost from the existing ordinance and needed to be added back.

Animal Control/Shelter Manager MacKenzie Peterson presented several proposed changes to the animal control ordinance:

- Definition Changes:
- Animal at Large: Change to exempt cats from the current requirement that all animals be under control, allowing cats to roam freely, consistent with surrounding cities like St. George and county areas.
- Pet Shop: Update definition to include selling pet supplies and accessories, not just animals.

- Add "Hoarding" as a new definition to help define what constitutes a hoarding situation (excessive animals, excessive feces, inability to provide adequate care, food, or medical attention).
- Review Panel: Remove specific reference to FEAS (Friends of the Ivins Animal Shelter) which no longer exists and allow for other supporting groups to assist with review panels for shelter animals.
- Ordinance Changes:
 - Add definition for the number of animals allowed in a home (proposing 4 dogs), with exceptions for properties of 1 acre or more, or properties adjoining open space.
 - Combine two separate animal-at-large provisions into one ordinance and exempt cats.
 - Update period of impound section to remove references to FEAS.
 - Change language about female dogs in heat to apply to all animals, requiring them to be fixed or confined.

Councilmember Shakespeare asked for clarification on the period of impound rewrite. Ms. Peterson explained that the original language specified FEAS would take care of animals not placed, but since the organization no longer exists, the proposed change would have the review panel make the ultimate decision instead.

Councilwoman Burton asked about the 120-day period before animals could be euthanized. Ms. Peterson confirmed that after 120 days, a review panel would make decisions about animals that haven't been adopted but noted this is when stress-related behavior changes often appear in shelter animals. She explained that they post available animals on Facebook, Pet Finder, and at community events.

Chief Studley asked for Council direction on the proposed limit of 4 animals per household. The Council generally supported this number, with Mayor Rosenberg asking for Ms. Peterson's expert opinion. Ms. Peterson recommended 4 as appropriate, noting that St. George only allows 2 animals per dwelling, but that 4 would work well for Santa Clara's community size.

Mayor Rosenberg requested clarification on the exemption for properties adjoining open space, suggesting it should specify "private open space" to clarify that properties next to parks or BLM land would not qualify for the exemption. City Attorney Matt Ence suggested using the term "private open space" rather than "personally owned open space."

2. Discussion regarding Payment Processing Fee. Presented by Lance Haynie, Government Affairs Director.

Government Affairs Director Lance Haynie sought Council input on charging a payment processing fee for transactions other than utility billing. He explained that payment processing fees cost the city approximately \$5,000 per month, with spikes during events like Swiss Days, totaling about \$60,000-70,000 annually. Haynie noted that credit card processing rates range between 2-3% for most transactions, though utility payments are processed at a lower rate. He explained that the fees have doubled since COVID, as more people use credit cards for payments.

Councilman Waite expressed strong opposition to adding processing fees, suggesting it would be better to increase other fees to cover the cost as part of doing business. He mentioned that requiring separate processing fees often creates a barrier for people and results in them using less convenient payment methods. Councilman Shakespeare asked what types of transactions would be affected. Haynie and City Manager Jacobsen clarified this would include facility rentals, licensing, park reservations, vendor applications, and Swiss Days applications, but not utility billing.

Councilwoman Hinton said she would need to see a breakdown between utilities and other payments before deciding but was leaning toward not charging a separate processing fee. The Council generally agreed that adding a payment processing fee would be unpopular with residents and that it would be preferable to incorporate these costs into the base fees for various services instead. Haynie said he would work on gathering more detailed information about the breakdown of processing fees across different types of transactions.

3. Discussion regarding UAMPS All Requirements Membership Model. Presented by Gary Hall, Power Director.

Gary Hall introduced a new membership model being considered by Utah Associated Municipal Power Systems (UAMPS). Under the "All Requirements" model, the city would sign one contract with UAMPS, which would procure all resources to handle the city's power load, rather than the current approach where the city selects specific resources.

Hall explained this would be particularly beneficial if the Energy Day Ahead Market (EDAM) is implemented, as smaller utilities like Santa Clara don't have the staff resources that larger utilities have to manage complex energy markets. With EDAM, the city would need to have 115% of its load covered with resources, which is challenging given that Santa Clara's load doubles from winter to summer.

Key points discussed:

- The All Requirements model would be a 25-year commitment
- Current resources and contracts would continue until they expire
- The city's generators could potentially be scheduled by UAMPS under this model
- The model could provide economies of scale for purchasing power
- Administration fees would likely remain similar to current fees

Council members expressed concerns about losing control of the city's generators and the long-term commitment. Councilman Shakespeare emphasized the importance of calculating the full capital and operational costs of the generators if they are to be used as part of a broader market. Brock Jacobsen, City Manager, noted that this change could affect future plans for additional generators, as the city might not want to invest in equipment it may not fully control. Hall indicated that more information would be available at the upcoming UAMPS conference next week, and that there are early discussions about the model.

4. Discussion regarding allowing Shakespeare in the Park to store equipment on city property. Presented by Councilman Pond.

Councilman Pond presented a request from Shakespeare in the Park to place a storage container on city property. The organization is currently paying about \$2,500 per year in storage fees for sets and costumes and is looking for a more cost-effective solution. Councilman Pond suggested placing a container behind the wall at Swiss Memorial Pioneer Park at the bottom of the hill, which is relatively out of sight. He proposed a formal 10-year lease agreement for a nominal fee such as \$1 per year.

City Manager Jacobsen noted that while the city has allowed storage containers at other locations like Little League fields, this does technically violate the city's zoning regulations. Councilman Shakespeare suggested that the city should consider long-term storage solutions rather than adding more storage containers throughout the city. He recommended potentially building permanent CMU storage buildings at appropriate locations to address various storage needs.

The Council also discussed the possibility of relocating Shakespeare in the Park performances to Swiss Memorial Pioneer Park, which would provide better parking, access to bathrooms, and reduce traffic issues on Santa Clara Drive. Councilman Pond mentioned that one of the organizers, Heidi, had concerns about the playground, but these could potentially be addressed by temporarily fencing off the playground during performances. The Council agreed that Councilman Pond should invite the Shakespeare in the Park organizers to address the Council at a future meeting to discuss both the storage issue and the potential relocation of performances.

3. Staff Reports

Various department heads provided updates:

Police Chief, Jaron Studley reported:

They are working to fill Sergeant Bates' position with two external and two internal candidates. Testing will be conducted on August 18th. Chief Studley provided data on Suron electric motorcycles: since May 22nd, there have been 17 reports including 3 evasions and 1 car accident. SROs dedicated 4 hours per shift to enforcement and observed 10-15 violations per week. For golf carts, there were 9 incidents handled.

Government Affairs Director, Lance Haynie reported:

On upcoming discussions with the league regarding potential exemptions for non-profits. He also mentioned Senate Bill 2002-15 regarding EMS modifications, which will require the city to go through a formal bidding process for EMS services, even when bidding to itself.

Parks Director, Ryan VonCannon reported:

That work on the booster pump at Gubler Park is nearly complete. The Black Rock Playground equipment has been ordered with installation expected in mid to late September. Staff are preparing fields for overseeding, which will take about three weeks. Devin Kendall completed his Eagle Scout project at the Arboretum, which included replacing a bridge that had washed away.

Power Director, Gary Hall reported:

That engineering is underway for the 69kV line to the Green Valley area of St. George, which will provide a back feed into the system. The crew has been replacing old direct-buried cable on Canyon View Drive with new conduit and cable. Transformers have been installed near City Hall and across the street at the park to power food trucks and bounce houses for Swiss Days, reducing the need for generators. Generator #2 is having detonation issues and is being troubleshooted.

Public Works Director, Dustin Mouritsen reported:

On a major water main break on Swiss Drive during the Fourth of July weekend. His crew spent 12 hours repairing a 12-inch water main that broke due to a 3-foot-long 2x4 that had been inside the 40-year-old pipe since construction, causing it to split. The break took out 100 feet of road from curb to curb.

Fire Chief, Dan Cazier reported:

That the wildland crews had just completed their fifth deployment and were sent out that morning to the Monroe Canyon Fire, the largest fire in the state at over 72,000 acres. He also reported on the department's summer party, which was attended by about 55 people including families. On July 24th, the department responded to a house fire caused by a barbecue and later that night to a fireworks-related fire. Six new part-time firefighters have been hired and are being oriented.

Building Official, Cody Mitchell reported:

10 new building permits sold and 16 in the review process. Two of the new permits are for single-family homes, with the rest being townhomes, indicating townhome construction is ramping up again. Code enforcement remains steady with 3-4 calls per week. The department is still searching for a part-time building inspector.

Planning Director, Jim McNulty reported:

On progress with the General Plan, stating that draft text will be sent to the steering committee on August 25th. He mentioned that Mimi and Coco Kids is planning a grand opening in late August to mid-September, and The Sharing Place will have an opening in September or early October. He is following up on the status of the dialysis center, which appears complete but is not yet occupied. Councilman Waite noted his sister-in-law is the dietitian for the facility and explained they are gradually ramping up operations, starting with one patient to prove everything works before adding more.

City Manager, Brock Jacobsen had nothing to reported:

4. Adjournment

Mayor Rosenberg adjourned the work meeting at 5:39 p.m., noting they would reconvene at 6:00 p.m. for the regular meeting.

Selena Nez
City Recorder

Approved: _____

DRAFT

**SANTA CLARA CITY COUNCIL MEETING
WEDNESDAY, AUGUST 13, 2025
MEETING MIUNTES**

THE CITY COUNCIL FOR SANTA CLARA CITY, WASHINGTON, UTAH, met for a Regular Meeting on Wednesday, August 13, 2025, at 6:00 p.m. in the Council Chambers located at 2603 Santa Clara Drive, Santa Clara, Utah. The meeting will be broadcasted on our city website at <https://santaclarautah.gov>.

Present: Mayor Rosenberg
Councilman Jarett Waite
Councilman Dave Pond
Councilwoman Christa Hinton
Councilwoman Janene Burton
Councilman Ben Shakespeare

Staff Present: Brock Jacobsen, City Manager
Selena Nez, City Recorder
Matt Ence, City Attorney
Jim McNulty, Planning Director
Cody Mitchell, Building Official
Dan Cazier, Fire Chief
Dustin Mouritsen, Public Works Director
Gary Hall, Power Director
Ryan VonCannon, Parks Director
Debbie Bannon, Finance Director
Lance Haynie, Government Affairs Director
Jaron Studly, Police Chief

1. Call to Order

Mayor Rick Rosenberg called the regular scheduled meeting to order at 6:01 p.m.

2. Opening Ceremony

Pledge of Allegiance: Councilwoman Hinton

Opening Comments: Pastor Daniel Solis, Iglesia Monte Zion

3. Conflicts and Disclosures

Mayor Rosenberg disclosed that for agenda item C2, the annexation plat, the firm that he is employed with prepared the plat. No other conflicts were disclosed by council members.

4. Working Agenda

A. Public Hearing(s) 6:00 pm

1. Public Hearing to receive public comments regarding proposed Updates to the Development Fee Schedule.

Jim McNulty, Planning Director, presented the proposed updates to the development fee schedule. He explained that the city had held two work meetings with the city council on June 11, 2025, and July 9, 2025, to discuss the fee schedule. As a result of those discussions, the city council directed staff to bring the item back for a public hearing as required before voting. McNulty noted that the development fee schedule had not been amended since February 2020-over five years ago. He emphasized that best management practices call for cities to review cost of service to ensure fees are appropriately set to cover the city's costs. City staff had reviewed the fees and found it was in the best interest of the city to amend them at this time

Mayor Rosenberg opened the public hearing, inviting anyone who wished to speak on the item to come to the podium and state their name and city of residence. No one came forward to speak. The mayor then closed the public hearing on the updates to the development fee schedule.

2. Public Hearing to receive public comments regarding proposed Annexation Petition for certain real property into the corporate limits of Santa Clara City.

Jim McNulty presented the annexation petition for property located at 4405 West 1700 North known as parcel 7391-A-1-A, comprising 51.24 acres. The applicants, Randall Real Free Range LLC, had submitted a complete annexation petition. McNulty explained that the property includes two large single-family residential dwellings and a large outbuilding located on the north side of the Santa Clara River. McNulty also showed a concept plan for a potential six-lot subdivision with lots ranging from half-acre to acre-and-a-half sizes, accessing off of Colby Loop from the Hills at Santa Clara Phase 1B. He stressed these were just concept plans to give the council an idea of future plans, and both proposals would require rezoning of the property through separate processes involving public hearings with the Planning Commission and approval by the city council.

Regarding the background, McNulty noted that on May 14, 2025, the city council had accepted the annexation for further consideration. On June 18, 2025, City Recorder Selena Nez provided notice of certification that the petition met state requirements. The public notice had been published as required, and no comments or protests had been received by city staff as of the writing of the report.

Matt Ence, City Attorney, then addressed the council regarding the annexation agreement. He explained that a draft agreement had been included in the council packet, but revisions had been made that afternoon in meetings with staff and the mayor. He walked through the changes, which primarily addressed impact fees. The original draft addressed the existing dwellings' power service through Rocky Mountain Power, not requiring a switch to city power unless development required upgrading or modification of the power service. It also addressed the current gravel road conditions that the city maintains.

The new revisions added language regarding various impact fees:

- Water impact fees: The Water Conservancy District had not yet assessed or collected impact fees on the property, though city water fees for existing connections had been paid
- Public safety, parks, and storm drain impact fees: The city would waive these due to the nature of the fees, as annexation wouldn't create additional burden on city services
- Sewer: The two existing dwellings are on septic systems, so no sewer impact fees would be due unless future connection to the city system was required
- Power: When service changes to Santa Clara City Power, impact fees would need to be paid

Shakespeare asked about the power conversion trigger, and it was clarified that any new development on the north side of the river would require conversion to city power and payment of impact fees. Gary Hall, Power Director, confirmed that overhead service from Rocky Mountain Power currently exists, and conversion would involve running underground lines from the city's nearby power infrastructure.

Mayor Rosenberg emphasized that these were the last two private properties separating Santa Clara from BLM land on the boundary, and the city had been trying to annex them for 20 years. He noted that during the 2005 and 2010 floods, these properties were isolated from the county, and the city ended up providing emergency services.

During the public hearing, Adrian Galvez, a resident of The Hills at Santa Clara whose property backs up to the area, expressed several concerns. He questioned the water usage impact of developing the hilltop area, noting there's currently farmland in the valley that uses city water constantly. He expressed concerns about the significant wash between areas and drainage impacts, the steep 50-foot elevation gain, and questioned why this particular area needed development when substantial development was already occurring elsewhere. Galvez also asked about archaeological surveys, noting petroglyphs in the area, and expressed confusion about the Colby Loop connection to a four-way intersection. He mentioned he had originally understood the lots would be one acre but now saw areas marked as no-build zones.

Mayor Rosenberg responded that many of Galvez's concerns related to the future entitlement process rather than the annexation itself. He explained that when applications for rezoning come forward, there will be new public hearings where these questions would be addressed through application submittal documents. The mayor confirmed the western corridor connection was on the city's road master plan and had been for many

years, and that any development would need to comply with city codes for drainage, cut and fill design, zoning, and subdivision processes.

B. Consent Agenda

1. Approval of Minutes and Claims:
 - July 9, 2025, City Council Work Meeting
 - July 9, 2025, City Council Regular Meeting
 - July 30, 2025, City Council Special Meeting
 - Claims through August 13, 2025
2. Calendar of Events:
 - August 17-20, 2025, UAMPS Annual Meeting
 - August 27, 2025, City Council Work Meeting
 - August 27, 2025, City Council Regular Meeting
 - September 1, 2025, Labor Day (Offices Closed)
 - September 10, 2025, City Council Work Meeting
 - September 10, 2025, City Council Regular Meeting

Motion: Councilwoman Hinton moved to APPROVE the consent agenda as presented. Councilman Pond seconded the motion. Roll call vote: Waite - Aye, Pond - Aye, Hinton - Aye, Burton - Aye, Shakespeare - Aye. Motion passed unanimously.

C. General Business

1. **Discussion and action to consider approval of the Development Fee Schedule and approve Resolution No. 2025-14R. Presented by Jim McNulty, Planning Director.**

Motion: Councilman Shakespeare moved to approve of the Development Fee Schedule and approve Resolution No. 2025-14R Councilwoman Hinton seconded the motion. Roll call vote: Waite - Aye, Pond - Aye, Hinton - Aye, Burton - Aye, Shakespeare - Aye. Motion passed unanimously.

2. **Discussion and action to consider a proposed Annexation Petition for certain real property into the corporate limits of Santa Clara City, located at 4405 W 1700 N, Parcel #7391-A-1-A, described as 51.24 acres and approve Ordinance No. 2025-14. Presented by Jim McNulty, Planning Director.**

Following the earlier public hearing and discussion, Councilman Waite asked for clarification about whether the laned owned by the canal company was included in the motion. Matt Ence confirmed the annexation included the Canal Company land but noted the annexation agreement was specific to the Rosenbrook property. When asked if a separate agreement was needed for the canal company property, Ence said no, as it's undeveloped and doesn't have the same issues.

Ence also suggested that if the council wanted to approve the ordinance, they should do so subject to final legal counsel review, since the property owners hadn't had a chance to respond to the revisions discussed that evening. Councilman Shakespeare agreed this was his only concern—that they had redlined things the applicant hadn't seen.

Motion: Councilwoman Burton moved to APPROVE the proposed Annexation Petition for certain real property into the corporate limits of Santa Clara City, located at 4405W 1700 N, Parcel #7391-A-1-A and #7394, described as 51.24 acres and approve Ordinance No. 2025-14. Councilman Shakespeare seconded the motion. Roll call vote: Waite - Aye, Pond - Aye, Hinton - Aye, Burton - Aye, Shakespeare - Aye. Motion passed unanimously.

3. Discussion and action to award the Rap Tax. Presented by Ryan VonCannon, Parks Director.

Ryan VonCannon presented the RAP tax allocation request. He noted that other than the annual contribution to Tuacahn of \$5,000, they received one request, an application from Heidi Lee's Ham Productions for Shakespeare in the Park for \$14,000, which he believed was the same amount as last year. VonCannon stated I think we can all agree this is a great event for the city, for our community, and we'd love to see it continue along into the future.

When asked about total RAP tax collection, City Manager Brock Jacobsen indicated that of the 20 percent that goes into arts, they collected closer to \$30,000. The remaining balance after the awards would go into parks.

Motion: Councilman Waite moved to APPROVE to award the Rap Tax. Councilman Pond seconded the motion. Roll call vote: Shakespeare - Aye, Burton - Aye, Hinton - Aye, Pond - Aye, Waite - Aye. Motion passed unanimously.

4. Discussion and action to add Sabrina Fichter, Deputy Treasurer to the Bank Signature Card. Presented by Brock Jacobsen, City Manager

Brock Jacobsen explained that even with the few checks the city writes, they sometimes run into issues having signers in the office. As Sabrina works as deputy treasurer, they felt it appropriate to add her as a signer on the account. The bank requires city council approval and minutes showing approval to add her to the account.

Motion: Councilwoman Hinton moved to APPROVE to add Sabrina Fichter, Deputy Treasure to the Bak Signature Card. Councilwoman Burton seconded the motion. Roll call vote: Waite - Aye, Pond - Aye, Hinton - Aye, Burton - Aye, Shakespeare - Aye. Motion passed unanimously.

5. Discussion and action approval of Turf Buy Back Partnership with WCWCD. Presented by Dustin Mouritsen, Public Works Director.

Dustin Mouritsen presented the turf buyback partnership that had been discussed at the last work meeting. The program had been approved by the Washington County Water Board. He was excited about the program, noting they would offer \$1 up to \$500 per applicant.

Doug Bennett from the Washington County Water Conservancy District explained the state matching component. The state of Utah offers the districts all over Utah matching money for these programs. So for every dollar the water district puts in, the state will match it. This meant there would actually be \$164,000 available to Santa Clara residents.

Bennett explained they thought it made sense to cap it at \$500 so that large customers wouldn't use up all the money and more residents could participate. The program could serve more than 320 Santa Clara properties. He noted that Santa Clara typically has about 100 applicants to this program each year, and he was counting on the extra funding to create a surge of applications.

Mayor Rosenberg noted that Santa Clara was the first community to implement this rebate offer, expressing hope that other communities would follow suit. He explained these were funds collected by the surcharge that had to go back into water conservation, with the district administering everything including cutting the checks.

Motion: Councilman Waite moved to APPROVE of Turf Buy Back Partnership with WCWCD. Councilman Pond seconded. Roll call vote: Waite - Aye, Pond - Aye, Hinton - Aye, Burton - Aye, Shakespeare - Aye. Motion passed unanimously.

6. Discussion and action to approve a 3rd Party Inspection Service Agreement with Independent Inspection, LLC. Presented by Cody Mitchell, Building Official.

Cody Mitchell presented the request to enter into a third-party agreement with Independent Inspections LLC. He explained this would add options to ensure backup building inspection coverage for the building department. Mitchell reminded the council that just over a year ago, they had entered into a third-party agreement with Shums Coda. While they had leaned on Shums Coda during that time, he noted a recent challenge when Shums Coda had a conflicting schedule and almost couldn't provide coverage.

Councilwoman Burton asked if this meant they weren't hiring another inspector. Mitchell confirmed they still had an ad out for a part-time inspector but were struggling to fill it, as most inspection job seekers want full-time positions. They were hoping a retired inspector looking for extra work would apply.

Motion: Councilman Pond moved to APPROVE a 3rd Party Inspection Services Agreement with Independent Inspections, LLC. Councilman Shakespeare seconded the motion. Roll call vote: Waite - Aye, Pond - Aye, Hinton - Aye, Burton - Aye, Shakespeare - Aye. Motion passed unanimously.

7. Discussion and action to approve America250 Utah Logo Usage Agreement. Presented by Councilwoman Hinton.

Councilwoman Hinton presented the logo usage agreement, explaining that following last month's special meeting where Santa Clara passed a resolution to become one of Utah's 250 municipalities as part of the America 250 program, they had received confirmation and next steps. Under this agreement, the city could and should use the America 250 Utah logo.

Motion: Councilman Shakespeare moved to APPROVE America250 Utah Logo Usage Agreement. Councilman Waite seconded the motion. Roll call vote: Waite - Aye, Pond - Aye, Hinton - Aye, Burton - Aye, Shakespeare - Aye. Motion passed unanimously.

8. Discussion and action to approve America250 Memorandum of Understanding between America 250 Utah Commission and Santa Clara City. Presented by Councilwoman Hinton.

Councilwoman Hinton presented the memorandum of understanding, noting the America 250 logo appeared at the top of the agreement. She explained this MOU would help the city obtain a \$1,500 stipend to use on events or promotion of America 250 Utah community initiatives.

As part of the stipend agreement, the city would need to:

- Promote America 250 Utah in at least one public forum (social media post, on-stage mention, or promotional materials)
- Collect and keep records of local anniversary events and share with A250 Utah as part of a brief archive report due in August 2026
- Include in the report how stipend dollars were utilized, local event details (date, location, purpose, attendance, social media engagement)
- Provide digital artifacts including photos
- Post at least one event on the nowplayingutah.com website specifically tagging America 250 Utah

Councilman Waite asked who would fill out the report eventually. Discussion ensued about who should be the designated contact, with Hinton initially listed but the group agreeing it should be changed to the city manager. Brock Jacobsen confirmed this could be easily changed even with approval that evening.

Motion: Councilwoman Burton moved to APPROVE America250 Memorandum of Understanding between America 250 Utah Commission and City of Santa Clara. Councilman Waite seconded the motion. Roll call vote: Waite - Aye, Pond - Aye, Hinton - Aye, Burton - Aye, Shakespeare - Aye. Motion passed unanimously.

5. Reports

A. Mayor / Council Reports

Councilman Shakespeare reported on two items. First, he commended Chief Studley for a social media post about crosswalks ahead of school starting. Second, he thanked Councilwoman Hinton for sending out the invite to the teen center open house at Snow Canyon High School, which several council members attended.

Councilwoman Burton reported on meetings with royalty to understand requirements, with Councilman Shakespeare and Brock also in attendance. She mentioned the youth council meeting scheduled for Saturday where they're preparing to present to the city council. She also praised the teen project at the high school, noting how wonderful it was to see the school utilizing the space for students who need it. She attended the airport control tower groundbreaking.

Councilwoman Hinton provided an extensive report covering multiple meetings and events:

- She attended a discussion with Senator John Curtis's staff and the Chamber of Commerce governing board, where they discussed nuclear power commitments. Sean Guzman brought up the transmission line redundancy issue, which the senator's staff was not previously aware of.
- Regarding the Snow Canyon High School Teen Center grand opening, she explained this was part of three other teen centers that opened the same week at all Washington County high schools except Crimson Cliffs. The centers resulted from Utah legislature policy with a \$2 million award for schools with housing-insecure student populations. The centers offer showers, washer/dryer facilities, food, snacks, study rooms, school supplies, and access to counselors. It's a lot of fun to see the excitement there for the students and the teachers and parents who weren't aware that that was coming and are also looking for ways to volunteer and contribute.
- At the air traffic control tower groundbreaking, she learned that air traffic control currently comes from LAX, and this tower represents one step closer to having it located in Utah.
- She attended a trail etiquette meeting where they're seeking buy-in from all county cities for consistent messaging on trails. Proposed signs include messages like "Be kind, ring bell," "Make room for others," "Leash dogs and keep them to your right," and speed limits of 20 mph for e-bikes. They plan to submit a single MPO funding application for all cities' signage needs.
- At the St. George Chamber education panel, she heard from DSU President Biff Williams, Superintendent Holmes, and Dixie Tech President Rushton discussing how education aligns with and supports local business and employers.
- Finally, she reported on an LPC housing advisory subgroup preparing recommendations on moderate income housing program 2.0, defining "reasonable diligence" on expiring applications, and detached ADUs.

Councilman Pond attended the tower groundbreaking and a solid waste district board meeting. The Solid Waste district will repave the landfill road later this year, with costs split three ways between the district, county, and Washington City (who will perform the work). They're also putting out bids for demolition of the old scale house and repaving. The district also provided an update on road cleanup from South Hills Old 91 from Rachel Drive to Dry Wash road cleanup back in March.

Councilman Waite missed the tower groundbreaking due to a UTOPIA meeting, where he reported they're at 8 percent take rate. He noted they're seeing other cities where Lumen is overbuilding like they did in Santa Clara, causing subscriber numbers to decrease, though no significant dips yet. We were just kind of a precursor to what's happening in other communities now.

He received an email from Cindy Powell with TDS asking where to send payments previously going to the CEC, now coming to the city—approximately \$7,000-8,000 annually. He forwarded this to the treasurer who had already responded.

Mayor Rosenberg provided an extensive report on multiple topics:

- Staff have been meeting with Black Desert for continued coordination on new subdivision construction. He reminded everyone that the PGA Bank of Utah Championship runs October 20-26, with traffic route changes planned. They'll pave the rest of Red Mountain Drive north to a temporary parking lot north of Solace.
- Regarding construction traffic, the mayor had requested Black Desert to install crushers on the Ivins side after heavy truck traffic on Pioneer Parkway. Previously, they were transporting material from the parking garage to Santa Clara for crushing, then hauling it back. When school started, they

switched routes to avoid school crossings. An amendment to the development agreement will come back this fall to address ongoing concerns.

- At the water district meeting, they examined pools countywide—over 9,000 pools with half in St. George. The median pool surface was 571 square feet, with Santa Clara's average slightly less based on three years of permit data. The district is developing maximum individual pool size requirements that must come from landscaping allotments, with possible increases for automatic mechanical covers.
- The mayor emphasized Santa Clara was the first community to implement the turf buy back rebate program approved that evening. The district continues awarding major contracts for the reuse project and approved a water service agreement with the first county development project, Solera Communities. Ongoing repairs at Kolob and Quail Creek Pipeline continue.
- From the Mayor's Association meeting, Fire Coordinator Bridgette Butynski presented fire preparedness, asking cities to create evacuation zones. During recent Pine Valley evacuations, nobody knew exactly who should evacuate. The county is developing a real-time online map where residents can click on their house to see their evacuation zone and status (ready/set/go). There are concerns about ash and sediment from fires affecting Baker and Gunlock reservoirs, with possible federal funding for dredging.
- The mayor reported significant progress on negotiations with the Frei's regarding public parking around the fruit stands. I'm pleased to report that I think we've got agreement. I'll call it agreement that public parking space surrounding the fruit stands would be a good thing. Jim McNulty is preparing a rural communities opportunity grant through the Governor's Office of Economic Development to help create a public parking area where the Stucki home currently stands, install turn lanes, remove angle parking on Santa Clara Drive, and potentially add small commercial pads.

6. Closed Meeting Session

Mayor Rosenberg confirmed there was no need for a closed meeting session.

7. Adjournment

Motion: Councilwoman Hinton moved to adjourn. Councilman Waite seconded the motion. All in favor. Motion passed unanimously.

The City Council meeting was adjourned at 7:27 p.m.

Selena Nez
City Recorder

Approved: _____

City of Santa Clara
Check Register
Checking 1889 - 08/19/2025 to 08/19/2025

<u>Payee Name</u>	<u>Reference Number</u>	<u>Invoice Number</u>	<u>Invoice Ledger Date</u>	<u>Payment Date</u>	<u>Amount</u>	<u>Description</u>	<u>Ledger Account</u>	<u>Activity Code</u>
GEN DIGITAL INC - LIFELOCK	72205	10010608000	08/15/2025	08/19/2025	388.59	LIFELOCK WITH NORTH BENEFIT	102256-000 - PAYROLL DEDUCTIONS	
NEW WAVE CONSTRUCTION	72206	Refund: 2003659	08/19/2025	08/19/2025	204.99	Refund: 2003659 - NEW WAVE CONSTRUCTION	531311-000 - ACCOUNTS RECEIVABL	
UPPER CASE PRINTING INK.	72207	3475	08/07/2025	08/19/2025	226.50	BACK OF BILL PRINTING	104130-370 - PROFESSIONAL SERVI	
WINTER, LARRY	72208	TROOP 407 -REI	08/19/2025	08/19/2025	167.77	REIMBURSEMENT FOR ARBORETUM PROJECT	104510-381 - SANTA CLARA ARBORE	
XEROX FINANCIAL SERVICES	ACH081925	40773346	08/19/2025	08/19/2025	64.00	PW/POWER/PARKS	104410-825 - LEASE PAYMENTS	
XEROX FINANCIAL SERVICES	ACH081925	40773346	08/19/2025	08/19/2025	64.01	PW/POWER/PARKS	104510-825 - LEASE PAYMENTS	
XEROX FINANCIAL SERVICES	ACH081925	40773346	08/19/2025	08/19/2025	64.01	PW/POWER/PARKS	535310-825 - LEASE PAYMENTS	
					\$192.02			
					\$1,179.87			

Mayor

Rick Rosenberg

City Manager

Brock Jacobsen



City Council

Jarett Waite

Ben Shakespeare

Christa Hinton

David Pond

Janene Burton

CITY COUNCIL

Meeting Date: August 27, 2025

Agenda Item: 1

Applicant: Karen Shuman

Requested by: N/A

Subject: Constitution Week Proclamation

Description:

Discussion and action to consider approval of a Proclamation declaring September 17 through September 23, 2025, as Constitution Week. Requested by the Daughters of American Revolution.

Recommendation: Approval

Attachments: N/A

Cost: 0

Legal Approval: N/A

Finance Approval: N/A

Budget Approval: N/A

Proclamation

Constitution Week

September 17 through September 23, 2025

Whereas, September 17, 2025, marks the two hundred and thirty-seventh anniversary of the drafting of the Constitution of the United States of America by the Constitution Convention; and

Whereas, It is fitting and proper to accord official recognition to this magnificent document and its memorable anniversary; and to the patriotic celebrations which will commemorate the occasion; and

Whereas, Public Law 915 guarantees the issuing of a proclamation each year by the President of the United States of America designating September 17 through the 23 as Constitution Week, and

Now, Therefore, I, Rick Rosenberg, Mayor of the City of Santa Clara, Utah, by virtue of the authority vested in me as Mayor do hereby proclaim the week of September 17 through 23, 2025 as Constitution Week,

And ask our citizens to reaffirm the ideals of the Framers of the Constitution had in 1787 by vigilantly protecting the freedoms guaranteed to us through this guardian of our liberties, remembering that lost rights may never be regained.

In Witness Whereof, I have hereunto set my hand and caused the Seal of the City of Santa Clara to be affixed this 27th day of August of the year of our Lord two thousand and twenty-five.

Dated this 27th day of August, 2025.

Mayor: _____

Attest:_____

Mayor

Rick Rosenberg

City Manager

Brock Jacobsen



City Council

Jarett Waite

Ben Shakespeare

Christa Hinton

David Pond

Janene Burton

CITY COUNCIL

Meeting Date: August 27, 2025

Agenda Item: 2

Applicant: Cynthia Derrick

Requested by: Jim McNulty

Subject: Amended Site Plan Review

Description:

Cynthia Derrick is proposing to convert the existing single-family home located at 3003 Santa Clara Drive into retail space to be known as Indigo Fields Home & Antiques. The subject property is located in the Historic District Overlay/Mixed-Use Zone.

Recommendation: Approval

Attachments: N/A

Cost: N/A

Legal Approval: Yes

Finance Approval: N/A

Budget Approval: N/A



City of Santa Clara
2603 Santa Clara Drive
(435) 656-4690, Ext. 225
jmcnulty@sccity.org

Staff Report

Amended Site Plan Review Summary and Recommendation

Public Body: Santa Clara City Council

Meeting Date: August 27, 2025

Current Zone: Historic District Overlay/Mixed Use Zone

General Plan Designation: Neighborhood Commercial

Property Size: 0.75 acres

Property Location: 3003 Santa Clara Drive

Request: Amended Site Plan Review

Applicant Name: Cynthia Derrick

Staff Planner: Jim McNulty

City Staff Recommendation: Approve with conditions

Meeting Type: Public Meeting

PROJECT DESCRIPTION

The applicant, **Cynthia Derrick**, is proposing to convert the existing single-family home located at 3003 Santa Clara Drive into retail space to be known as **Indigo Fields Home & Antiques**. The subject property is 0.75 acres (32,670 sq. ft.) in size. The home is approximately 1,500 square feet in size, with approximately 1,000 square feet (main floor) to be utilized for business purposes. The applicant intends to clean up the home as needed to allow for the proposed commercial use of property.

