



A Special Meeting of the
Brian Head Town Council

Brian Head Town Hall – Council Chambers
56 North Highway 143 – Brian Head, UT 84719
www.Zoom.us ([Click Here](#))

Via Zoom Meeting ID# 824 6471 6408

TUESDAY, NOVEMBER 25, 2025 @ 1:00 PM

AMENDED AGENDA

- A. CALL TO ORDER**
- B. PLEDGE ALLEGIANCE**
- C. DISCLOSURES**
- D. REPORTS / PUBLIC INPUT ON NON-AGENDA ITEMS.** Public input is limited to three (3) minutes on non-agenda items.
- E. AGENDA ITEMS**
 - 1. TOWN RIGHT-OF-WAY REQUEST FOR 180 GURR WELL ROAD.** Bret Howser, Town Manager. Dax Tobin is requesting a portion of the Town's right-of-way for an expansion of a driveway located at 180 Gurr Well Road.
 - 2. BRIAN HEAD UNIT 3 SPECIAL ASSESSMENT AREA PROTEST TALLY NOTIFICATION TOTAL.** Nancy Leigh, Town Clerk. The Council will review all written protests to the Brian Head Unit 3 Special Assessment Area.
 - 3. CONSIDERATION OF A RESOLUTION DESIGNATING THE BRIAN HEAD UNIT 3 ASSESSMENT AREA (THE "ASSESSMENT AREA") FOR THE PURPOSE OF (i) LEVYING ASSESSMENTS AGAINST PROPERTIES WITHIN THE ASSESSMENT AREA TO FINANCE THE COSTS OF CERTAIN WATER SYSTEM IMPROVEMENTS, ROAD IMPROVEMENTS, AND RELATED IMPROVEMENTS IN THE ASSESSMENT AREA, (ii) ESTIMATING THE AMOUNT OF THE ASSESSMENTS TO BE LEVIED AND THE METHOD OF ASSESSMENT, AND (iii) GENERALLY DESCRIBING THE PERIOD OVER WHICH THE ASSESSMENTS ARE TO BE PAID AND THE MANNER IN WHICH THE TOWN INTENDS TO FINANCE SAID IMPROVEMENTS; AND RELATED MATTERS.** Bret Howser, Town Manager. The Council will consider a resolution adopting the Notice of Creation for the Brian Head Unit 3 Special Assessment Area.
 - 4. LIGHTNING POINT TRAIL PLANNING SERVICE CONTRACT AWARD.** Bret Howser, Town Manager. The Council will award the contract for the Lightning Point Trail Planning Services.

F. ADJOURNMENT

Date: November 23, 2025

Available to Board Members as per Ordinance No. 11-003 authorizes public bodies, including the Town, to establish written procedures governing the calling and holding of electronic meetings at which one or more members of the public board may participate by means of electronic communications. In compliance with the Americans with Disabilities Act, persons needing auxiliary communications aids and services for this meeting should call Brian Head Town Hall @ (435) 677-2029 at least three days in advance of the meeting.

CERTIFICATE OF POSTING

I hereby certify that I have posted copies of this agenda at the following conspicuous locations; the Post Office, The Mall, and the Brian Head Town Hall and have posted copies on the Utah Meeting Notice Website and the Brian Head Town website and have caused a copy of this notice to be delivered to the Daily Spectrum, a newspaper of general circulation.

Nancy Leigh, Town Clerk



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F. ADJOURNMENT

Date: November 21, 2025

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Nancy Leigh, Town Clerk



STAFF REPORT TO THE TOWN COUNCIL

BRIAN HEAD

ITEM: Gurr Well Road Right-Of-Way Request

AUTHOR: Bret Howser
DEPARTMENT: Administration
DATE: November 25, 2025
TYPE OF ITEM: Administrative Direction

SUMMARY:

The Town Council will consider a request for a private use easement in the Town right-of-way (ROW) on Gurr Well Rd.

BACKGROUND:

Staff was recently approached by the owners of a cabin at 181 Gurr Well Rd. They have a steep driveway that is difficult to clear of snow and ice and they are considering putting in a snow melt system. As they are doing so, they would like to widen the driveway a little. The driveway is held up by a small retaining wall that currently sits in the ROW (as does a portion of the driveway, it appears). Thus the request is formalize an easement for the retaining wall in the ROW.

ANALYSIS:

The Town Manager and Public Works Director visited the site and determined that granting the easement would be detrimental to snow removal operations in the area. The ROW is only 30 ft in front of the cabin, and the request would narrow the snow storage area to maybe 5-6 feet for much of the frontage. Snow would have to be pushed to the north where it would stack up in front of a fire hydrant, or further north where it would impede the neighbor's driveway.

Ultimately, usage of Town property is the province of the Town Council, so staff directed the property owners to approach the Council if they wish to pursue the item further.

FINANCIAL IMPLICATIONS:

No significant financial impacts. The Town may need to charge fair market value for the easement if there is no other prevailing public interest.

BOARD/COMMISSION RECOMMENDATION:

N/A

STAFF RECOMMENDATION:

Staff recommends against allowing the easement for reasons stated above.

PROPOSED MOTION:

The Council may choose to direct staff by motion.

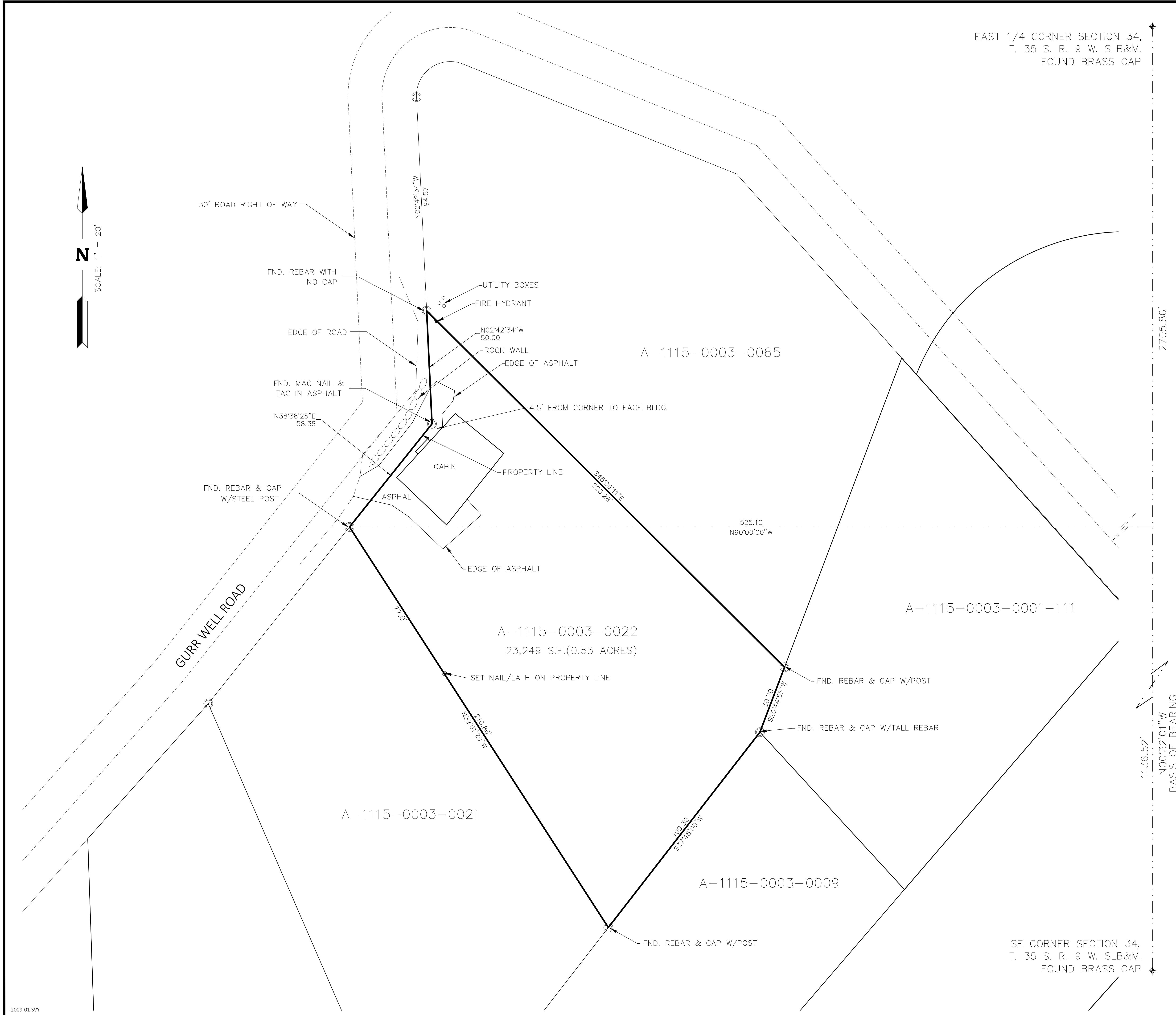
ATTACHMENTS:

A - Pictures of the site

B - Site Survey

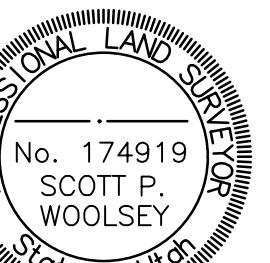






SURVEYOR'S CERTIFICATE

I, SCOTT P. WOOLSEY, PROFESSIONAL UTAH LAND SURVEYOR NUMBER 174919, HOLD A LICENSE IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND LAND SURVEYORS LICENSING ACT AND HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED HEREON IN ACCORDANCE WITH SECTION 17-23-17 AND HEREBY CERTIFY ALL MEASUREMENTS AND DESCRIPTIONS ARE CORRECT. MONUMENTS HAVE BE SET AS REPRESENTED ON THIS PLAT.



SCOTT P. WOOLSEY
P.L.S. 174919

BOUNDARY DESCRIPTION

BEGINNING AT A POINT WHICH IS NORTH 00°32'01" WEST, 1136.52 FEET ALONG THE SECTION LINE AND WEST 525.10 FEET FROM THE SOUTHEAST CORNER OF SECTION 34, T. 35 S. R. 9 W. SLB&M. AND RUNNING THENCE NORTH 38°38'25" EAST, 58.38 FEET; THENCE NORTH 02°42'34" WEST, 50.00 FEET; THENCE SOUTH 45°06'11" EAST, 223.28 FEET; THENCE SOUTH 20°44'55" WEST, 30.70 FEET; THENCE SOUTH 37°48'00" WEST, 109.30 FEET; THENCE NORTH 32°51'20" WEST, 210.86 FEET TO THE POINT OF BEGINNING.
CONTAINING 0.53 ACRES.

TOGETHER WITH A 30.00 FOOT ROAD R/W NORTHWEST OF AND ADJACENT TO SAID PARCEL.

NARRATIVE

THE BASIS OF BEARING FOR THIS SURVEY IS: NORTH 00°32'01" WEST BETWEEN THE SOUTHEAST CORNER AND THE EAST 1/4 CORNER OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 9 WEST. SLB&M.

THE PURPOSE OF THIS SURVEY WAS TO FIND AND MARK THE CORNERS OF THE ABOVE PARCEL UPON THE GROUND AND TO SHOW THE VISIBLE IMPROVEMENTS IN RELATION TO THE PROPERTY LINES.

LEGEND

- ◆ SECTION MONUMENT AS NOTED
- FOUND MONUMENT AS NOTED
- SET REBAR & CAP PLS 174919
ALPHA ENGINEERING CO.
- SECTION LINE
- PROPERTY LINE
- ROAD ROW LINE

LOCATION: SOUTHEAST 1/4 OF SECTION 3
T. 35 S. R. 9 W. SLB&M.

PREPARED FOR: DAX TOBIN

SURVEY DATE: AUGUST 2023

The logo for Alpha Engineering features a large, stylized Greek letter 'alpha' on the left, rendered in a dark green gradient. To its right is a vertical grey line, followed by the word 'ALPHA' in large, bold, black capital letters, and 'ENGINEERING' in a slightly smaller, bold, black sans-serif font below it.

180 Gurr Well Road Right-of-Way Request

Mayor & Council Members,

Dax Tobin and Ileana Dominguez at 181 Gurr Well Road wish to redo their front driveway to make it more accessible in the winter months. It is narrow at the top with a steep approach that makes parking and snow removal extremely difficult and creates ice hazards. Due to the steep slope towards the back of the home, it is limited in parking options. If they could bump out the current small rock wall to widen the top landing, they could considerably remedy this issue. Currently this would be a bit beyond their property line into the town's right of way, however it would not impede the road, since the property line juts into their current driveway. As discussed, maybe the town can provide an easement to allow for this extension since the current road doesn't touch this triangle of land.

You can see from the enclosed pictures and video that the rock wall/driveway is too narrow to fit a vehicle and still open the door onto a narrow sliver of icy driveway without risk of falling off the 4-foot-high driveway onto the street. This presents an extreme hazard for the owners and guests. Especially considering that the driveway is not wide enough for standard equipment ice removal and must be performed with small handheld machines and not performed as easily or frequently.

We would be very grateful if the town could make this accommodation and eliminate these hazards and hardships and make the property functional.

Thank you for your consideration.

Dax Tobin
180 Gurr Well Road

[Uphill walk summer video](#) Click to open













STAFF REPORT TO THE TOWN COUNCIL

BRIAN HEAD

ITEM: PRESENTATION OF THE PROTEST PERIOD RESULTS FOR BRIAN HEAD UNIT 3 SPECIAL ASSESSMENT AREA

AUTHOR: Nancy Leigh, Town Clerk

DEPARTMENT: Administration

DATE: November 25, 2025

TYPE OF ITEM: Informational

SUMMARY:

The Council will review the results of the 60-day protest period for the Brian Head Unit 3 Special Assessment Area (SAA).

BACKGROUND:

The Town Council reviewed and accepted the petition to create the Special Assessment Areas in the Brian Head Unit 3 subdivision on May 13, 2025. Subsequently, the Town Council adopted the resolution for the Notice of Intent to create the SAA in August 2025. The resolution identified the public hearing date, which was held on September 23, 2025, and initiated the official 60-day protest period.

ANALYSIS:

As part of state law requirements, a public hearing was held on September 23, 2025, which officially kicked off the 60-day protest period for the Brian Head Unit 3 SAA. Each parcel owner received a letter in the mail detailing the protest requirements. As per state law requirements, if the Town receives 40% written protests, then the SAA automatically fails. Each parcel is allowed one protest. That said, the following are the results of the protest period:

Brian Head Town Special Tax Assessment Area for Brian Head Unit 3:

Protest Period Summary

The proposed Brian Head Town Special Tax Assessment Brian Head Unit 3 solicited written protests from parcel owners within the area for a period of 60 days. A public meeting will be held on November 25, 2025, at 1:00 PM MST in the Brian Head Town Council Chambers to review the following protests results: 22 lots total in the area, with 1 (one) protest received, totally 4.5% of the area.

The next steps in the process will be to adopt the Notice of Designation (creating) the Brian Head Unit 3 Special Assessment Area which allows the Town to go to bid for this project. The goal is to have this done in December or early January.

FINANCIAL IMPLICATIONS:

If the SAA proceeds, the Town will issue bonds for the project which will be backed by assessments placed on each parcel.

BOARD/COMMISSION RECOMMENDATION:

N/A

STAFF RECOMMENDATION:

N/A

PROPOSED MOTION:

No motion. Informational only.

ATTACHMENTS:

A - Protest Letter

November 5, 2025

Brian Head Town
c/o Nancy Leigh, Town Clerk
P.O. Box 190068
Brian Head, UT 84719-0068

Nancy Leigh,

I am owner of parcel# A-1148-0005-0041 that is being included in the designated assessment area for Brian Head, UT. I am **against** this assessment. The assessment estimate of \$50,045.45 seems excessive and given the length of 10 years, who says you are not going to raise it because of construction increases. I don't feel the property owners value will increase enough to compensate for the expense that we will have to put out for this assessment.

Again, I am **against** the assessment.



Calaveras LLC
Janice K. Phillips, Manager
8104 Mountain Forest Ct.
Las Vegas, NV 89129

P.S. Please update the physical and billing address of Calaveras LLC and Janice Phillips to the above address.



STAFF REPORT TO THE TOWN COUNCIL

BRIAN HEAD

ITEM: BH UNIT 3 SPECIAL ASSESSMENT AREA DESIGNATION

AUTHOR: Bret Howser
DEPARTMENT: Administration
DATE: November 25, 2025
TYPE OF ITEM: Legislative Action

SUMMARY:

The Council will consider a resolution designating (or creating) the Brian Head Unit 3 Special Assessment Area (SAA).

BACKGROUND:

During the May 13, 2025, Town Council Meeting, the Town Council accepted the petition for the Brian Head Special Assessment Area. At that time, the SAA had 63% support on the petition. Town policy requires that more than 60% of the lot owners sign the petition for approval to be considered.

On August 26, 2025, the Council adopted a Notice of Intention to Designate an Assessment Area for Brian Head Unit 3. Pursuant to that resolution, Town staff sent notice of public hearing and accompanying 60-day protest period. The public hearing was held on September 23, 2025, and the 60-day protest period was completed thereafter. On November 25, 2025, the Town Council received and tallied all written protests to the designation of the SAA.

ANALYSIS:

Location:

The proposed SAA covers twenty-two (22) lots along Driftwood and Paintbrush in the Brian Head Unit 3 Subdivision. A waterline would begin at Highway 143 and proceed up Driftwood and Paintbrush. The map was provided by the SAA Sponsor and approved by Public Works and the Town's engineer.

Estimated Costs:

A cost estimate based on recent bids for similar projects is provided as an attachment. The current estimate for construction is \$968,339 (including 20% contingency and 12% design/construction mgt). The total amount of bond issuance (including debt reserve fund and cost of issuance) is anticipated to be \$1,101,000, which would result in an assessment per lot of \$50,045. These are estimates only.

The total appraised value of the SAA is \$3,731,000, putting the value to assessment ratio at 3.39, which meets both state statute as well as the Town's SAA policy requirements.

Staff believes the estimate is on the high end (somewhat intentionally) as it is based off costs received during the height of the building crunch in 2024. Also, we are pursuing alternative strategies to reduce costs on this SAA project and to open the bidding to more competition. We also believe market conditions currently favor more competitive bids.

That said, after obtaining nearly finalized engineered drawings, staff visited the site with the engineer to review for constructability. In that process, we found that the lower road (Driftwood) has some serious slope issues that will prohibit building the road correctly as part of this water line project without adding significant costs. The existing roadway is about 10-12 wide (it's an ATV trail really) within a 30 ft ROW with sharp slopes on either side. It is likely that the only cost-feasible way to proceed is to insert the waterline within the existing roadway (just west of centerline of the ROW) and to put the roadway back as it was (with a better surface, but no wider). Installation of future utilities (gas/sewer/etc.) will be hampered. Sewer will likely have to be pressurized 4-in poly line to avoid excessive depth issues, but the required offset will be difficult to achieve. Snow plowing with Town equipment (16' plows) will likely be impossible. Several of the properties could conceivably be accessed from the highway (not ideal, maybe won't be allowed by UDOT) or via Georg's ski shop driveway (one development plan using this model has already been preliminarily submitted to the Town). But at least a small handful of properties (maybe as few as 1 or 2) may have serious winter access issues.