This home is one of eight (8) homes on the **National Register of Historic Places in Santa Clara City**. The existing home is an example of the Utah Vernacular “Greek Revival” style home from approximately 1880 – 1910 (see Historic District Design Guidelines, page #6). A recent photo of this home is included in Exhibit C, page #44 of the Historic District design Guidelines

The **Heritage Commission review** was the first step in the overall process for the project. The Heritage Commission reviewed the project on July 17, 2025. The **Heritage Commission approved the Building Use/Site Layout** after careful review of the proposal and the recently adopted Historic District Design Guidelines. The next steps in the process include a public meeting with the Planning Commission and approval of the City Council before proceeding.

Chapter 17.74, Historic District/Mixed Use, requires a review of the site plan layout, as well as other necessary items as needed for a commercial project. Staff will further discuss the proposed project and requirements in the report.

SITE & VICINITY DESCRIPTION

The subject property is located at 3003 Santa Clara Drive. The property has frontage along Santa Clara Drive. An existing single-family home is located on the property. Existing single-family homes abut the east and west property lines.

ITEMS TO ADDRESS/SITE PLAN REVIEW

City staff has identified the following items that need to be addressed with the Site Plan Review:

1. **Site Plan Layout:** Vehicle access to the site will be provided off Santa Clara Drive. An existing driveway access is located along the east side of the building. The private driveway is 27' in width with an existing 3' sidewalk next to the building and will provide access to four (4) parking spaces, as well as an existing storage shed on the property. Pedestrian access to the building will be available off Santa Clara Drive (north). The footprint of the building will remain as it is (**see Site Plan**).
2. **Building Colors:** The applicant intends to preserve the home's original color palette and will ensure that any touch-ups or repainting is reviewed by the Heritage Commission. City staff recommends that the applicants review the **Color Matrix – Exhibit B**, in the Historic District Design Guidelines prior to discussing with the Heritage Commission at a future meeting.
3. **Project Landscaping:** The final landscape plan will be required to comply with **City Ordinance #24-02 (Water Efficient Landscaping & Conservation Standards)**. The applicant intends to keep the historical authenticity of the home intact. The applicant plans to incorporate pioneer-era ornamentals such as roses, lilacs, and hollyhocks in tasteful and visually appealing ways. Existing lawn areas will remain. The **two (2) Sycamore Trees** along the Santa Clara Drive property frontage will remain.
4. **Required Parking:** The project is required to have a minimum of 4 parking spaces for the proposed business as per Chapter 17.32. The Site Plan includes a **total of 4 parking spaces (including 1 required ADA space)** with two (2) spaces adjacent to the east side of the building, and two (2) parallel spaces along the eastern property line. Additionally, parking stops will be put in place for each parking space.
5. **ADA Ramp:** An ADA ramp is not required as the property is on the National Register of Historic Places.
6. **Project Signage:** Chapter 17.45 allows for signs in the Historic District. The applicant shared a proposed sign with the Heritage Commission on July 17, 2025. The applicant will be required to go to the Heritage Commission for review and approval of all project signage at a future meeting.

NEIGHBORHOOD RESPONSE

Public notices are not required for a Site Plan. The Planning Commission and City Council agendas were posted in multiple locations as per State Code. No comments have been received by City staff as of the writing of this report.

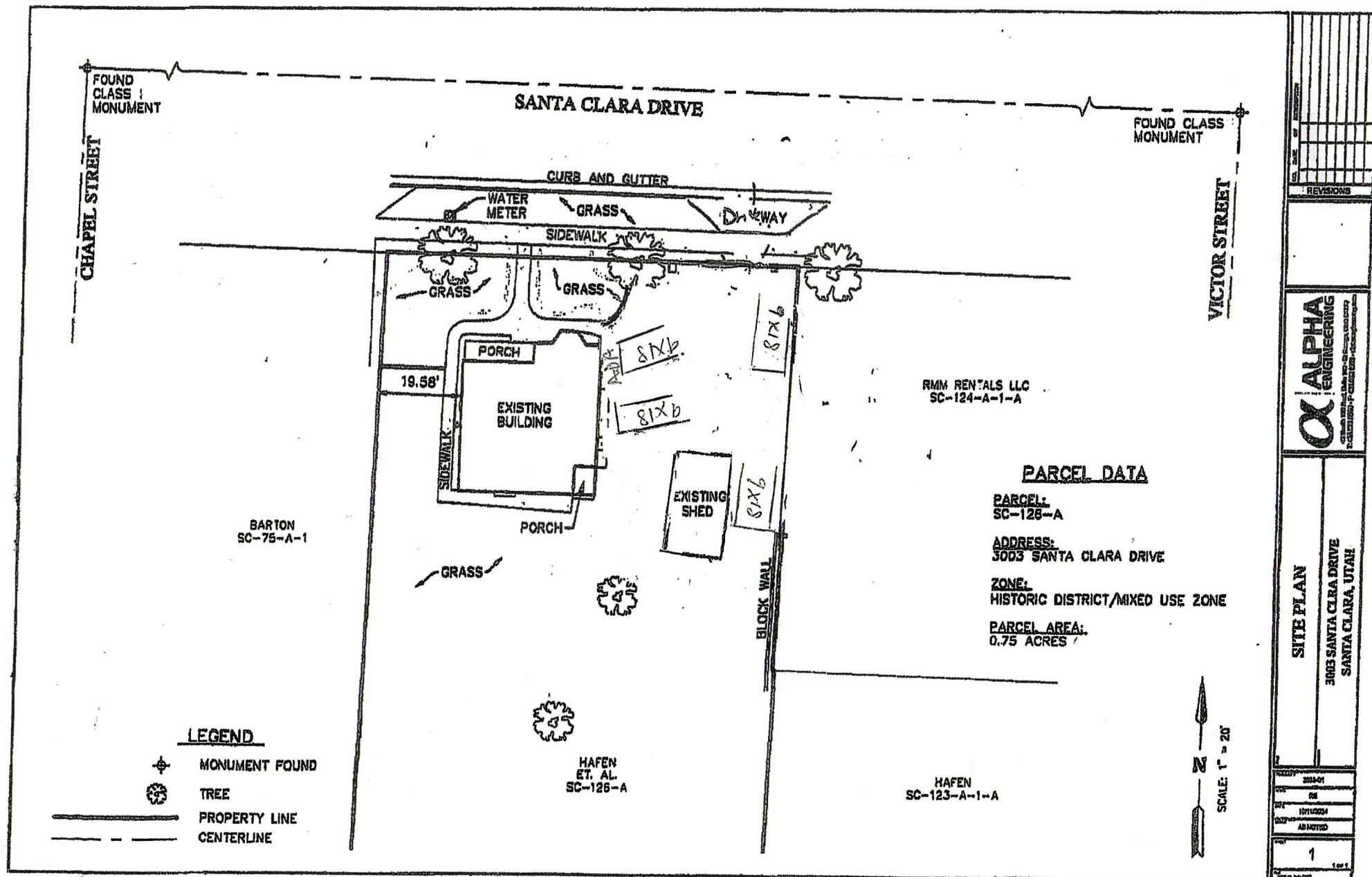
STATE CODE CONSIDERATIONS

Utah Code, Section 52-4-202, includes requirements for a Site Plan. The City must hold at least one public meeting to consider a Site Plan. The meeting agenda, date, time, and place of the meeting must be placed on the City website and in public locations at least 24 hours before the meeting. The City is also required to post on the State Public Notice website. City staff have determined that all State Code requirements have been met with this application.

CITY STAFF RECOMMENDATION

On August 14, 2025, the Planning Commission held a public meeting and forwarded a recommendation of Approval to the City Council. City staff recommends that the City Council consider granting Amended Site Plan Approval for retail space (**Indigo Fields Home & Antiques**) located at 3003 Santa Clara Drive subject to the following conditions:

1. That the applicant is required to comply with the recommendations from all city reviewing departments.
2. That the applicant is required to install site improvements which meet city standards.
3. That the project be built according to the approved Site Plan. That this includes but is not limited to all items listed in the staff report.
4. That the applicant reviews the Color Matrix – Exhibit B, in the Historic District Design Guidelines prior to discussing with the Heritage Commission at a future meeting.
5. That a minimum of 4 parking spaces (including 1 required ADA space) be provided for the site as per Chapter 17.32 of city code and the Historic District Design Guidelines.
6. That the landscaping is required to comply with City Ordinance #2024-02 (Water Efficient Landscaping & Conservation Standards). That the two (2) Sycamore Trees along the Santa Clara Drive property frontage remain.
7. That all project signage complies with Chapter 17.45 of city code. That the future signage be reviewed and approved by the Heritage Commission.
8. That the applicant be required to work with the Building Official to be compliant with all Building Code requirements.



**SANTA CLARA CITY HERITAGE COMMISSION
MEETING MINUTES
Santa Clara Town Hall Conference Room
2603 Santa Clara Drive
Thursday, July 17, 2025**

Present:

Commission Members: Mimi McKenna, Chair
Bob Lamoreaux
Mandi Gubler
Megan Smith
Tyson Hafen

Staff: Jim McNulty, Planning and Economic Development Director
Sherry Laier, Administrative Services

CALL TO ORDER

Mimi McKenna called the meeting to order at approximately 4:00 PM. The Heritage Commission welcomed new member, Tyson Hafen.

1. Approval of Minutes for April 17, 2025.

Mandi Gubler moved to APPROVE the minutes of April 17, 2025. Bob Lamoreaux seconded the motion. The motion passed with the unanimous consent of the Commission.

BUSINESS ITEMS

1. Proposed Indigo Fields Home & Antiques Store at 3003 Santa Clara Drive. Cynthia Derrick, applicant.

Mr. McNulty presented the Staff Report and stated that the applicant, Cynthia Derrick, is proposing to convert the existing single-family home located at 3003 Santa Clara Drive into retail space to be known as Indigo Fields Home & Antiques. The subject property is approximately 0.75 acres (32,670 sq. ft.) in size. The home is approximately 1,500 square feet in size, with approximately 1,000 square feet to be utilized for business purposes. This home is one of eight homes (8) on the National Register of Historic Places in Santa Clara City.

The Heritage Commission discussed the proposed conversion of a residential property to commercial use for home goods and antique shop. They reviewed various aspects including signage, parking, and exterior modifications. The Commission recommended approval of the building use and site plan, subject to certain conditions such as painting the front door white and installing appropriate signage.

Mandi Gubler moved to recommend APPROVAL of the proposed Indigo Fields Home & Antiques Store at 3003 Santa Clara Drive subject to the following:

- 1. That the project be completed as approved by the Heritage Commission, and that the Historic District Design Guidelines as summarized in the staff report be complied with.**
- 2. That the applicant comes back to the Heritage Commission if changes to any items as summarized in the staff report are proposed.**
- 3. That the applicant comes back to the Heritage Commission if any exterior touch-ups or repainting is needed.**
- 4. That the applicant provides more detail on the proposed signage for review and approval by the Heritage Commission later.**
- 5. That the Heritage Commission determines if any additional items are required by the applicant.**
- 6. That the applicant proceeds with the Amended Site Plan Review process with Planning Commission on August 14, 2025, and City Council on August 27, 2025.**

Megan Smith seconded the motion. The motion passed with the unanimous consent of the Commission.

The Commission discussed a future meeting about Tobler Park, which will involve collaboration between the City Manager, Mayor, and Parks Director. They agreed to visit the park in the coming weeks to review the proposed plans, noting that the project will be built in multiple phases due to budget constraints

2. Adjournment.

Bob Lamoreaux moved to ADJOURN. The motion passed with the unanimous consent of the Commission.

The Heritage Commission Meeting adjourned at 4:30 PM.

Approved: _____
Sherry Laier, Clerk



City of
SANTA CLARA
HISTORICAL SITE
HANS WALFEN HOUSE

5005



HERITAGE COMMISSION APPLICATION

**AS PROVIDED BY SANTA CLARA, UTAH, ZONING ORDINANCE CHAPTERS 17.74
AND 17.76**

The undersigned applicant(s) is/are the owner(s) of the following legally described property, or an authorized representative of owner(s): (Include Subdivision Name, Lot/Parcel Number, and Street Address):

Parcel: Sc-126-A

Address: 3003 Santa Clara Drive

Attach a site plan/plot plan, drawn to scale, of the property with the following details:

1. Show existing building(s), and their location on the lot with dimensions to property lines and each other.
2. Show any proposed building(s), additions, and their location on the lot with dimensions to property lines and each other.
3. Show the location of any existing or proposed accessory buildings on the property.
4. Show parking lot layout and points of ingress/egress if applicable.
5. Include any other pertinent information (**project narrative and photos of the home**).

Attach building plans/architectural drawings to scale after reviewing the **2024 Historic District Design Guidelines** document with the following details:

1. Proposed building elevations.
2. Proposed building materials and colors.
3. Other drawings (e.g., schematics, renderings, etc.).
4. Include additional information as per the **2024 Historic District Design Guidelines**.

The Heritage Commission acts as a Design Review Committee for new construction, remodeling, or new signs within the Santa Clara Historic District. Review your plans and be sure all details have been included before submitting your application. The Heritage Commission meets on the 3rd Thursday of the month as needed. Please submit your application a minimum of 10 days before the meeting date to allow for city staff review.


Signature Applicant(s)/Rep

3781 Windmill Drive Santa Clara, Utah
Address Applicant(s)/Rep

Cynthia Derrick
Printed Name of Applicant(s)/Rep

435-862-2376 / cyndi@indigofieldsdesign.com
Phone Number/Email

Section 1: Site History

The Hans George Hafen House stands as a living testament to the resilience, craftsmanship, and cultural legacy of Santa Clara's Swiss-Mormon pioneers. Built in the 1860s and later expanded with Victorian-era flair, the home's blend of adobe simplicity and elegant cross-wing architecture tells a story of adaptation, community, and heritage. Its walls carry the spirit of early settlers who brought Old World traditions to the Utah frontier, creating a tangible connection between past and present. Recognized on the National Register of Historic Places, the house is more than a preserved structure, it's a cultural anchor that enriches the identity of Santa Clara and invites curiosity about its origins.

That same spirit of legacy and character makes the Hafen House an ideal setting for a vintage and antique retail store. Every corner of the home, its weathered brick, original woodwork, and period features, offers a backdrop that complements and elevates curated collections of furniture, textiles, and heirloom goods. More than just a retail space, Indigo Fields will offer an immersive experience where visitors step into history while discovering timeless treasures. The authenticity of the house will enhance the retail environment and help create a meaningful, story-driven experience for shoppers.

Section 2: Landscape Design Intent

To enhance the exterior of the Hans George Hafen House with historically inspired charm, I plan to incorporate pioneer-era ornamentals such as roses, lilacs, and hollyhocks in tasteful and visually appealing ways. These classic flowers reflect the time period of the home and will be thoughtfully arranged to complement its architecture.

The goal is to blend the rustic simplicity of the original landscape with a refined, intentional aesthetic that enhances curb appeal while honoring the home's historic character. These enhancements will help create a welcoming atmosphere that connects the past with the present.

Section 11: Building Colors

I intend to preserve the home's original color palette and will ensure that any touch-ups or repainting are reviewed and approved by the Heritage Commission in accordance with established guidelines.

Section 13: Exterior Lighting

I intend to remove the existing interior modern light fixtures and replace them with vintage or historically appropriate reproductions that better reflect the period character and architectural integrity of the home.

Section 14: Signage

Store signage will clearly communicate the purpose of the business while remaining consistent with the historical character of the property. All signage will be designed to align with the home's architectural style, using appropriate materials, fonts, and colors. Final designs will be submitted to the Heritage Commission for review and approval to ensure full compliance with historical guidelines. (See attached photo at the end of the document.)

Section 15: Streetscape and Landscape Design

I am actively working to clean and restore both the front and back areas of the property. The landscaping plan includes planting flowers and greenery that reflect the time period of the home, helping to preserve its historical charm. I will continue to remove weeds and make improvements to the back of the property to enhance both its appearance and functionality.

Section 16: Parking

Each standard parking space measures 9 feet by 18 feet. In accordance with non-residential parking requirements, one space per 250 square feet of gross floor area, I have measured and accounted for a total of five parking spaces. Please see the attached detailed parking plan, with designated parking spaces highlighted in yellow.

Hafen Home Narrative – Indigo Fields

At Indigo Fields, my vision for the Hafen Home is to create a retail space that celebrates the rich history and charm of downtown Santa Clara. The store will reflect the aesthetic and spirit of the early 19th century, offering a curated shopping experience inspired by the design sensibilities of the time. My focus is on gently refreshing the property, cleaning up the yard and surrounding land, tidying the home's exterior, and make thoughtfully touching up. My goal is to honor the historical character of this beautiful home and contribute to Santa Clara's unique identity as a destination for vintage-inspired retail and meaningful community experiences.

Products and Events at Indigo Fields

Indigo Fields will feature a carefully curated selection of vintage treasures, including antique furniture, home and holiday décor, and timeless clothing and accessories. Each item is chosen to reflect the charm and character of a bygone era, bringing warmth and authenticity into modern homes.

To nurture a sense of community and celebrate the changing seasons, I will host a series of open-house style events throughout the year, ranging from spring and summer specials to fall favorites like Swiss Days and Witches Night Out, and a festive holiday showcase in winter.

I also participate in Vintage Market Days throughout Utah, where I'll share the spirit of Indigo Fields and help introduce more visitors to the unique charm of Santa Clara and its small business community.

Preservation Statement for the Hans Hafen House

As a direct descendant of early settlers to this region, I feel a deep personal and generational responsibility to preserve and honor the legacy of the Hans Hafen House. My children are the great-great-great grandchildren of Hans Hafen and Anna Maria Stucki. This home represents not only a piece of Santa Clara's rich pioneer heritage, but also a part of my family's living history.

With the opening of Indigo Fields Home & Antiques, I intend to thoughtfully repurpose the Hans Hafen House into a welcoming retail space that reflects its historic charm and significance. Every design decision, from the preservation of original architectural elements to the use of vintage-inspired decor, will be made with the utmost respect for the home's story and its place in our community.

This is more than a business venture for me, it is a way to ensure that the Hans Hafen House remains a vibrant and loved landmark for future generations, just as it has been for the generations that came before. I have lived in this community for over 30 years and raised my family here. Santa Clara is home, and it is an honor to play a part in preserving its legacy.





Indigo Fields

Home & Antiques

Mayor

Rick Rosenberg

City Manager

Brock Jacobsen



City Council

Jarett Waite

Ben Shakespeare

Christa Hinton

David Pond

Janene Burton

CITY COUNCIL

Meeting Date: August 27, 2025

Agenda Item: 3

Applicant: N/A

Requested by: Dustin Mouritsen

Subject: Western Corridor Alignment Study

Description:

Discussion and action following discussion on Statements of Qualifications from the interested engineering firms to approve the Western Corridor Alignment Study funded by the Washington County Council of Governments.

Rosenberg Engineering: \$139,800.00

Civil Science: \$149,600.00

Sunrise Engineering: \$156,000.00

Alpha Engineering: \$486,613.00

Recommendation: Approval

Attachments: N/A

Cost: 156000

Legal Approval: Yes

Finance Approval: Yes

Budget Approval: Yes

REQUEST FOR PROPOSAL (RFP)

Western Corridor Alignment and Constructability Study – City of Santa Clara, Utah

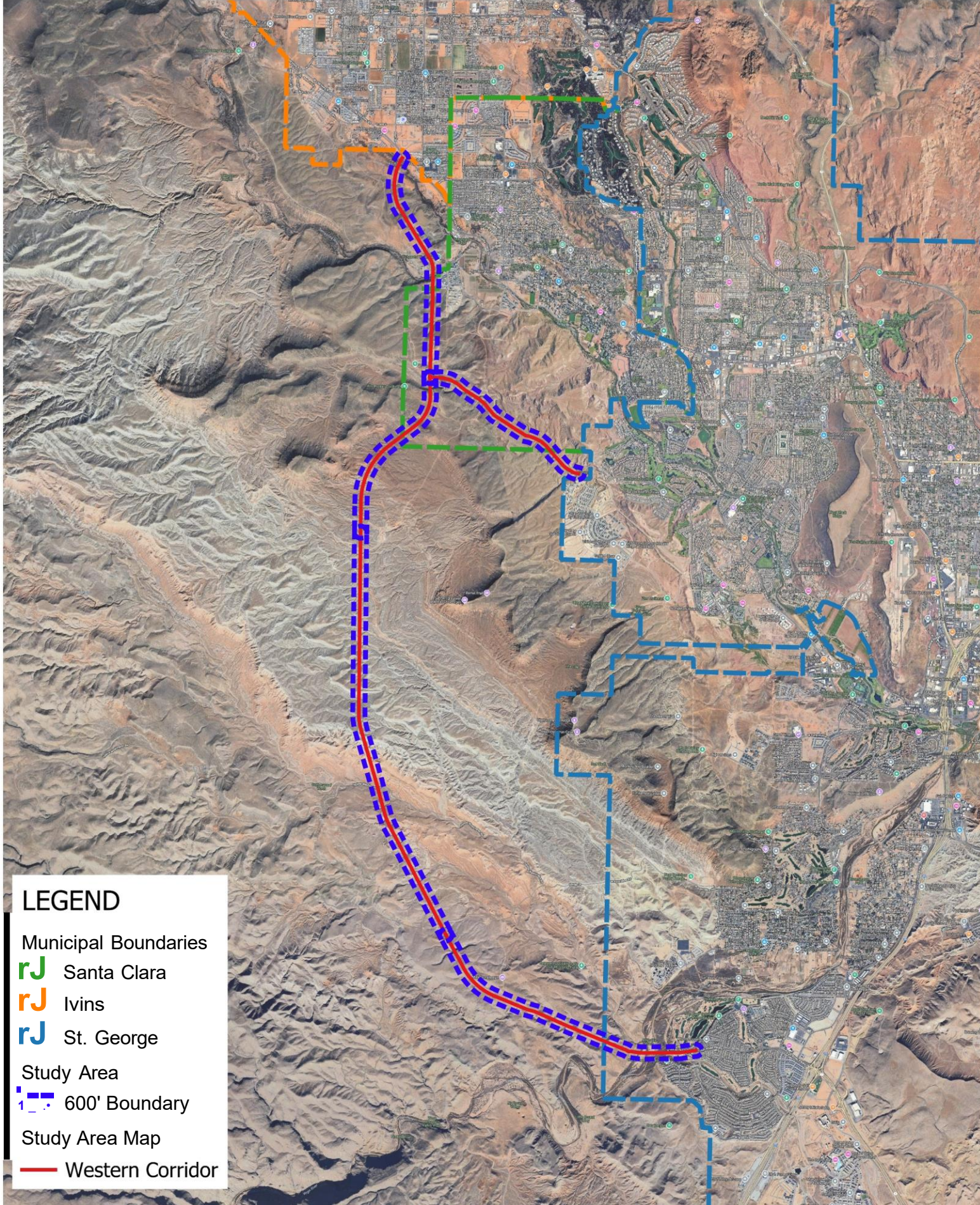
1. Introduction

The City of Santa Clara is soliciting proposals from qualified firms to conduct a Preferred Alignment and Constructability Study for the Western Corridor and Gap Canyon Parkway. This critical transportation corridor is envisioned to provide a north-south connection from Old Highway 91 near Red Mountain Boulevard to Sun River Parkway in St. George, with an extension along Gap Canyon Parkway to Sunbrook Drive. The purpose of this study is to identify a feasible and constructible preferred alignment that meets regional mobility needs while addressing environmental constraints, right-of-way acquisition, and engineering considerations. The findings will guide long-term planning, coordination with partnering agencies, and future project implementation and funding.

2. Project Background

The Western Corridor is planned to serve as a key north-south arterial along the west side of Santa Clara and St. George. It will enhance connectivity, support future development, and provide emergency and regional access. The total project construction cost was previously estimated to be \$76,577,000. The city has received funding for this study in the amount of \$156,000.

Each phase will include roadway cross-section development, preferred alignment evaluation, surveying/mapping, and preparation of SF-299 ROW applications and Plans of Development (PODs) for BLM coordination. Figure 1 below shows the proposed study area.




LEGEND


Municipal Boundaries

 Santa Clara

 Ivins

 St. George

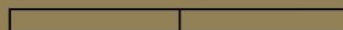
Study Area

 600' Boundary

Study Area Map

 Western Corridor

0 0.25 0.5 mi



3. Scope of Work

The consultant will be responsible for delivering the following scope of services. Each task shall be clearly documented with deliverables and assumptions.

Task 1 – Preferred Alignment Evaluation and Constructability

The consultant shall evaluate and refine the preferred alignment for the Western Corridor and Gap Canyon Parkway, incorporating feedback from key stakeholders and ensuring constructability based on terrain, access, and infrastructure constraints. This task includes the following subtasks:

- Agency Coordination: Facilitate regular coordination with UDOT Region 4, the BLM St. George Field Office, and local municipalities to ensure alignment recommendations are consistent with long-term transportation plans, environmental access requirements, and regional development objectives.
- Cross-Section Selection: Recommend a preferred roadway cross-section based on projected traffic volumes (developed under a separate task), roadway classification (principal arterial), and future travel demand. Include accommodation for shoulders, drainage, multimodal use (if applicable), and turn lanes.
- Conceptual Design Development: Prepare a 10% conceptual design of the preferred alignment, including:
 - Horizontal alignment geometry (centerline and edge of pavement)
 - Approximate ROW width and property impacts
 - Critical vertical profiles and slope transitions
 - Intersection concepts at major junctions
- Constructability Review: Evaluate constructability based on:
 - Topography and slope analysis
 - Proximity to sensitive environmental features
 - Access and staging limitations
 - Bridge or culvert locations
- Refinement of Alignment: Based on constructability findings and stakeholder feedback, refine the alignment to minimize impacts and optimize construction feasibility.
- Earthwork Estimates: Perform high-level cut and fill volume calculations using available terrain data. Identify major grading challenges or retaining wall needs.
- Preliminary Cost Estimation: Provide planning-level construction cost estimates and right-of-way acquisition costs based on conceptual design and unit pricing

benchmarks. Break estimates into major components (grading, pavement, structures, ROW, drainage, etc.) and by corridor segment if applicable.

Task 2 – Survey and Base Mapping

- Conduct drone based aerial LiDAR mapping for 3D topographic survey (1-foot contours minimum, 600 ft width centered on preferred alignment).
- Conduct high-resolution drone-based photogrammetry for ortho-mosaic background imagery. (2" pixel resolution or better).
- Perform supplemental ground survey at complex terrain and infrastructure locations along corridor routes as needed.
- Compile GIS parcel and ROW data from the County Recorder and title sources and provide tract maps for the intended corridor.
- Identify and map utilities (SUE records, utility contacts, visible markers).
- Delineate natural and cultural constraints using FEMA flood data, slope maps, wetlands layers, and BLM environmental data.
- Deliver CAD files with 3D TIN surface and high-resolution background imagery for conceptual roadway design.

Task 3 – SF-299 Application and Plan of Development (POD)

- Coordinate with BLM (St. George Field Office) to define SF-299 and POD submission needs.
- Complete SF-299 forms for all BLM parcels intersected by the alignment.
- Prepare POD with purpose, plan views, erosion control, phasing, environmental strategies, and construction access.
- Deliver draft and final submissions and attend BLM coordination meetings.

4. Deliverables

- Recommended roadway cross-section
- Preferred alignment plan set (10% design)
- Cost estimates for construction and ROW
- Survey and base maps in CAD and GIS formats
- SF-299 applications and finalized POD
- Meeting notes and coordination summaries
- [Insert Number] printed reports and digital copies in PDF format

5. Proposal Submission Instructions

All proposals must be submitted by 5:00 P.M. July 31, 2025. Submissions should be delivered to:

[Dustin Mouritsen Santa Clara City Public Works Director]
[2603 Santa Clara Drive Santa Clara Utah, 84765
[Dmouritsen@santaclarautah.gov

Questions must be submitted by July 21, 2025] to Dmouritsen@santaclarautah.gov. Responses will be shared by July 25, 2025.

6. Proposal Format Requirements

Proposals should not exceed 5 pages, not including appendices. All proposals must include:

1. Cover Letter
2. Project Understanding and Methodology
3. Scope of Work and Approach
4. Project Team and Experience
5. Similar Project Examples
6. Fee Proposal (separate attachment)
7. References and Required Certifications

8. Evaluation Criteria

Proposals will be evaluated by a selection committee based on the following weighted criteria. Firms are encouraged to provide clear, concise, and complete information relevant to each criterion.

Criteria	Weight
Project Understanding & Approach	35%
Relevant Experience & Qualifications	20%
Key Personnel & Roles	15%
Proposed Scope & Methodology	15%
Project Schedule & Availability	10%
Familiarity with UDOT/BLM Coordination	5%

The top-ranked firms may be invited to participate in an interview or provide additional clarification prior to contract award.

9. Terms & Conditions

- The City of Santa Clara reserves the right to reject any or all proposals.
- The selected consultant must comply with all local, state, and federal regulations
- All submitted proposals become the property of the City of Santa Clara.
- By submitting a proposal, the respondent acknowledges that it has reviewed the RFP requirements and agrees to the conditions outlined herein.

We look forward to receiving your proposal and working together.

6 FEE PROPOSAL

Rosenberg Associates will be responsible for delivering the following scope of services:

TASK 1 - PREFERRED ALIGNMENT EVALUATION AND CONSTRUCTABILITY: Rosenberg Associates will evaluate and refine the preferred alignment for the Western Corridor and Gap Canyon Parkway, incorporating feedback from key stakeholders and ensuring constructability based on terrain, access, and infrastructure constraints. This task includes the following subtasks: **\$88,840**

1.1 - Agency Coordination: Facilitate regular coordination with UDOT Region 4, the BLM St. George Field Office, and local municipalities to ensure alignment recommendations are consistent with long-term transportation plans, environmental access requirements, and regional development objectives. **\$24,800**

Principal Engineer 1 - Jared B	40 hours	\$185 =	\$7,400
Project Engineer 1 - Garrett F	80 hours	\$145 =	\$11,600
Project Engineer 1 - Wes P	40 hours	\$145 =	\$5,800

1.2 - Cross-Section Selection: Recommend a preferred roadway cross-section based on projected traffic volumes (developed under a separate task), roadway classification (principal arterial), and future travel demand. Include accommodation for shoulders, drainage, multimodal use (if applicable), and turn lanes. **\$3,060**

Principal Engineer 1 - Jared B	4 hours	\$185 =	\$740
Project Engineer 1 - Garrett F	16 hours	\$145 =	\$2,320

1.3 - Conceptual Design Development: Prepare a 10% conceptual design of the preferred alignment, including: **\$19,200**

- Horizontal alignment geometry (centerline and edge of pavement)
- Approximate ROW width and property impacts
- Critical vertical profiles and slope transitions
- Intersection concepts at major junctions

Principal Engineer 1 - Jared B	16 hours	\$185 =	\$2,960
Project Engineer 1 - Garrett F	64 hours	\$145 =	\$9,280
Project Engineer 1 - Wes P	48 hours	\$145 =	\$6,960

1.4 - Constructability Review: Evaluate constructability based on: **\$10,760**

- Topography and slope analysis
- Proximity to sensitive environmental features
- Access and staging limitations
- Bridge or culvert locations

Principal Engineer 1 - Jared B	8 hours	\$185 =	\$1,480
Project Engineer 1 - Garrett F	40 hours	\$145 =	\$5,800
Project Engineer 1 - Wes P	24 hours	\$145 =	\$3,480

1.5 - Refinement of Alignment: Based on constructability findings and stakeholder feedback, refine the alignment to minimize impacts and optimize construction feasibility. **\$18,360**

Principal Engineer 1 - Jared B	16 hours	\$185 =	\$2,960
Project Engineer 1 - Garrett F	56 hours	\$145 =	\$8,120
Project Engineer 1 - Wes P	40 hours	\$145 =	\$5,800
Geotechnical Engineer - Dave B	8 hours	\$185 =	\$1,480

1.6 - Earthwork Estimates: Perform high-level cut and fill volume calculations using available terrain data. Identify major grading challenges or retaining wall needs. **\$4,220**

Principal Engineer 1 - Jared B	4 hours	\$185 =	\$740
Project Engineer 1 - Garrett F	24 hours	\$145 =	\$3,480

1.7 - Preliminary Cost Evaluation: Provide planning-level construction cost estimates and right-of-way acquisition costs based on conceptual design and unit pricing benchmarks. Break estimates into major components (grading, pavement, structures, ROW, drainage, etc.) and by corridor segment if applicable. \$8,440

Principal Engineer 1 - Jared B	8 hours	\$185 =	\$1,480
Project Engineer 1 - Garrett F	24 hours	\$145 =	\$3,480
Project Engineer 1 - Wes P	24 hours	\$145 =	\$3,480

TASK 2 - SURVEY AND BASE MAPPING: Provide the following:

\$22,520

- Conduct drone based aerial LiDAR mapping for 3D topographic survey (1-foot contours minimum, 600 ft width centered on preferred alignment).
- Conduct high-resolution drone-based photogrammetry for ortho-mosaic background imagery. (2" pixel
- Perform supplemental ground survey at complex terrain and infrastructure locations along corridor routes as
- Compile GIS parcel and ROW data from the County Recorder and title sources and provide tract maps for the intended corridor.
- Identify and map utilities (SUE records, utility contacts, visible markers).
- Delineate natural and cultural constraints using FEMA flood data, slope maps, wetlands layers, and BLM
- Deliver CAD files with 3D TIN surface and high-resolution background imagery for conceptual roadway design.