SAA Process:

Staff is currently obtaining bids for construction of both the Elk Drive SAA and the BH Unit 3 SAA. Once the SAA is designated, we will complete bidding, and if the numbers come in within estimates we can award bid. Following award of bid, we can proceed with issuing bonds and establishing the assessment (including board of equalization).

FINANCIAL IMPLICATIONS:

The Town does assume financial risk with any SAA, with this one being no different. Specifically, the Town assumes the debt liability and is potentially on the hook for the bond payments should a property owner default or fail to pay the assessment. However, though a lengthy process, the Town will be a lean holder on each proper with the ability to foreclose should this happen.

BOARD/COMMISSION RECOMMENDATION:

N/A

STAFF RECOMMENDATION:

Staff recommends that Council move forward with adopting the Designation Resolution.

PROPOSED MOTION:

I move to adopt Resolution number 25-562 designating the Brian Head Unit 3 Special Assessment Area as presented.

ATTACHMENTS:

A - Designation Resolution

Brian Head, Utah
November 25, 2025

The Town Council (the “Council”) of the Town of Brian Head, Utah (the “Town”) met in regular session on November 25, 2025, at 1:00 p.m. at the regular meeting place of said Council at 56 North Highway 143 in Brian Head, Utah, with the following members of the Council present:

| | |
|------------------|----------------|
| Clayton Calloway | Mayor |
| Martin Tidwell | Council Member |
| Mitch Ricks | Council Member |
| Larry Freeberg | Council Member |
| Duane Nyen | Council Member |

Also present:

| | |
|-------------|--------------|
| Nancy Leigh | Town Clerk |
| Bret Howser | Town Manager |

Absent:

After the meeting had been duly called to order and after other matters not pertinent to this resolution had been discussed, the Town Clerk presented to the Council a Certificate of Compliance with Open Meeting Law with respect to this November 25, 2025, meeting, a copy of which is attached hereto as Exhibit A.

Thereupon, the following resolution was then introduced in writing and pursuant to motion duly made by Council Member _____ and seconded by Council Member _____, adopted by the following vote:

AYE:

NAY:

The resolution was later signed by the Mayor and recorded by the Town Clerk in the official records of the Town. The resolution is as follows:

RESOLUTION NO. _____

A RESOLUTION DESIGNATING THE BRIAN HEAD UNIT 3 ASSESSMENT AREA (THE “ASSESSMENT AREA”) FOR THE PURPOSE OF (I) LEVYING ASSESSMENTS AGAINST PROPERTIES WITHIN THE ASSESSMENT AREA TO FINANCE THE COSTS OF CERTAIN WATER SYSTEM IMPROVEMENTS, ROAD IMPROVEMENTS, AND RELATED IMPROVEMENTS IN THE ASSESSMENT AREA, (II) ESTIMATING THE AMOUNT OF THE ASSESSMENTS TO BE LEVIED AND THE METHOD OF ASSESSMENT, AND (III) GENERALLY DESCRIBING THE PERIOD OVER WHICH THE ASSESSMENTS ARE TO BE PAID AND THE MANNER IN WHICH THE TOWN INTENDS TO FINANCE SAID IMPROVEMENTS; AND RELATED MATTERS.

BE IT RESOLVED by the Town Council (the “Council”) of the Town of Brian Head, Utah (the “Town”), as follows:

Section 1. The Council hereby determines that it will be in the best interest of the Town to designate an area to finance the costs of certain water system improvements, road improvements, and other necessary and related miscellaneous improvements in the Brian Head Unit 3, Blk A Subdivision, Iron County, Utah (the “Improvements”). The Council hereby determines that it is in the best interest of the Town to levy assessments against properties benefited by the Improvements to finance the costs of said Improvements. The Council hereby determines that the Improvements qualify as an “Improvement” pursuant to the Act (defined below) and that the Town is authorized to provide such Improvements as a publicly owned infrastructure/system.

Section 2. Pursuant to the Assessment Area Act, Title 11, Chapter 42, Utah Code Annotated 1953, as amended (the “Act”), the Council has previously given notice of its intention to designate the Brian Head Unit 3 Assessment Area (the “Assessment Area”), received and considered all protests filed, and held a public hearing.

Section 3. The Town has counted the written protests and held a public meeting to announce that adequate protests have not been filed.

Section 4. The legal description and parcel numbers of the properties to be assessed within the Assessment Area are more fully set forth in Exhibit B attached hereto. The Assessments to finance the Improvements will be levied based upon a per lot methodology.

Section 5. The taxable value of the property proposed to be assessed, as reported by the Iron County Assessor in 2024, is \$3,731,000, which is more than three times the amount of the assessments proposed to be levied against the property.

Section 6. The Town hereby designates the Assessment Area, which shall be known as the “Brian Head Unit 3 Assessment Area.” A map showing the general location of the

Assessment Area along with the location of the Improvements within the Assessment Area is attached hereto as Exhibit C.

Section 7. The Improvements are more particularly described as follows:

The installation of culinary waterlines, roadway drainage improvements, roadway realignment, gravel road improvements and related improvements.

Section 8. Pursuant to the Act, the Council has determined to levy assessments to pay the cost of the Improvements. The assessments are assessed against properties in a manner that reflects an equitable portion of the benefit of the Improvements as required by the Act. The Town has determined that the reasonable useful life of the Improvements is at least 50 years and that it is in the Town and the property owners' best interest for certain property owner installments to be paid for up to ten (10) years.

Section 9. The total acquisition, construction and installation cost of the Improvements, including estimated overhead costs, administrative costs, costs of funding reserves, and debt issuance costs, is estimated at \$1,101,000, all of which is anticipated to be paid by assessments to be levied against the properties within the Assessment Area to be benefited by such Improvements, which benefits need not actually increase the fair market value of the properties to be assessed. The Town expects to finance the cost of the Improvements by issuing assessment bonds (the "Bonds"). The Town currently estimates selling the Bonds at an interest rate of approximately 6.250% per annum, maturing on or before ten (10) years from the date of issuance of the Bonds. It is anticipated that the reserve fund will be funded with bond proceeds or overtime assessments. The cost of Improvements to be assessed against the benefited properties within the Assessment Area shall be assessed initially using a per lot method of assessment, as follows:

| <u>Improvements</u> | <u>Assessment</u> | Method of <u>Assessment</u> |
|---------------------|-------------------|--------------------------------|
| All Improvements | \$1,101,000 | Per Lot |

Section 10. The Council intends to levy assessments as provided in the Act on all parcels and lots of real property within the Assessment Area to be benefited by the Improvements. The purpose of the assessment and levy is to finance the cost of the Improvements, which the Town will not assume or pay.

The assessments shall be levied against properties in a manner that reflects an equitable portion of the benefit of the Improvements as required by the Act. Other payment provisions and enforcement remedies shall be in accordance with the Act.

A map of the Assessment Area and the location of the Improvements and other related information are on file in the office of the Town Clerk who will make such information available to all interested persons.

Section 11. The Town anticipates collecting the assessments by including it on property tax notices.

Section 12. A professional engineer has prepared a "Certificate of Project Engineer" which, among other things, identifies the Improvements to be constructed and installed and is attached hereto as Exhibit D. The findings and determinations set forth in this resolution are based, in part, upon said Certificate of Project Engineer.

Section 13. The provisions of an assessment ordinance shall govern the levy, payment and applicable provisions regarding the assessments notwithstanding anything contained herein to the contrary. As required by the Act, within 15 days of the effective date of this resolution, the Town Clerk shall record an original or certified copy of this designation resolution in the office of the County Recorder; and file with the County Recorder a notice of proposed assessment that:

- (A) states that the Town has designated the Assessment Area; and
- (B) lists, by legal description and tax identification number, the property proposed to be assessed.

APPROVED AND ADOPTED this November 25, 2025.

(SEAL)

By: _____
Clayton Calloway, Mayor

ATTEST:

By: _____
Nancy Leigh, Town Clerk

(Other business not pertinent to the foregoing appears in the minutes of the meeting.)

Upon the conclusion of all business on the agenda, the meeting was adjourned.

(SEAL)

By: _____
Clayton Calloway, Mayor

ATTEST:

By: _____
Nancy Leigh, Town Clerk

STATE OF UTAH)
: ss.
COUNTY OF IRON)

I, Nancy Leigh, the duly chosen, qualified, and acting Town Clerk of the Town of Brian Head, Utah (the "Town"), do hereby certify as follows:

- (a) That the foregoing typewritten pages constitute a full, true, and correct copy of the record of proceedings of the Council at a regular meeting thereof held in Brian Head, Utah on November, 2025 at 1:00 p.m., as the same appears of record in my office, that I personally attended said meeting, and that the proceedings were in fact held as in said minutes specified.
- (b) That due, legal, and timely notice of said meeting was served upon all members as required by law and the rules and ordinances of the Town.
- (c) That the above resolution was provided to my office on November 25, 2025, has been recorded by me, and is a part of the permanent records of the Town.

IN WITNESS WHEREOF, I have hereunto subscribed my official signature and affixed the seal of the Town, this November 25, 2025.

(SEAL)

By: _____
Nancy Leigh, Town Clerk

EXHIBIT A

CERTIFICATE OF COMPLIANCE WITH OPEN MEETING LAW

I, Nancy Leigh, the undersigned Town Clerk of the Town of Brian Head, Iron County, Utah, do hereby certify, according to the records of the Town Council of the Town of Brian Head, Utah (the "Council") in my official possession, and upon my own knowledge and belief, that in accordance with the requirements of Section 52-4-202, Utah Code Annotated 1953, as amended, I gave not less than twenty-four (24) hours public notice of the agenda, date, time, and place of the November 25, 2025 public meeting held by the Council as follows:

- (a) By causing a Notice, in the form attached hereto as Schedule 1, to be posted at the principal offices of the Town at least twenty-four (24) hours prior to the convening of the meeting, said Notice having continuously remained so posted and available for public inspection until the completion of the meeting;
- (b) By causing a copy of such Notice to be posted on the Utah Public Notice Website (<http://pmn.utah.gov>) at least twenty-four (24) hours prior to the convening of the meeting; and
- (c) By causing a copy of such Notice to be posted on the Town's official website at least twenty-four (24) hours prior to the convening of the meeting.

In addition, the Notice of 2025 Annual Meeting Schedule for the Council (attached hereto as Schedule 2) was given specifying the date, time, and place of the regular meetings of the Council to be held during the year, by causing said Notice to be posted at least annually on the Utah Public Notice Website created under Section 63A-16-601, Utah Code Annotated 1953, as amended, (b) on the Town's official website, and (c) in a public location within the Town that is reasonably likely to be seen by residents of the Town.

IN WITNESS WHEREOF, I have hereunto subscribed my official signature this November 25, 2025.

(SEAL)

By: _____
Nancy Leigh, Town Clerk

SCHEDULE 1

NOTICE OF MEETING AND AGENDA

SCHEDULE 2

NOTICE OF ANNUAL MEETING SCHEDULE

EXHIBIT B

LEGAL DESCRIPTION AND TAX IDENTIFICATION NUMBERS OF
PROPERTIES TO BE ASSESSED

That certain real property located in Iron County, State of Utah, described as follows:

TAX ID #A-1148-0005-0004

LOT 14, BLK A, BRIAN HEAD, UNIT 3.

TAX ID #A-1148-0005-0005

LOTS 23,24,25,26 & 27, BLK A, BRIAN HEAD, UNIT 3.

TAX ID #A-1148-0005-0008

LOT 22, BLK A, BRIAN HEAD, UNIT 3.

TAX ID #A-1148-0005-0012

BEG AT PT N15°16'E 152.8 FT FR SE COR OF LOT 10, BLK A, BRIAN HEAD, UNIT 3;
N15°16"E 129.6 FT; S65°06'E 167.3 FT; S24°54'W 127.8 FT; N65°06'W 145.6 FT TO POB;
(LOC LOTS 15 & 16, BLK A, BRIAN HEAD, UNIT 3).

TAX ID #A-1148-0005-0021

LOT 7, BLK A, BRIAN HEAD, UNIT 3.

TAX ID #A-1148-0005-0022

LOT 8, BLK A, BRIAN HEAD, UNIT 3.

TAX ID #A-1148-0005-0025

LOT 1, BLK A, BRIAN HEAD, UNIT 3.

TAX ID #A-1148-0005-0028

LOT 5, BLK A, BRIAN HEAD, UNIT 3.

TAX ID #A-1148-0005-0030

LOT 28, BLK A, BRIAN HEAD, UNIT 3.

TAX ID #A-1148-0005-0031

BEG AT PT N15°16'E 282.4 FT FR SE COR OF LOT 10, BLK A, BRIAN HEAD, UNIT 3; N15°16'E 123.3 FT; S65°06'E 177.9 FT; S0°55'E 23.4 FT; S24°54'W 100.5 FT; N65°06'W 167.3 FT TO POB. (LOC LOT 15, BLK A, BRIAN HEAD, UNIT 3).

TAX ID #A-1148-0005-0035

LOT 2, BLK A, BRIAN HEAD, UNIT 3.

TAX ID #A-1148-0005-0036

LOT 13, BLK A, BRIAN HEAD, UNIT 3.

TAX ID #A-1148-0005-0037

LOT 4, BLK A, BRIAN HEAD, UNIT 3.

TAX ID #A-1148-0005-0038

BEG AT PT N5°47'E 161.7 FT FR SW COR OF LOT 10, BLK A, BRIAN HEAD, UNIT 3; N5°47'E 137.2 FT; S65°06'E 171.1 FT; S15°16'W 129.6 FT; N65°06'FT W 148.5 FT TO POB. PART OF LOTS 10 & 11, BLK A, BRIAN HEAD, UNIT 3. (ANNEXED FOR 2025 TAX YEAR, WAS C-1148-5-38).

TAX ID #A-1148-0005-0039-02

LOT 6, BLK A, BRIAN HEAD, UNIT 3.

TAX ID #A-1148-0005-0040

BEG AT PT N5°47'E 298.9 FT FR SW COR LOT 11, BLK A, BRIAN HEAD, UNIT 3; N5°47'E 91.2 FT TO PT ON CURV OF 33 FT RADIUS CUL-DE-SAC FR RADIAL LN OF CURV BEAR N21°15'W, ALG 33 FT RADIUS CURV NE'LY TO LEFT 33.9 FT; RADIALLY FR CURV S65°06'E 173.6 FT; S15°16'W 123.3 FT; N65°06'W 171.1FT TO POB.

TAX ID #A-1148-0005-0041

LOT 17, BLK A, BRIAN HEAD, UNIT 3; SEC 10, T36S, R9W, SLM.

TAX ID #A-1148-0005-0042

LOTS 19, 20 & 21, BLK A, BRIAN HEAD, UNIT 3.

TAX ID #A-1148-0005-0043

LOT 18, BLK A, BRIAN HEAD, UNIT 3.

TAX ID #A-1148-0005-0044

LOT 3, BLK A, BRIAN HEAD, UNIT 3.

TAX ID #A-1148-0005-0045

LOT 12, BLK A, BRIAN HEAD, UNIT 3 (ANNEXED FOR 2010 TAX YEAR-WAS C-1148-5-45).

TAX ID #A-1148-0009-00AM

LOT 9, AMENDED PLAT OF PARCEL A-1148-5-33-34 & LOT 9 BLK A, BRIAN HEAD SUBDIVISION UNIT 3.

EXHIBIT C

MAP SHOWING GENERAL LOCATION OF THE ASSESSMENT AREA AND IMPROVEMENTS WITHIN THE ASSESSMENT AREA

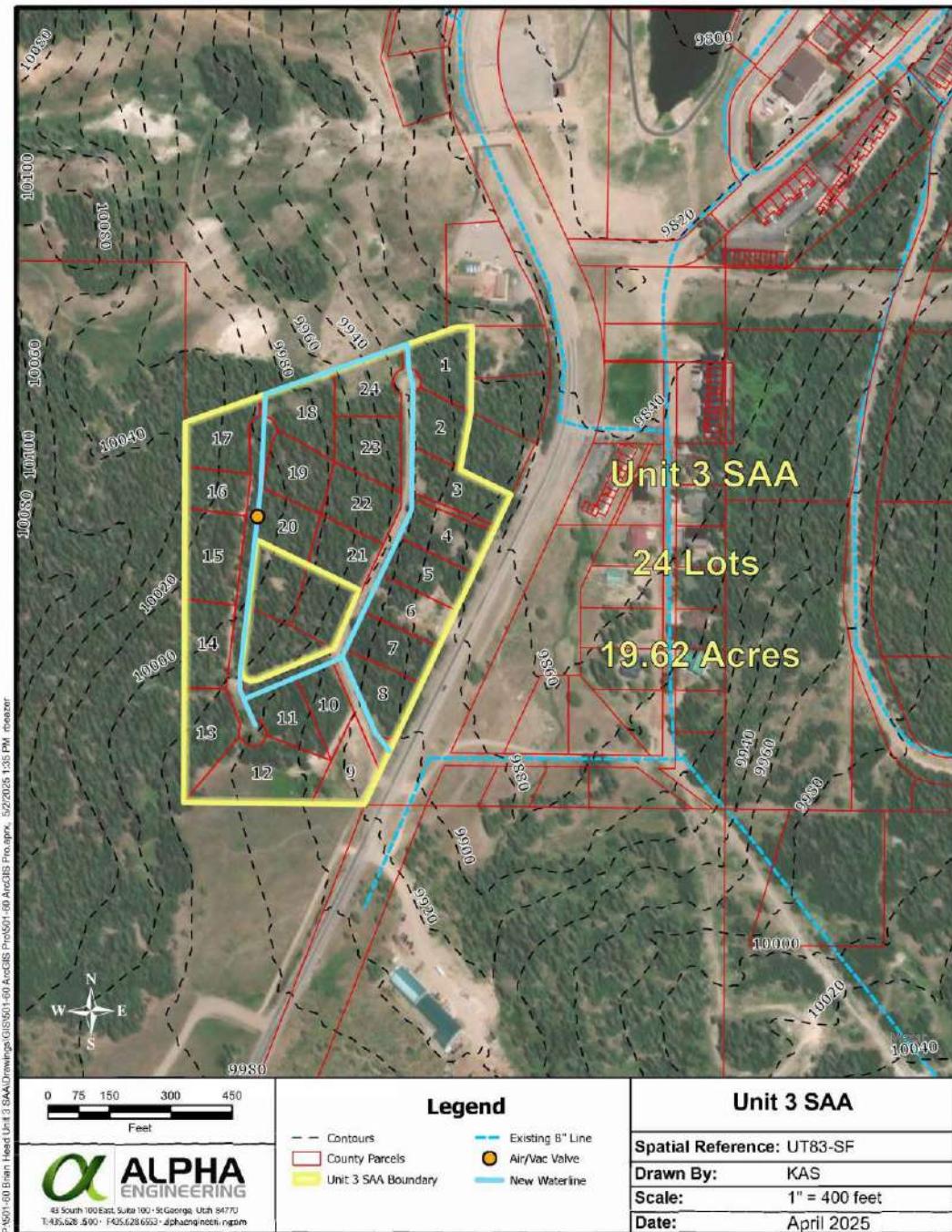


EXHIBIT D
CERTIFICATE OF PROJECT ENGINEER

CERTIFICATE OF PROJECT ENGINEER

The undersigned project engineer for the Brian Head Unit 3 Assessment Area (the "Assessment Area") hereby certifies as follows:

1. I am a professional engineer engaged by Brian Head, Utah to perform the necessary engineering services to determine the costs of the proposed infrastructure improvements benefitting property within the Assessment Area.