Principal Engineer 1 - Jared B	8 hours	\$185 =	\$1,480
Project Engineer 1 - Garrett F	32 hours	\$145 =	\$4,640
Project Engineer 1 - Wes P	16 hours	\$145 =	\$2,320
Geotechnical Engineer - Dave B	16 hours	\$185 =	\$2,960
Land Surveyor 3 - Brandon A	16 hours	\$185 =	\$2,960
Land Surveyor 1	16 hours	\$135 =	\$2,160
Survey Crew 2-Man	24 hours	\$185 =	\$4,440
Survey Crew Drone	8 hours	\$195 =	\$1,560

TASK 3 - SF-299 APPLICATION AND PLAN OF DEVELOPMENT (POD): Provide the following:

\$28,440

- Coordinate with BLM (St. George Field Office) to define SF-299 and POD submission needs.
- Complete SF-299 forms for all BLM parcels intersected by the alignment.
- Prepare POD with purpose, plan views, erosion control, phasing, environmental strategies, and construction access.
- Deliver draft and final submissions and attend BLM coordination meetings.

Principal Engineer 1 - Jared B	8 hours	\$185 =	\$1,480
Project Engineer 1 - Garrett F	40 hours	\$145 =	\$5,800
Project Engineer 1 - Wes P	40 hours	\$145 =	\$5,800
Biological Consultant	32 hours	\$240 =	\$7,680
Archaeological Consultant	32 hours	\$240 =	\$7,680

PROJECT TOTAL

\$139,800

PROJECT DELIVERABLES: Project deliverables will include the following:

- | | |
|---|--|
| ■ Recommended roadway cross-section | ■ SF-299 applications and finalized POD |
| ■ Preferred alignment plan set (10% design) | ■ Meeting notes and coordination summaries |
| ■ Cost estimates for construction and ROW | ■ Printed reports and digital copies in PDF format |
| ■ Survey and base maps in CAD and GIS formats | |

Western Corridor Alignment Study Cost Estimate

Fees Summary

Phase/Task	Work Task Description	Budget/Fee	*Fee Type
0001	Phase 1 & 2		
001	Survey	\$48,000	Lump Sum
002	Alignment Study Design	\$72,000	Lump Sum
003	SF-299 ROW Application & POD	\$36,000	Lump Sum
Total Budget/Fee		\$156,000	Lump Sum

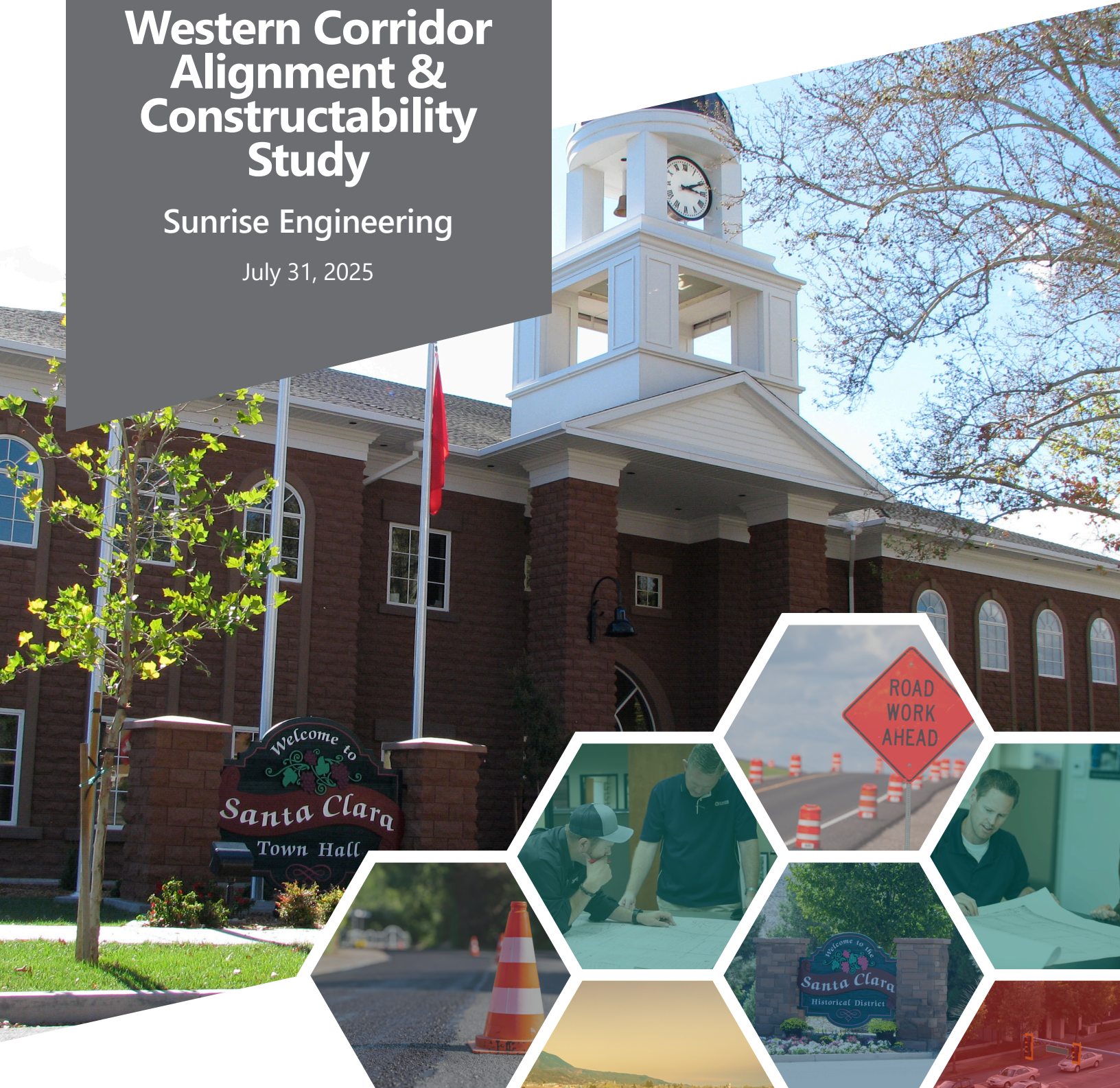
*Lump Sum = Fixed Fee; T&M = Time & Materials; NTE = Not to Exceed

SANTA CLARA, UTAH

Western Corridor Alignment & Constructability Study

Sunrise Engineering

July 31, 2025





11 North 300 West, Washington, Utah 84780
TEL 435.652.8416

July 31, 2025

Dustin Mouritsen, Public Works Director
Santa Clara City
2603 Santa Clara Drive
Santa Clara, Utah 84765

RE: Western Corridor Alignment and Constructability Study

Dear Mr. Mouritsen,

Sunrise Engineering is pleased to submit this proposal in response to the City of Santa Clara's Request for Proposal for the Western Corridor Alignment and Constructability Study. We recognize the importance of this transportation corridor in improving connectivity, supporting planned development, and enhancing regional access for both Santa Clara and St. George.

For many years, Sunrise Engineering has proudly served the City of Santa Clara, contributing to various engineering and infrastructure projects within the community. Our team has developed a strong working relationship with city staff and a detailed understanding of the unique geographical, environmental, and planning considerations that define development in this region. We are already familiar with the long-term vision for the Western Corridor, including its proposed north-south connection from Old Highway 91 to Sun River Parkway, and the Gap Canyon Parkway extension. This established working knowledge and local insight position us to efficiently address the specific requirements of this study.

Sunrise Engineering has a long-standing involvement with the Western Corridor project, having previously developed preliminary alignments, including the one referenced in this proposal's scope. Our prior work included initial assessments of potential environmental concerns, areas requiring bridges or significant earthwork (cuts and fills), steep slopes, and the presence of endangered species. This extensive background provides us with a considerable head start, enabling us to efficiently proceed with the refined corridor design necessary for the 30% design phase. We also possess existing cost estimates and a substantial amount of project-specific background information.

The team assigned to this project possesses the necessary expertise in civil engineering, surveying, environmental assessment, and land use coordination to deliver a thorough and actionable study within the allocated funding. Our transportation expert, with 20 years of experience working at UDOT, will support the alignment's integration of UDOT standards and preferences. Our objective is to provide the City with a well-researched and feasible preferred alignment that meets regional mobility needs while effectively navigating environmental, right-of-way, and engineering considerations. This will arm the City with the strategic information required to present a well-defined and buildable project to UDOT, facilitating the engagement of political leaders and securing the necessary buy-in to move this vital corridor project forward.

Thank you for the opportunity to propose on this important project. We are prepared to bring our deep familiarity with Santa Clara City and our relevant engineering expertise to contribute to the successful advancement of the Western Corridor.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nathan Wallentine", is written over a light blue horizontal line.

Nathan Wallentine
Project Manager

Project Understanding and Methodology

Sunrise recognizes that the City of Santa Clara is seeking to advance a Preferred Alignment and Constructability Study for the Western Corridor and Gap Canyon Parkway—an essential north-south transportation corridor envisioned to connect Old Highway 91 near Red Mountain Boulevard to Sun River Parkway in St. George, with a future extension along Gap Canyon Parkway to Sunbrook Drive. This corridor is a key component in addressing long-term regional mobility needs while navigating complex environmental, right-of-way, and engineering challenges.

The primary goal of this study is to identify a feasible, constructible preferred alignment that is ready to move into 30% design. The results will inform strategic planning efforts, streamline coordination with partner agencies, and lay the groundwork for future project delivery.

The City of Santa Clara has secured funding through the Dixie Metropolitan Planning Organization (DMPO) for 30% design of the portion of the Western Corridor located within city boundaries, with funding available starting October 2025. This study is a critical first step in refining the preferred alignment now, ensuring that design on the City's portion can begin immediately when funding becomes available, without delays.

Sunrise will initiate the study with a comprehensive aerial LiDAR survey of the entire Western Corridor and Gap Canyon Parkway using drone-based technology. The topographic survey will deliver 1-foot contours within a 600-foot-wide corridor centered on the anticipated alignment.

Following data collection, Sunrise will develop a detailed surface model with parcel mapping and begin alignment refinement using Civil 3D. Typical cross sections will be created based on traffic volumes. The typical cross-section will be used to create a road alignment along the proposed route. The road alignment will show areas that need earthwork cuts and fills. Our engineering team will work to balance earthwork (cuts and fills) to create a corridor that is both constructible and cost-effective. The alignment may reveal areas in the proposed alignment that don't fit within the 600' surveyed area. These areas will be used to inform the 30% plan on potential changes needed outside of the planned survey area.

Our process will address environmental and engineering constraints. We will engage key stakeholders to refine design elements. Key stakeholders include the Utah Department of Transportation (UDOT), Bureau of Land Management (BLM), and the City of St. George. All this data will be utilized to develop a 10% conceptual design of the preferred alignment. Sunrise will prepare an Engineer's Opinion of Probable Cost based on the 10% conceptual design.

As part of the study, Sunrise will also prepare and submit an SF-299 application and a Plan of Development (POD) to BLM. The intent of preparing and submitting these documents during this effort is to initiate BLM's review so they can provide their checklist requirements—again, reducing workload and accelerating progress during the 30% design stage.

By advancing these tasks now, Sunrise is helping the City of Santa Clara save both time and resources—clearing a direct path toward implementation once DMPO funding becomes active.

Scope of Work and Approach

Upon contract execution, Sunrise will initiate the project with survey and base mapping activities to support the development of a 10% conceptual design for the Western Corridor and Gap Canyon Parkway.

Task 1: Preferred Alignment Evaluation and Constructability

Sunrise will refine the preferred alignment for the corridor and develop a 10% conceptual design. This alignment will incorporate stakeholder input and be evaluated for constructability based on topography, infrastructure, and environmental constraints.

- **Agency Coordination:** Sunrise will lead regular coordination meetings with UDOT Region 4, the BLM St. George Field Office, and local jurisdictions to ensure design recommendations align with regional transportation plans, environmental access guidelines, and development goals.

- **Cross-Section Selection:** We will recommend a typical roadway cross-section based on projected traffic volumes (provided under a separate task), anticipated roadway classification (principal arterial), and future multimodal needs. The design will consider shoulders, drainage, turn lanes, and potential accommodation for active transportation.
- **Conceptual Design Development:** A high-level grading analysis will be performed to estimate cut and fill volumes, identify areas requiring major grading or retaining walls, and assess slope feasibility. The conceptual design will include:
 - Horizontal geometry (centerline and edges of pavement)
 - Approximate ROW widths and potential property impacts
 - Critical vertical profiles and slope transitions
 - Conceptual intersection layouts at key junctions

- **Constructability Review:** Sunrise will provide a constructability review by people experienced in the construction of similar projects to evaluate:
 - Topography and slope analysis: review slopes and topography for constructability, stability, and sustainability.
 - Proximity to sensitive environmental features: Review the alignment for proximity to known sensitive environmental features and against the BLM checklist if available for this effort.
 - Access and staging limitations: Construction access and staging will be critical to getting the project constructed within the environmental constraints of the area through which this project will traverse.
 - Bridge or culvert locations: The location of proposed structures, bridges, culverts, or retaining structures will impact grading, slopes, access, and constructability.
- **Refinement of Alignment:** Based on this analysis and stakeholder feedback, we will refine the alignment to reduce impacts and improve feasibility.
- **Earthwork Estimates:** We will perform high-level cut and fill volume calculations to identify major grading challenges or structure needs.
- **Preliminary Cost Estimation:** Following completion of the conceptual design, Sunrise will prepare planning-level cost estimates, including preliminary right-of-way acquisition estimates. Costs will be organized by major construction components and corridor segments. Estimates will be provided at a corridor segment level to aid future phasing and budgeting.

Task 2: Survey and Base Mapping

- Conduct drone-based aerial LiDAR mapping for 3D topographic survey (1-foot contours minimum, 600-foot width centered on preferred alignment).
- Conduct high-resolution drone-based photogrammetry for ortho-mosaic background imagery. (2" pixel resolution or better).
- Perform supplemental ground survey at complex terrain and infrastructure locations along corridor routes as needed.
- Compile GIS parcel and ROW data from the county recorder and title sources and provide tract maps for the intended corridor.
- Identify and map utilities (SUE records, utility contacts, visible markers).
- Delineate natural/cultural constraints using FEMA flood data, slope maps, wetlands layers, and BLM environmental data.
- Deliver CAD files with 3D TIN surface and high-resolution background imagery for conceptual roadway design.



Task 3: BLM Coordination – SF-299 Application & Plan of Development (POD)

To initiate federal coordination, Sunrise will prepare and submit the required SF-299 application and Plan of Development (POD) for all BLM-managed parcels intersected by the alignment. This will include:

- Coordinating with the BLM St. George Field Office to confirm application requirements
- Completing and submitting the SF-299 application
- Developing the POD, including project purpose, plan views, erosion control measures, construction phasing, environmental protection strategies, and access planning
- Delivering draft and final submittals
- Participating in BLM coordination meetings to support review

This early coordination with BLM will streamline future permitting and environmental review processes.



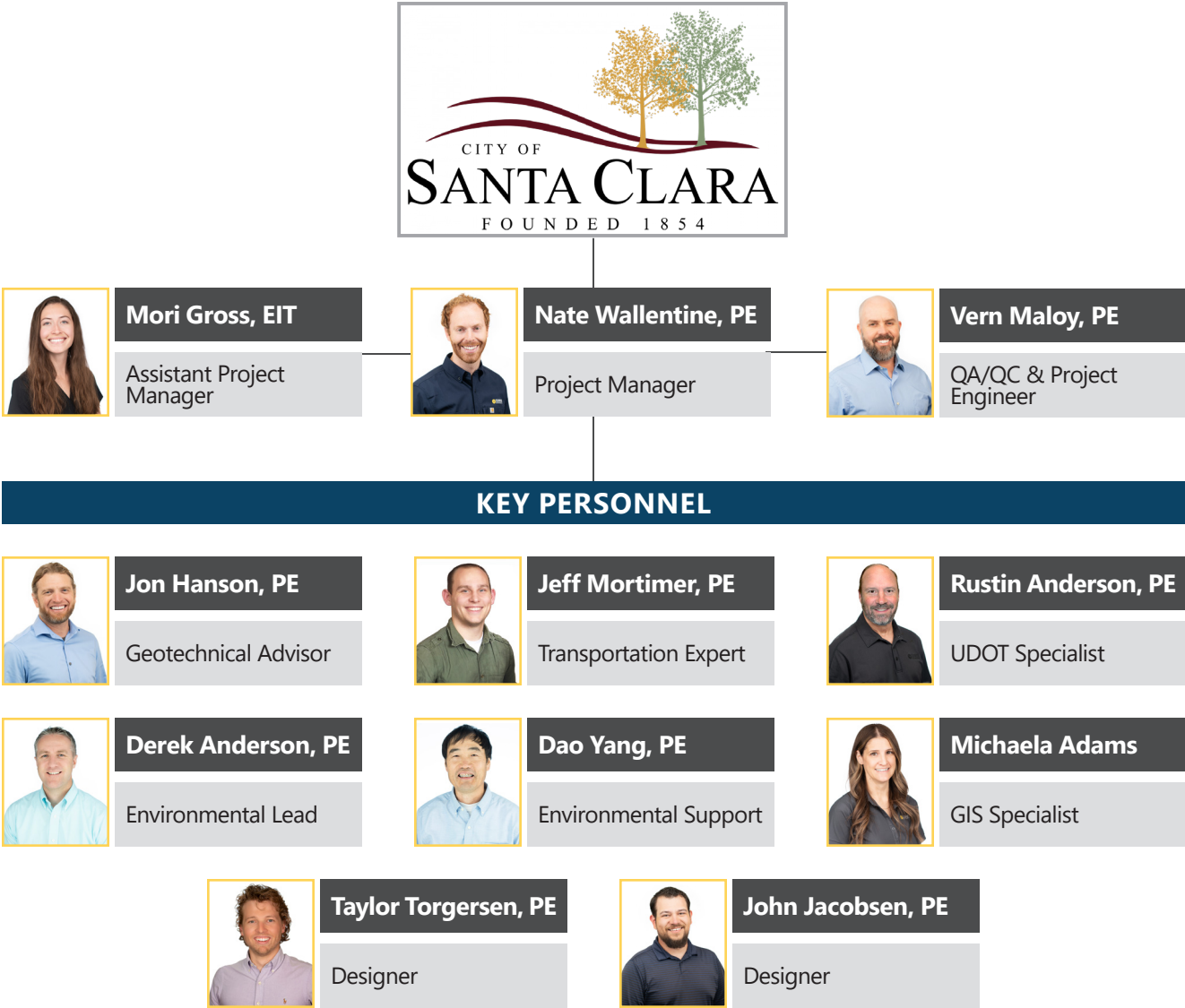
Project Timing and Commitment

Sunrise is committed to completing as much of this scope as possible in advance of the anticipated DMPO funding release in October 2025. Our goal is to deliver a refined, constructible alignment and supporting documentation so that design efforts can proceed immediately upon receipt of DMPO funding, and selection of a 30% design consultant, without delay or duplication of work.

Project Team and Experience

At Sunrise, we understand that when you select a firm, you are selecting people – people that you will be working with side by side for years to come. Effective teams don’t happen randomly; they are built through years of working together and are founded on responsiveness, respect, discipline, leadership and working towards the common goal. Our Sunrise team presented below represents these characteristics and has a proven track record of working together and with our clients to deliver successful projects and create lasting relationships.

We offer the personal responsiveness and commitment of a small town firm, coupled with the experience, bandwidth and horsepower of a regional leader. Our team will be led by Nathan Wallentine as our Project Manager. He will coordinate and orchestrate the work performed by our team members shown in the organizational chart below.



Project Schedule

PROJECT SCHEDULE & TIMELINE August 2025 - June 2026		
TASK	START DATE	FINISH DATE
Project Kick Off Meeting	Aug 7, 2025	Aug 7, 2025
Topographic Survey	Aug 8, 2025	Sept 5, 2025
Prepare Conceptual Alignment	Sept 8, 2025	Sept 29, 2025
10% Planning Design	Sept 30, 2025	Oct 28, 2025
Deliver Alignment for 30% Design	Oct 29, 2025	Oct 29, 2025
Prepare POD Documents	Oct 29, 2025	Dec 30, 2025
Prepare SF299 Documents	Oct 29, 2025	Dec 30, 2025
Project Completion	Dec 31, 2025	


PROJECT SCHEDULE & TIMELINE August 2025 - December 2025					
TASK	2025				
	Aug	Sep	Oct	Nov	Dec
Project Kick Off Meeting					
Topographic Survey					
Prepare Conceptual Alignment					
10% Planning Design					
Deliver Alignment for 30% Design					
Prepare POD Documents					
Prepare SF299 Documents					
Project Completion					

Similar Project Examples


ZION CORRIDOR TRAIL | Washington County, UT

Washington County plans to construct approximately 16 miles of 12-foot paved multi-use trail from LaVerkin to Springdale, known as the Zion Corridor Trail. The project includes a structure crossing at SR-9, several bridges and boardwalk structures, intersections with numerous paved roads and driveways, multiple retaining walls, and safety railings.

To address the steep slopes of the LaVerkin Bench, our team used 3D modeling software to explore multiple alignment options and refine the design to meet project criteria before beginning environmental work. In one area, we shifted the alignment by more than 500 feet to meet those criteria and ensure the selected route would be feasible to build. We coordinated closely with UDOT to fit the trail within their right-of-way and satisfy agency standards. We also identified and planned for bridges or box culverts at low water crossings to improve safety and durability.



3000 EAST WIDENING & DRAINAGE IMPROVEMENTS | St. George, UT



The growing City of St. George needed to perform reconstruction and widening of 3000 East from 1580 South to 2590 South (1.25 miles). This project also incorporated a major storm drain component to implement a portion of the City’s drainage master plan and mitigate existing drainage problems in the area, which included 2,700 feet of dual 54” and 72” RGRCP storm drain pipe. The project also included a landscaped multiuse path and 1,400 feet of new 36” irrigation pipe. Our project team worked with the City to provide a conceptual layout of the project and then prepare construction drawings. Due to the road widening, our team assisted the City with preparing legal descriptions and exhibits for the new right-of-way required to accomplish the project. The project was implemented in Phases where our team provided construction administration and observation services.


MAIN STREET ROADWAY IMPROVEMENTS & FLOOD MITIGATION | Washington City, UT

The intent of this project was to widen the road from 400 North to Telegraph Road, including adding curb, gutter, and sidewalk to help control drainage as well as introduce an inverted roadway crown to collect storm water and convey it into downstream receiving facilities. The project included utility replacements for domestic water, sewer, both gravity and pressurized irrigation, telecommunications, and power. A high profile project with significant public interest, the City and Sunrise worked through a series of public meetings and City Council discussions to seek the best solutions for the community. Sunrise’s role in the project included concept planning, public participation, budget forecasting, survey, detailed design, bidding, and construction administration and observation.

Completed on a tight timeline, the objective of the work was to have the improvements installed before the summer, 2020, monsoon season. Within one week after having completed the project, a historic storm event arrived in the area. The improvements functioned flawlessly and were witnessed by skeptic, curious, and interested rain-soaked spectators.



LAVERKIN ROADWAY REPLACEMENT | LaVerkin, UT



This project included the reconstruction of 100 South from SR-9 to Main St. (Approx. ¼ mile of roadway). Reconstruction included installation of curb, gutter, and sidewalk as well as new water, irrigation, storm drain, and sewer utilities. The existing road was older and had a number of existing utilities, irrigation ditches, and private property conflicts that had to be mitigated/overcome in order to reconstruct the road properly. Additional ROW was purchased for this project and the project included property owner coordination and adjusting design elements to accommodate agreements made during ROW acquisition.

Additional Sunrise Roadway Projects	
PROJECT NAME	CLIENT
Airport Road	Lincoln County, NV
Merrill Road	Washington City, UT
Snow Park Frontage Road	St. George, UT
US-89; Paria River to Old Paria	UDOT
Telegraph Road Phase III	Washington City, UT
SR-56 (200 North) & Cove Drive (MP 59.84)	UDOT
SR-56; Airport Road to Main Street & SR-130	UDOT
UDOT SR-143 & SR-274; Near Parowan	UDOT
SR-18; St George Boulevard to Sunset Boulevard	UDOT
UDOT I-15; Exit 16 Interchange, Phase 1	UDOT
I-15; MP 22 to MP 28, Additional Northbound Climbing Lane	UDOT
UDOT Region 4 Culvert Program, Phase 6	UDOT
Middleton Drive Widening & Signal	UDOT
UDOT SR-212; Telegraph Road	UDOT
UDOT Southern Corridor Construction Management	UDOT
UDOT Washington Main Street Construction Management	UDOT

References			
Washington County Leslie Fonger Development Manager leslie@greaterzion.com 435.301.7407	City of St. George Jay Sandberg, PE City Engineer jay.sandberg@sgcity.org 435.627.4122	Washington City Lester Dalton Assistant Public Works Dir. ldalton@washingtoncity.org 435.656.6318	LaVerkin City Derek Imlay Director of Operations derek.imlay@laverkin.gov 435.467.7015

APPENDIX A | RESUMES



Nate Wallentine, PE

Project Manager



EDUCATION

BS - Civil Engineering, Utah State University
MS - Civil & Environmental Engineering, Utah State University

REGISTRATIONS

Professional Engineer
Utah #12338863
Nevada #030290

YEARS IN PROFESSION

7; 7 with Sunrise

Nate has experience performing review, planning, design and construction of numerous municipal engineering projects, including serving as a contracted city or district engineer. Throughout this experience, Nate has gained significant knowledge regarding the day-to-day operations and technical issues experienced by municipalities and improvement districts. Nate also has extensive experience in planning, design, and construction of community parks and recreation facilities, in completing facility planning studies, and implementing water improvements projects. Many of his projects have required acquisition and management of public funding packages and coordination with federal and state governmental agencies. Nate has excellent communication and interpersonal skills, which has helped ensure success with his projects.

TRANSPORTATION EXPERIENCE

- Ivins 200 E & 600 W Gap Fill Projects
- LaVerkin Roads Improvement Project
- LaVerkin Hildale Safe Routes to School
- Lincoln County Airport Road Phase I
- Red Hawk Road, Curb, and Gutter Design
- Washington City Main Street Project
- Washington City Merrill Road Project
- South Nicholas Peak Road Cul-De-Sac

CITY OF SANTA CLARA EXPERIENCE

- Santa Clara Stormwater Master Plan
- Santa Clara Wastewater Master Plan
- Santa Clara Culinary Water Master Plan
- Santa Clara City Engineering
- Santa Clara Parks and Recreation Master Plan
- Santa Clara Water Rights
- Santa Clara Streets Maintenance Fee
- Santa Clara On Call Water Modeling

Vern Maloy, PE

Project Engineer



EDUCATION

BS - Civil Engineering,
University of Nevada Las Vegas

REGISTRATIONS

Professional Engineer
Utah #8282145
Nevada #017794
California #67913
Arizona #78997
Washington #23014897

YEARS IN PROFESSION

25; 4 with Sunrise

Vern is a professional engineer with 25 years of experience in project and construction management. As a project manager, he has managed the progress and budgets of projects, coordinated with clients and project teams, and provided QA/QC. His experience in construction management has included coordinating with contractors, project documentation, leading inspection and testing crews, reviewing contractor submittals, and generating payment estimates and change orders. Additionally, Vern has experience in environmental and geotechnical engineering.

TRANSPORTATION

- Lincoln County Airport Road Phase I
- Toquerville City Cholla Creek Turn Lanes Construction
- St George 3000 East Phase 3 Construction
- St George 3000 East Phase 1 Construction
- Hildale City Canyon St. Sidewalk Project
- St George 3000 East Phase 3 Design
- LaVerkin Roads Improvements Project
- Springdale Town Balanced Rock & Hummingbird Roads
- Springdale - Foothill & Big Springs Roads

ADDITIONAL TRANSPORTATION PROJECTS - PREVIOUS EMPLOYER

- E103 Eastlink Extension, Sound Transit, Seattle Washington
- Southeast Connector Phase 2, Washoe County Regional Transportation Commission, Reno Nevada
- Lemmon Drive Pedestrian Improvements, Washoe County Regional Transportation Commission, Reno Nevada
- King's Beach Capital Improvements Program, Placer County, King's Beach California

Mori Gross, EIT

Assistant Project Manager



EDUCATION

BS - Civil Engineering,
Brigham Young University, Idaho

YEARS IN PROFESSION

5; 5 with Sunrise

Mori is an engineer-in-training currently finalizing the professional engineer registration process. Her work experience includes site and grading design, master planning, project cost analysis, impact fee facilities planning, water modeling, project management, administrative services, and client coordination.

PLANS & STUDIES

- Angell Springs SSD Culinary Water Master Plan & Impact Fee Analysis
- Enoch Public Safety IFFPA
- Ivins City Public Safety IFFPA
- KCWCD Culinary Water Master Plan
- KCWCD Wastewater IFFPA
- KCWCD Wastewater Reuse Feasibility Study
- Santa Clara Wastewater IFFP

TRANSPORTATION

- LaVerkin Roads Improvements
- Lincoln County Airport Road PH I

ON-CALL & CITY ENGINEERING

- Colorado City On-Call Services
- Hildale City General Engineering
- KCWCD Miscellaneous Engineering Services
- LaVerkin City Miscellaneous Engineering Services
- Santa Clara On-Call Engineering Services
- Virgin Valley Water District On-Call
- Washington City On-Call Engineering

Jon Hanson, PE

Geotechnical Advisor



EDUCATION

BS - Civil & Environmental Engineering,
Brigham Young University

YEARS IN PROFESSION

19; 2 with Sunrise

REGISTRATIONS

Professional Engineer:
Utah #7038303

Jon is a seasoned geotechnical professional with nearly 20 years of experience in the industry. He has overseen a variety of residential and commercial projects in his career. He maintains a strong focus on team success and support while managing project budgets and scopes, coordinating field operations, and providing analyses. His expertise spans foundations, slope stability, pavement design, and more, ensuring the successful completion of diverse projects. Jon is dedicated to delivering quality solutions and fostering professional growth.

SUNRISE PROJECT EXPERIENCE

- Kane County Water Conservancy District - Water Reuse Feasibility Plan
- Apple Valley Pipeline
- Atlanta Mine

GENERAL GEOTECHNICAL EXPERIENCE

- Provided deep foundation (micropile) recommendations for residences and pools proposed for construction in areas of expansive mudstone bedrock

- Provided geotech reports for large residential developments
- Provided geotech reports for residential and commercial structures
- Distress investigations for existing residential and commercial structures
- Mechanically Stabilized Earth (MSE) - provided engineering & design of rockery and concrete block MSE walls for residential and commercial projects
- Oversight of large commercial & residential earthwork projects

Jeff Mortimer, PE

Transportation Expert



EDUCATION

MS - Civil Engineering (Transportation) Ohio University
BS - Civil Engineering, Brigham Young University Idaho

YEARS IN PROFESSION

8; 2 with Sunrise

REGISTRATIONS

Professional Engineer
Utah #11631694
Wyoming #19687
Idaho #P-22518
Alabama #PE52662

Jeff has eight years of civil engineering experience, mainly in traffic and transportation. He has been involved with various transportation planning and design projects throughout Utah, Idaho, and Washington. He has experience in transportation master planning, impact fee analysis, traffic impact studies, roadway design, and intersection design. He has a Bachelor's Degree in Civil Engineering as well as a Master's Degree in Civil Engineering with an emphasis in transportation. Jeff has experience in both the private and public sectors. Jeff strives for professionalism and quality in all projects he is involved with and prioritizes clear and concise communications. Jeff's involvement will add to the overall success of the project.

PROJECT EXPERIENCE

- Zion Solar Transportation Plan
- Orderville Transportation Master Plan, IFFP, & IFA
- LaVerkin Transportation Master Plan, IFFP, & IFA
- Chubbuck Village Traffic Impact Study
- Alan & Lee - Lower Family Foods Traffic Impact Study
- Sara St/Spring Creek Pkwy Stop Sign Warrant - Providence, UT
- Beaver County General Plan & Master Transportation Plan
- Level 3 UDOT Traffic Impact Study US-91 - 1600 to 1800 North
- UDOT Traffic Impact Study Hwy 165 and 300 South in Providence
- Enoch City Transportation Impact Fee Facility Plans and Analysis
- Hyde Park Transportation Plan
- Lincoln County Traffic Impact Study
- Santa Clara Miscellaneous On-Call Engineering Services
- Hemmert Ranch Master Plan Report
- Tropic Active Transportation Plan
- Tyson Carroll 2850 US Hwy Impact Study

Rustin Anderson, PE

UDOT Specialist



EDUCATION

BS - Civil Engineering, Utah State University

YEARS IN PROFESSION

22; 2 with Sunrise

REGISTRATIONS

Professional Engineer
Utah #4939020

During Rustin's career, he has served as the project manager for over 120 projects for UDOT. He has vast experience managing preservation, rehabilitation, reconstruction, barrier, safety, roundabout, and structure projects, many of which involved local government (cities, towns, and counties) entities. Rustin has reviewed and commented on numerous plan sets, specifications, and estimates throughout the design phases to assist with and ensure a quality advertising package for these projects. He has also provided the QA/QC role on numerous projects in which he was not acting as the UDOT PM. Rustin's attention to detail while reviewing all components of a good plan set and advertising package is an asset to our clients.

PROJECT EXPERIENCE

- Richfield 100 East PH III, 300 S Main Street Reconstruction
- Washington County SR-18 Rehab with Widening
- Iron County Rehab w/Widening - SR-56; MP 32.0 - 58.2, Intersection Improvements
- Kane County Widening - US-89; Passing Lanes Near Buckskin Wash
- Millard County US-6 & SR-174 Rehab
- San Juan County SR-163, SR-261, SR-316 Rehab
- Bluff, San Juan County US-191; Arizona State Line Rehab
- Piute County US-89 through Circleville Rehab
- Rehab - I-70; I-15 - Clear Creek Summit, Millard County, UT
- Sevier County I-70 Sigurd Interchange Rehab
- Garfield County US-89 Circleville Canyon Rehab
- Garfield County US-89 Preservation
- Panguitch, Garfield County, US-89; SR-12 Preservation
- Carbon County US-6 Preservation
- Kane County US-89 Widening, Passing Lanes
- Grand County US-191; MP 140 - RR Structure Preservation

Derek Anderson, PE

Environmental Lead



EDUCATION

MS - Civil and Environmental Engineering,
Utah State University

BS - Civil and Environmental, Engineering,
Utah State University

YEARS IN PROFESSION

21; 19 with Sunrise

REGISTRATIONS

Professional Engineer:
Utah #7549969

Derek's expertise includes drinking water source (well and spring) development and protection, hydraulics, hydrology, geotechnical engineering, hydroelectric evaluation and design, and geothermal resource investigation and assessment. He has experience working on drainage studies, sediment transport analysis, dam embankment design, dam break studies, pipeline design, hydraulic structure designs including intake structures, low level outlet works, culverts, inverted siphons, detention basins, and energy dissipation structures, and preparing CLOMR and LOMR requests to the Federal Emergency Management Agency.

PROJECT EXPERIENCE

- Kennecott EWR Access Road
- Mine Access Road
- Eagle Mountain Pony Express Parkway
- Provo City Lakeview Parkway Phase IV
- 500 North; Vernal Avenue to 500 East
- Kennecott Utah Copper Corporation EWR Access Road
- Kennecott Utah Copper Corporation Mine Access Road
- Lincoln County Bridge on County Road 136
- Washington Fields Road Phase IV
- UDOT SR-9; Rockville to Zion National Park
- UDOT SR-72; Signing Upgrade
- UDOT Region 4 Culvert Program, Phase VI
- UDOT Region 4 Public Grade Xing Signing
- Kennecott Sample Prep Lab Geotech
- Magna Substation Geotech
- Kennecott A-Frame Geotech

Dao Yang, PE

Environmental Support



EDUCATION

MS - Civil and Environmental Engineering,
Utah State University

YEARS IN PROFESSION

43; 27 with Sunrise

REGISTRATIONS

Registered Professional Engineer:
Utah #2601201

Certified Environmental Manager:
Nevada #2386

Dao has been involved in a variety of disciplines over his 40 years of professional experience including geotechnical engineering, geothermal resource investigations and assessment, hydraulics, hydrology, environmental investigations, hydrogeology, environmental assessments, and groundwater flow and contaminant modeling. He has managed and conducted geotechnical soil investigations and geological natural hazards evaluations for residential home developments, planned commercial facilities, hotel/restaurant accommodations and water storage tanks.

PROJECT EXPERIENCE

- Pavant Solar II Phase I ESA
- EA and Resource Inventory, Washakie, UT
- EA for Natural Gas Distribution Project, Susanville, CA
- EA for Natural Gas Feed Line Project, Susanville, CA
- EA for Equestrian Park, Herriman City, UT
- EA for Sol Canyon Well, Pipeline and Tank, Manila, UT
- EA for Water Treatment Plant, Green River, UT
- EA for Water Improvement Project, Herriman, UT
- EA for Treatment Plant and Water Tank, Washington, UT
- EA for Water Tank and Pipeline Project, Washington, UT
- EA for Water Improvement Project, Manila, UT
- EA for Water Improvement Project, White City Water Special Service District, UT
- EA for Water Improvement Project, Copperton, UT
- EA for Water Improvement Project, Portage, UT
- EA for South Hills Tank & Power Station, Santa Clara, UT
- EA for Wastewater Project, Virgin River Domestic
- Wastewater Special District, AZ
- EA for Bike Path Project, Taylorsville, UT

Michaela Adams

GIS Specialist



EDUCATION

BS - Strategic Communications,
Southern Utah University

YEARS IN PROFESSION

9; 6 with Sunrise

Michaela has knowledge and experience with orthorectification, georeferencing, spatial analysis, creating, translating, and integrating GIS data layers and digitizing new data. She has created GIS maps as requested by implementing ArcGIS Desktop software and analyzing relevant data. Designed standard templates and workflows to allow for a simplified production process. She has maintained geospatial data and designed database structures. Other areas of proficiency include ArcMap, ArcPro, ArcGIS Online Web AppBuilding for ArcGIS, Collector for ArcGIS and Survey123 for ArcGIS.

PROJECT EXPERIENCE

- Angell Springs SSD Culinary Water Master Plan & IFFP
- Apple Valley Big Plains Water & Sewer SSD IFFP/Water Master Plan
- Ashley Valley WSID Master Plan Update 2019
- Beardsley Water Company On-Call
- GWSSA Water Improvements Project Phase II
- High Valley Water Company Culinary Water Master Plan
- Jamestown Rio Vista Water Distribution Improvements
- Kanosh Town Culinary Water, Power, & Cemetery Mapping
- KCWCD Culinary Water Master Plan 2019
- KCWCD Miscellaneous Engineering Services
- KW Legacy Ranch NDEP Permitting
- LaVerkin Storm Water & Irrigation System Master Plans & IFFPAs
- LaVerkin Water Improvements
- Lincoln County Water District Water Resource Plan Update
- Loa Town Water Improvements 2020
- MVWD Main Street Water Line Improvements

Taylor Torgersen, PE

Designer



EDUCATION

BS - Civil Engineering, Utah State University

YEARS IN PROFESSION

6; 6 with Sunrise

REGISTRATIONS

Professional Engineer
Utah #13511625

Since starting at Sunrise, Taylor has focused his efforts on parks and recreation and transportation projects. His experience includes project design, plan and specification preparation, materials estimation, preconstruction reviews, construction inspections, and construction management. Most recently, Taylor has worked as the lead designer for the Curly Hollow Park Phase 1 Improvements and the Tonaquint Cemetery Expansion. He has also provided construction engineering support for the St. George Little Valley Pickleball Expansion as well as serving as both the resident and field engineer for the St. George 3000 East Widening/Drainage projects (1580S to 2000 South and Seegmiller Drive to 2000 South).

TRANSPORTATION EXPERIENCE

- Hildale Utah Avenue Safe Routes to Schools
- Ivins City 200 East Gap Fill Project
- Ivins City 600 West Gap Fill Project
- LaVerkin Main Street Safe Routes to Schools
- Lincoln County Airport Road Phase I
- Orderville Safe Routes to Schools
- St. George 3000 E Widening/Drainage (1580 S to 2000 S)
- St. George 3000 E Widening/Drainage (Seegmiller Dr to 2000 S)
- Washington Fields Road Extension
- Washington Main Street Project
- Overton Main Street Improvements
- Springdale Foothill & Big Springs Road Project

SITE DESIGN EXPERIENCE

- DFCM UDOT Kanab Station Settlement Repairs
- DFCM SWTech CDL Parking Lot
- East Avenue - Bryce Canyon Hotel Development Ph. 2
- Norda Stelo DET Accommodations Dorm Site

John Jacobsen, PE

Designer



EDUCATION

BS - Civil Engineering, Utah State University

YEARS IN PROFESSION

5; 5 with Sunrise

REGISTRATIONS

Professional Engineer

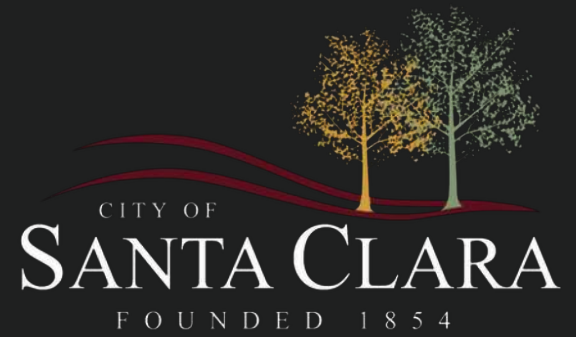
Utah #14191996

John received his education at Utah State University studying civil engineering with an emphasis in hydraulics. During his time as Sunrise, John has gained experience in the design, funding, and administration of a variety of water projects. In addition, he also has experience with master planning, municipal engineering, and grading plan designs. John has a variety of experience in projects related to parks & recreation, site design, water, wastewater, transportation, municipal engineering, and master plan updates. He's also gained valuable experience as lead designer for the Zion Corridor Trail project in addition to project and construction management for several large water improvement projects.

PROJECT EXPERIENCE

- MVWD Yamashita Street Line Replacement
- Alamo Green Valley Grocery Water System Improvements
- Angell Springs SSD Culinary Water Master Plan & Impact Fee Facilities Plan
- Beaver Dam Village Special Service District Culinary Water Master Plan
- Big Water Water System Improvements
- KCWCD Clark Bench Water
- KCWCD Culinary Water Master Plan
- KCWCD New Paria Water
- KW Legacy Ranch NDEP Permitting
- LaVerkin Water Improvements Project
- Lincoln County Water District Water Resource Plan Update
- Santa Clara South Hills Water Improvements
- Tropic Culinary Water Improvements
- VVWD Well 26A Equipping Project
- Washington City Secondary Water Master Plan Phase 2
- Washington Cherokee Springs Water Project

Western Corridor Alignment and Constructibility Study



JULY 2025

STATEMENT OF QUALIFICATIONS





43 South 100 East, Suite 100 T 435.628.6500
St George, Utah 84770 F 435.628.6553

alphaengineering.com

July 31, 2025

City of Santa Clara
Attn: Mr. Dustin Mouritsen
2603 Santa Clara Drive
Santa Clara, UT 84765

Re: Proposal to Provide Engineering Services for the Santa Clara Western Corridor Alignment and Constructability Study

Mr. Dustin,

Alpha Engineering Company is pleased to submit this proposal for Professional Engineering Services for the Western Corridor Alignment and Constructability Study in Santa Clara, Utah. Alpha Engineering currently has a staff of 14 professionals and support staff and has been providing engineering services in the Southern Utah area for over 35 years. Alpha Engineering has provided roadway improvement designs and right-of-way acquisitions throughout Southern Utah. Alpha Engineering has performed multiple projects for Santa Clara and projects for others in the City's vicinity.

Alpha Engineering has one principal office in St. George, Utah, and one satellite office in Ephraim, Utah, from which they provide service to municipalities, water and wastewater districts, and other private and public agencies throughout Southern Utah. Please do not hesitate to call if you have any questions concerning our project team and approach to the project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Glen E. Carnahan".

Glen E. Carnahan, P.E.
ALPHA ENGINEERING COMPANY

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Cover Letter

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Project Understanding & Methodology

We understand that the project consists of a Preferred Alignment and Constructability Study for the Western Corridor and Gap Canyon Parkway. The project will serve the north and south arterial along the west side of Santa Clara and St. George. It is anticipated that the corridor will run from Old Highway 91, near Red Mountain Boulevard in Ivins, to Sun River Parkway in St. George. The corridor will also include an extension along Gap Canyon Parkway to Sunbrook Drive. The study will identify the feasibility and constructability of a preferred alignment that will meet regional transportation needs while also addressing environmental constraints, right-of-way acquisition, and engineering considerations. Cooperation with several partnering agencies will be paramount.

Scope of Work & Approach

Scope of Work

The study is broken into three (3) separate tasks. An overview of the scope of work with a detailed breakdown of each individual task, as shown in the RFP, is included below:

Task 1 – Preferred Alignment Evaluation and Constructability

The first task includes the evaluation and refinement of the preferred corridor alignment and includes incorporating feedback from key stakeholders, and ensuring constructability based on terrain, access, and infrastructure constraints. The key stakeholders include Ivins City, Santa Clara City, St. George City, Utah Division of Transportation (UDOT), the Bureau of Land Management (BLM), and private property owners. This task is broken into the following subtasks:

- **Agency Coordination:** Includes regular coordination with UDOT Region 4, BLM, and the local municipalities to ensure alignment recommendations work with long-term transportation plans, environmental access requirements, and regional development objectives.
- **Cross-Section Selection:** Recommend a preferred roadway cross-section based on the projected traffic volumes (developed under a separate task), roadway classification and future travel demand. The cross-section will accommodate shoulders, drainage, multimodal use and turn lanes.
- **Conceptual Design Development:** Provide a 10% conceptual design including the horizontal alignment (centerline and edge of pavement), approximate ROW width and property impacts, critical vertical profiles and slope transitions, and intersection concepts at major junctions.

- **Constructability Review:** Evaluate constructability based on topography and slope analysis, proximity to sensitive environmental features, access and staging limitations, and bridge and/or culvert locations.
- **Refinement of Alignment:** Alignment will be refined based on feedback from tasks provided above.
- **Earthwork Estimates:** Cut and fill volume calculations will be provided for the preferred alignment and will include major grading challenges and possible retaining wall needs.
- **Preliminary Cost Estimation:** A preliminary construction cost estimate and right-of-way acquisition costs based on the conceptual design will be provided to Santa Clara City.

Task 2 – Survey and Base

To best help determine the right-of-way, existing topography, photogrammetry, existing utilities, and all other constraints will need to be gathered. Large portions of the area will be surveyed with drone based aerial LiDAR mapping and photogrammetry, along with supplemental ground surveying and utility location. This information will all be provided to Santa Clara City. A more detailed list of the survey work required is shown below:

- Conduct drone based aerial LiDAR mapping.
- Conduct high-resolution drone-based photogrammetry.
- Perform supplemental ground survey at complex terrain and infrastructure locations.
- Compile GIs parcel and ROW data from the Couty Recorder and tile sources and provide tract maps for the intended corridor.
- Identify and map utilities (SUE records, utility contacts, visible markers).
- Delineate natural and cultural constraints using FEMA flood data, slope maps, wetlands layers, and BLM environmental data.
- Deliver CAD files with 3D TIN surface and high-resolution background imagery for conceptual roadway design.

Task 3 – SF-299 Application and Plan of Development (POD)

The third task includes coordination with the Bureau of Land Management (BLM) as a large portion of the project is routed through BLM property. Part of the BLM approval process includes providing Standard Form 200 (SF-299) and a Right-of-Way Plan of Development (POD) for the project. This starts the formal coordination and review with the BLM.

- Coordinate with BLM to define SF-299 and POD submission needs.
- Complete SF-299 forms for all BLM parcels intersected by the alignment.
- Prepare POD with purpose, plan views, erosion control, phasing, environmental strategies, and construction access.
- Deliver draft and final submissions and attend BLM coordination meetings.

Approach

Communication

Communication is an essential part of every project. We propose to coordinate a formal communication plan with the City of Santa Clara by utilizing a Kickoff Meeting to establish communication protocols for the project that will meet the City's needs. We will facilitate the meeting by sending out meeting invites to all the necessary parties, preparing an agenda, running the meeting, and then providing meeting minutes. We envision this will include the following:

- Establishing a project contact sheet, with roles and relevant contact information
- Identify what needs to be communicated throughout the project
- Identify communication type and frequency (utilize in person meetings, phone and email correspondence to provide accurate and thorough communication throughout the duration of this project)
- Create a schedule for communication events for the project (set meeting time/dates, conference/video calls, site visits, etc.)
- Designate status updates (meeting minutes, schedule updates)

As determined during the Kickoff Meeting, regular meetings will be held and will include the preparation of minutes for each meeting. These meetings will continue until the approval of the construction drawings and specifications, and bidding of the project.

Topographic Survey

Upon receiving feedback from the project stakeholders on the preferred corridor alignment, we will schedule a drone flight along the preferred alignment to gather surface contours and image. This information will be used to further evaluate the alignment and constructability of the project.

Alignment Evaluation and Constructability

Using the survey data gathered and information from agency coordination, we will begin selecting cross sections and will put together conceptual design and determine the constructability of the corridor. The preliminary alignment will be provided to the stakeholders and various agencies for review. Upon receiving comments, the alignment will be revised and resubmitted for approval. Earthwork estimates and a cost estimate will be put together based on the approved alignment.

Deliverables

The list of deliverables required for the project are listed below:

- Recommended roadway cross-section
- Preferred alignment plan set (10% design)
- Cost estimates for construction and ROW
- Survey and base maps in CAD and GIS formats
- SF-299 applications and finalized POD
- Meeting notes and coordination summaries
- Printed reports and digital copies in PDF format

Project Team & Experience

Glen Carnahan will be the Principal-in Charge and be responsible for necessary manpower and resources for the successful completion of the project. Todd Gardner will be the Project Manager. He has a long history of working collaboratively with the project stakeholders on various projects and has a firm understanding of the stakeholder design standards and requirements. He will be integral in keeping the schedule for the project and will coordinate design meetings with the city of Santa Clara on a regular basis. We have identified the other key personnel to work with the City of Santa Clara for the Western Corridor Alignment and Constructability Study as outlined below:

Glen Carnahan, P.E. Principal in Charge and Staff Resources Manager

Glen has over 23 years of civil design experience working in Southern Utah. He has completed multiple roadway designs and right-of-way acquisitions in Southern Utah including the City of St. George 2150 South and 3210 East Roadway Design, right-of-way acquisitions for the Hurricane 1150 West Preservation Corridor. Glen will review all deliverables for the project. He will also have oversight in keeping the team on schedule.

Todd Gardner, P.E. Senior Engineer and Project Manager

Todd has over 18 years of design experience working in Southern Utah. He has completed several roadway designs and developments throughout Southern Utah. He has worked through multiple right-of-way acquisitions for the Washington County Water Conservancy District (WCWCD). Todd will review and direct the day-to-day project management of the corridor study.

Russ Vernon, P.E. Senior Engineer and Quality Assurance Review

Russ has over 50 years of experience working in the Vernal and Southern Utah area in planning, design, and construction of multiple roadway, development, and right-of-way acquisition projects. Russ will serve as the Senior Engineer and Quality Assurance Review for the project.

Rhett Beazer, P.E. Engineer and Design Support

Rhett has over 8 years of roadway and utility design experience working in Southern Utah. He has completed trails in Brian Head and Hurricane City, and designed roadways in St. George. Rhett has completed multiple residential, commercial, and industrial developments throughout Southern Utah. Rhett will take the lead on the corridor alignment and constructability study.

Ryan Scholes, P.L.S. Survey Lead

Ryan has over 6 years of land surveying experience working in Southern Utah. He is very familiar with the project area and has conducted multiple surveys for the City of Santa Clara. Under Ryans direction our surveyors will complete aerial and field survey for the corridor alignment.

Resumes for these key individuals are included in the appendix.

Similar Project Examples

Roadway Projects

Alpha Engineering has performed the preliminary and final design of several roadway reconstruction, extension, and improvement projects for various municipalities in Southern Utah. We are currently in the design process and construction management process for roads in Black Desert Resort in St. George and Ivins, Utah. We are also currently in the design process of the Chapel Road Street Extension for Santa Clara, Utah. Details of a few of our relevant roadway design and right-of-way acquisition projects are provided below.



Hurricane City 1150 West Corridor

Hurricane 1150 West Corridor Preservation Project

Alpha Engineering is currently working with Hurricane City and Hurricane City Power to acquire right-of-way for a proposed overhead power extension along 1150 West. The project extends from 400 South to 3000 South. The project has included multiple alignments to find ways to least impact property owners. Over 50 property owners were coordinated with and legal descriptions were provided to obtain right-of-way for the project. Along with the right-of-way acquisition, 30% roadway design was provided, including determining proper roadway cross-sections, roadway horizontal and vertical alignment, earthwork estimates, and preliminary cost estimates. The design included the layout of the proposed road along with its associated profile and preliminary grading quantities.

Alpha Engineering is committed to providing quality work in a timely manner. Clients that are familiar with Alpha Engineering's expertise in the design and completion of roadways and right-of-way acquisitions that are outlined above are listed below:

City of Hurricane

Attn: Mr. Arthur LeBaron, P.E.
City Engineer
147 North 870 West
Hurricane, Utah 84737
(435) 635-9442

Appendix

Fee Proposal
Resumes



43 South 100 East, Suite 100 T 435.628.6500
St George, Utah 84770 F 435.628.6553

alphaengineering.com

July 31, 2025

Santa Clara City
ATTN: Dustin Mouritsen
3979 Santa Clara Drive
Santa Clara, Utah 84765

Re: Proposal to Provide Engineering Services for the Western Corridor Alignment and Constructability Study

Mr. Mouritsen:

We appreciate the opportunity to submit this proposal to provide engineering services for the above-referenced project. It is our understanding that the project will consist of a Preferred Alignment and Constructability Study for the Western Corridor and Gap Canyon Parkway. It's anticipated that the corridor will run from Old Highway 91, near Red Mountain Boulevard in Ivins, to Sun River Parkway in St. George. The corridor will also include an extension along Gap Canyon Parkway to Sunbrook Drive. We also understand that the study will identify the feasibility and constructability of a preferred alignment that will meet regional transportation needs while also addressing environmental constraints, right-of-way acquisition, and engineering considerations.

We have prepared the following proposal outlining the civil engineering scope of work and associated design costs for your consideration.

ARTICLE I - DESIGN ENGINEERING

- 1.1 Initial Coordination Meeting.** The ENGINEER will invite and coordinate an initial coordination meeting with all stakeholders and the City offices. Exhibits of the project alignment will be presented and meeting minutes will be taken and distributed to all parties.
- 1.2 Topographic Survey & Existing Conditions.** Using the general alignment, we will obtain current aerial topography and photography of the study area using Drone aerial survey equipment. Property corners and other features will be located with GPS survey equipment. Existing utilities and drainage will be located by survey where possible. Ownership for each parcel will be plotted along the alignment. The survey for the project will identify these elements, including property boundaries, rights-of-way, and existing easements of record within the project area.
- 1.3 Coordination Meetings.** In order to keep the project on schedule, the Engineer will meet with City Staff (and other stakeholders) every other week. An agenda will be prepared for each meeting with follow-up minutes which will identify work that has been completed, review project plans, and outline subsequent work to be completed. We have assumed bi-weekly meetings for 6 months for this project.
- 1.4 Conceptual Design Development.** The ENGINEER will utilize the topographic survey we have on file and the additional survey completed in task 1.2 to develop a preliminary profile of the alignment corridor. The ENGINEER will recommend a preferred roadway cross-section based on projected traffic volumes and will create drawings showing the horizontal and vertical alignment, approximate ROW width and intersection concepts at all major

junctions. Based on the conceptual design, the ENGINEER will evaluate the constructability of the alignment and create a constructability report. The ENGINEER will provide the conceptual design and constructability to the CITY and other stakeholders for review and input.

- 1.5 Refinement of Alignment.** After the constructability findings and stakeholder feedback, the ENGINEER will refine the alignment to minimize potential impacts and to optimize construction feasibility. The refined alignment will be provided to the CITY for approval.
- 1.6 Earthwork Estimates & Cost Estimation.** After deciding on the final alignment, the ENGINEER will put together preliminary earthwork cut and fill estimates, along with a construction cost estimate. The ENGINEER will provide the earthwork volumes and construction cost estimate to the CITY.
- 1.7 BLM Coordination and POD.** The ENGINEER will coordinate with the BLM to define the Standard Form 299 (SF-299) and Right-of-Way Plan of Development (POD) requirements. Upon receiving proper direction from the BLM, the engineer will complete SF-299 forms for every BLM parcel that is intersected by the alignment. The ENGINEER will also prepare a POD that includes the purpose of the project, necessary drawings and plans, erosion control, phasing, environmental strategies, and construction access. The ENGINEER will provide the initial and final submission for each form and document and will attend all BLM coordination meetings.
- 1.8 Miscellaneous.** The ENGINEER will provide other engineering services as requested at the “Standard Rate Schedule”.

ARTICLE II - ENGINEERING FEES

- 2.1 Design Engineering.** For all design engineering services as outlined in Article I “Design Engineering”, the ENGINEER shall be compensated a lump sum of **Four Hundred Eighty-Six Thousand Six Hundred Thirteen Dollars (\$486,613.00)**. The lump sum design engineering fee is broken down for different aspects of the project as follows:

3.1.1	Initial Coordination Meeting	\$6,928.00
3.1.2	Topographic Survey & Existing Conditions	\$90,818.00
3.1.3	Coordination Meetings	\$14,414.00
3.1.4	Conceptual Design Development.....	\$185,588.00
3.1.5	Refinement of Alignment.....	\$65,830.00
3.1.6	Earthwork Estimates & Cost Estimation.....	\$10,400.00
3.1.7	BLM Coordination and POD	\$83,255.00
3.1.8	Make Revisions/Additions	<u>\$29,380.00</u>
	Total	\$486,613.00

- 2.2 Miscellaneous Services.** Additional work and reproduction expenses will be invoiced per our “Standard Rate Schedule”. No extra work will be performed without the consent of the CITY.

If requested by the CITY, the ENGINEER will solicit proposals for Geotechnical Services and provide to the CITY for review and approval for the project. We have assumed an environmental

July 31, 2025

analysis will not be required for this development. We can arrange to provide an environmental analysis if required for an additional fee.

Attachment A which is our standard “Engineering Services Agreement Between CITY and ENGINEER” and Attachment B which includes our “Standard Rate Schedule” are incorporated herein by this reference. If you have any questions regarding the above or if you have questions regarding the scope or cost of the proposal, please call.

Encl: Attachments A & B

ATTACHMENT "A"

ENGINEERING SERVICES AGREEMENT BETWEEN CLIENT AND ENGINEER

- A. **CONDITIONS OF AGREEMENT:** This Agreement expires if not signed and the stipulated retainer paid within thirty days from the Agreement date. An increase in fees will be negotiated if notice to proceed is not given on all items within 180 days of the Agreement date.
- B. **AUTHORIZATION TO PROCEED:** Execution of this Agreement by Client will be authorization for Alpha Engineering Company to proceed with the work unless otherwise provided for in this Agreement.
- C. **SERVICES OFFERED:** This Agreement does not include a hydrology study, traffic study, environmental study, cultural study, NPDES, tortoise survey, landscape plans, irrigation plans, site lighting plans, electrical load calculations, record drawings, ALTA, inspection, or testing unless specifically addressed in the Agreement or any other service not specifically addressed. The improvement plans will be limited to areas within the project boundary. The project will be designed as a single phase unless stated otherwise.
- D. **OWNERSHIP OF INSTRUMENTS OF SERVICE:** All reports, plans, specifications, field data and notes, and other documents, including all documents on electronic media, are prepared by the Engineer as instruments of service and shall remain the property of the Engineer. Photocopies and blueprints may be purchased and will be made available within a reasonable amount of time upon request by the Client.
- E. **RESPONSIBILITY OF CLIENT:** The Client shall be responsible to provide the Engineer with all information in his possession pertinent to our completion of this project. Client will designate a representative to review and approve documents submitted by Alpha Engineering Company. The representative shall be empowered to render decisions and provide information in a timely manner that will not delay the orderly progress of the work. Alpha Engineering is entitled to rely upon the information, decisions and approvals furnished by Client's representative.
- F. **COST OPINIONS:** Any cost opinions or project economic evaluations provided by Alpha Engineering Company will be on a basis of experience and judgement, but, since Alpha Engineering Company has no control over market conditions or bidding procedures, Alpha Engineering Company cannot warrant that bids, ultimate construction cost, or project economics will not vary from these opinions.
- G. **STANDARD OF CARE:** The standard of care applicable to Alpha Engineering Company's services will be the degree of skill and diligence normally employed by professional engineers or consultants performing the same or similar services at the time Alpha Engineering Company's services are performed.
- H. **ASBESTOS OR HAZARDOUS SUBSTANCES:** To the maximum extent permitted by law, Client will indemnify Alpha Engineering Company from all claims, damages, losses, and costs, including litigation expenses and attorney's fees, arising out of or relating to the presence, discharge, release, or escape of hazardous substances, contaminants, or asbestos on, under, or from the project.
- I. **LIMITATION OF LIABILITY:** To the maximum extent permitted by law, Client agrees to limit the Engineer's liability to the Client and to all construction contractors and subcontractors on the project, due to the Engineer's negligent acts, errors or omissions, such that the total aggregate liability of the Engineer to all those named shall not exceed \$50,000.00 or the Engineer's total fee for services rendered on the project, whichever is greater. Client acknowledges that Alpha Engineering Company has agreed to charge Client a reduced fee for services in exchange for the above limitation of liability and that said reduction in fees is consideration for said limitation. The Engineer will not be liable for consequential damages of any kind, nature, or description.
- J. **INTERPRETATION:** The limitations of liability and indemnities will apply whether Alpha Engineering Company's liability arises under breach of contract or warranty; tort, including negligence; strict liability; or any other cause of action, except the limitations will not apply to willful misconduct or gross negligence for limitations of liability or sole negligence for indemnification. Said limitations shall apply to Alpha Engineering Company's officers, affiliated corporations, employees, and subcontractors.
- K. **UTAH LAW:** The laws of the State of Utah shall govern any litigation, controversy or adversary proceeding.
- L. **SEVERABILITY AND SURVIVAL:** If any provisions contained in this Agreement are held illegal, invalid, or unenforceable, the enforceability of the remaining provisions shall not be impaired thereby. Limitations of liability indemnities, and other express representations shall survive termination of this Agreement for any cause.
- M. **PAYMENT:** Progress payments shall be made in proportion to services performed. All payments shall be due within 30 days of the Engineer's submittal of his invoice. Any invoiced amounts not paid within 30 days from date of presentation of the invoice shall commence to bear an interest of 18% per annum. Alpha Engineering Company is entitled to suspend the performance of any and all obligations under this agreement if payment is not received within 30 days from Engineer's submittal of invoice. If the amount is not paid and must be placed into the hands of a collector or attorney, additional charges will be due for the cost of collection, interest costs, and reasonable attorney's fees.
- N. **COSTS:** The Client will pay the costs of all fees related to this project including checking, inspection, zoning, annexation, applications, assessments, permits, bond premiums, title company charges, utility design charges, and all other charges not specifically covered under terms of this contract. Additional work and reproduction expenses will be invoiced per our Standard Rate Schedule. Prices for construction staking (if offered) are for one time staking only. Replacement stakes will be provided at our standard hourly rates. Should any proceedings be brought against the Engineer because of any failure or alleged failure to perform, error, omission, or negligence and if not successfully prosecuted, client agrees to pay the Engineer any and all costs of defense.

ATTACHMENT “B”

ALPHA ENGINEERING COMPANY STANDARD RATE SCHEDULE

December 2024

Principal Engineer (PE): \$245.00 / hour

Senior Engineer II (PE): \$203.00 / hour

Senior Engineer I (PE): \$181.00 / hour

Project Engineer II (PE): \$166.00 / hour

Project Engineer I (PE): \$153.00 / hour

Project Engineer (PE): \$136.00 / hour

Engineer (EIT): \$118.00 / hour

Head Design Technician: \$107.00 / hour

Design Technician: \$94.00 / hour

Senior Licensed Surveyor: \$175.00 / hour

Licensed Survey Crew Chief: \$128.00 / hour

Survey Crew Member: \$88.00 / hour

GPS Survey Equipment: \$45.00 / hour

Inspector: \$90.00 / hour

Accountant: \$103.00 / hour

Secretary: \$69.00 / hour

Type I Survey Monuments: \$1,000.00 each

Type II Survey Monuments: \$400.00 each

Mileage: \$0.75 / mile

Large Format Prints / Copies:	22x34	\$1.75 / sheet
	30x42	\$2.25 / sheet

Photocopies:	8.5x11 (b&w)	\$0.20 / page
	8.5x11 (color)	\$0.35 / page

*Other expenses will be billed at cost plus 10%.

*Rates will be adjusted periodically to reflect inflation and cost changes.

Glen E. Carnahan, P.E. Engineer



Education

*Bachelor of Science,
Civil & Environmental Engineering
Utah State University, 2001
Logan, Utah*

*Associate of Science
Dixie State College of Utah, 1997
St. George, Utah*

Registration

*Professional Engineer
Utah #4855703*

*Professional Engineer
Nevada #21126*

Professional Affiliations

American Society of Engineers

American Public Works Association

Experience

*2001 – Present
Project Engineer
Alpha Engineering Company
St. George, Utah*

Introduction

Mr. Carnahan joined Alpha Engineering Company in 2001 upon graduation from Utah State University. He is largely involved with project management and oversees the engineering department.

Reviews

Mr. Carnahan is responsible to review in-house plans for various municipal water, wastewater, and drainage projects. He also reviews proposed development for the Hurricane City Water Department to assure compliance with state and local standards and ordinances.

Site Development

Mr. Carnahan has numerous site development projects on the Utah Technical University (formerly Dixie State University) Campus. Significant projects include the Dixie State University Holland Centennial Commons Building, New Student Housing Building, Trailblazer East Stadium Improvements, the Human Performance Center, and the Science, Technology and Engineering Building and the West Stadium Expansion. Improvements for these sites included hydrology studies, site utilities, grading and storm drainage, and City and review agency coordination. He has completed the site design and coordination of the Southern Utah University Business Building, Geoscience Remodel and South Campus Node Projects, most recently the SUU Academic Building project. Mr. Carnahan also works extensively with the Washington County School District in development of school sites through the county. He has recently completed mass grading and excavation projects for a 60-acre high school site, a 28-acre intermediate school site and an 11-acre elementary school site. He then completed site improvement design and construction documents for these sites. Over the last 18 years, he has completed full site improvement design for multiple elementary, intermediate and high school sites ranging from 10 to 60 acres.

Storm Drain

Mr. Carnahan has also been involved with and designed several main storm drain lines in Ivins and the St. George area. Storm Drain design includes design of the Central Ivins Storm drain which ranged in size from 72-inch to 24-inch. Recently, Mr. Carnahan has been responsible for the design of a 48-inch diameter storm drain for Kanab City. He has also designed multiple on site systems for developments including both above ground and underground detention facilities.

Hydrology

He has completed hydrology studies for regional master planning for the communities of Kanab and Ivins. He has completed and reviewed hydrology and master drainage plans for individual developments including calculation of pre and post development storm flows. Mr. Carnahan has also completed studies to define 100-year floodways and flood routing studies. Mr. Carnahan has completed a comprehensive hydrology analysis for the Jackson Flat reservoir in Kane County which included calculation of the Probable Maximum Flood event as required by the State of Utah, Division of Dam Safety.