2. The estimated costs of the improvements to be acquired, constructed and/or installed benefitting property within the Assessment Area are set forth in the attachment hereto. Said estimated costs are based on a review of construction contracts, quotes and preliminary engineering estimates for the type and location of said proposed improvements as of the date hereof. The proposed improvements have a weighted average useful life of not less than 50 years, assuming regular maintenance is performed.

By: *Phil Beazor, P.E.*

Date: August 20, 2025

Unit 3 SAA
Brian Head, Utah
Preliminary Engineer's Opinion of Probable Construction Costs
April 9, 2025

| ITEM NO. | ITEM DESCRIPTION | QUANTITY | UNITS | UNIT PRICE Dollars & Cents | ITEM PRICE Dollars & Cents |
|---|---|----------|-------|-------------------------------|-------------------------------|
| 1 | Mobilization @10% | 1 | L.S. | \$66,690.00 | \$66,690.00 |
| 2 | Tie-in to Existing Water | 1 | Each | \$8,500.00 | \$8,500.00 |
| 3 | Furnish and Install 8" Ductile Iron Culinary Water Pipe | 2,520 | L.F. | \$160.00 | \$403,200.00 |
| 4 | Furnish and Install 8" x 8" Flange Ductile Iron Tee | 2 | Each | \$2,000.00 | \$4,000.00 |
| 5 | Furnish and Install 8" MJ Ductile Iron Bend with Restraining Glands | 4 | Each | \$1,800.00 | \$7,200.00 |
| 6 | Furnish and Install Fire Hydrant | 9 | Each | \$2,600.00 | \$23,400.00 |
| 7 | Furnish and Install 3/4" Water Service Connection | 24 | Each | \$4,300.00 | \$103,200.00 |
| 8 | Furnish and Install 8" MJ Cap with Restraining Glands | 1 | Each | \$1,000.00 | \$1,000.00 |
| 9 | Furnish and Install 8" Flange x MJ Gate Valve | 6 | Each | \$7,000.00 | \$42,000.00 |
| 10 | Furnish and Install Air/Vacuum Valve Assembly | 1 | Each | \$14,000.00 | \$14,000.00 |
| 11 | Pressure Test and Disinfect Culinary Waterline | 1 | L.S. | \$10,000.00 | \$10,000.00 |
| 12 | 6" Roadbase (10 feet Wide) | 25,200 | S.F. | \$2.00 | \$50,400.00 |
| SUBTOTAL | | | | | \$733,590.00 |
| 20% CONTINGENCY | | | | | \$146,718.00 |
| 12% ENGINEERING & CONSTRUCTION MANAGEMENT | | | | | \$88,030.80 |
| TOTAL | | | | | \$968,338.80 |
| TOTAL COST PER LOT | | | | | \$34,583.53 |





STAFF REPORT TO THE TOWN COUNCIL

BRIAN HEAD

ITEM: LIGHTNING POINT TRAIL PLANNING SERVICE CONTRACT AWARD

AUTHOR: Bret Howser
DEPARTMENT: Administration
DATE: November 25, 2025
TYPE OF ITEM: Legislative Action

SUMMARY:

Please see attached contract for NEPA planning on a future connector trail between Bear Flat and Cedar Breaks National Monument.

BACKGROUND:

There is an action step in our Trials Master Plan to pursue approval through the Forest Service to build a trail connecting Bear Flat campground to Cedar Breaks National Monument. We obtained a grant from Outdoor Recreation for \$46,000 (matched with \$46,000 from BH Town CIP funds for trail construction -- that's the \$25k/yr that we send from the GF to the CIP Fund, we currently have \$84,000 remaining in the budget in that line). We put out to bid a month or 6 weeks ago, rec'd 3 bids from SE Group (who has been doing NEPA compliance for the Resort for the expansion), Jones & DeMille (who helped me put together the scope of work for the grant application) and SWCA. Bid tabulation is below:

| | SWCA | SE Group | Jones & Demille |
|--------------|-----------|-----------|-----------------|
| Prelim Cost | \$80,980 | \$114,957 | \$91,724 |
| Topo Survey | \$19,800 | \$19,965 | \$10,000 |
| Final Design | \$38,058 | \$26,800 | \$39,900 |
| Total Cost | \$138,838 | \$161,722 | \$141,624 |

ANALYSIS:

Staff scored the respective bids according to the criteria set out in the RFP and Jones & DeMille had the highest score -- based on the preliminary cost only, which is all we received grant funding for. We asked for bids for Topo survey and Final Design just to see if we could squeeze it into the budget, and to know what we need to request for subsequent grant funding.

Scope of services and project timeline are shown below:

PROJECT TIME FRAME

| DESCRIPTION | START DATE | CALENDAR DAYS | FINISH DATE |
|--|------------|---------------|-------------|
| Trails Feasibility Planning | 11/03/25 | 179 | 05/01/26 |
| Environmental | 05/04/26 | 91 | 08/03/26 |
| USFS Permitting (NEPA Compliance) | 05/04/26 | 91 | 08/03/26 |
| Prepare Application | 05/04/26 | 11 | 05/15/26 |
| Prepare CE | 05/29/26 | 66 | 08/03/26 |
| Prepare BA/BE | 05/29/26 | 63 | 07/31/26 |
| Prepare Forest Plan compliance documentation | 05/29/26 | 66 | 08/03/26 |
| Resource Surveys | 06/01/26 | 53 | 07/24/26 |
| Class III Cultural Inventory | 06/01/26 | 30 | 07/01/26 |
| Northern goshawk protocol surveys | 07/20/26 | 4 | 07/24/26 |

BOARD/COMMISSION RECOMMENDATION:

N/A

STAFF RECOMMENDATION:

Staff recommends award of contract to Jones & DeMille Engineering for trail planning services for the Lightning Point Trail in the amount of \$91,724 in a form approved by the Town Manager.

PROPOSED MOTION:

The Council can award the contract in a form approved by the Town Manager; approve with modifications, deny, or table for further information.

I move to award the contract for the Lightning Point Trail planning services to Jones & DeMille Engineering in a form approved by the Town Manager.

ATTACHMENTS:

A - Jones & DeMille Lightning Point Trail Planning Service Contract.

BRIAN HEAD TOWN
SERVICE PROVIDER/PROFESSIONAL SERVICES AGREEMENT

THIS AGREEMENT is made and entered into as of this _____ day of _____, 20____ by and between BRIAN HEAD TOWN, a Utah municipal corporation, ("Town"), and Jones & DeMille Engineering LLC, a Utah Corporation, ("Service Provider"), collectively, the Town and the Service Provider are referred to as (the "Parties)."

WITNESSETH:

WHEREAS, the Town desires to have certain services and tasks performed as set forth below requiring specialized skills and other supportive capabilities; and

WHEREAS, sufficient Town resources are not available to provide such services; and

WHEREAS, the Service Provider represents that the Service Provider is qualified and possesses sufficient skills and the necessary capabilities, including technical and professional expertise, where required, to perform the services and/or tasks set forth in this Agreement.

NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, the Parties hereto agree as follows:

1. SCOPE OF SERVICES.

The Service Provider shall perform such services and accomplish such tasks, including the furnishing of all materials and equipment necessary for full performance thereof, as are identified and designated as Service Provider responsibilities throughout this Agreement and as set forth in the "Scope of Services" attached hereto as "Exhibit A" and incorporated herein (the "Project"). Notwithstanding Exhibit A, topographic survey and final design/construction-ready plans are not included in the scope of this agreement. The total fee for the Project shall not exceed ninety-one thousand seven hundred twenty-four dollars (\$91,724.00).

2. TERM.

No work shall occur prior to the issuance of a Notice to Proceed which cannot occur until execution of this Agreement, which execution date shall be commencement of the term and the term shall terminate on September 30, 2026 or earlier, unless extended by mutual written agreement of the Parties.

3. COMPENSATION AND METHOD OF PAYMENT.

- A. Payments for services provided hereunder shall be made monthly following the performance of such services.
- B. No payment shall be made for any service rendered by the Service Provider except for services identified and set forth in this Agreement.
- C. The Service Provider shall submit to the Town an invoice for services rendered during the pay period. The Town shall make payment to the Service Provider within thirty (30) days thereafter. Requests for more rapid payment will be considered if a discount is offered for early payment. Interest shall accrue at a rate of six percent (6%) per annum for services remaining unpaid for sixty (60) days or more.
- D. The Service Provider reserves the right to suspend or terminate work and this Agreement if any unpaid account exceeds sixty (60) days.
- E. Service Provider acknowledges that the continuation of this Agreement after the end of the Town's fiscal year is specifically subject to the Town Council's approval of the annual budget.