Wastewater

Mr. Carnahan completed numerous sanitary sewer line designs including a main line extension to serve commercial properties and large-scale residential subdivisions such as the Sand Hollow Resort development in Hurricane, Utah.

Water Supply

Mr. Carnahan has been involved in the design of several pump station and pipeline projects. He has performed water system modeling for Kanab City and the Kane County Water Conservancy District.



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Todd B. Gardner, P.E. Engineer



Education

*Bachelor of Science,
Civil Engineering*
University of Nevada Las Vegas, 2006
Las Vegas, Nevada

Registration

Professional Engineer
Utah #8215989

Professional Affiliations

American Society of Engineers

American Public Works Association

Experience

2007 – Present
Owner / Project Manager
Alpha Engineering Company
St. George, Utah

Introduction

Mr. Gardner joined Alpha Engineering Company in 2007 upon graduation from the University of Nevada-Las Vegas.

Reviews

Mr. Gardner is responsible to assist in review of in-house plans for various municipal water, wastewater and drainage projects.

Grading

Mr. Gardner has been involved with various commercial, residential and municipal projects including the design of residential roadways, site plans, water systems, sewer systems, and storm drain. He also designed or assisted in the design of civil plans for the following projects:

- Washington County Water Conservancy District (WCWCD) Office Building
- Pah Tempe Pump Back Pump Station
- Quail Creek Maintenance Building
- SunSmart Solar Farm
- Memory Care @ The Meadows
- Family Dollar Distribution Center
- Foremaster Commercial and Residential Subdivisions

Dams

Mr. Gardner provided construction management of the Jackson Flat Water Supply Storage Facility project in Kanab, Utah, which includes the construction of a new earthen dam with a pump station, outlet works, and spillway.

Wastewater

Mr. Gardner has been involved in various sewer replacement projects for Ash Creek Special Service District, City of St. George, and Brian Head that vary in size from 8-24".

Water Supply

Mr. Gardner has been involved in the design of several pump station and pipeline projects. He has recently

assisted in completing design and managed the construction of Cottam Sand Hollow Wells 12 and 15 pump stations for Washington County Water Conservancy District. He also designed the Sand Hollow Regional Pipeline and assisted in the design of Ash Creek Tributaries Pipeline.

Hydrology

He has completed hydrology studies for individual developments including the calculation of pre and post development storm flows. Mr. Gardner is proficient in computer and graphics design utilizing AutoCAD. He also has experience in construction management.

Hydroelectric

Performed intake and penstock design and power house layout of the Glendale Hydroelectric Facility. The plant is located near Preston, Idaho and constructed for the Consolidated Irrigation Company. The penstock diameters feeding the plants ranged in size from 24 to 36 inches in diameter. A complete hydraulic analysis including transients; bifurcation and wall thickness designs etc. were performed.

Environmental

Mr. Gardner has worked on multiple environmental projects in support of the environmental consultant and has assisted in preparation of preliminary engineering design for Plan of Development (POD) documents and Drinking Water Source Protection Plans (DWSSP) for a variety of projects. Mr. Gardner has recently assisted in the successful completion of the Mill Meadow Pipeline POD and the Six Mile Pipeline and Hydro POD.

Ryan Scholes, P.L.S. Surveyor



Education

*B.S., Computer Information
Technology, 2014*
Dixie State University
St George, Utah

Associate of Science, 1996
Dixie College
St. George, Utah

Registration

Professional Land Surveyor
Utah 13293573-2201

Experience

2018 – Present
Land Surveyor
Alpha Engineering Company
St. George, Utah

2016 – 2018
Cadastral Mapper
Washington County Recorder
St. George, Utah

1997-2011
Diamond Land Surveying
Owner, V.P., Drafting
Murray, Utah

Introduction

Mr. Scholes joined Alpha Engineering in 2018 as a Survey Technician and Survey Draftsman to assist with any Land Surveying needs. In 2023, Mr. Scholes took over the survey department and now manages all survey operations for Alpha Engineering.

Reviews

Mr. Scholes has conducted reviews of survey plats, subdivisions, road dedications, lot splits, and easements for communities in Washington County.

Experience

Ryan Scholes began working for Alpha Engineering in 2018 as a Survey Technician and Survey Draftsman. Ryan has many years of experience working with AutoCAD software and working in the field assisting with land surveying on many projects that include Boundary Surveys, Topography and Construction Staking. Ryan is familiar with various types of Survey instruments and is very proficient with the latest AutoCAD software.

Provided survey control and staking, right-of-way alignment, easements and right-of-way deeds, and project survey management for the Washington County Water Conservancy District Regional pipeline which consisted 25 miles of 72-inch to 36-inch pipeline.

Provided survey control and staking, right-of-way alignment, easements and right-of-way deeds, and project survey management for the Black Desert Resort Project located in Ivins, Utah.

Prior to working at Alpha Engineering, Ryan worked for Washington County in the Cadastral Mapping department and was responsible for maintaining ownership maps and verified all new legal descriptions and record owners of property. He also performed land

surveying in the Salt Lake City area for over 12 years.

Land Surveys

Surveyed numerous parcels in Nevada, Arizona, and Utah for private and public entities.



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T: 435.628.6500 • F: 435.628.6553 • alphaengineering.com

Russell M Vernon, P.E. Engineer



Education

Bachelor of Science,
University of Utah, 1972
Salt Lake City, Utah

Registration

Professional Engineer
Utah #110040-2203

Professional Affiliations

American Society of Civil Engineers

Experience

2017 – Present
Engineer
Alpha Engineering Company
St. George, Utah

2014 – 2017
Senior Engineer
CRS Engineers
Vernal/Salt Lake City, Utah

1996 – 2014
Principal Engineer
Engineering Services, Inc.
Vernal, Utah

1986 – 1993
Senior Engineer
Creamer & Noble Engineers
St. George, Utah

1978 – 1986
Principal Engineer
Uintah Engineering, Inc.
Vernal, Utah

1972 – 1978
Engineer
Uintah Engineering & Land Surveying
Vernal, Utah

Introduction

Mr. Vernon has over 48 years experience in design and construction of civil engineering projects in Northeastern and Southwestern Utah. He owned and managed a successful civil engineering firm for 20 years in Vernal, Utah.

Water Supply

Served as the engineer representative in the initial construction phase of the Quail Creek Water Treatment Plant in St. George, Utah. He was principal design engineer and construction engineer for the 2 MGD Tridell-Lapoint water treatment plant and for the 8 MGD Ashley Valley water treatment plant in northeastern Utah. He has designed and managed construction of over 50 miles of culinary water distribution pipelines and 4 reinforced concrete water storage tanks. He is currently the resident engineer for two water treatment plants being constructed in the St. George area.

Wastewater

Responsible for design and construction of the initial regional wastewater system in Ashley Valley (Vernal area), including 4 cell treatment lagoons and 24 miles of outfall, trunk, and collector sewer pipelines. Designed subsequent collector sewer pipelines extending service into all areas of the Ashley Valley. Served as engineering representative for construction of the Price River Water Improvement District regional wastewater plant expansion project. Designed the solids handling facilities for the Price River Water Improvement District water treatment plant.

Irrigation

Responsible for design and construction of the M&S Dam (2579 AF), Red Wash Dam (2523 AF) and Cottonwood Dam (6269 AF) in Uintah County. Designed 5.5 mile long 36" HDPE Oaks Park Canal Pipeline. Designed Island Ditch Pipeline, Long Park Pipeline. Rock Point Canal Pipeline, Burns Bench Pipeline.

Roads and Bridges

Responsible for design and construction of the 25 mile roadway and Green River crossing bridge between Vernal, Utah, and the Deseret Power Plant in Uintah County (now State Highway 45). Responsible for design and reconstruction of 20 miles of residential and collector streets in Vernal, Utah. Designed 15 miles of collector roads in Uintah, Duchesne, and Juab counties.

Structures

Completed designs of numerous foundations for engineered buildings. Prepared plans for residential, commercial and industrial buildings.

Hydrology

He has completed hydrology studies for individual developments including the calculation of pre and post development storm flows. He is proficient in HEC-HMS computer software and graphics design utilizing AutoCAD.

Plan Review

He has worked as a plan review consultant for Vernal City, covering subdivision plats, legal descriptions, private development requirements and public infrastructure projects. As part of his consulting engineering business, he reviewed technical plans and documents produced by the engineering firm.

Rhett Beazer

Project Engineer



Education

B.S. Engineering, 2017
Southern Utah University
Cedar City, Utah

Registration

Professional Engineer
Utah #12626240

Professional Affiliations

American Society of Civil Engineers

Experience

2021 – Present
Professional Engineer
Alpha Engineering Company
St. George, Utah

2017 – 2021
Engineer in Training
Alpha Engineering Company
St. George, Utah

Outside Positions

President (2023), American Society of Civil Engineers, Southern Utah Branch

Board Member, Southern Utah University (SUU) Civil Engineering Board

Introduction

Mr. Beazer joined Alpha Engineering Company in 2017 as an engineer in training after graduating from Southern Utah University. After acquiring four years of experience with Alpha, he became a licensed professional engineer in 2021.

Hydraulics & Hydrology

Mr. Beazer has worked to analyze the hydraulic characteristics of watercourses and floodways as well as hydrologic studies ranging from small developments to watersheds draining over 50 square miles. His work has ranged from a variety of hydrology studies for private developments to freeboard and spillway design studies for reservoirs.

Mr. Beazer is proficient in hydraulic and hydrologic analysis programs such as HEC-1, HEC-RAS, SITES, SewerGEMS and FlowMaster.

Site Development

Mr. Beazer helped design both small and large development projects. He has worked with private developers for both residential and commercial projects. He has been directly involved with the design of several projects for Division of Facilities Construction Management (DFCM) at Southern Utah University (SUU) and Utah Tech University (UTU). His involvement includes preparation of design, specifications, site improvement plans, utility design, grading and drainage design, erosion control, and City and review agency coordination.

Mr. Beazer is proficient in the latest computer aided drafting and GIS software programs such as AutoCAD Civil 3d and ArcGIS.

Water Systems

Mr. Beazer has completed water system hydraulic modeling for several water and irrigation systems and design projects. With his GIS background, he is able to use the output from water modeling software

to produce maps and exhibit showing all pertinent information to help in the engineering design process. He currently assists in reviewing development design plans in Hurricane City.

He is advanced in water modeling software including WaterGEMS, FlowMaster, and EPA NET.

Geographic Information Systems

Mr. Beazer uses his background in GIS to analyze the output from spatially distributed hydrologic models to create maps and other exhibits to assist in making engineering design decisions. He uses GIS to map and analyze output from water network models, hydrology studies, and two-dimensional HEC-RAS analyses for floodplain studies. He has the ability to use spatial data to create exhibits and maps ranging from small watersheds to large water transmission lines.



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FEE PROPOSAL

Civil Science proposes to complete the above outlined Scope of Work as follows:

PHASE	TASK DESCRIPTION	FEE	FEE TYPE	COMMENTS
Survey/ROW	Survey Control and Supplemental Field Survey	\$36,000	Lump Sum	
	Arial Lidar Mapping	\$25,000	Lump Sum	
	Survey Verification, QC/QA	\$8,000	Lump Sum	
	ROW Mapping and tract Map of alignment	\$11,000	Lump Sum	Boundary Survey not included
	SUBTOTAL	\$80,000	Lump Sum	
Design	10% Design	\$40,600	Lump Sum	
	Constructability, Estimating	\$10,500	Lump Sum	
	Environmental Strategy	\$18,500	Lump Sum	
	SUBTOTAL	\$69,600	Lump Sum	
		\$149,600	Lump Sum	

Professional fees shown are not to exceed unless upon written authorization from the City. Professional services rendered for the Hourly Fee Type will be completed by Civil Science at the rates and fees given in attached Exhibit A.

FEE SCHEDULE

LABOR	
Labor Category	Hourly Rate
Engineer I	\$ 117.00
Engineer II	\$ 133.00
Engineer III	\$ 149.00
Engineer IV	\$ 165.00
Engineer V	\$ 181.00
Engineer VI	\$ 202.00
Sr. Engineer	\$ 229.00
Technician I	\$ 92.00
Technician II	\$ 105.00
Technician III	\$ 118.00
Technician IV	\$ 133.00
Technician V	\$ 159.00
Technician VI	\$ 175.00
Landscape Architect I	\$ 94.00
Landscape Architect II	\$ 115.00
Landscape Architect III	\$ 134.00
Landscape Architect IV	\$ 153.00
Sr. Landscape Architect	\$ 175.00
Visual Designer	\$ 146.00
Survey I	\$ 89.00
Survey II	\$ 104.00
Survey III	\$ 126.00
Survey IV	\$ 146.00
Survey V	\$ 165.00
Survey VI	\$ 184.00
Sr. Survey	\$ 219.00
Survey Crew - 1-Man	\$ 141.00
Survey Crew - 2-Man	\$ 215.00
Project Manager I	\$ 149.00
Project Manager II	\$ 172.00
Project Manager III	\$ 199.00
Admin I	\$ 76.00
Admin II	\$ 98.00
Admin III	\$ 119.00
Admin IV	\$ 137.00
Admin V	\$ 168.00
Admin IV	\$ 195.00

July 31, 2025

City of Santa Clara Public Works

Attn: Dustin Mouritsen, Director
2603 Santa Clara Drive
Santa Clara, UT 84765

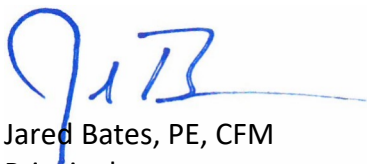
RE: Western Corridor Alignment and Constructability Study Statement of Qualifications

Rosenberg Associates is pleased to present this Statement of Qualifications to provide engineering services for the City of Santa Clara Western Corridor Alignment and Constructability Study. We have assembled a skilled team that will bring the following advantages to this project:

- **Locally Experienced Project Team** – Our Project Team will consist of local engineers in the company with many years of experience engineering projects throughout Washington County including the areas surrounding the proposed Western Corridor alignment. All members of the team are based out of our local St. George office, and we can immediately respond face to face with questions from the city and other key stakeholders.
- **Project Familiarity** – Our team experience with projects similar in scope includes the 1) initial alignment development support for the Southern Corridor and Northern Corridors; 2) development of the alignment and detailed design of the Gap Canyon Parkway, connecting to the Western Corridor from the Divario master plan community in St. George; 3) detailed design of the Sun River master plan community and the Sun River Parkway connecting the Western Corridor to Interstate 15 to the south; and 4) multiple projects within the Santa Clara City Limits near to the proposed Western Corridor alignment.
- **Long-Term Experience** – Rosenberg Associates has provided civil engineering services in the City of Santa Clara since 1989 and have developed great working relationships with city staff as well as other local, state, and federal agencies who will provide permitting approval and oversight for the proposed alignment once a plan is developed. These agencies include the City of Saint George, Washington County, the Utah Department of Transportation (UDOT), the Utah State Schools and Institutional Trust Lands Administration (SITLA), and the Bureau of Land Management (BLM). We are familiar with the BLM permitting and review process including requirements for completing the form SF-299 and preparing the Plan of Development (POD) to initiate the right-of-way development process.

We have enjoyed working with the City of Santa Clara on past projects and we are confident that our team's experience and depth will be a great asset as the city establishes the alignment of this significant link to the western side of Washington County.

Sincerely,



Jared Bates, PE, CFM
Principal

2 PROJECT UNDERSTANDING AND METHODOLOGY

As noted in the Request for Statement of Qualifications (RSOQ), the City of Santa Clara is soliciting proposals to conduct a Preferred Alignment and Constructability Study for the Western Corridor and Gap Canyon Parkway. **Rosenberg Associates** has been extensively involved in engineering work surrounding this corridor and proposed alignment including projects in Sun River, Gap Canyon Parkway, Sunbrook, the Hills at Santa Clara, and other smaller



projects. We understand the importance of this corridor in providing a direct link for residents in Santa Clara and in Western Washington County to access Interstate 15 and the Southern Parkway, Utah SR-7, and ultimately, points of connection to the future Northern Corridor. Completion of the Western corridor will also relieve traffic congestion along Santa Clara Drive, helping to preserve the small-town feel of the city's central historical district. Rosenberg Associates will utilize its long-term knowledge of the area – including known geographic and environmental constraints, its positive working relationships with local utility companies, the BLM and UDOT, and its knowledge of local values, to assist the City of Santa Clara in accomplishing this first step in the corridor alignment development and design process.

3 SCOPE OF WORK AND APPROACH

Rosenberg Associates will be responsible for delivering the scope of services as requested in the RSOQ. A detailed description of each task is included in Section 6 – Cost Proposal. The following paragraphs highlight the Project Team's approach to completing each task.

TASK 1 – PREFERRED ALIGNMENT EVALUATION AND CONSTRUCTABILITY: Jared Bates and Garrett Felling will participate in an initial kick-off meeting with city representatives and identified key stakeholders to review the initial mapping prepared in Task 2. The purpose of the meeting will be to review the initial information, identify and discuss any known environmental areas of concern, ownership areas of concern, geologic hazards, and other visible topographic challenges that key stakeholders may be aware of to be added to the map.

Agency Coordination: Garrett Felling and Wes Pickett will reach out to local utility companies, local municipalities, UDOT Region 4, and the BLM St. George Field Office to review the initial mapping. Representatives from these agencies will be invited to participate in the initial kick-off meeting, and to participate in regular coordination meetings going forward.

Cross-Section Selection: UDOT and local road cross-section standards will be reviewed by Garrett and Jared, then coordinated with the key stakeholders.

Conceptual Design Development: Garrett and Wes will update/refine the initial project base mapping in Task 2, then develop the 10% conceptual design of the preferred alignment to include the items noted in the scope of work. Jared will review the 10% design with Garrett and Wes.

Constructability Review: Jared and Garrett will meet in the regular project coordination meetings with the key stakeholders to review the progress of the alignment development as the conceptual design development progresses.

Refinement of Alignment: Garrett and Jared will make adjustments to the alignment as the conceptual design development progresses based on feedback from the constructability review process.

Earthwork Estimates: Garrett will perform cut and fill volume calculations using the base mapping and make adjustments as the alignment is refined.

Preliminary Cost Estimation: Garrett and Wes will prepare opinions of construction cost, then reviewed by Jared and make adjustments as the alignment is refined. These changes will be reviewed in the coordination meetings.

TASK 2 – SURVEY AND BASE MAPPING: Brandon Anderson and Wes Pickett will assemble a project base map of the corridor area utilizing existing available LiDAR color aerial imagery and topography. Brandon will overlay property ownership information and Garrett Felling will draw the “first run” alignment on the map, then review with Jared. Garrett will identify known utility information to be shown. Wes Pickett will research BLM and FEMA information and identify flood hazard, floodplain, archaeological sites, and threatened and endangered species habitat locations to be shown. Dave Black will perform a “desktop review” of available geologic mapping and identify potential geologic and geotechnical areas of concern to be added to the map.

Following the initial kick-off meeting and first round of agency and key stakeholder reviews, Brandon will assist Garrett in identifying additional mapping needs and coordinate additional field survey and aerial drone LiDAR mapping in select locations. Wes will perform a hydrologic analysis and modeling to better evaluate hydraulic concerns at proposed major wash crossings. Dave will identify areas recommended for additional geotechnical exploration and testing; however, no detailed geotechnical investigation is anticipated for this scope of work. Following completion of the research and review by Jared, any new findings will be added to the base mapping information to support the design development process.

TASK 3 – SF-299 APPLICATION AND PLAN OF DEVELOPMENT (POD): Garrett Felling and Wes Pickett will meet with BLM and determine permit and POD requirements. Wes will consult with local archaeologists and biologists to determine additional field survey requirements, if needed for the POD. Garrett will consult with key stakeholders to determine anticipated project access, phasing, and refine the opinions of construction cost. Garrett and Wes will prepare the POD and complete the SF-299 forms, which will be reviewed by Jared prior to review with the BLM St. George Field Office personnel. Garrett and Wes will coordinate review with the BLM.

DELIVERABLES: Rosenberg Associates will furnish the deliverables as outlined in the scope of work. Garrett Felling will review all project deliverables with Jared Bates, then present to the City of Santa Clara and the key stakeholders as each deliverable is completed.

4 PROJECT TEAM AND EXPERIENCE



Rosenberg Associates (RA) is a full-service consulting engineering firm offering a wide range of consulting services including civil engineering, geotechnical engineering, structural engineering, and land surveying and mapping. Since our company's founding in 1989, we have had the opportunity to provide engineering services for both private interests and local governments throughout Southern Utah. The company's long-term presence and high staff retention in Southern Utah has given us a unique understanding of local aesthetics and values. Key team members proposed for this project are summarized below:



GARRETT FELLING will act as Project Manager and will coordinate all work between the City of Santa Clara and the Project Team. Garrett has been with Rosenberg Associates since 2018. He has extensive experience working on environmental permitting and design on numerous projects located within environmentally sensitive areas in Washington County. Garrett's involvement in these projects has given him the insight and depth of experience necessary to help the Project Team develop unique and cost-effective solutions to complex engineering problems in sensitive areas.

JARED BATES, PE, CFM will act as project senior engineer and will provide Project Team supervision and project oversight, review and stamp of finished documents, and supplemental design support to Garrett and the rest of the Project Team. Jared has worked on projects in Southern Utah since 2006 with specific expertise in the design, permitting, and construction of projects located along the floodplain. Jared supervises the company's largest team of engineers and designers and has been a principal engineer with Rosenberg Associates since 2022.

WESLEY PICKETT will perform detailed mapping and environmental permitting support. Wes has spent his professional career working on environmentally focused projects in the Mountain West Region since 2016, and since coming to Rosenberg Associates in 2021.

BRANDON ANDERSON, PLS will provide oversight and review of field mapping, right-of-way, and boundary research for development of the proposed Western Corridor alignment. Brandon joined Rosenberg Associates in 2002 and has been the company's main point of contact for most mapping, survey, and boundary work.

DAVID BLACK, PE will provide a desktop review of geotechnical features and geologic hazards for the proposed Western Corridor alignment. Dave has nearly 40 years of experience in geotechnical engineering including initial research on developing the alignments for the Southern Parkway dating back to 1995.

5 SIMILAR PROJECT EXAMPLES

ROSENBERG ASSOCIATES has successfully provided a variety of engineering services for projects similar in scope to the proposed Western Corridor Project including the 1) initial alignment development support for the Southern Corridor 2) development of the alignment and detailed

design of the Gap Canyon Parkway; and 3) detailed design of the Sun River master plan community and the Sun River Parkway. The company has also engineered multiple projects located near the proposed Western Corridor alignment which has given our Project Team knowledge of site development issues including topographic and terrain challenges, large watershed wash crossings, environmental and sensitive habitat areas, and the lack of utilities and existing infrastructure. We have also worked with local UDOT and BLM staff on area projects, including requesting rights-of-way. A few relevant projects are summarized below:

GAP CANYON PARKWAY PROJECTS, Alignment Development, Permitting, Roadway and Utility Infrastructure Design, St. George, Utah (1995-2025): Rosenberg Associates has worked with property owners and with the City of St. George to develop the alignment and design the roadway to extend 3.1 miles from Dixie Drive to the St. George and Santa Clara city limits. Work includes conceptual and final development of the proposed right-of-way alignment, design and permitting of crossings at Gap Canyon Wash and Box Canyon Wash, and design of major utilities.

UDOT SOUTHERN PARKWAY PROJECTS, Mapping and Geotechnical Support, Washington County Utah, (1999-2025): Rosenberg Associates provided mapping and geotechnical engineering support to assist in developing the alignment for the initial southern corridor, and for design of individual segments along the proposed alignment. The initial study area included development of the 21.5-mile alignment extending from Interstate 15 at Sun River to Utah State Route 9 in Hurricane. Work included survey and property ownership research to develop the initial boundary and topographic mapping, geotechnical evaluations, and field mapping of geologic hazards, wetlands, archaeological sites, and other points of interest.

1450 SOUTH/GEORGE WASHINGTON PARKWAY, Alignment Development and Environmental Permitting, St. George, Utah (2021-2025): Rosenberg Associates has worked with Horrocks Engineers and the City of St. George to develop the alignment and design the roadway to extend 1.4 miles from River Road, crossing the Virgin River, and tying into Crosby Way to access the I-15 interchange at the St. George Convention Center. Work includes conceptual and final development of the proposed right-of-way alignment, design of erosion protection for roadway and bridge crossing structure, FEMA floodplain and floodway analysis, and environmental documentation and permitting.

NEARBY RELEVANT PROJECTS: Rosenberg Associates has worked on dozens of projects located near the proposed Western Corridor. Specific projects are listed below. The Nearby Project Exhibit – included in the Appendix – shows the approximate location of these projects in relation to the proposed Western Corridor alignment.

- ① Hills at Santa Clara Residential Project: Provided engineering design for new residential subdivisions located on the south side of the Santa Clara River including base mapping and surveying, utility and roadway design, and design and permitting of a new river crossing. Work also included BLM permitting for relocating an overhead power transmission line.
- ② Santa Clara Maintenance Yard: Provided engineering design for site improvements.
- ③ Divario BLM Boundary Permitting: Worked with the property developers and the Bureau of Land Management to perform environmental mitigation and permitting of access along the

property boundaries including developing public access points to recreational trails located within the adjacent Desert Tortoise Habitat Conservation Plan (HCP) areas.

- ④ Divario Water Tank Permitting: Worked with the City of St. George and the BLM to permit the placement of new water tanks on BLM property above Divario including the completion of SF-299 permit application and the Plan of Development (POD) reports.
- ⑤ Gap Canyon and Box Canyon Hydraulic Analysis and Permitting: Performed hydraulic analysis and design for roadway crossings on Box Canyon Wash and Gap Canyon Wash including floodplain analysis and impacts, Section 404 permitting, and detailed crossing design.
- ⑥ Sunbrook Residential Project: Provided engineering design for the residential subdivisions and golf course now comprising the Sunbrook master plan community including base mapping and surveying, and utility and roadway design including Sunbrook Drive.
- ⑦ Sun River Residential Project: Provided engineering design for the residential subdivisions and golf course now comprising the Sun River master plan community. Work included base mapping and surveying, utility and roadway design including Sun River Parkway, and design and permitting of utility crossings under the Virgin River.
- ⑧ Virgin River Restoration: Worked with the City of St. George the US Army Corps of Engineers to improve the channel conveyance and restore environmental habitat of acreage adjacent to the Virgin River near the Sun River Golf Course.

6 FEE PROPOSAL

Refer to the separate attachment for the Fee Proposal.

7 REFERENCES AND REQUIRED CERTIFICATIONS

References are listed below. Refer to the Appendix for resumes of proposed Project Team members including current training, professional licensing, and other certifications.

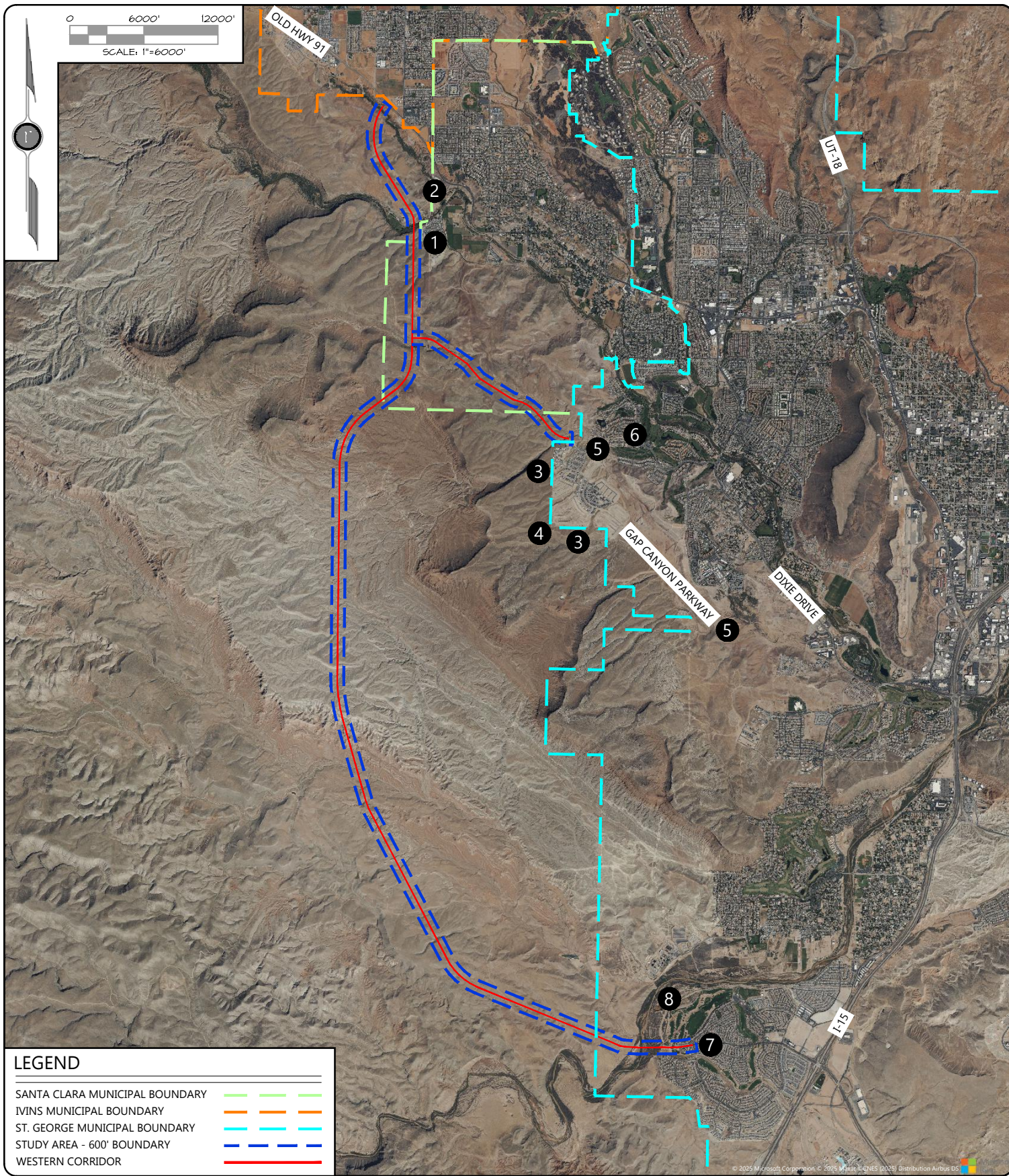
CAMERON CUTLER, Public Works Director, City of St. George, cameron.cutler@agcity.org, (435) 627-4052, reference Gap Canyon Parkway and 1450 South Street design engineering.

JAY SANDBERG, City Engineer, City of St. George, jay.sandberg@sgcity.org, (435) 627-4122, reference environmental permitting projects in the City of St. George.

PAUL MOGLE, Public Works Engineer, Washington City, pmogle@washingtoncity.org, (435) 634-5780, reference public works and environmental permitting of projects in Washington City.

APPENDIX

NEARBY PROJECT EXHIBIT
PROJECT TEAM RESUMES



LEGEND

SANTA CLARA MUNICIPAL BOUNDARY	---
IVINS MUNICIPAL BOUNDARY	---
ST. GEORGE MUNICIPAL BOUNDARY	---
STUDY AREA - 600' BOUNDARY	---
WESTERN CORRIDOR	---

DATE:	1/23/2025
JOB NO.:	14443-25
DESIGNED BY:	JLP
CHECKED BY:	JMB
DWG:	VICINITY

NEARBY PROJECT EXHIBIT FOR WESTERN CORRIDOR ALIGNMENT STUDY SANTA CLARA UTAH

353 East Riverside Drive, Suite A-2
St. George, Utah 84790 PH (435)
675-8886 FX (435) 675-8807
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ROSENBERG
ASSOCIATES
CIVIL ENGINEERS • LAND SURVEYORS

SHEET
1
OF 1 SHEETS

JARED W. BATES, PE, CFM

PRINCIPAL ENGINEER

SUMMARY OF EXPERIENCE



Jared has been with Rosenberg Associates since graduating from Utah State University in 2006. He provides project management and design oversight for civil engineering projects including residential and commercial design, hydraulic and hydrologic engineering design, flood and erosion control, and river related projects. He is experienced in providing a full range of floodplain management and river restoration engineering services with specific expertise in the design, permitting, and construction of projects located in environmentally sensitive areas along the floodplain and riparian corridors throughout Washington County, Utah. Jared is a Certified Floodplain Manager by the Association of State

Floodplain Managers and has over 15 years of experience working closely with FEMA to produce Letters of Map Change for public and private development projects.

Jared supervises the company's largest team of designers and engineers. Jared's team services clients in both the private and public sectors. Jared has been a principal engineer with Rosenberg Associates since 2022 and serves on the company board of directors.

EDUCATION

B.S. Degree Civil and Environmental Engineering, Utah State University, Logan, Utah, 2006

REGISTRATION

Professional Civil Engineer, PE UT-7886812

Certified Floodplain Manager, Association of Floodplain Managers, Inc., US-08-03954

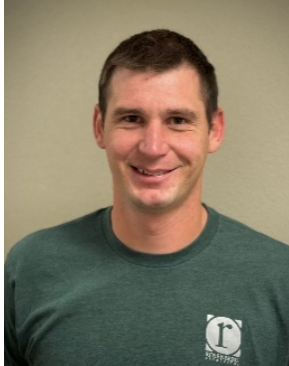
PROFESSIONAL AFFILIATIONS

Utah Stormwater and Floodplain Managers Association (USFMA)

GARRETT FELLING

PROJECT ENGINEER

SUMMARY OF EXPERIENCE



Garrett has been with Rosenberg Associates since graduating from the University of Nevada, Reno in 2018 with a BS degree in Geological Engineering. His primary role on the team is to provide engineering design and construction engineering, specializing in projects involving flood and erosion control, riverine and riparian restoration, roadway and utility improvements, and park and trail facilities for local municipalities. Garrett has extensive experience working within the Virgin and Santa Clara Rivers and associated watersheds, coordinating with local, state, and federal agencies for environmental permitting and design. He has provided design, permitting services, and construction engineering on a

number of projects located within environmentally sensitive areas in Washington County, the most recent of which include the Blacks Canyon Wash Restoration Project in Springdale, the Pine View Estates Erosion Protection Project in Washington City, the Zion South Campground Rehabilitation Project in Zion National Park, and the Confluence Park Bridge Project in Hurricane/La Verkin. Garrett's extensive involvement in projects such as these from the initial concept to the final close-out of the construction contract has given him the insight and depth of experience necessary to support the design team by providing unique and cost-effective mitigation solutions to complex engineering problems in sensitive areas.

EDUCATION

B.S. Degree Geological Engineering, University of Nevada Reno, Reno, Nevada, 2018

REGISTRATION

Engineer in Training, EIT

WESLEY PICKETT

STAFF ENGINEER

SUMMARY OF EXPERIENCE



After graduating from Temple University in 2016, Wesley Pickett has spent his professional career working on environmentally focused projects in the Mountain West Region. Wesley has experience with designing erosion hazard mitigation projects, managing regulatory and permitting requirements, drafting, hydrology studies, habitat restoration, wetland delineations, conducting geotechnical investigations, and completing geologic hazard evaluations. His permitting experience includes completing Waters of the US Delineations, Utah State Stream Alteration Permits, Floodplain Development Permits, and Nationwide Permit Pre-Construction Notifications (PCN) for areas along the Virgin River and its tributaries, while consulting with the relevant governing body. Wesley's experience with completing these permits is supported by an extensive background in geology, hydrology and biology.

Since joining Rosenberg Associates in 2021, Wesley's project involvement includes several projects along the North Fork of the Virgin River in the Town of Springdale, including the Black's Canyon Wash Restoration Project – EWP Project 5136, erosion hazard mitigation projects, and the Zion South Campground Rehabilitation project. He works closely with the Washington County Flood Control Authority, the Department of Natural Resources and the Virgin River Program to organize the involvement of local non-profits in completing restoration projects along the Virgin River and its major tributaries. Wesley has a vested interest in the success of projects located in environmentally sensitive areas.

EDUCATION

B.S. Degree Geology, Temple University, Philadelphia, Pennsylvania, 2016

BRANDON ANDERSON, PLS

LAND SURVEYOR

SUMMARY OF EXPERIENCE



Brandon Anderson oversees and manages all survey and mapping-related work at Rosenberg Associates. He began working full-time in the land surveying and engineering industry in 1998. After graduating from Salt Lake Community College in 2002, he joined Rosenberg Associates where he continues to provide land surveying expertise in mapping, boundary surveys, and right-of-way documentation. Typical work on these projects include field survey and document research to determine land ownership and boundary, sectional breakdowns, section corner searches, and survey title work.

As a professional land surveyor, Brandon has the unique opportunity to interact with a wide variety of municipal and state governmental agencies on a regular basis, reviewing boundary and engineering survey related work. His leadership allows his team to accomplish the project goals and meet the needed time milestones and schedules. He is particularly adept at resolving conflicts between the public and the private sector. Brandon strives to see the big picture partnering with both the property owner and the public; to provide context sensitive solutions.

Brandon currently serves as a member of the Washington County Planning Commission since 2017, and as a member of the City of St. George Planning Commission since 2023.

EDUCATION

A.A.S. Land Surveying, Salt Lake Community College, Salt Lake City, Utah, 2002

REGISTRATION

Professional Land Surveyor, PLS UT-4938716, PLS AZ-0038484, PLS NV-20392

PROFESSIONAL AFFILIATIONS

Utah Council of Land Surveyors (UCLS)

DAVID BLACK

GEOTECHNICAL ENGINEER

SUMMARY OF EXPERIENCE



David Black has 39 years of experience in geotechnical engineering and has conducted geotechnical investigations, geologic hazard evaluations, slope stability studies, distress investigations, and Phase I environmental site assessments. Project experience includes highway bridge and interchange structures, a new 25-mile highway corridor, roadways, pipelines, commercial and residential developments, water treatment facilities, water tanks, flood control structures, power plants, and high-rise structures. His design experience includes shallow and deep foundations, pavements, retaining walls, small earthen dams and embankments, flood control structures, and dewatering systems. As a principal with Rosenberg Associates, Dave is responsible for the coordination and supervision of the Geotechnical Division of the company.

Dave has served on several committees and played a key role in developing the “City of St. George Standard Specifications for Design and Construction,” the City of St. George Ordinance for the “Construction of Rockery and Segmental Block Retaining Walls,” and peer reviewed the Geologic Hazards Maps and Documents prior to publication by the Utah Geological Survey. Dave is a part-time Geology instructor at Utah Tech University.

EDUCATION

B.S. Geology, Southern Utah University, Cedar City, Utah, 1985

M.S. Geological Engineering, Washington State University, Pullman, Washington, 1987

REGISTRATION

Professional Engineer, PE UT-186897, PE AZ-27639, PE NV-8932, PE CO-36420, PE NM-24100

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers (ASCE)

American Public Works Association (APWA) - Past Branch President



WESTERN CORRIDOR ALIGNMENT & CONSTRUCTABILITY STUDY

CITY OF SANTA CLARA, UTAH
JULY 31, 2025



City of Santa Clara
Attn: Dustin Mouritsen, Santa Clara City Public Works Director
2603 Santa Clara Drive, Santa Clara, UT 84765
dmouritsen@santaclarautah.gov

RE: Statement of Qualifications – Western Corridor Alignment and Constructability Study (City of Santa Clara)

Civil Science is pleased to submit our qualifications for the Western Corridor Alignment and Constructability Study project. As a Southern Utah-based, employee-owned firm, we bring a local team with deep experience in civil engineering, survey, and ancillary services, along with a strong understanding of regional priorities, stakeholder expectations, and operational needs.

Civil Science is set apart by:

- **Experience:** Serving as the Project Manager, **Ryan Anderson, PE** brings rare experience working previously for UDOT and having **worked extensively along the SR-7 corridor**. Along with a team bringing a breadth and depth of knowledge about the corridor and the local area and Ryan's strengths in project management, his ability to navigate each agency's expectations and approval processes will help streamline communication and maintain project momentum.
- **Quality:** We are well known for delivering quality projects around the state specifically in Southern Utah with great attention to detail. This quality pays dividends during subsequent phases of the project where risk can be reduced because of detailed planning
- **Cost Efficiency & Coordination:** Civil Science has worked with local stakeholders including Hurricane City, Washington County, UDOT and others on numerous transportation projects over the years and have a great understanding of the local engineering preferences and standards. Our services provided to the City offer us the ability to be cost-efficient while still remaining effective in coordinating these benefits throughout the duration of the project.
- **Commitment:** We commit to Santa Clara City to dedicate the technical expertise and necessary resources to meet the established project requirements as outlined in this proposal. We are committed to establishing a long-term relationship.

The Civil Science team looks forward to providing quality, cost-efficient engineering services to the City and the additional stakeholders. The undersigned are authorized to sign this statement on behalf of Civil Science. We respectfully submit this SOQ and look forward to working with you. If you have any questions, please feel free to call me at your convenience at (435) 633-5095, or at randerson@civilsience.com.

Sincerely,



Ryan Anderson
Sr. Project Manager
Civil Science



PROJECT UNDERSTANDING & METHODOLOGY

Civil Science (CS) is a full-service civil engineering firm with a long-standing commitment to serving municipalities and government agencies since 1978. Our multidisciplinary team includes experienced professional engineers, licensed land surveyors, and highly skilled technicians—bringing specialized expertise in transportation systems, municipal improvements, and land development.

To further strengthen our approach and ensure a quality and thorough deliverable for Santa Clara City, we have chosen a strategic partnership with **Horrocks Engineers**. Horrocks has a well-established presence in Washington County and has long been a trusted resource for many of the same agencies and municipalities we are partnering with on this project. Their depth of local knowledge and proven ability to navigate complex regional planning efforts make them an asset to the team.

CS and Horrocks are established partners to local governments across Utah. We have a proven track record of providing responsive, high-quality engineering services to communities of all sizes, with particular strength in supporting small to mid-sized municipalities like Santa Clara City and its neighboring communities. Our understanding of the unique needs and priorities of southern Utah communities enables us to deliver practical, efficient, and sustainable solutions that align with local goals and regulations.

Civil Science will lead the project providing a comprehensive approach built on decades of experience delivering high-quality municipal and transportation engineering services throughout Utah. Our role will include **project management, survey, conceptual design—including alignment and cross-section identification—as well as right-of-way (ROW) planning**. These foundational efforts will be directed by our local team based in **St. George**, ensuring timely and direct engagement throughout the project. Our history of working with Santa Clara City, surrounding municipalities, Dixie MPO, and UDOT positions us to lead with confidence and a deep understanding of local priorities and expectations.

Horrocks Engineers will strengthen the team by leading **constructability review, cost estimating, traffic forecasting, and the development of environmental strategy**. With key roles on the **Southern Parkway** and **Northern Corridor** projects, they bring firsthand experience navigating the environmental, logistical, and stakeholder challenges unique to regional corridor development—insights that will directly benefit this project.

Together, **Civil Science** and **Horrocks Engineers** offer a unified and highly capable team with complementary strengths, strong local ties, and a shared commitment to delivering a well-planned, cost-effective, and environmentally responsible alignment and constructability study that meets the needs of

Santa Clara City, neighboring communities, and the broader region.

In addition to municipal work, our team brings unmatched experience partnering with the **Utah Department of Transportation (UDOT)** on both local and regional transportation projects. We have successfully delivered numerous projects statewide, handling everything from initial planning and environmental studies to final design and construction oversight. We are well-versed in UDOT's design standards, procedures, and project delivery requirements, and maintain strong working relationships with Region 4 staff allowing for seamless coordination and efficient project execution. With advanced equipment and deep agency ties, we are also able to meet strict tolerances and enable cross-jurisdictional coordination.

Our team routinely supports and works closely with **Dixie MPO, WCWCD, SITLA, BLM, local municipalities, and private developers**. Our ability to effectively coordinate with diverse stakeholders across jurisdictions is a direct reflection of the skills and experience we bring to support **Santa Clara City** on this project. Recently selected by the **Washington County Water Conservancy District (WCWCD)** for surveying and mapping services on a major regional water infrastructure project, we continue to demonstrate our trusted relationships and technical strength.

TOTAL CIVIL SCIENCE EMPLOYEE-OWNERS



LOCAL CONNECTION

Civil Science has grown our local multidisciplinary team in St. George, recently becoming the largest full-service civil engineering firm in southern Utah with 30 full time employees. We take pride in serving our local municipalities and have established a reputation for meeting tight project deadlines with high quality deliverables in a cost-efficient manner. Our growing St. George office also allows us to complete most

services with our in-house staff of experts or relying on local strategic partners such as **Horrocks** to enhance the services provided and improve the client experience. Within the past three years alone, our team has provided Survey, ROW, design, and construction management services on numerous large projects throughout Southern Utah and Nevada.

Civil Science is committed to building strong, lasting partnerships based on trust, integrity, and shared community values. We look forward to supporting **Santa Clara City, the Dixie MPO, surrounding municipalities, and UDOT** in designing resilient infrastructure that enhances the quality of life across southern Utah.

SCOPE OF WORK & APPROACH

TASK 1 1 PREFERRED ALIGNMENT EVALUATION & CONSTRUCTABILITY

The team will begin with a comprehensive cross-section analysis and selection process, evaluating multiple roadway configurations that align with the corridor’s principal arterial classification. **Brandon Weight**, a trusted resource for cross-section standards, will recommend the most appropriate design based on projected traffic volumes, future demand, and functional needs. His evaluation will address key elements such as shoulders, drainage, multimodal facilities (e.g., bicycle lanes and sidewalks, where applicable), and dedicated turn lanes to ensure a safe, efficient, and adaptable corridor design.

Michael Heaps and **Aron Baker** will ensure that projected traffic volumes and anticipated future travel demand is assessed and will work with stakeholders to identify the optimal alignment. Once the alignment and cross-section are selected, the team will develop concept-level modeling to determine cut-and-fill extents and earthwork quantities. **Joe Serre** will lead the constructability review identifying early any access, terrain, or staging constraints to mitigate risks in future phases. **Alan Preston** will provide detailed planning-level cost estimates to inform design decisions and support funding efforts. Together, this team offers specialized expertise, proven coordination skills, and technical depth needed to deliver a realistic, buildable corridor alignment that meets the City’s objectives.

TASK 2 2 SURVEY & ROW ACTIVITIES

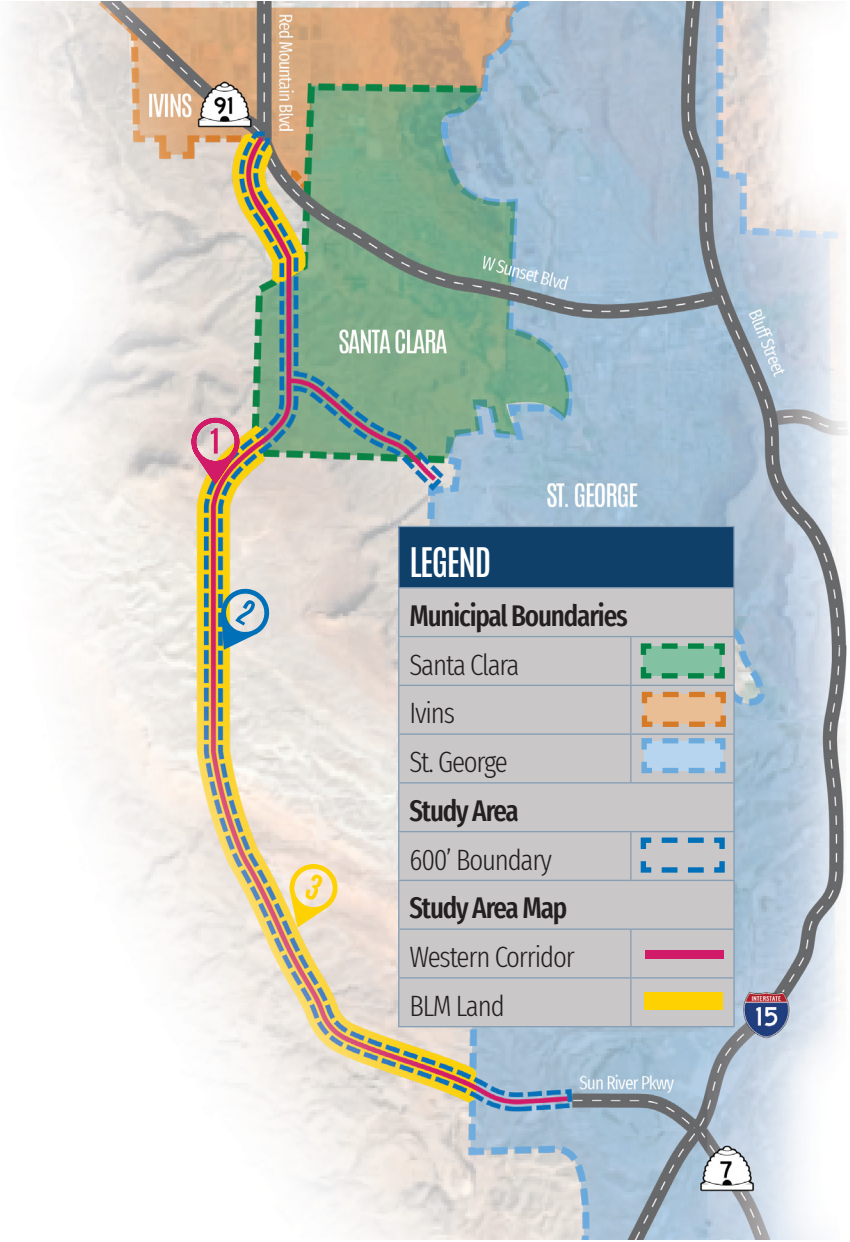
Led by **Travis Sanders, PLS**, Survey Division Manager, the Survey team will execute all field activities and ensure deliverables meet the City’s expectations for accuracy, format, and timeliness. **Chanse Snow** will lead geodetic control and LiDAR operations, leveraging advanced UAV-based aerial mapping and 3D terrain modeling to produce high-resolution surface data and orthoimagery. **Paul Wilson** will manage right-of-way research and legal description preparation as needed, ensuring seamless integration with UDOT standards and consistent documentation for corridor parcels. Supporting the team is **David Viets**, who will lead quality control and verification efforts to ensure all survey products are complete, precise, and compliant with agency standards. Together, this team combines advanced technical capability with deep regional experience to deliver high-quality base mapping and survey data that support efficient design for future phases

TASK 3 3 KSR-299 APPLICATION & PLAN OF DEVELOPMENT (POD)

The Civil Science and Horrocks team will prepare and submit SF-299 applications and Plans of Development (PODs) in coordination with the BLM St. George Field Office to support future right-of-way authorizations across federal lands. Our approach begins with early coordination to define submission needs and ensure alignment with BLM expectations.

SF-299 forms will be completed for each BLM parcel intersected by the proposed alignment. These will be supported by a detailed POD that includes plan views, project purpose, erosion control, construction phasing, environmental strategies, and access planning.

Civil Science brings relevant experience preparing SF-299 applications and PODs for municipalities such as Hurricane City—including a current ongoing effort with the BLM—as well as for subdivisions



and private developments throughout Southern Utah. Horrocks adds additional depth with extensive POD experience on regionally significant projects, including the SR-7 Southern Parkway and Northern Corridor.

Environmental planning will be led by Haylie Ferguson, leveraging 14 years of experience preparing UDOT/FHWA-compliant environmental documents and maintaining strong working relationships with local BLM staff.

This corridor crosses areas of critical concern, including designated desert tortoise habitat, ephemeral washes, steep terrain, and potential cultural resource sites—all of which will require thoughtful planning, regulatory awareness, and early agency engagement. With Haylie’s leadership, our team will develop a practical and defensible environmental strategy that addresses these sensitivities while aligning with BLM, UDOT, and USFWS expectations. Our approach will support a well-documented POD and set the stage for successful NEPA clearance and BLM right-of-way approvals. This task not only fulfills current deliverables but lays the groundwork for streamlined implementation and strong interagency trust in future phases.

WHY CHOOSE OUR TEAM

- **Deep Regional Experience:** Local St. George-based staff with decades of combined project delivery experience across Southern Utah.
- **Robust Technical Capabilities:** In-house UAV LiDAR mapping, 3D terrain modeling, and civil design tools (Civil3D, Pix4D, OpenRoads) streamline high-quality production.
- **Trusted Track Record with Local Agencies:** Longstanding relationships with Santa Clara City, Dixie MPO, UDOT Region 4, and neighboring municipalities enhance collaboration and reduce risk.
- **Extensive Transportation Design & Coordination Experience:** Our team includes former UDOT Region 4 leadership and has delivered dozens of transportation projects statewide, bringing deep knowledge of UDOT standards, processes, and expectations.
- **Environmental Strategy Leadership:** Haylie Ferguson’s hands-on expertise in SR-7 and close agency ties provide a strong foundation for successful environmental planning.
- **Proven BLM Coordination Success:** Direct experience preparing SF-299s and PODs for public and private clients, including current work with Hurricane City and the BLM.

PROJECT SCHEDULE – Western Corridor Alignment and Constructability Study

Task	Duration	Approx. Dates
1. Project Kickoff & Coordination	2 Weeks	Sep 2-15, 2025
2. Survey & Base Mapping	10 weeks	Sep 8-Nov 17, 2025
3. Alignment & Cross-Section Analysis	4 weeks	Nov 17-Dec 15, 2025
4. Conceptual Design & Constructability Review	6 Weeks	Dec 15-Jan 26, 2025
5. Environmental Strategy & POD Development	9 Weeks	Jan 26-March 30, 2025
6. Reporting & Deliverables	2 Weeks	March 30-April 13, 2025*
*Please consider this schedule to be scalable, as our firms have availability and are prepared to accelerate this schedule as needed.		

PROJECT TEAM AND EXPERIENCE

Role	Team Member (% Avail.)	Firm
Principal-in-Charge	Tyler Turner, PE (10%)	Civil Science
Project Manager	Ryan Anderson, PE (40%)	Civil Science
Survey Manager	Travis Sanders, PLS (20%)	Civil Science
Survey Support	Chanse Snow, PLS (35%)	Civil Science
Survey & CAD Support	David Viets (35%)	Civil Science
ROW & CAD Support	Paul Wilson (25%)	Civil Science
Cross-Section Selection Lead	Brandon Weight, PE (30%)	Civil Science
Roadway Designer	Quade Darrington, EIT (35%)	Civil Science
Constructability Review	Joe Serre, PE (20%)	Horrocks
Preliminary Cost Estimate	Alan Preston, PE (20%)	Horrocks
Planning & Traffic Modeling	Michael Heaps, PE (20%)	Horrocks
Traffic Support	Aron Baker, PE (25%)	Horrocks
Environmental Strategy Lead	Haylie Ferguson	Horrocks



RYAN ANDERSON, PE [CIVIL SCIENCE]
PROJECT MANAGER
Utah PE #8557441-2202

With nearly two decades of experience in UDOT design, construction, and project management, Ryan Anderson brings a comprehensive understanding of transportation infrastructure to his role as Project Manager. Beginning his career in Southern Utah, Ryan worked on the first two phases of the **SR-7 Southern Parkway**, completing construction from Exit 2 to River Road. This experience is similar to this effort with the Western Corridor and Ryan is excited to be a part of the lasting benefits this corridor will bring. Prior to joining Civil Science, Ryan served as Region 4's Preconstruction Engineer where he led complex coordination efforts across agency partners and disciplines—experience directly aligned with the City's goals for this corridor study. At Civil Science, Ryan has successfully managed regionally significant projects, including the **I-70 Box Beam Replacement Phase 4** and a 20-mile preservation project on **SR-143**. He's currently supporting UDOT and Toquerville City in right-of-way development for the **Toquerville Bypass** and is currently working as the Assistant PM & Risk Manager on the **I-15 South Cedar Interchange** reconstruction project. This has given him active, hands-on experience navigating environmental, constructability, and stakeholder coordination challenges similar to those outlined in this RFP. Ryan's leadership is defined by his ability to guide multidisciplinary teams through the preconstruction process with clarity, efficiency, and responsiveness. His deep roots in Region 4 and his commitment to practical, buildable solutions make him an ideal fit to help identify a preferred alignment that **meets the City's long-term vision** while **balancing regional mobility and environmental considerations**.

» Ryan will be supported by **Tyler Turner, PE** [Civil Science], a recognized leader in Utah transportation. Tyler is highly regarded for his production of high-quality deliverables and his strong, effective leadership. Tyler's extensive experience and longstanding relationships with UDOT and municipalities such as Ivins, St. George, and Santa Clara City will be a valuable asset to the team. Additionally, Tyler's deep understanding of local expectations and project delivery standards will help ensure the team consistently meets project goals.



BRANDON WEIGHT, PE [CIVIL SCIENCE]
CROSS-SECTION SELECTION LEAD
Utah PE #9670405-2202

With over 14 years of transportation design experience, Brandon brings the technical leadership and agency coordination expertise essential for a successful corridor alignment and constructability study. He has managed or designed **more than 50 projects across Utah**, many in partnership with state agencies and local municipalities. He has also developed a reputation for delivering early-phase roadway designs that are realistic, cost-conscious, and implementation-ready.

Brandon brings extensive experience in conceptual design and cross-section development for regional corridors, with an emphasis on minimizing right-of-way and utility impacts while supporting long-term mobility and multimodal access. His work regularly includes early design deliverables including horizontal and vertical alignment, slope analysis, ROW refinement, and planning-level cost estimates, all essential to corridor studies like this one. Brandon's recent efforts have involved BLM coordination, SF-299 application support, and Plan of Development preparation, directly aligning with the federal land interface required for this study. His collaborative approach and technical depth make him a valuable liaison between UDOT Region 4, local communities, and federal partners. He excels at translating municipal priorities into practical corridor solutions that meet planning goals, funding requirements, and stakeholder expectations. Relevant project experience also includes **Old Hwy 91; 200 East to Shivwits and SR-12, Emergency Slope Stabilization Phase 2**.

Brandon will be supported by **Quade Darrington, PE** [Civil Science], **Joe Serre, PE** [Horrocks], **Alan Preston, PE** [Horrocks] and Michael Heaps [Horrocks]

- **JOE SERRE, PE [HORROCKS] | CONSTRUCTABILITY REVIEW**
Joe is a licensed PE with 25 years of construction management and constructability reviews experience. Joe applies his extensive, hands-on experience reviewing project constructability, providing vital feedback to teams to minimize risks during construction. Providing similar guidance and review for the Northern Corridor, Joe is well qualified and uniquely familiar with what is required for this effort.

• **ALAN PRESTON, PE [HORROCKS] | PRELIMINARY COST ESTIMATION**

Alan has been involved with cost estimating his entire career both as an Estimator at Horrocks and previously as a General Contractor Project Manager. His experience with compiling costs and providing detailed thorough cost analysis for owners has earned him respect and trust. In the past year Alan has assisted with over a dozen estimates for municipalities throughout the country.

• **MICHAEL HEAPS, PE, PTOE [HORROCKS] | PLANNING & TRAFFIC MODELING**

Michael has over 20 years of experience in traffic modeling in Southern Utah. He specializes in traffic operations and planning, focusing on developing models for transportation projects, including freeway and arterial studies. Proficient in advanced modeling software, Mike has contributed to over 40 interchanges and 60 miles of freeway analysis, enhancing traffic flow and supporting community engagement in transportation planning. His work addresses congestion and improves regional transportation efficiency. Recently working on the Northern Corridor and SR-7 Southern parkway, Mike knows the value these alternative routes can provide and the data needed for proper planning.

• **ARON BAKER, PE [HORROCKS] | TRAFFIC SUPPORT**

Aron has 33 years of experience in traffic and municipal engineering. He led the recent update to the Santa Clara Transportation Master Plan, enhancing the community's transportation infrastructure planning. With a focus on active transportation planning and traffic impact studies, Aron has successfully managed and contributed to numerous projects, including the design of traffic signals and roundabouts. His strong relationship with Santa Clara has fostered effective collaboration on critical transportation initiatives.



TRAVIS SANDERS, PLS [CIVIL SCIENCE]
SURVEY MANAGER
 Utah PLS #94781170-2201

With over two decades of surveying and right-of-way (ROW) experience, Travis Sanders brings deep expertise and leadership to the role of Survey Manager. He has overseen survey and mapping services on more than 25 UDOT projects in the last five years, including efforts with complex ROW acquisitions and corridor improvements across Utah. Travis leads Civil Science's Survey Division and is licensed in Utah, Arizona, and Nevada, as well as a certified FAA Part 107 drone pilot with over eight years of flight experience. For this study, Travis will direct all survey-related activities, including aerial LiDAR collection, topographic base mapping, parcel research, and ROW delineation. His strong relationships with UDOT and BLM staff, paired with hands-on experience managing survey for projects like River Road, I-15 Climbing Lanes, and the Old Hwy 91 corridor, ensure a seamless and accurate data collection process. Known for integrating drone and terrestrial survey methods with tools like Civil3D, OpenRoads, and Pix4D,

Travis delivers precise, constructible survey deliverables that support smart, buildable design.

» Travis will be supported by **Chanse Snow, PLS** [Civil Science] and **Paul Wilson** [Civil Science], and **David Viets** [Civil Science] with various elements of the survey and base mapping services.

Team Member	Role	Years Exp.
Chanse Snow	Survey Support	18
Paul Wilson	ROW & CAD Support	21
David Viets	Survey & CAD Support	39



HAYLIE FERGUSON [HORROCKS]
ENVIRONMENTAL STRATEGY LEAD
 Principal Investigator #245

Haylie has 14 years of experience preparing UDOT/FHWA-compliant environmental documents, including SES and reevaluations for EISs and EAs. She has worked extensively in Southern Utah and is well-versed in UDOT policies, procedures, and the Environmental Manual of Instruction. Her strong relationships with regulatory agencies and in-depth knowledge of environmental processes position her to develop a reliable, defensible environmental strategy that will streamline future environmental clearances. Her recent work on the SR-7 Southern Parkway has provided relevant experience and insights that will directly benefit the team and contribute to successful project outcomes.

SIMILAR PROJECT EXAMPLES

OLD HWY 91; 200 EAST TO SHIVWITS (16707)

Washington Co., UT | 2023

Team: Civil Science (Brandon Weight, Travis Sanders)

Reference: Chuck Gillette, Public Works Director, (435) 668-9909

This project involved roadway rehabilitation and shoulder widening to improve corridor capacity, active transportation options, and intersection operations—delivered in close coordination with UDOT and Ivins City. The team developed roadway widening solutions that enhanced intersection function and clear zones while minimizing right-of-way and utility impacts to reduce overall cost and risk. Public engagement played a key role, with coordination efforts including public meetings, city council presentations, and a dedicated project website. The team also conducted drainage analysis and design to manage regional offsite flows and plan for future stormwater needs along the corridor. To support construction efficiency, Inter-Discipline Reviews and a Lessons Learned Analysis were implemented to proactively reduce the potential for change orders during the construction phase.

SR-7 SOUTHERN PARKWAY

Washington County, UT | 2020

Team: Horrocks Engineers (Aron Baker, Mike Heaps, Haylie Ferguson)

Reference: Riley Champneys, UDOT Region 4 | (435) 680-6707

The Southern Parkway was designed as an eastern belt route for Washington County from I-15 in St. George to SR-9 in Hurricane that will become a four-lane divided expressway when fully built. Horrocks has designed approximately 20 of the 29 miles of roadway. The design included nine new interchanges, wash realignments, a spillway at the Stucki Debris Basin Dam, multiple large culverts with headwalls, pavement, signing, striping, ROW, and EIS reevaluations. The environmental components of the Southern Parkway project included multiple environmental reevaluations due to alignment changes from the original 2005 EIS. Horrocks coordinated with federal resource agencies like the U.S. Army Corps of Engineers and Bureau of Land Management to address environmental concerns and secure necessary permits. Key environmental work included delineation of ephemeral washes, significant nexus analysis, jurisdictional determinations, and Section 404 permitting. Surveys were conducted for threatened and endangered species, including plants, desert tortoises, and burrowing owls. Additional efforts included a supplemental biological assessment, preparation of a Biological Assessment (BA), coordination with USFWS to obtain a Biological Opinion Addendum, mitigation planning, and contractor environmental training.

SR-12; EMERGENCY SLOPE STABILIZATION PHASE 2

Bryce, UT | 2019

Team: Civil Science

Reference: Cameron Gay, UDOT Program Manager | (435) 893-5024

This project involved an Environmental Assessment and final design for emergency slope stabilization and roadway widening along a rural corridor, delivered in partnership with UDOT, BLM, and multiple federal and municipal agencies. The team addressed complex structural, drainage, and geotechnical challenges adjacent to environmentally and culturally sensitive areas. Planning and design efforts focused on roadway widening, slope stabilization, and drainage improvements—closely mirroring the constructability and grading considerations of the Western Corridor. Coordination with BLM, USFWS, the National Park Service, and local municipalities reflects the type of multi-agency engagement anticipated for the Santa Clara study. An alternatives analysis was conducted to evaluate constructible solutions that balanced challenging topography, environmental impacts, and long-term corridor resilience. Recommendations for alignment and cross-section design integrated area hydrology and geotechnical data, and the project followed UDOT Region 4 standards and environmental procedures to support efficient review and implementation.

NORTHERN CORRIDOR

Washington County, UT | 2018 - Ongoing

Team: Horrocks Engineers (Joe Serre, Mike Heaps, Aron Baker)

Reference: Brett Anderson, UDOT Region 4 | (435) 979-4545

This project involved roadway rehabilitation and shoulder widening to improve corridor capacity, active transportation options, and intersection operations—delivered in close coordination with UDOT and Ivins City. The team developed roadway widening solutions that enhanced intersection function and clear zones while minimizing right-of-way and utility impacts to reduce overall cost and risk. Public engagement played a key role, with coordination efforts including public meetings, city council presentations, and a dedicated project website. The team also conducted drainage analysis and design to manage regional offsite flows and plan for future stormwater needs along the corridor. To support construction efficiency, Inter-Discipline Reviews and a Lessons Learned Analysis were implemented to proactively reduce the potential for change orders during the construction phase.

OLD HIGHWAY 91 (SURVEY & MAPPING)

Ivins, UT | 2024

Team: Civil Science (Ryan Anderson, Brandon Weight, Travis Sanders)

Reference: Riley Lindsey, UDOT Region 4 | (435) 201-1242

Civil Science delivered design survey and ROW support using:

- GPS, terrestrial LiDAR, UAV, and digital leveling
- PLSS boundary and title research to define ROW
- UDOT-standard mapping and acquisition documentation for 20+ parcels

These efforts highlight our ability to deliver accurate, multi-technology survey data and ROW products for both urban and rural corridors.

SR-18 BLUFF STREET (SURVEY & MAPPING)

St. George, UT | 2024

Team: Civil Science (Travis Sanders, Chansé Snow)

Reference: Jeff Albrecht, UDOT Region 4 | (435) 689-0299

For this high-traffic urban corridor, we are leading the survey and mapping using:

- Trimble R12i GPS and DiNi levels for control
- UAV, mobile LiDAR (MX90), and traditional survey for topography
- SUE-integrated utility mapping
- TopoDOT and TBC for digital base creation
- Boundary and ROW monument research and integration

Mayor

Rick Rosenberg

City Manager

Brock Jacobsen



City Council

Jarett Waite

Ben Shakespeare

Christa Hinton

David Pond

Janene Burton

CITY COUNCIL

Meeting Date: August 27, 2025

Agenda Item: 4

Applicant: N/A

Requested by: Dustin Mouritsen

Subject: 5-Year Slurry Seal Contract

Description:

Discussion and action to approve a 5-year slurry seal contract with American Pavement Preservation beginning in 2026 in the amount of \$390,000.00 for 1,928,945 sq. ft. of slurry seal.