4. RECORDS AND INSPECTIONS.

- A. The Service Provider shall maintain books, records, documents, statements, reports, data, information, and other material with respect to matters covered, directly or indirectly, by this Agreement, including (but not limited to) that which is necessary to sufficiently and properly reflect all direct and indirect costs related to the performance of this Agreement, and shall maintain such accounting procedures and practices as may be necessary to assure proper accounting of all funds paid pursuant to this Agreement.
- B. The Service Provider shall retain all such books, records, documents, statements, reports, data, information, and other material with respect to matters covered, directly or indirectly, by this Agreement for six (6) years after expiration of the Agreement.
- C. The Service Provider shall, at such times and in such form as the Town may require, make available for examination by the Town, its authorized

representatives, the State Auditor, or other governmental officials authorized by law to monitor this Agreement all such books, records, documents, statements, reports, data, information, and other material with respect to matters covered, directly or indirectly, by this Agreement. The Service Provider shall permit the Town or its designated authorized representative to audit and inspect other data relating to all matters covered by this Agreement. The Town may, at its discretion, conduct an audit at its expense, using its own or outside auditors, of the Service Provider's activities, which relate directly or indirectly to this Agreement.

D. The Town is subject to the requirements of the Government Records Access and Management Act, Chapter 2, Title 63G, Utah Code Annotated, 1953. All materials submitted by Service Provider pursuant to this Agreement are subject to disclosure unless such materials are exempt from disclosure pursuant to GRAMA. The burden of claiming and exemption from disclosure rests solely with Service Provider. Any materials for which Service Provider claims a privilege from disclosure based on business confidentiality shall be submitted marked as "confidential - business confidentiality" and accompanied by a concise statement from Service Provider of reasons supporting its claim of business confidentiality. The Town will make reasonable efforts to notify Service Provider of any requests made for disclosure of documents submitted under a claim of confidentiality. Service Provider specifically waives any claims against the Town related to any disclosure of materials pursuant to GRAMA.

5. INDEPENDENT CONTRACTOR RELATIONSHIP.

A. The Parties intend that an independent Service Provider/Town relationship will be created by this Agreement. No agent, employee, or representative of the Service Provider shall be deemed to be an employee, agent, or representative of the Town for any purpose, and the employees of the Service Provider are not entitled to any of the benefits the Town provides for its employees. The Service Provider will be solely and entirely responsible for its acts and for the acts of its agents, employees, subcontractors or representatives during the performance of this Agreement.

B. In the performance of the services herein contemplated the Service Provider is an independent contractor with the authority to control and

direct the performance of the details of the work, however, the results of the work contemplated herein must meet the approval of the Town and shall be subject to the Town's general rights of inspection and review to secure the satisfactory completion thereof.

6. SERVICE PROVIDER EMPLOYEE/AGENTS.

The Town may at its sole discretion require the Service Provider to remove an employee(s), agent(s), or representative(s) from employment on this Project. The Service Provider may, however, employ that (those) individual(s) on other non-Town related projects.

7. HOLD HARMLESS INDEMNIFICATION.

A. The Service Provider shall indemnify and hold the Town and its agents, employees, and officers, harmless from and shall process and defend at its own expense any and all claims, demands, suits, at law or equity, actions, penalties, losses, damages, or costs, of whatsoever kind or nature, brought against the Town arising out of, in connection with, or incident to the execution of this Agreement and/or the Service Provider's negligent performance or failure to perform any aspect of this Agreement; provided, however, that if such claims are caused by or result from the concurrent negligence of the Town, its agents, employees, and officers, this indemnity provision shall be valid and enforceable only to the extent of the negligence of the Service Provider; and provided further, that nothing herein shall require the Service Provider to hold harmless or defend the Town, its agents, employees and/or officers from any claims arising from the sole negligence of the Town, its agents, employees, and/or officers. The Service Provider expressly agrees that the indemnification provided herein constitutes the Service Provider's limited waiver of immunity as an employer under Utah Code Section 34A-2-105; provided, however, this waiver shall apply only to the extent an employee of Service Provider claims or recovers compensation from the Town for a loss or injury that Service Provider would be obligated to indemnify the Town for under this Agreement. This limited waiver has been mutually negotiated by the Parties, and is expressly made effective only for the purposes of this Agreement. The provisions of this section shall survive the expiration or termination of this Agreement.

B. No liability shall attach to the Town by reason of entering into this Agreement except as expressly provided herein.

8. INSURANCE.

The Service Provider shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Service Provider, their agents, representatives, employees, or subcontractors. The Service Provider shall provide a Certificate of Insurance evidencing:

- A. General Liability insurance written on an occurrence basis with limits no less than One Million Dollars (\$1,000,000) per occurrence and Three Million Dollars (\$3,000,000) aggregate for personal injury, bodily injury and property damage. The Service Provider shall increase the limits of such insurance to at least the amount of the Limitation of Judgments described in Section 63G-7-604 of the Governmental Immunity Act of Utah, as calculated by the state risk manager every two years and stated in Utah Admin. Code R37-4-3.
- B. Automobile Liability insurance with limits no less than Two Million Dollars (\$2,000,000) combined single limit per accident for bodily injury and property damage.
- C. Professional Liability (Errors and Omissions) insurance (if applicable) with annual limits no less than One Million Dollars (\$1,000,000) per occurrence. If written on a claims-made basis, the Service Provider warrants that the retroactive date applicable to coverage precedes the effective date of this agreement; and that continuous coverage will be maintained for an extended reporting period and tail coverage will be purchased for a period of at least three (3) years beginning from the time that work under this agreement is complete.
- D. Workers Compensation insurance limits written as follows: Bodily Injury by Accident Five Hundred Thousand Dollars (\$500,000) each accident; Bodily Injury by Disease Five Hundred Thousand Dollars (\$500,000) each employee, Five Hundred Thousand Dollar (\$500,000) policy limit.
- E. The Town shall be named as an additional insured on general liability and auto liability insurance policies, with respect to work performed by or on behalf of the Service Provider and a copy of the endorsement naming the

Town as an additional insured shall be attached to the Certificate of Insurance. Should any of the above described policies be cancelled before the expiration date thereof, Service Provider shall deliver notice to the Town within thirty (30) days of cancellation. The Town reserves the right to request certified copies of any required policies.

- F. The Service Provider's insurance shall contain a clause stating that coverage shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

9. TREATMENT OF ASSETS.

Title to all property furnished by the Town shall remain in the name of the Town and the Town shall become the owner of the work product and other documents, if any, prepared by the Service Provider pursuant to this Agreement (contingent on Town's performance hereunder).

10. COMPLIANCE WITH LAWS AND WARRANTIES.

- A. The Service Provider, in the performance of this Agreement, shall comply with all applicable federal, state, and local laws and ordinances, including regulations for licensing, certification and operation of facilities, programs and accreditation, and licensing of individuals, and any other standards or criteria as described in this Agreement to assure quality of services.
- B. The Service Provider specifically agrees to pay any applicable fees or charges which may be due on account of this Agreement.
- C. Service Provider shall be solely responsible to the Town for the quality of all services performed by its employees or sub-contractors under this Agreement. Service Provider hereby warrants that the services performed by its employees or sub-contractors will be performed substantially in conformance with the standard of care observed by similarly situated companies providing services under similar conditions.

11. NONDISCRIMINATION.

- A. The Town is an equal opportunity employer.
- B. In the performance of this Agreement, Service Provider will not discriminate against any qualified person in matters of compensation and other terms, privileges, and conditions of employment because of: race, color, religion, sex (including pregnancy, childbirth, pregnancy-related

conditions, breastfeeding, or medical conditions related to breastfeeding), national origin, age (40 or older), disability, genetic information, sexual orientation, gender identity, or protected expressions. Service Provider shall take such action with respect to this Agreement as may be required to ensure full compliance with local, State and federal laws prohibiting discrimination in employment.

- C. Service Provider will not discriminate against any recipient of any services or benefits provided for in this Agreement on the grounds of race, color, religion, sex (including pregnancy, childbirth, pregnancy-related conditions, breastfeeding, or medical conditions related to breastfeeding), national origin, age (40 or older), disability, genetic information, sexual orientation, gender identity, or protected expressions.
- D. If any assignment or subcontracting has been authorized by the Town, said assignment or subcontract shall include appropriate safeguards against discrimination. The Service Provider shall take such action as may be required to ensure full compliance with the provisions in the immediately preceding paragraphs herein.

12. ASSIGNMENTS/SUBCONTRACTING.

- A. The Service Provider shall not assign its performance under this Agreement or any portion of this Agreement without the written consent of the Town, and it is further agreed that said consent must be sought in writing by the Service Provider not less than thirty (30) days prior to the date of any proposed assignment. The Town reserves the right to reject without cause any such assignment. Any assignment made without the prior express consent of the Town, as required by this part, shall be deemed null and void.
- B. Any work or services assigned hereunder shall be subject to each provision of this Agreement and property bidding procedures where applicable as set forth in local, state or federal statutes, ordinance and guidelines.
- C. Any technical/professional service subcontract not listed in this Agreement, must have express advance approval by the Town.
- D. Each subcontractor that physically performs services within Utah shall submit an affidavit to the Service Provider stating that the subcontractor has used E-Verify, or equivalent program, to verify the employment status of each new employee, unless exempted by Utah Code Ann. § 63G-12-302.

13. CHANGES.

Either party may request changes to the scope of services and performance to be provided hereunder, however, no change or addition to this Agreement shall be valid or binding upon either party unless such change or addition be in writing and signed by both Parties. Such amendments shall be attached to and made part of this Agreement.

14. MODIFICATIONS TO TASKS AND MISCELLANEOUS PROVISIONS.

- A. All work proposed by the Service Provider is based on current government ordinances and fees in effect as of the date of this Agreement.
- B. Any changes to current government ordinances and fees which affect the scope or cost of the services proposed may be billed as an "extra" pursuant to Paragraph 3(C), or deleted from the scope, at the option of the Town.
- C. The Town shall make provision for access to the property and/or project and adjacent properties, if necessary for performing the services herein.