Recommendation: Approval

Attachments: N/A

Cost: 390000

Legal Approval: Yes

Finance Approval: Yes

Budget Approval: Yes

SANTA CLARA
PAVEMENT MAINTENANCE CONTRACT
INFORMAL BID SCHEDULES:

Polymer Modified Slurry Seal

The following Bid Schedules are used for determining unit prices for slurry seal. The slurry seal shall be applied in accordance with the International Slurry Surfacing Association (ISSA) Recommended Performance Guideline for Emulsified Asphalt Slurry Seal A115 (dated February 2024) as attached.

BID SCHEDULE A

Unit Price					
1	Slurry Seal Type II with 3% latex, apply at 15 to 18 lbs per sy	1,928,945	SF	\$0.20	\$385,789.00
2	Mobilization	1	LS	\$4,211.00	\$4,211.00
TOTAL Bid Price:					\$390,000.00

Abbreviations: sf-square feet, lbs-pounds

Zones: See drawings for zone locations

Name of Contractor: American Pavement Preservation LLC

Signature:  **Date:** July 25, 2025

Print Name: Priscilla Gomez **Phone:** 702-507-5444

By submitting and signing this, contractor certifies that it does not and will not, during the performance of this contract, knowingly employ or subcontract with any entity which employs workers in violation of 8 U.S.C. §1324a. Contractor agrees to produce, at the City's request, such documents which are required to verify compliance with applicable federal and state laws. If the contractor knowingly employs workers in violation of 8 U.S.C. §1324a, such violation shall be cause for unilateral cancellation of the contract between contractor and the City. In the event this contract is terminated due to violation of 8 U.S.C. §1324a by the contractor or by a subcontractor of the contractor, the contractor shall be liable for any and all costs associated with such termination including, but not limited to, any damages incurred by the City, as well as attorney's fees.

**2025 PAVEMENT MAINTENANCE CONTRACT
INFORMATION REQUIRED OF BIDDER**

The Bidder is required to supply the following information. Additional sheets may be attached if necessary.

- (1) Bidder American Pavement Preservation LLC
- (2) Address 4725 E. Cartier Avenue, Las Vegas, Nevada 89115
- (3) Telephone 702-507-5444
- (4) Utah Contractor's License No. 7547937-5501
- (5) Contractor's License Class: B100, E100 Monetary Limit: Unlimited
- (6) Type of Bidder: ☐ Individual ☐ Partnership ☐ Firm
 ☒ Company ☐ Corporation ☐ Association
- (7) Corporation organized under the laws of the state of Nevada
- (8) List the names, titles, and addresses of all principals and/or officers of the individual, partnership, firm, LLC, company, corporation or associations.
Priscilla Gomez - Division Manager 4725 E. Cartier Avenue, Las Vegas, NV 89115
Eric Reimschiessel - Vice President 4725 E. Cartier Avenue, Las Vegas, NV 89115
Jim Pulice - President 4725 E. Cartier Avenue, Las Vegas, NV 89115
- (9) Number of years experience as a contractor in construction work of this type: 16

- (10) List at least three similar projects completed as of a recent date:

Project Name:	Salt Lake County Slurry Seal	Contract Price:	\$597,555.00
Owner Name:	Salt Lake County	Phone Number:	385-468-6132
Slurry Quantity (sy):	225,747		
Project Name:	City of ORem Slurry Seal	Contract Price:	\$560,248.00
Owner Name:	City of Orem	Phone Number:	801-229-7000
Slurry Quantity (sy):	371,334		
Project Name:	Navajo County Slurry Seal	Contract Price:	\$658,884.00
Owner Name:	Navajo County	Phone Number:	928-205-3499

**2025 PAVEMENT MAINTENANCE CONTRACT
INFORMATION REQUIRED OF BIDDER**

Slurry Quantity (sy):	275,440
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(11) List Equipment available to Contractor:

Number of Slurry Surface Machines owned by Contractor: 8

Number of Slurry Surface Machines to be used on this project: 2

Description of Slurry Surface Machines to be used on this project (Make, Model, Size, Year and other pertinent data):

Macropaver 12B 2010

2 Machines, Slurry 7 Microsurfacing Machines 12 yard

Description of sweeper to be used on this project: Tymco List

any other equipment that will be used for this project:

Tanker, Loader, 1 Ton Trucks, & other miscellaneous application equipment

(12) Material source and laboratory evaluating mix design

Asphalt Emulsion Source: Peak Asphalt

Asphalt Emulsion Type: CQS-1h

Aggregate Source: Interstate Rock

Laboratory evaluating mix design: Idaho Asphalt

(13) Crew Foreman

Name of crew foreman designated for this project: Keevin Fuentes

Name of 2nd crew foreman (if needed) designated for this project: Juan Lopez List
at least three prior projects that crew foreman has completed working as a foreman:

**2025 PAVEMENT MAINTENANCE CONTRACT
INFORMATION REQUIRED OF BIDDER**

Project Name:	Navajo County Slurry Seal	Contract Price:	\$658,884.00
Owner Name:	Navajo County	Phone Number:	928-205-3499
Slurry Quantity (sy):	275,440		
Project Name:	Santa Clara 2022 Pavement	Contract Price:	\$140,080.27
Owner Name:	City of Santa Clara	Phone Number:	435-656-4690
Slurry Quantity (sy):	89,451		
Project Name:	Santaquin Slurry Seal	Contract Price:	\$395,863.00
Owner Name:	City of Santaquin	Phone Number:	801-420-3033
Slurry Quantity (sy):	234,450		

List at least three prior projects that 2nd crew foreman (if needed) has completed working as a foreman:

Project Name:	Navajo County Slurry Seal	Contract Price:	\$658,884.00
Owner Name:	Navajo County	Phone Number:	928-205-3499
Slurry Quantity (sy):	275,440		
Project Name:	Show Low Slurry Seal	Contract Price:	\$459,466.42
Owner Name:	City of Show Low	Phone Number:	928-532-4084
Slurry Quantity (sy):	256,567		
Project Name:	Santaquin Slurry Seal	Contract Price:	\$395,863.00
Owner Name:	City of Santaquin	Phone Number:	801-420-3033
Slurry Quantity (sy):	234,450		

CITY OF SANTA CLARA

Pavement Maintenance Contract

Polymer Modified Slurry Seal

CONTRACT AGREEMENT

THIS AGREEMENT is dated as of the 23rd day of July in the year 2025 by and between City of Santa Clara (and hereinafter called Owner), American Pavement Preservation LLC (hereinafter called Contractor).

Owner and Contractor, in consideration of the mutual covenants hereinafter set forth, agree as follows:

ARTICLE 1. DEFINITION: CONTRACT DOCUMENTS

The Contract Documents comprising the entire agreement between Owner and Contractor concerning the Work consist of this Agreement and one or more the following attachments:

- ☒ Informal Bid Schedule
- ☒ Performance Bond and Warranty Bond
- ☐ Bid Bond
- ☒ Drawings
- ☐ Scope of Work
- ☒ Job Specifications – **Attached Section 32 01 13 Slurry Seal & City of Santa Clara Standard**
- ☐ **Specs** Written Change Orders which may be delivered or issued after the effective date of the Agreement and are not attached hereto.

City of Santa Clara Standard Specifications for Design and Construction (most recent version) shall also apply unless a specific reference is noted in these Contract Documents otherwise. There are no Contract Documents other than those listed. The Contract Documents may only be amended by Change Order, agreed to and signed by both parties.

ARTICLE 2. PRE-CONSTRUCTION MEETING

A pre-construction meeting between Contractor and Owner is mandatory, see APWA Specification Section 01 31 19.

ARTICLE 3. WORK

Contractor shall complete the Work in a reasonably satisfactory manner as specified or indicated under the Contract Documents.

ARTICLE 4. CONTRACT TIME

Contractor shall submit a mix design 7 working days prior to the delivery of any asphalt or aggregate. Upon starting the work, the Contractor shall work consecutive working days unless otherwise approved until all slurry has been installed. All slurry seal material shall be completed before _____. Once the contractor has installed all materials, the City will provide a punch list, which must be completed within 5 working days.

COMMENCEMENT AND COMPLETION DEADLINE. Time is of the essence in the performance and completion of this Contract. The Contractor shall commence the Work on the date set by the Owner in the Notice to Proceed, and shall achieve Substantial Completion of the entire Work through _____ thereafter, unless modified as provided in the Contract Documents.

CONTRACT TERM

The initial contract shall be from Date of Award through and including _____. The costs reflected on the Bid Proposal shall remain firm through _____. The contract term for each renewal option shall be December 1 through November 30, of each calendar year of the contract.

CONTRACT RENEWAL

Owner reserves the option to renew this contract for four (4) additional one-year, annual renewal periods.

ESCALATION CLAUSE

- a.) All pricing shall remain firm from the date of award through _____. Unless otherwise determined by the City of Santa Clara, only one cost escalation request will be considered from the Contractor on an annual basis at the time of renewal. In the event of a decrease, the Owner shall receive the benefit of this change. In the event of an increase, the Contractor must provide the Owner a written request and suitable justification at least thirty (30) calendar days before the price increase would become effective. The Owner shall determine if the price increase is justified and acceptable. The factors considered in allowing an increase may be, but are not limited to, increased costs of labor, material, fuel, and/or other similar cost factors.

CONTRACT EXTENSION

Owner reserves the right to exercise an option to temporarily extend this contract for an additional one hundred and twenty (120) calendar days from the expiration date, for any reason.

FISCAL FUNDING OUT

Owner reasonably believes that funds can be obtained to make all payments during the term of this Contract. If the Owner does not allocate funds, this Contract shall be terminated when appropriated funds expire.

ARTICLE 5. LIQUIDATED DAMAGES

Owner and the Contractor recognize that time is of the essence to this Agreement and that the Owner will suffer financial loss if the Work is not completed within the time specified in Article 4 herein, plus any extensions thereof allowed in accordance with Article 8. They also recognize the delays, expense, and difficulties involved in proving in a legal proceeding the actual loss suffered by the Owner if the Work is not completed on time. Accordingly, instead of requiring any such proof, the Owner and the Contractor agree that as liquidated damages for delay (but not as a penalty) the Contractor shall pay the Owner **\$100** for each day that expires after the time specified herein.

ARTICLE 6. CONTRACT PRICE

Contractor agrees to perform and complete all of the Work described in the Contract Documents in exchange for the payment of the Contract Price of **\$ 390,000.00** . Said Contract Price is based on the total Bid submitted by Contractor to, and accepted by, the City. No additional compensation will be made to the Contractor for fluctuations in material costs. The Contract Price may only be changed by Change Order issued by the Owner.

ARTICLE 7. PAYMENT PROCEDURES

Contractor shall submit Application for Payment to the Owner of that portion only related to Work that is completed. The Owner will review applications for payments before payment is approved. If proof of vendor's payment is not included, a joint check including all unpaid vendors will be the only means of payment. The Owner may take up to 30 days from the submittal of payment application before payment is issued.

ARTICLE 8. CONTRACTOR'S RESPONSIBILITIES

8.1 BEFORE STARTING CONSTRUCTION

Before undertaking each part of the Work, the Contractor shall verify, carefully study and compare the Contract Documents and check and verify pertinent figures shown within the construction plans and all applicable field measurements. The Contractor shall promptly report in writing to the Owner any conflict, error, or discrepancy which the Contractor may discover and shall obtain a written interpretation or clarification from the Owner before proceeding with any Work affected thereby. The Contractor hereby represents and warrants that it (i) is familiar with requirements of the Contract; (ii) has investigated the site and is knowledgeable concerning the local conditions that may affect the performance of the Work; (iii) is satisfied that the Work can be performed and completed as required in the Contract; (iv) accepts all of the risks directly or indirectly connected with the performance of the Contract; (v) has not been influenced by any statement or promise other than those contained in the Contract Documents; (vi) is experienced and competent to perform the Contract; (vii) is familiar with all general and special laws, ordinances and regulations that may affect the Work, its performance, or those persons employed therein; (viii) is familiar with tax and labor regulations and with rates of pay that will affect the Work, and (ix) is properly licensed and will remain properly licensed by the Contractors Board of the State of Utah in order to perform the Contract.

8.2 LABOR, MATERIALS, EQUIPMENT, TESTING AND FEES

The Contractor shall provide all materials and equipment necessary to complete the Work at the Contractor's expense, unless otherwise provided. The Contractor shall provide competent and suitably qualified personnel capable of performing the Work as required by the Contract Documents. All required testing as per City of Santa Clara Standard Specifications for Design and Construction shall be paid for by the Contractor. The Contractor shall submit all test results to City of Santa Clara. The Contractor is responsible for obtaining and paying for the Grading/Excavation Permit, if applicable, of the contracted site of work. Contractor shall submit a mix design meeting ISSA A115 Guidelines, 7 working days prior to the delivery of any asphalt or aggregate to the project stockpile site. The contractor will provide the city representative a test report of the on the aggregate gradation and sand equivalent from the stockpile site, prior to the beginning of the work to verify mix design compliance.

8.3 SUPERVISION AND REPRESENTATIVE

The Contractor shall supervise and direct the Work competently and efficiently, devoting such attention thereto and applying such skills and expertise as may be necessary to perform the Work in accordance with the Contract Documents. The Contractor shall be responsible for the means, methods, techniques, sequences and procedures of construction and safety precautions and programs incidental thereto. The Contractor shall be responsible to see that the finished Work complies accurately with the Contract Documents. The Contractor shall have a representative at the site and shall have authority to act on behalf of the Contractor. All communications given to the representatives shall be as binding as if given to the Contractor.

Responsibility for Employment of Competent Superintendent and Project Manager

The Contractor shall employ a competent Project Manager and Superintendent that are acceptable to the Owner to oversee the Project. Any substitution of the Project Manager or Superintendent is strongly discouraged and will be permitted only after a written request for such substitution has been made and approved by the Owner.

Project Manager. The Project Manager shall to oversee all Work on the Project. The Project Manager shall have the authority to act on the Contractor's behalf on contract-specific issues. This individual shall be present at the progress meetings, and be involved in the chain of dispute resolution, change order negotiation, schedule development, public involvement, and other project specific activities where additional Contractor oversight is required to ensure full compliance with Contract requirements. The Project Manager shall continue in that capacity for the duration of the Project, unless the Project Manager ceases to be on the Contractor's payroll or the Owner otherwise agrees to a substitution in writing.

Superintendent. The Superintendent shall manage all Work on the Project, including all subcontracted Work. The Superintendent shall represent the Contractor and all communications given to the Superintendent shall be as binding as if given to the Contractor. The Superintendent shall be available 24 hours a day and shall be on the construction site when there is any construction activity taking place on the Project. During day and night work schedules, the Superintendent may appoint additional deputy superintendents, as approved by the Owner.

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The Superintendent shall be present at the progress meetings and be available as needed to meet with the Owner regarding the progress of the Work and related activities. Failure to maintain a Superintendent on the Project site at all times while work is in progress shall be considered a material breach of this Contract, entitling the Owner to terminate the Contract or, alternatively, issue a Stop Work order until the Superintendent is on the Project site. The Superintendent shall continue in that capacity for the duration of the Project, unless the Superintendent ceases to be on the Contractor's payroll or the Owner otherwise agrees to a substitution in writing.

8.4 SAFETY AND PROTECTION

The Contractor shall be responsible for initiating, maintaining, and supervising all safety precautions and programs in connection with the Work. The Contractor shall take all necessary precautions for the safety of, and shall provide the necessary protection to prevent damage, injury or loss to:

1. All employees on the job and other persons and organizations who may be affected thereby;
2. All the Work and materials and equipment to be incorporated therein, whether in storage on or off the site; and
3. Other property at the site or adjacent thereto, including trees, shrubs, lawns, walks, pavements, roadways, structures utilities not designated for removal, relocation or replacement in the course of construction.

The Contractor shall comply with all applicable Laws and Regulations (whether referred to herein or not) of any public body having jurisdiction for the safety of persons or property or to protect them from damage, injury or loss and shall erect and maintain all necessary safeguard for such safety and protection. The Contractor shall notify owners of adjacent property and utilities when prosecution of the Work may affect them, and shall cooperate with them in the protection, removal, relocation and replacement of their property. The Contractor shall designate a responsible representative at the site whose duty shall be the prevention of accidents.

- A. General: Contractor shall be responsible for initiating, maintaining, and supervising all safety precautions and programs in connection with the work. The name and telephone number of the Contractor's safety officer shall be provided to the Contracting Agency. The Safety Officer shall

take all necessary precautions for the safety of, and shall provide the necessary protection to prevent damage, injury or loss to:

1. All employees engaged in the work and the other people who may be affected thereby;
 2. All the work and all materials or equipment are to be incorporated therein, whether in storage or on the project site, and
 3. Other property at the site or adjacent thereto, including trees, shrubs, lawns, walks, pavements, roadways, structures and utilities not designated for removal, relocation or replacement in the course of the work.
- B. Contractor shall comply with all applicable laws, ordinances, rules, regulations and orders of any public body having jurisdiction for the safety of persons or property or to protect them from damage, injury or loss. Contractor shall erect, install, employ and maintain, as required by the conditions and progress of the work, all necessary safeguards. Contractor's duties and responsibilities for the safety and protection of the work shall continue until such time as all the work is completed and a "Notice of Completion" has been issued to the Contractor by the Engineer.
- C. When the Contractor's construction operations encroach upon a sidewalk, walkway, or crosswalk area, the Contractor shall take special precautions to protect the pedestrian's safety including provisions to separate pedestrian traffic from the work area and vehicular traffic.
- a. When pedestrian traffic is routed onto the roadway, at other than existing crosswalk locations, the Contractor shall use portable precast concrete barrier rails to separate the pedestrian traffic from the work area and vehicular traffic.
 - b. All portable precast concrete barrier rails shall be butted tight and pinned in accordance with the requirements of the NDOT Standard Drawing R-8.7.1, entitled "Portable Precast Concrete Barrier Rail."
 - c. When a designated Suggested Route to School is encroached upon by the application of the slurry seal, work zone and/or the City identifies a need for students to be assisted in the safe crossing through the work zone, the City shall be required to provide a qualified crossing guard. The guard shall be present for the full duration of time that children are likely to be present, as determined by the City representative. Suggested Routes to School may exist and may affect scheduling or progress of the work.

8.5 AS-BUILT DRAWINGS

Not Used.

8.6 LAWS AND REGULATIONS

The Contractor shall observe and comply with all federal, state and local laws, ordinances, codes, orders, regulations and Standards and Specifications for Design and Construction for City of Santa Clara which in any manner affect those engaged or employed on the Work, the materials used in the Work, or the conduct of the Work. If any discrepancy or inconsistency should be discovered in the Agreement in relation to any such law, ordinance, code, order or regulation, the Contractor shall report the same in writing to the Owner. The Contractor shall indemnify, defend, and hold harmless the Owner and their officers, agents and employees against all claims or liability arising from violation of any such law, ordinance, code, order or regulation, whether by Contractor or by its employees or sub-contractors. Any particular law or regulation specified or referred to elsewhere in the Contract Documents shall not in any way limit the obligation of the Contractor to comply with all other provisions of federal, state and local laws and regulations. Where an Individual State Act on occupational safety and health standards has been approved by Federal Authority, then the provisions of said State Act shall control.

8.7 TAXES

The Contractor shall pay all sales, consumer, use, and other similar taxes required to be paid by the Contractor in accordance with the Laws and Regulations of the place of the Project which are applicable during the performance of the Work.

8.8 USE OF PREMISES

The Contractor shall confine construction equipment, the storage of materials and equipment and the operations of workers to (1) the Project site, (2) the land and areas identified in and permitted by the Contract Documents, and (3) the other land and areas permitted by Laws and Regulations, rights-of way, permits and easements as approved by the City. The Contractor shall assume full responsibility for damage to any such land or area or to the owner or occupant thereof or of any land or areas contiguous thereto, resulting from the performance of the Work. Should any claim be made against the Owner or occupant because of the performance of the Work, the Contractor shall promptly attempt to settle with such other party by agreement or otherwise resolve the claim through litigation. The Contractor shall, to

the fullest extent permitted by Laws and Regulations, indemnify, defend, and hold the Owner from and against all claims, damages, losses and expenses (including, but not limited to fees of Engineers, architects, attorneys and other professionals and court costs) arising directly, indirectly or consequentially out of any action, legal or equitable, brought by any and such other party against the Owner to the extent based on a claim arising out of the Contractor's performance of the Work.

8.9 CONTINUING THE WORK

The Contractor shall carry on the Work and adhere to the progress schedule during all disputes or disagreements with the Owner. No work shall be delayed or postponed pending resolution of any disputes or disagreements, except as the Contractor and the Owner may otherwise agree in writing.

ARTICLE 9. CONTRACT CHANGES

9.1 CHANGE OF CONTRACT PRICE

The Contract Price may only be adjusted by use of a Change Order. Owner will execute a Change Order for any changes to the Work based on agreed price between the Contractor and Owner.

9.2 CHANGE OF CONTRACT TIME

The Contract Time may only be adjusted by use of a Change Order. Any claim for an extension of the Contract Time shall be based on written notice delivered by the Contractor to the Owner promptly (but in no event later than five (5) days) after the occurrence of the event giving rise to the claim and stating the general nature of the claim. Notice of the extent of the claim with supporting data shall be delivered within five (5) days after such occurrence (unless the Owner allows an additional period of time to ascertain more accurate data in support of the claim) and shall be accompanied by the Contractor's written statement that the adjustment claimed is the entire adjustment to which the Contractor has reason to believe it is entitled as a result of the occurrence of said event. Any claims for adjustment in the Contract Time are subject to approval by the Owner.

The Contract Time may be extended in an amount equal to time lost due to delays beyond the control of the Contractor if a claim is made. Such delays shall include: acts of neglect by the Owner, others performing additional work, or by acts of God or of the public enemy, inclement weather, fire, floods,

epidemics, quarantine restrictions, strikes, labor disputes, sabotage, or freight embargoes. All time limits stated in the Contract Documents are of the essence of the Agreement.

9.3 EXTENTIONS OF TIME FOR DELAY DUE TO INCLEMENT WEATHER

Inclement weather is a weather condition or conditions resulting immediately therefrom, causing the Contractor to suspend construction operations or preventing the Contractor from proceeding with at least 75% of the normal labor and equipment force engaged on the Work. Inclement weather includes, but is not limited to, intense localized thunderstorms resulting in brief, but heavy rain showers and runoff, including flooding. Should the Contractor prepare to begin Work at the regular starting time at the beginning of any regular work shift on any day on which inclement weather, or the conditions resulting from the weather, or the condition of the Work prevents Work from beginning at the usual starting time and the crew is dismissed as a result thereof, the Contractor will not be charged for a working day whether or not conditions change thereafter during said day and the major portion of the day could be considered to be suitable for such construction operations. Contractor shall make a written claim for such an extension within seven (7) days of the inclement weather event.

ARTICLE 10. INDEMNIFICATION

The contractor shall indemnify, defend and hold harmless the Owner, and their officers, directors, agents, employees and volunteers, against and from all claims and liability arising under or by reason of the Contract or any performance of the Work, but not from the sole negligence or willful misconduct of the Owner. Such indemnification by the Contractor shall include, but not be limited to, the following:

1. Liability or claims resulting directly or indirectly from the negligence or carelessness of the Contractor or it's agents in the performance of the Work, or in guarding or maintaining the same, or from any improper materials, implements or appliances used in its construction, or by or on account of any act or omission of the Contractor or it's agents;
2. Liability or claims arising directly or indirectly from bodily injury, occupational sickness or disease, or death of the Contractor's or Sub-contractor's own employees engaged in the Work resulting in actions brought by or on behalf of such employees against the Owner and/or the Owner;
3. Liability or claims arising directly or indirectly from or based on the violation of any law, ordinance, regulation, order or decree, whether by the Contractor or its agents;

4. Liability or claims arising directly or indirectly from the use of manufacture by the Contractor or it's agents in the performance of this Contract of any copyrighted or uncopyrighted composition, secret process, patented or unpatented invention, article, or appliance unless otherwise specifically stipulated in this Contract.
5. Liability or claims arising directly or indirectly from the breach of any warranties, whether express or implied, made to the Owner or any other parties by the Contractor or its agents.
6. Liability of claims arising directly or indirectly from the willful misconduct of the Contractor or its agents; and,
7. Liability or claims arising directly or indirectly from any breach of the obligations assumed herein by the Contractor.

The Contractor shall reimburse the Owner for all costs and expenses, (including but not limited to fees and charges of Owners, architects, attorneys and other professionals and court costs) incurred by said Owner in enforcing the provisions of this Article.

The indemnification obligation under this Article shall not be limited in any way by any limitation of the amount or type of damages, compensation or benefits payable by or for the Contractor or any such subcontractor or other person or organization under Worker's Compensation Acts, disability benefit acts or other employee benefit acts.

Owner and Contractor each binds itself, it's partners, successors, assigns and legal representatives to the other party hereto, it's partners, successors, assigns and legal representatives in respect of all covenants, agreements and obligations contained in the Contract Documents.

ARTICLE 11. ASSIGNMENT OF CONTRACT

The Contractor shall not assign, sublet, sell, transfer or otherwise dispose of the Contract or any portion thereof, or it's right, title or interest therein, or obligations thereunder, without the written consent of the Owner except as imposed by law. If the Contractor violates this provision, the Contract may be terminated at the option of the Owner. In such event, the Owner shall be relieved of all liability and obligations to the Contractor and to its assignee or transferee, growing out of such termination.

ARTICLE 12. LEIN WAIVERS

The Contractor agrees to provide a list of all suppliers and sub-contractors to the Owner. Upon request of the Contractor will provide a lien waiver for all portions of work complete and submitted for

payment. The Contractor is responsible for payments to all suppliers and subcontractors and shall hold the Owner harmless against all claims.

ARTICLE 13. SPECIAL INSTRUCTIONS:

1. Contractor is responsible for all notifications of City residents residing on lands with accesses directly affected by road closures.
2. Contractor shall not apply slurry around cars that are parked in the roadway. Contractor is responsible for towing cars prior to applying slurry.
3. Contractor shall be careful to obey all traffic laws and regulations in the transport of materials
4. No road closures shall be allowed on Monday to avoid conflicts with garbage collection unless contractor can do so and still provide the necessary garbage collection service.
5. Contractor is responsible for addressing all claims of vehicle paint damage. The City will direct all claimants to the Contractor.
6. All phasing of work shall be coordinated and approved in the preconstruction meeting.
7. Contractor, when applicable, shall place paint marking tabs prior to application. Paint striping shall be done by others.
8. Contractor, when applicable, shall coordinate with the contractor that will apply the chip seal well in advance to ensure proper timing of slurry seal application following the chip seal.
9. All roads will have been previously crack sealed by City of Santa Clara . If Contractor sees any areas that were missed, Contractor shall notify City for immediate crack sealing of such area. Crack seal must be allowed to cure for seven (7) days prior to any additional road treatments.
10. All mix design and acceptance testing required in the specifications are the responsibility of the contractor and shall be included in the contract price.

ARTICLE 14. GUARANTEE

The Contractor will guarantee all workmanship and material for a period of not less than one (1) year. Warranty period will begin upon a written acceptance and Notification of Completion letter from the Owner. Such letter will indicate starting date of warranty period and conditions associated with the project. A five (5) percent retainage will be used for any progress payments. The retainage will be released upon completion of the work.

ARTICLE 15. ENTIRE AGREEMENT

This Contract contains the entire agreement between the parties and supersedes any prior or concurrent agreements as to the services being provided, and no oral or written terms or conditions which are not contained in this Contract shall be binding. This Contract may not be amended except by mutual agreement of the parties reduced to writing and signed.

IN WITNESS WHEREOF, Owner and Contractor have caused this Agreement to be executed the day and year first above written.

DATED: _____

City of Santa Clara

Print Name, Title

DATED: July 23, 2025

Contractor – American Pavement Preservation

Priscilla Gomez, Director

Print Name, Title

DOCUMENT 00 43 13

BIDDER'S BOND

KNOW ALL MEN BY THESE PRESENTS, THAT WE _____

as PRINCIPAL, and _____
as SURETY, are held and firmly bound unto CITY OF SANTA CLARA , UTAH, hereinafter referred to as the "City," and the "Oblige" in the penal sum of **5 percent** of the total amount of the bid as the Principal above-named, submitted by said Principal to said City, for the work described below, for the payment of which sum in lawful money of the United States of America, well and truly to be made, we bind ourselves, our heirs, executors, administrators and successors, jointly and severally, firmly by these presents.

THE CONDITIONS OF THIS OBLIGATION ARE SUCH, that whereas, said Principal has submitted the above-mentioned bid to said City for construction of **2025 Spring Pavement Maintenance Contract**, for which bids are to be opened at the City of Santa Clara , 85 North Main Street, City of Santa Clara , Utah 84738.

NOW, THEREFORE, if said Principal is awarded the contract and, within the time and manner required under the heading "Instruction to Bidders," after the prescribed forms are presented to him for signature, enters into a written contract, in the form of agreement bound herein, in accordance with the bid, and files the required Bond with said City to guarantee faithful performance, then his obligation shall be null and void, otherwise it shall be and remain in full force and effect. In the event suit is brought upon this Bond by the Oblige and judgment is recovered, said surety shall pay all costs incurred by the Oblige in such suit, including a reasonable attorney's fee to be fixed by the Court.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this _____ day of _____, 20____.

Principal Surety

By _____ By _____
(SEAL) (SEAL)

DOCUMENT 00 61 13**PERFORMANCE BOND**

KNOW ALL MEN BY THESE PRESENTS, THAT WE, _____,
 hereinafter referred to as "Contractor," as PRINCIPAL, and _____,
 as SURETY, are held and firmly bound unto the CITY OF SANTA CLARA,
 UTAH, hereinafter referred to as the "City," in the sum of _____
 Dollars (\$ _____), lawful money of the United States of America, for the payment of which sum,
 well and truly to be made, we bind ourselves, jointly and severally, firmly by these presents.

THE CONDITIONS OF THIS OBLIGATION ARE SUCH, that whereas, said Contractor
 has been awarded and is about to enter into the annexed contract with said City for the **2025
 Spring Pavement Maintenance Contract** and is required by said City to give this bond in
 connection with the execution of said contract.

NOW, THEREFORE, if said Contractor shall well and truly do and perform all the
 covenants and obligations of said contract on his part to be done and performed at the times and
 in the manner specified herein, then this obligation shall be null and void; otherwise it shall be and
 remain in full force and effect.

PROVIDED, that any alterations in the work to be done, or the material to be furnished,
 which may be made pursuant to the terms of said contract, shall not in any way release said
 Contractor or the surety thereunder, nor shall any extensions of time granted under the provisions
 of said contract release the Contractor or said surety. Notice of such alterations or extensions of
 the contract is hereby waived by said surety.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this _____ day of
 _____, 20____.

 Principal Surety

By _____ By _____
 (SEAL) (SEAL)

Utah Resident Insurance Agent

By _____ By _____
 (Name) (Agency)

DOCUMENT 00 61 14

PAYMENT BOND

KNOW ALL MEN BY THESE PRESENTS, THAT WE, _____,
 _____,
 hereinafter referred to as "Contractor," as PRINCIPAL, and _____,
 _____, as SURETY, are held and firmly bound unto the CITY OF SANTA
 CLARA, UTAH, hereinafter referred to as the "City," in the sum of _____
 Dollars (\$), ~~lawful money of the~~ United States of America, for the payment of which sum, well and
 truly to be made, we bind ourselves, jointly and severally, firmly by these presents.

THE CONDITIONS OF THIS OBLIGATION ARE SUCH that whereas said Contractor has
 been awarded and is about to enter into the annexed contract with said City for the **2025 Spring
 Pavement Maintenance Contract** and is required by said District to give this bond in connection
 with the execution of said contract.

NOW, THEREFORE, if said Contractor in said contract, or subcontractor, fails to pay for
 any materials, provisions, or other supplies used in, upon, for, or about the performance of the
 work contracted to be done, or for any work or labor thereon of any kind, or for amounts due with
 respect to such work or labor, said surety will pay for the same, in an amount not exceeding the
 sum specified above, and also, in case suit is brought upon this bond, a reasonable attorney's
 fee, to be fixed by the court. This bond shall inure to the benefit of any and all persons, companies,
 and corporations entitled to file claims so as to give a right of action to them or their assigns in
 any suit brought upon this bond.

PROVIDED, that any alterations in the work to be done, or the materials to be furnished,
 which may be made pursuant to the terms of said contract, shall not in any way release either
 said Contractor or said surety thereunder, nor shall any extensions of time granted under the
 provisions of said contract release either said Contractor or said surety. Notice of such alterations
 or extensions of the contract is hereby waived by said surety.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this _____ day of
 _____, 20____.

 Principal Surety

By _____ By _____
 (SEAL) (SEAL)

Utah Resident Insurance Agent

By _____ By _____
 (Name) (Agency)
 00 61 14-1 Payment Bond

INSURANCE REQUIREMENTS

A. In General:

1. Any insurance coverage required herein that is written on a "claims made" form rather than on an "occurrence" form shall (i) provide full prior acts coverage or have a retroactive date effective before the date of the Agreement, and (ii) be maintained for a period of at least three (3) years following the end of the term of the Agreement or contain a comparable "extended discovery" clause. Evidence of current extended discovery coverage and the purchase options available upon policy termination shall be provided to OWNER.
2. All policies of insurance shall be issued by insurance companies licensed to do business in the state of Utah and either:
 - a. Currently rated A- or better by A.M. Best Company; and
 - b. The insurer must also have an A.M. Best Company financial size category rating of not less than VII.