15. TERMINATION.

- A. Either party may terminate this Agreement, in whole or in part, at any time, by at least thirty (30) days' written notice to the other party. The Service Provider shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination. The Service Provider shall promptly submit a termination claim to the Town. If the Service Provider has any property in its possession belonging to the Town, the Service Provider will account for the same, and dispose of it in a manner directed by the Town.
- B. If the Service Provider fails to perform in the manner called for in this Agreement, or if the Service Provider fails to comply with any other provisions of the Agreement and fails to correct such noncompliance within three (3) days' written notice thereof, the Town may immediately terminate this Agreement for cause. Termination shall be effected by serving a notice of termination on the Service Provider setting forth the manner in which the Service Provider is in default. The Service Provider will only be paid for services performed in accordance with the manner of performance set forth in this Agreement.

16. NOTICE.

Notice provided for in this Agreement shall be sent by certified mail to the addresses designated for the Parties on the last page of this Agreement. Notice is effective upon the date it was sent, except that a notice of termination pursuant to paragraph 15 is effective upon receipt. All reference to "days" in this Agreement shall mean calendar days.

17. ATTORNEYS FEES AND COSTS.

If any legal proceeding is brought for the enforcement of this Agreement, or because of a dispute, breach, default, or misrepresentation in connection with any of the provisions of this Agreement, the prevailing party shall be entitled to recover from the other party, in addition to any other relief to which such party may be entitled, reasonable attorney's fees and other costs incurred in connection with that action or proceeding.

18. JURISDICTION AND VENUE.

- A. This Agreement has been and shall be construed as having been made and delivered within the State of Utah, and it is agreed by each party hereto that this Agreement shall be governed by laws of the State of Utah, both as to interpretation and performance.
- B. Any action of law, suit in equity, or judicial proceeding for the enforcement of this Agreement, or any provisions thereof, shall be instituted and maintained only in any of the courts of competent jurisdiction in Summit County, Utah.

19. SEVERABILITY AND NON-WAIVER.

- A. If, for any reason, any part, term, or provision of this Agreement is held by a court of the United States to be illegal, void or unenforceable, the validity of the remaining provisions shall not be affected, and the rights and obligations of the Parties shall be construed and enforced as if the Agreement did not contain the particular provision held to be invalid.
- B. If it should appear that any provision hereof is in conflict with any statutory provision of the State of Utah, said provision which may conflict therewith shall be deemed inoperative and null and void insofar as it may be in conflict therewith, and shall be deemed modified to conform in such statutory provisions.

C. It is agreed by the Parties that the forgiveness of the non-performance of any provision of this Agreement does not constitute a subsequent waiver of the provisions of this Agreement. No waiver shall be effective unless it is in writing and signed by an authorized representative of the waiving party.

20. ENTIRE AGREEMENT.

The Parties agree that this Agreement is the complete expression of the terms hereto and any oral representations or understandings not incorporated herein are excluded. Further, any modification of this Agreement shall be in writing and signed by both Parties. Failure to comply with any of the provisions stated herein shall constitute material breach of contract and cause for termination. Both Parties recognize time is of the essence in the performance of the provisions of this Agreement.

In witness whereof, each party to this agreement has caused it to be executed on the date indicated below:

Dated this 20th day of August, 2025

Bret Howser
Town Manager
Brian Head Town

Todd Gardner, PE
Alpha Engineering

Attest:

Nancy Leigh, Town Clerk

(SEAL)

BRIAN HEAD TOWN

LIGHTNING POINT TRAIL TRAILS PLANNING & PERMITTING SERVICES

October 2025



Jones & DeMille
Engineering

Jenna Jorgensen

Project Manager, Environmental Lead

jenna.j@jonesanddemille.com

435.893.5203

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Brian Head Town
Attn: Bret Howser
56 North Hwy 143
PO Box 190068
Brian Head, UT 84719

October 27, 2025

Dear Bret and Selection Committee:

Please consider our attached proposal for the Brian Head Town (the Town) Lightning Point Trail Planning & Permitting Services contract. Jones & DeMille Engineering (JDE) would love to assist the Town in designing and permitting a paved trail between Brian Head and Cedar Breaks National Monument. We appreciate the opportunity to demonstrate the reasons why the JDE team would be best for this project. Highlights include:

- ❖ **Experience Counts.** We have superior permitting and trail design expertise.
 - ◆ JDE has successfully designed and completed the NEPA process for several trails and trail systems in the past five years. Our list of completed projects demonstrates our ability to address a variety of concerns for numerous stakeholders and regulatory requirements.
 - ◆ We have excellent working relationships with the Dixie National Forest and UDOT; these relationships will facilitate the efficient completion of the permitting process and enable Brian Head Town to successfully implement the trail project.
- ❖ **Strength of the Team.** We understand the importance of a strong, experienced team—one that not only brings the necessary expertise and knowledge but also includes members who have vested interests in projects like this.
 - ◆ In addition to our team's extensive experience with trail projects, many of our members are active trail users and community advocates. Jenna, our Project Manager, serves on the Monroe Trails Committee and the Utah Trails Forum Advisory Committee and also supports the Richfield City Trails Committee as a resource expert.
- ❖ **Full-Service Firm.** JDE provides general and strategic planning, infrastructure planning, environmental services, funding procurement, GIS, civil design engineering, rights-of-way acquisition, owner representative services, construction management, materials testing, and survey, all in-house.
 - ◆ Our breadth of services provides a consultant who understands all facets and elements of infrastructure planning and construction and can successfully advise the Town on any aspect of infrastructure-related projects and issues.

Our team is available NOW and eager to work with the Town. I will be JDE's authorized representative for purposes of this proposal and to contractually bind the firm. We bring a strong team of professionals to work on this important project, including Jenna Jorgensen as Project Manager. I can always be reached by phone at 435.979.7650 or by email at brian@jonesanddemille.com. Jenna can always be reached by phone at 435.893.5203 or by email at jenna.j@jonesanddemille.com.

We look forward to hearing from the Town and welcome an opportunity to meet and discuss how our team can best serve your ongoing and future infrastructure needs. Please let us know if we can provide additional information.

Sincerely,

JONES & DEMILLE ENGINEERING, INC.



Brian Barton, PE | CEO, Principal-in-Charge

| | | | | | |
|---|--|--|---|---|--|
| 1535 South 100 West Richfield, UT 84701 435.896.8266 | 50 South Main, Suite 4 Manti, UT 84642 435.835.4540 | 38 West 100 North Vernal, UT 84078 435.781.1988 | 1675 South Highway 10 Price, UT 84501 435.637.8266 | 520 West Highway 40 Roosevelt, UT 84066 435.722.8267 | |
| 775 West 1200 North Suite 200 Springville, UT 84663 801.692.0219 | 1664 South Dixie Drive Building G St. George, UT 84770 435.986.3622 | 7 South Main Street Suite 314 Tooele, UT 84074 435.268.8089 | 696 North Main Street PO Box 577 Monticello, UT 84535 435.587.9100 | 545 East Cheyenne Drive Suite C Evanson, WY 82930 307.288.2005 | 20 West Main Street Suite 112 Cortez, CO 81321 970.739.5408 |

EXECUTIVE SUMMARY

PROJECT TEAM

We have assembled a multidisciplinary team with proven expertise in design, planning, and environmental services. Led by Project Manager and Environmental Lead Jenna Jorgensen, the team includes Micklane Farmer, PE, as Project Engineer, Matthew Lenhart as Graduate Engineer, Adam Perschon as GIS Specialist, Brandon Barney as Survey Technician, and Maisie Schwartz with Logan Simpson Design, Inc. (Logan Simpson) to provide the cultural survey. Together, this team provides the comprehensive knowledge and resources needed to successfully deliver a high-quality, cost-effective project for the Town.

PROJECT APPROACH

JDE's approach to trail feasibility and environmental compliance emphasizes efficiency, accuracy, and collaboration with federal partners. Using publicly available LiDAR data, we will prepare a 30% conceptual trail design aligned with topography, environmental constraints, and client input—no survey required at this stage. Our team will assist Brian Head Town in preparing the Special Use Permit application (SF-299 and Plan of Development) to initiate the NEPA process. Resource surveys for cultural and wildlife (northern goshawk) will be completed in coordination with the Forest Service to ensure compliance with all federal regulations. JDE will then prepare the required environmental documentation, including the Categorical Exclusion, Biological Assessment/Biological Evaluation, and Forest Plan compliance materials. Upon authorization, JDE will advance the final design with detailed, construction-ready plans scaled to project funding and feasibility.

PROJECT TIME FRAME

The project is anticipated to begin in November 2025 and be completed by December 2026, spanning approximately 13 months and accommodating seasonal requirements for resource surveys. This schedule provides adequate time for feasibility analysis, environmental review, agency coordination, and final design development.

FIRM EXPERIENCE & REFERENCES

JDE has extensive experience planning, designing, and permitting multi-use and recreational trail systems across Utah, supporting local governments, counties, and state agencies. Our work spans feasibility studies, environmental assessments, 30% design packages, construction oversight, grant funding, and stakeholder engagement. We prioritize safety, connectivity, sustainability, and community access, delivering cost-effective, phased solutions that guide future development and funding. Projects range from regional multi-use trails along U.S. highways to single-track mountain bike systems and urban pedestrian and bike paths, demonstrating our ability to manage complex regulatory requirements while fostering strong local partnerships.