- OR -

- c. Listed in the United States Treasury Department's *current Listing of Approved Sureties (Department Circular 570)*, as amended.
 3. CONTRACTOR shall furnish certificates of insurance, acceptable to OWNER, verifying the foregoing matters concurrent with the execution of the Agreement and thereafter as required.
 4. In the event any work is subcontracted, CONTRACTOR shall require its subcontractor, at no cost to OWNER, to secure and maintain all minimum insurance coverages required of CONTRACTOR hereunder. If professional liability insurance is required by Paragraph B below, a subcontractor (or supplier) must provide such insurance only if such subcontractor's (or supplier's) product requires the stamp of a professional engineer.
 5. All required certificates and policies shall provide that coverage thereunder shall not be canceled or modified without providing, in a manner approved by the City Attorney, 30 days prior written notice to OWNER.
 6. If any of the policies of insurance required from CONTRACTOR are cancelled or lapse or if OWNER requests a renewal certificate of insurance showing that the insurance is currently in force and CONTRACTOR fails to deliver the certificate to OWNER within 15 days after such request, OWNER may, at OWNER's sole discretion, obtain substitute coverage at reasonable rates. OWNER may deduct the cost of such insurance coverage, plus ten percent (10%) for administrative charges, from any monies owing to CONTRACTOR.
- B. Required Insurance Policies: CONTRACTOR, at its own cost, shall secure and maintain during the term of this Construction Contract, including all renewal terms, the following minimum insurance coverage:
1. Worker's compensation and employer's liability insurance sufficient to cover all of CONTRACTOR's employees pursuant to Utah law. In the event any work is subcontracted, CONTRACTOR shall require its subcontractor(s) similarly to provide worker's compensation insurance for all of the latter's

employees, unless a waiver of coverage is allowed and acquired pursuant to Utah law.

- a. OWNER should not be an additional insured for worker's compensation insurance.
2. Commercial general liability (CGL) insurance with OWNER as an additional insured with primary coverage, in the minimum amount of \$1,000,000 per occurrence with a \$2,000,000 general aggregate and \$2,000,000, products and completed operations aggregate. These limits can be covered either under a CGL insurance policy alone, or a combination of a CGL insurance policy and an umbrella insurance policy and/or a CGL insurance policy and an excess insurance policy. The policy shall protect OWNER, CONTRACTOR, and any subcontractor from claims for damages for personal injury, including accidental death, and from claims for property damage that may arise from Contractor's operations under the Agreement, whether performed by CONTRACTOR itself, any subcontractor, or anyone directly or indirectly employed by either of them. Such insurance shall provide coverage for premises operations, acts of independent contractors, and completed operations.
3. Commercial automobile liability insurance that provides coverage for owned, hired, and non-owned automobiles, in the minimum amount of a combined single limit of \$1,000,000 per occurrence or \$500,000 liability per person, \$1,000,000 liability per occurrence, and \$250,000 property damage. These limits can be reached either with a commercial automobile liability insurance policy alone, or with a combination of a commercial automobile liability insurance policy and an umbrella insurance policy and/or a commercial automobile liability insurance policy and an excess insurance policy.

END OF SECTION

SECTION 32 01 13

SLURRY SEAL

PART 1 - GENERAL

1.01 SECTION INCLUDES

- A. Aggregate and an emulsified asphalt binder slurry evenly spread as a roadway surface treatment.

PRE – CONSTRUCTION MEETING

Prior to the commencement of work at the site, a pre-construction conference will be held at a mutually agreed time and place to be arranged by City. The City shall also provide notification to all parties expected to attend the meeting. Attendees will include the following:

- Owner / Owner's Representative
- Project Inspector
- Contractor/Contractor's Representative/ Subcontractors as appropriate
- Governmental Representatives as appropriate (State, County, Municipal, etc.)
- Manufacturer/Supplier Representatives/Adjoining Contractor's, as appropriate.
- Utility Service Representatives as appropriate.

Unless previously submitted to City, the Contractor shall bring to the preconstruction conference one copy each of the following:

- Contract construction schedule in accordance with the General Conditions.
- Procurement schedule of major equipment and materials and items requiring long lead-time.
- Shop Drawings, samples or substitution proposals for items proposed as substitutions or "or equal" items.
- Schedule of work that includes the anticipated monthly payment amounts during the contract.
- A Schedule of Values of work to be paid for as lump sum items where partial payment is anticipated if required.

The purpose of the conference is to designate responsible personnel and establish a working relationship. Matters requiring coordination will be discussed and procedures for handling such matters established. The agenda may include but not be limited to the following items:

- Contractor's Work Schedule. Including mobilization and notifications
- Transmittal, review, distribution and approval of Contractor's submittals.
- Processing of applications for payment.
- Maintaining records and documents.
- Critical work sequencing.
- Field decisions and Change Orders.
- Use of project site, office and storage areas, security, housekeeping, and City needs.
- Major materials deliveries and priorities.
- Interpretation of Drawings and Specifications.
- Contractor responsibilities for safety, first-aid and sanitation.

The City will preside at the pre-construction conference and will arrange for keeping minutes and distributing them to all attendees to the meeting.

1.02 SUBMITTALS

1. All submittals made and signed by the Contractor shall be accompanied by a submittal coversheet with the Contractor's review stamp and the Contractor's standard transmittal form, containing at a minimum, the bid item to which the submittal pertains. All submittals are to be numbered by specification section then sequential submittal number (e.g. 203-001, 203-002, etc.).
2. Any submittals not accompanied by such a form, or where all applicable items on the form are not completed, the submittal will be returned for re-submittal.
3. Items submitted by anyone other than the Contractor will be returned, without action, for resubmission by the Contractor.
4. All submittals shall be carefully reviewed by an authorized representative of the Contractor prior to submission to the Engineer.
5. Each submittal shall be dated, signed and certified by the Contractor as being correct and in strict conformance with the Contract Documents.
6. All non-certified submittals will be returned to the Contractor without action taken by the Engineer and any delays caused thereby shall be the total responsibility of the Contractor.

A. Mix Design

1. Submit 10 days prior to starting field work.
2. Date of mix design, meeting ISSA A115 Guidelines - must be dated within 180 days of submission.
3. Target grading curve for aggregate meeting ISSA A115 tolerances.
4. Percentages of asphalt emulsion, aggregate, water, and additives in the mix.
5. Asphalt emulsion type and time target for opening up area to traffic.
6. Certification of asphalt emulsion that meets all requirements of this section.
7. Application rate based on requirements.
8. Aggregate source and physical properties.
9. Certification of aggregate that meets all requirements of this section.
10. Stockpile Aggregate testing prior to the beginning of the application.

B. Preliminary Schedule - Preliminary street schedule by day.

C. Traffic Control - Contractor barricade and traffic control plan to include the name and phone number of the contractor's ATSSA Certified Traffic Control Supervisor and provide a copy of their ATSSA Certification.

D. Competent Person- Name and contact information of Contractor's competent person as required by CFR 29 Part 1926 Subpart P (OSHA Standards & Interpretations)

- i. Contractor's authorized representative to receive correspondence and sign change orders and contract documents.

- ii. Contractor's 24 hour contact name and phone number of the Project Superintendent and as well as an authorized contact if the Superintendent is not available.
 - iii. Personnel experience and qualifications. Slurry Seal Superintendent & Operators - Each to have 3 years of previous full time experience and Slurry Seal squeegee applicators shall have 2 years of previous experience on the same type of agency applications. Submit for verification the resumes of the Superintendent, Operator and Squeegee personnel. Operator and squeegee personnel shall remain on the project unless approval by the City. Traffic control shall be by an ATSSA certified Traffic Control supervisor.
 - iv. Submit notification of material deliveries to the project at a minimum 48 hours in advance.
 - v. Digital images, video and pictures of the project streets and stockpile location prior to beginning of the application.
- E. List of construction and slurry seal equipment to be used on the project prior to the Notice to Proceed in accordance with APWA Section 01 55 26. C. Daily Reports (see paragraph 3.05)
- F. Testing Report: Submit a daily report of source and field quality control testing performed by CONTRACTOR and Suppliers .

1.03 QUALITY ASSURANCE

The Contractor shall provide his own mobile telephone, capable of making and receiving both local and long distance calls to allow communication with the Engineer and Resident Project Representative at all times. The Contractor shall provide his own electronic device capable of receiving and sending e-mails from the field. The Contractor shall also provide his own electric power, potable water, construction water and sanitary facilities required in the performance of the work under the contract. All costs associated with these items shall be the responsibility of the Contractor.

- A. Superintendent on the project completed at least 5 years of full time projects of similar size and nature.
- B. Use a laboratory that follows and complies with ASTM D3740 and APWA Section 01 45 00.
- C. Do not change approved aggregate or emulsion source until ENGINEER accepts the new source, a new mix design and verified on site project testing.
- D. Remove any product found defective after installation and install acceptable product at no additional cost to OWNER.
- E. The Contractor shall submit a Certificate of Compliance from the intended aggregate producer. This certificate shall verify that the material conforms to the applicable Special Provisions and Sections 412 and 705 of the Standard

Specifications. This certificate shall be supplemented by laboratory test data performed by an independent testing laboratory at no expense to the City.

- F. The Contractor shall submit a Certificate of Compliance from the emulsion supplier verifying that the emulsion conforms to the applicable Special Provisions and the Standard Specifications. The Contractor shall submit to the Engineer from the aggregate and emulsion suppliers an original copy of the bill of lading daily for each delivery of material to be used on the project. The Contractor shall submit with each emulsion bill of lading a certificate of compliance from the emulsion supplier verifying that each delivery of emulsion is in compliance with the contract requirements.
- i The emulsion supplier, at the time of loading, shall attach a tag on the tanker lid and other valves to certify the load.
 - ii The Contractor shall remove the tags under the supervision and presence of the City Project Representative unless otherwise directed.
 - iii The Contractor shall attach the tags to the bill of lading and submitted to the Engineer.
 - iv If the tags have been tampered with or removed or the delivery tags numbers do not match the bill of lading, the shipment will be rejected.

1.04 WEATHER

- A. Temperature:
- 1. Apply when both pavement and air temperatures are above 45 deg F and rising.
 - 2. Do not apply if either pavement or air temperatures are below 50 deg F and falling.
- B. Do not apply when there is a possibility of freezing temperatures at the project location within 24 hours after application.
- C. Do not apply slurry seal during rain, fog, dust, or other unsuitable weather.

1.05 NOTICE

Follow Laws and Regulations concerning when and to whom notices are to be given. Notices are to be provided to residences, businesses, schools, emergency services, police department, fire department and utilities departments to be affected by the application. Provide 2 notices, the first notice a minimum of 5 days prior to the application as a general notification of the slurry seal application for the following week. This notice shall provide information about the process and area closures. A second notice 1 day prior to the slurry seal application. This notice shall provide dates and time of the approximate application schedule, when the new surface can be used and an explanation of the work. The second written notice, as well as a verbal notice as necessary, including door-to-door communication shall be made the day prior to the application to remind all affected parties of the construction to take place. All Notifications shall include the 24-hour phone number for contacting the superintendent. No adhesive residue shall be left behind on the door/structure from the hangers. Any adhesive residue on door/structure will be removed

by the Contractor at no additional cost. The notices to warn of vehicle tow away and other construction issues affecting the neighborhood.

Should the application of the slurry seal not occur on a specified day, provide another notice. If there should be any change in scheduling for a particular days production, the Contractor shall be required to notify all of the residents and businesses affected by the schedule change no later than one hour after the schedule change has been determined.

1.06 ACCEPTANCE

A. General:

1. Acceptance is by lot.
2. If non-complying material has been installed and no price for the material is specified, apply pay adjustment against cost of work requiring material as part of its installation, APWA Section 01 29 00.
3. Observation of CONTRACTOR's field quality control testing does not constitute acceptance. Such testing, however, may be used by ENGINEER for acceptance if requirements of APWA Section 01 35 10 are met.
4. Dispute resolution, APWA Section 01 35 10.
5. Opening slurry seal surface to traffic does not constitute acceptance.

B. Slurry Seal Materials:

1. Asphalt Emulsion: Suppliers certification that meets ASTM D977 (anionic) or ASTM D2397 (cationic).
2. Aggregate Source: Suppliers certification that meets all requirements of this specification, with test report.
3. Aggregate: Lot size is 1 day production. Collect samples randomly before mixing. Test gradation per ASTM C136. Lot will be acceptable if:
 - a. Average gradation of each sieve for the Lot is within the Target Grading Band for that sieve, and
 - b. Number of Samples in the Lot with any sieve measurement outside of the Target Grading Band does not exceed 2, and
 - c. Material on 200 sieve does not exceed allowable.
4. Price Adjustment: Aggregate gradation defects may be accepted if 2.5 percent price reduction is applied against lot for each condition not met. Maximum price reduction for a lot is 5 percent.

C. Placement:

1. Lot size is 1 day production. Sub-lot size is 1/2 day production.
2. Mat appearance:
 - a. No free liquid drains out of mat edges.
 - b. No drag marks or streaking.
 - c. No de-bonding due to road contaminants.
 - d. Straight longitudinal edges with proper joints.
3. Price Adjustment: Defective mat appearance may be accepted if 2.5 percent price reduction is applied against the lot for each condition not met. Maximum price reduction for a lot is 5 percent.

- a. Price adjustment may be waived if deficiencies are corrected.

PART 2 - PRODUCTS

2.01 ASPHALT MATERIAL

- A. Use CQS-1h quick traffic type, ASTM D3628 with a 2 hour return to traffic quickset, unless otherwise specified.

Table 1 - Asphalt Emulsion Physical Properties				
Criterion	ASTM	Target	Min	Max
Tests on Emulsion				
Viscosity @ 25 deg C, second	D244	32	15	90
Sieve test, percent		0.01	--	0.3
Settlement, 5 day, percent		3.5	--	5
Storage stability, 1 day, percent		0.6	--	1
Residue by distillation, percent		64.2	60	--
Tests on Residue from Evaporation				
Penetration @ 25 deg C, 0.1 mm	D5	51	40	90
Softening Point, deg C	D36	60	57	--
Kinematic viscosity, cSt/sec	D2170	--	650	--
Saybolt furol viscosity @ 77 deg F, sec		--	--	50
Polymer solids based on mass of residual asphalt, percent	--	3 to 6	3	--
Notes				
(a) Polymer is a solid synthetic rubber or latex material.				
(b) Cement mixing test waived.				
(c) Polymer solids are to be milled or blended into the asphalt or emulsifier solution before the emulsification process.				

2.02 WATER

- A. Clean, non-detrimental, free from harmful chemicals.

2.03 AGGREGATE

- A. Material: Crushed stone such as granite, slag, limestone, chat or other high-quality aggregate or combination with the following physical properties.

Table 2 - Aggregate Physical Properties			
Criterion	ASTM	Min	Max

Angularity (fractured faces), percent		D5821	95	--
Wear (hardness or toughness), percent		C131	--	35
Soundness (weight loss in 5 cycles), percent		C88	--	10
Clay content (sand equivalent), percent	SS-I	D2419	45	--
	SS-II	D2419	55	--
	SS-III	D2419	60	--
Polishing, BPN		D2419	28	--
Water Absorption, percent		D3319	--	1.25
Notes (a) Angularity of aggregate retained on No. 4 sieve with at least 1 mechanically fractured face or clean angular face. (b) Wear of aggregate retained on No. 12 sieve after 500 revolutions. (c) Soundness for combined coarse and fine aggregate measured using 5 cycles of Na ₂ SO ₄ . (d) Clay content before additives.				

B. Gradation: Analyzed according to ASTM C136 on a dry weight and percent passing basis:

1. Material passing any sieve and retained on the next consecutive sieve is 45 percent maximum.
2. Target Grading Curve must lie within one of the following Master Grading Bands. Field Samples shall not vary from the Target Grading Curve by more than the target tolerance.

Table 3 - Master Grading Band and Target Tolerance Limits				
Sieve	Master Grading Band Limits			Target Tolerance
	Type 1	Type 2	Type 3	
3/8 in.	-	100	100	-
No. 4	100	90 - 100	70 - 90	+/-5
No. 8	90 - 100	65 - 90	45 - 70	+/-5
No. 16	65 - 90	45 - 70	28 - 50	+/-5
No. 30	40 - 65	30 - 50	19 - 34	+/-5
No. 50	25 - 42	18 - 30	12 - 28	+/-5
No. 100	15 - 30	10 - 21	7 - 18	+/-5
No. 200	10 - 20	5 - 15	5 - 15	+/-5
Notes (a) Target tolerance is the allowable variation from the Target Grading curve. (b) Portion retained on the No. 4 sieve clean and free of clay coatings. (c) Portion passing No. 200 sieve includes mineral filler, ASTM C117.				

2.04 ADDITIVES

- A. Mineral Fillers: ASTM D242
 - 1. Portland cement, hydrated lime, limestone dust, fly ash or aluminum sulfate to regulate setting time and improve workability.
 - 2. Limestone dust, fly ash, and rock dust to alter aggregate gradation.
- B. Additives used to accelerate or retard the set of the asphalt emulsion should be approved by the laboratory as part of the mix design.

2.05 MIX DESIGN

- A. Proportioning: Use consistency test of ASTM D3910 to determine optimum ratio of aggregate filler, water, and emulsion.
 - B. Set and Cure Time: Select to meet opening to traffic requirements.
- 1. Stripping: More than 90 percent of bituminous-coated particles retain asphalt coating, ASTM D1664. No slurry seal material shall be placed until mix design(s) submitted by the Contractor have been approved by the Engineer.
 - 2. Sources of all materials shall be selected prior to the time when the mix design is prepared and the materials are required to be used in the work.
 - 3. The exact proportions used in the preparation of the Slurry Seal or Microsurfacing shall be determined by a testing laboratory, experienced in slurry seal and Microsurfacing mix design procedures, and approved by the Engineer.
 - 4. Mix design preparation shall conform to ISSA A-115 Guidelines and the specification and shall be at no additional cost to the Contracting Agency.
 - 5. The approved mixture shall be homogenous and sufficiently stable during the entire mixing and spreading period so that:
 - a. The emulsion does not break prematurely.
 - b. There is no segregation of the fines from the coarser aggregate.
 - c. The liquid portion of the mix does not float to the surface.
 - 6. The amount and type of asphalt emulsion to be blended with aggregate shall be determined by the laboratory mix design.
 - 7. The set control additive shall be introduced into the slurry mix by an approved method that will ensure uniform distribution and proper control. The exact amount shall be determined by conditions in the field and indicated in the mix design.
 - 8. A minimum amount of water, added as specified by the Engineer, shall be used as necessary to obtain a workable and homogeneous mixture.
 - 9. The slurry mixture shall show no signs of uncoated aggregate or premature breaking of emulsion when applied to the pavement surface.
 - 10. Suitably sized samples of aggregate, bituminous material, and mineral filler shall be submitted, when required by the Engineer, for approval not less than 10 days before the

work starts. All samples of materials shall be supplied by the Contractor at no additional cost to the Contracting Agency.

11. All tests deemed necessary by the Contracting Agency to determine conformance with requirements specified shall be performed without cost to the Contractor.

12. Additional samples of materials shall be furnished as directed by the City during progress of the work. The stockpile tolerance shall be applied to this gradation. If it is established that a satisfactory mixture meeting the requirements specified herein cannot be produced from the materials furnished, the materials shall be rejected and the Contractor shall submit new samples.

PART 3 - EXECUTION

3.01 CONSTRUCTION EQUIPMENT

A. Continuous-flow mixing unit:

1. Capable of applying at least 15,000 square yards of material per day.
2. Capable of accurately delivering a predetermined portion of aggregate, water, and asphalt emulsion to the mixing chamber.
3. Prevent loss of slurry from the distributor by using a mechanical type squeegee distributor equipped with flexible material in contact with the pavement surface.
4. Has a lateral control device and a flexible strike-off capable of being adjusted to lay the slurry at the mix design application rate.

B. The slurry seal material shall be mixed and applied with a machine designed and manufactured to lay the mixture.

C. Self-loading mixing units shall not be used on roadway right-of-way widths of 60 feet or less.

D. The mixing machine shall meet the following requirements:

- a. A continuous flow mixing unit, automatically sequenced.
- b. Capable of delivering accurately predetermined proportions of aggregate, water, and asphalt emulsion to a revolving multi-blade, double-shafted, spiraled mixer tank.
- c. Capable of discharging the thoroughly mixed product on a continuous basis.
- d. Equipped with a hydraulically controlled steel pugmill gate for positive discharge operations. Discharge from the pugmill shall be controlled by a metal diverter chute or other suitable mechanical device. Discharge and/or dripping of slurry seal from the pugmill gate on project street surface while the machine is in transit to and from the work sites is not allowed.
- e. Equipped with a metering system to accurately meter all liquids by volume by the use of flow meters reading gallons per minute. The flow of the liquids shall be consistent and precise and feed into the pugmill in the proportions outlined in the mix design.

- f. Equipped with a temperature-indicating device installed in the emulsion tank at the emulsion pump suction line level.
 - g. Capable of thoroughly blending all ingredients together without violent action.
 - h. Equipped with an approved fines feeder that provides an accurate metering device or method of introducing a predetermined proportion of mineral filler into the mixer as the aggregate is fed in. The fines feeder shall be used when mineral filler is part of the aggregate blend.
 - i. Equipped with a water pressure system and fog type spray bar.
 - j. Capable of mixing materials at preset proportions regardless of the speed of machine and without changing machine settings.
- E. Each mixing unit to be used in performance of the work shall be calibrated prior to construction.
- a. Calibrations will not be accepted if City staff is not present to observe the calibrations unless approved by the City.
 - b. Previous calibration documentation covering the exact materials to be used may be accepted provided they were made during the current calendar year.
 - c. The documentation shall include an individual calibration for each type of material to be used on the project.
 - d. Machine Meter Calibration: If necessary, on a test strip at least 500 feet long, determine the correct meter settings on the mixing equipment. The settings are to produce a product that complies with the following:
 - a. 30 minutes maximum initial set time. Initial set occurs when blotting of the slurry seal surface yields only water (no emulsion).
 - b. No abnormal surface distress when exposed to traffic 2 hours after placement. Power steering and tire scuffing are normal and not a cause for concern.

3.02 SURFACE PREPARATION

Prior to the commencement of Slurry Seal application, the Contractor shall thoroughly clean and remove all mud spots and loose or objectionable material from the existing pavement surface. The contractor shall clean the surface properly to assure a proper application of the slurry seal material.

- A. When specified:
 - 1. Fat or bleeding pavements will require scratch course application.
 - 2. Cracked or porous pavements will require thin SS-I surface treatment.
 - 3. Asphalt concrete inlay will be required in rut deformations.
- B. General:
 - 1. Remove loose material, mud spots, sand, dust, oil, vegetation and other objectionable materials.

2. Do not flush water over cracked pavement or apply pressurized water to cracked pavement.
 3. Protect manholes, valve boxes, drop inlets, and other street utilities including any concrete collars on the surface from the slurry using a suitable method.
- C. Surface Repair: Patch holes, raveled areas and low areas with asphalt concrete when specified shall be completed by the City.
- D. Tack Coat:
1. Use only when specified.
 2. Apply to high-absorbent, polished, oxidized, or raveled asphalt surfaces or to concrete or brick surfaces. Use the same asphalt emulsion as used in the slurry seal application.
- F. Areas impregnated with grease, oil, or fuel shall be cleaned by grinding.
1. Traffic paint not tightly bonded to the surface and any thermoplastic markings shall also be removed.
 2. The grinding machine used to remove the existing bituminous surface, paint, and pavement markings shall meet the following requirements
 - a. Be a hydrostatically powered mandrel type device.
 - b. The mandrel shall be studded with a minimum of 270 cutter bits to provide a pavement texture acceptable to the Engineer.
 - c. Bits shall have tungsten carbide tips in forged steel holders and be conical in shape.
 - d. The mandrel device shall have a minimum cutting width of 24 inches and a variable cutting depth of zero to 4 inches.
 3. Areas inaccessible to the grinder shall be treated and prepared with an alternate method approved by the City Representative.
 4. The debris produced by the grinding machine or other method shall be immediately removed from the pavement surface and disposed of at an acceptable location.
 5. The Contractor shall protect existing facilities (i.e., concrete, valve boxes, manholes, and so forth).
 6. Damaged facilities shall be replaced at the direction of the Engineer and at no additional cost to the Contracting Agency.
- G. The City Representative shall give final approval that the surface has been properly prepared prior to the application of the slurry. This approval shall not relieve the Contractor from responsibility as outlined above.
- H. SURFACE CLEANING EQUIPMENT - Only power vacuum pickup sweepers shall be used for surface cleaning. Air compressors, water flushing equipment, and hand brooms suitable for cleaning the road surface and cracks therein may be used to supplement the surface cleaning as allowed. After the cleaning operations and surface preparations have been completed by the Contractor, and prior to the application of the surface treatment, the surface will be inspected by the City's Representative for

acceptance. No slurry seal shall be applied until surface cleaning approval has been obtained from the City's Representative.

3.03 PROTECTION

- A. Protect trees, plants and other ground cover from damage.
- B. Prune trees to allow equipment passage underneath per APWA Section 32 01 93.
- C. Mask street utilities including concrete collars.
- D. Protect curb, gutter, and sidewalk from spatter, mar, or overcoat.
- E. Prior to application of the slurry seal material, manholes, valve boxes, drop inlets, and other service entrances shall be protected by covering with paper, plastic, or other suitable material approved by the City. The paper or plastic shall be held in place with spray glue or tape and removed after slurry seal application and prior to removal of the traffic control.
- F.

3.04 APPLICATION

- A. Application rates (based upon the weight of the dry aggregate in mixture):
 - 1. SS-I: 10 – 13 pounds per square yard.
 - 2. SS-II: 15 – 18 pounds per square yard.
 - 3. SS-III: 22 – 25 pounds per square yard.
- B. General:
 - 1. Machine shall be calibrated to mix design.
 - 2. Pre-wet existing pavement surface to prevent premature breaking and to improve bonding.
 - 3. Wait at least two hours if an adjacent pass has broken and started to cure.
 - 4. The slurry seal material when cured shall present a uniform skid resistant appearance with all cracks filled.
 - 5. Do not apply lane marking tape or paint for traffic control until layout and placement has been approved.
 - 6. During application, water and additives may be adjusted for better consistency or set time.
- C. Joints:
 - 1. Make transverse joints straight-cut butt type, not over-lap type as allowed
 - 2. Longitudinal joints on lane lines, no more than 3-inch overlap as allowed. The longitudinal joints between adjacent lanes shall have no visible lap, pinholes, or uncovered areas. Thick spots caused by overlapping shall be smoothed immediately with hand squeegees before the emulsion breaks. Overlaps which occur at transverse joints shall also be smoothed before the emulsion breaks, so that a uniform surface is obtained which contains no breaks or discontinuities.

3. Joint matching tolerance is ¼ inch maximum difference in elevation when measured with a 10-foot long straight edge over the joint.
 4. Stop and correct the application if the longitudinal or transverse joints have uncovered areas or unsightly appearance.
 5. The longitudinal joints between adjacent lanes shall have no visible lap, pinholes, or uncovered areas. Thick spots caused by overlapping shall be smoothed immediately with hand squeegees before the emulsion breaks. Overlaps which occur at transverse joints shall also be smoothed before the emulsion breaks, so that a uniform surface is obtained which contains no breaks or discontinuities.
- D. Lines:
1. Mask off end of streets and intersections to provide straight lines at the beginning or ending point.
 2. Make straight lines along lip of gutter and shoulders. No runoff on these areas permitted.
 3. Vary edge lines no more than 2 inches per 100 feet if practical.
- E. HANDWORK. Approved squeegees, drags and mops shall be used to spread slurry in areas not accessible to the slurry spreader box or required in the application process. Care shall be exercised in leaving no unsightly appearance from handwork. When doing handwork in small areas, and with the application process the material shall be spread and mopped in the same direction of the spreader box applied material. Hand squeegees, burlap mops, shovels and other equipment shall be used as necessary to perform the work.

3.05 CONTROL OF MATERIALS

- A. Deliver all materials to the project with delivery tickets
1. Indicate date, material type, and project name.
 2. Include certification from manufacture that the material meets project specifications.
- B. All deliveries shall occur between the hours of 7:00 am and 3:00 pm and must be in the presence of an City representative.
- C. Oil quantities of the Contractor's emulsion storage tankers shall be submitted and physically verified at the beginning of each work day, prior to supplier transfer, after supplier transfer and at the end of each working day.
- D. Provide daily reports to City's representative including weight of material used, application rate, area covered.
- E. Do not mix aggregate/emulsions designated for other public or private projects.
- F. Screening of the aggregate shall be required at the stockpile if there are any problems created by oversized materials in the mix.

3.06 AFTER APPLICATION

- A. Leave no streaks caused by oversized aggregate particles or buildup on squeegees.
- B. Leave no holes, bare spots, or cracks. The slurry, when cured shall be uniform and skid-resistant.
- C. Clean Street Fixtures.
- D. Raise reflective tabs that were covered over to help drivers find lane delineation until permanent striping.
- E. Do not apply permanent striping until new surface has cured for 14 days and layout has been approved by ENGINEER.
- F. Remove spatter or mar from curb and gutter, sidewalk, guard rails and guide posts at no additional cost.
- G. Make correction lines straight.
- H. Fill any joints or cracks that are not covered by slurry seal.
- I. Repair any damage caused by installation. END OF SECTION

<p align="center">STATE OF UTAH DEPARTMENT OF COMMERCE ACTIVE LICENSE</p> <p>American Pavement Preservation LLC 4725 E CARTIER AVE LAS VEGAS NV 89115</p> <p>EFFECTIVE 02/11/2010</p> <p>EXPIRATION 11/30/2025</p>	<p>REFERENCE NUMBER(S), CLASSIFICATION(S) & DETAIL(S)</p> <p>7547937-5501 Contractor With LRF</p> <p>B100, E100</p> <p>DBAs: None Associated</p>
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IMPORTANT LICENSURE REMINDERS:

- Your license is valid until the expiration date listed on this form.
- Please note the address listed below. This is your public address of record for the division, and all future correspondence from the division will be mailed to this address. If you move, it is your responsibility to notify us directly of the change. Maintaining your current address with us is the easiest way to ensure continuous licensure.
- This license has been issued to the business entity. Any change in the license's original entity structure requires a new license (i.e. DBA to a Corporation, etc.). Please contact the division before you make such changes.

AMERICAN PAVEMENT PRESERVATION LLC
4725 E CARTIER AVE
LAS VEGAS NV 89115

Please visit our web site at
www.dopl.utah.gov should you have any
questions in the future.

<p>STATE OF UTAH DEPARTMENT OF COMMERCE DIVISION OF PROFESSIONAL LICENSING ACTIVE LICENSE</p>		
EFFECTIVE DATE:	02/11/2010	
EXPIRATION DATE:	11/30/2025	
ISSUED TO:	American Pavement Preservation LLC 4725 E CARTIER AVE LAS VEGAS NV 89115	
<p>REFERENCE NUMBER(S), CLASSIFICATION(S) & DETAIL(S)</p> <hr/> <p>7547937-5501 Contractor With LRF DBAs: None Associated</p> <p>B100, E100</p>		

**Request for Taxpayer
Identification Number and Certification**

Go to www.irs.gov/FormW9 for instructions and the latest information.

Give form to the
requester. Do not
send to the IRS.

Before you begin. For guidance related to the purpose of Form W-9, see *Purpose of Form*, below.

Print or type. See Specific Instructions on page 3.	1 Name of entity/individual. An entry is required. (For a sole proprietor or disregarded entity, enter the owner's name on line 1, and enter the business/disregarded entity's name on line 2.) American Pavement Preservation, LLC	
	2 Business name/disregarded entity name, if different from above.	
	3a Check the appropriate box for federal tax classification of the entity/individual whose name is entered on line 1. Check only one of the following seven boxes. <input type="checkbox"/> Individual/sole proprietor <input type="checkbox"/> C corporation <input type="checkbox"/> S corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Trust/estate <input checked="" type="checkbox"/> LLC. Enter the tax classification (C = C corporation, S = S corporation, P = Partnership) C Note: Check the "LLC" box above and, in the entry space, enter the appropriate code (C, S, or P) for the tax classification of the LLC, unless it is a disregarded entity. A disregarded entity should instead check the appropriate box for the tax classification of its owner. <input type="checkbox"/> Other (see instructions)	4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3): Exempt payee code (if any) _____ Exemption from Foreign Account Tax Compliance Act (FATCA) reporting code (if any) _____ (Applies to accounts maintained outside the United States.)
	3b If on line 3a you checked "Partnership" or "Trust/estate," or checked "LLC" and entered "P" as its tax classification, and you are providing this form to a partnership, trust, or estate in which you have an ownership interest, check this box if you have any foreign partners, owners, or beneficiaries. See instructions <input type="checkbox"/>	
	5 Address (number, street, and apt. or suite no.). See instructions. 4725 E. Cartier Ave	Requester's name and address (optional)
6 City, state, and ZIP code Las Vegas, NV 89115		
7 List account number(s) here (optional)		

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. See also *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number								
			-				-	
or								
Employer identification number								
8	8	-	0	4	5	3	4	6 0

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and, generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here	Signature of U.S. person 	Date 1/10/2025
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General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to www.irs.gov/FormW9.

What's New

Line 3a has been modified to clarify how a disregarded entity completes this line. An LLC that is a disregarded entity should check the appropriate box for the tax classification of its owner. Otherwise, it should check the "LLC" box and enter its appropriate tax classification.

New line 3b has been added to this form. A flow-through entity is required to complete this line to indicate that it has direct or indirect foreign partners, owners, or beneficiaries when it provides the Form W-9 to another flow-through entity in which it has an ownership interest. This change is intended to provide a flow-through entity with information regarding the status of its indirect foreign partners, owners, or beneficiaries, so that it can satisfy any applicable reporting requirements. For example, a partnership that has any indirect foreign partners may be required to complete Schedules K-2 and K-3. See the Partnership Instructions for Schedules K-2 and K-3 (Form 1065).

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS is giving you this form because they