COST PROPOSAL

The total estimated project cost is \$141,624, which includes all phases from feasibility planning and environmental permitting through final design. This comprehensive budget covers required resource surveys, NEPA compliance, and construction-ready design preparation.

TEAM RESUMES

Our team brings extensive expertise in environmental permitting, civil engineering, GIS, and surveying to support safe, connected, and sustainable trail systems for the Town. Led by experienced professionals, our team has delivered comprehensive feasibility studies, NEPA and environmental documentation, 30% design packages, construction oversight, and grant support for local, county, and state trail projects. With a combined focus on regulatory compliance, community engagement, and cost-effective design, our team has successfully planned and implemented multi-use trails, bike paths, and pedestrian corridors, ensuring projects are constructible, well-supported, and aligned with both public needs and funding requirements.

PREVIOUS PROJECT REPORT

JDE supported Parowan City in a feasibility study for a new industrial park adjacent to the existing airport. The study included future roadways, parcel and utility layouts, site grading, and cost estimating using a 30% design package developed from LiDAR data. This deliverable provides Parowan City with the information needed to pursue funding for construction. A copy of the plans and memorandum for this project can be found in Appendix B.

PROJECT TEAM

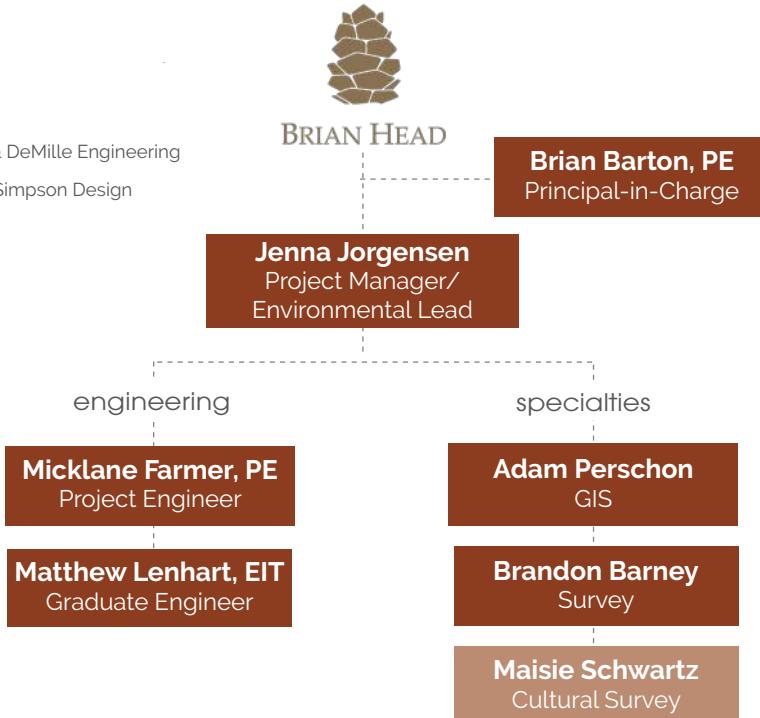
We recognize successful projects are built on technical expertise and a team dedicated to outcomes that shape the quality of life. Our team combines professional experience with personal investment in trail systems. Many team members are active trail users and advocates, bringing firsthand insight and passion to every aspect of the project.

As previously mentioned, our Project Manager, Jenna, serves on two trail committees and supports the Richfield City Trails Committee as a resource expert, ensuring our approach is informed by both professional knowledge and community perspective.

Our staffing plan (right) ensures we have the right mix of expertise and resources to manage all aspects of this project. Detailed resumes can be found in Appendix A.

Key:

- Jones & DeMille Engineering
- Logan Simpson Design



PROJECT APPROACH

TRAIL FEASIBILITY PLANNING



Using publicly available LiDAR data, JDE will prepare a 30% design for the trail alignment based on topographic features, environmentally known areas of concern, and client feedback and preferences. At this level of the feasibility study, no survey work is anticipated and will rely strictly on LiDAR data to identify an approximately 150-foot-wide corridor to facilitate permitting with the Forest Service. JDE will import property lines from county records, which will need to be verified in final design. No flagging is anticipated. Only conceptual alignments will be provided.



PREPARE APPLICATION

This approach assumes the Town will obtain a Special Use Permit from the Dixie National Forest, Cedar City Ranger District for construction, operation, and maintenance of the proposed trail. The application will include a Standard Form (SF)-299 (Application for Transportation, Utility Systems, Telecommunications and Facilities on Federal Lands and Property) and a Plan of Development that will provide the necessary details from the conceptual design for the Forest Service to accept the proposal and formally initiate the NEPA process.



RESOURCE SURVEYS

Based on previous coordination with the Forest Service and a review of available data, we anticipate that field surveys will be required for cultural resources and wildlife (northern goshawk). Field inventories will be conducted by local resource experts. We will communicate early and frequently with Forest Service staff to confirm our approach and deliverables, which will help keep the project on-schedule. Consistent communication will also ensure the project will comply with all applicable federal laws, policies, and regulations.

An intensive-level archaeological resource survey will be completed early in the process to identify sites and opportunities to avoid adverse impacts where practicable. Based on a records review, up to 12 archaeological sites are anticipated to be identified and recorded.

PROJECT APPROACH *continued...*

Northern goshawk surveys will be completed per Forest Service protocol – surveys will be conducted in July during suitable weather conditions. We expect that the surveys will be completed in one or two days; if two days are required, surveyors will camp onsite overnight.



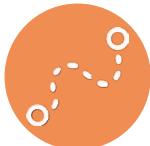
PREPARE CATEGORICAL EXCLUSION (CE), BIOLOGICAL ASSESSMENT/BIOLOGICAL EVALUATION (BA/BE), AND FOREST PLAN COMPLIANCE DOCUMENTATION

The categorical exclusion (CE) will be drafted with sufficient time for agency review, comment, and approval. JDE will use a Forest Service-provided CE template that will expedite production of a publishable document. The document will be prepared to the highest technical standard and will comply with required federal accessibility laws. Microsoft Word functions, such as tracked changes and comments, will facilitate an efficient review process with the Forest Service.

JDE will use a Biological Assessment/Biological Evaluation (BA/BE) template that was created by Jenna when she previously worked as a wildlife biologist on the Dixie National Forest. Based on a review of publicly available data, we assume that consultation with U.S. Fish and Wildlife Service will not be required for compliance with Section 7 of the Endangered Species Act; the BA/BE will be prepared to document this determination. The BA/BE will be drafted for review by the Forest Service prior to northern goshawk surveys to expedite final approval; upon completion of the wildlife surveys, the BA/BE will be completed with the results from the surveys.

The Forest Plan compliance document template was also prepared by Jenna when she previously worked for the Dixie National Forest. The document will also be drafted early for agency review prior to northern goshawk surveys to expedite final approval. Upon completion of the BA/BE, the compliance document will be completed. Once the BA/BE and Forest Plan compliance documents are finished, the CE can be completed and the decision to authorize the trail(s) can be signed by the District Ranger.

We are confident our project team will prepare the required documents in an extremely efficient manner to meet all relevant Forest Service and NEPA requirements. This approach will result in a defensible project and Brian Head Town's subsequent ability to implement a great trail project.



FINAL DESIGN

JDE will lead the final design phase by preparing detailed, construction-ready plans for the selected and authorized trail alignment(s). Our approach begins with a comprehensive ground-based topographic survey tailored to the site's unique conditions—particularly the forested areas where aerial data collection may be limited. This survey will provide the precise data needed to support an accurate and efficient design process. JDE's final design efforts will be scaled appropriately to align with available funding and the overall feasibility of the trail; therefore, depending on project conditions and budget, the final design phase may be advanced under a separate contract or as an additional authorized task once feasibility is confirmed.

PROJECT TIME FRAME

| DESCRIPTION | START DATE | CALENDAR DAYS | FINISH DATE |
|--|------------|---------------|-------------|
| Trails Feasibility Planning | 11/03/25 | 179 | 05/01/26 |
| Environmental | 05/04/26 | 91 | 08/03/26 |
| USFS Permitting (NEPA Compliance) | 05/04/26 | 91 | 08/03/26 |
| Prepare Application | 05/04/26 | 11 | 05/15/26 |
| Prepare CE | 05/29/26 | 66 | 08/03/26 |
| Prepare BA/BE | 05/29/26 | 63 | 07/31/26 |
| Prepare Forest Plan compliance documentation | 05/29/26 | 66 | 08/03/26 |
| Resource Surveys | 06/01/26 | 53 | 07/24/26 |
| Class III Cultural Inventory | 06/01/26 | 30 | 07/01/26 |
| Northern goshawk protocol surveys | 07/20/26 | 4 | 07/24/26 |
| Topographic Survey | 08/04/26 | 13 | 08/17/26 |
| Final Design/Construction-ready plans | 08/18/26 | 122 | 12/18/26 |
| | 11/03/25 | 410 | 12/18/26 |



FIRM EXPERIENCE & REFERENCES

UDOT/Sanpete County | US-89 Trail Feasibility Study | Ongoing

JDE is currently supporting UDOT and Sanpete County on a comprehensive feasibility study for a regional multi-use path along US-89 from Gunnison to Fairview (~47 miles). The project includes evaluating multiple alignment options, identifying a preferred route, and segmenting the corridor into constructible phases. Our scope includes 30% design based on LiDAR data, cost estimating, and a benefit-cost analysis aligned with RAISE grant criteria. We are also leading stakeholder and public outreach efforts to ensure strong local and regional support. The study prioritizes safety, connectivity, and community access, with recommendations designed to guide future funding, design, and construction.

Taylor Ricks, Region 4 Project Manager | UDOT | 435.669.2261



Richfield City | Pahvant Trail System Development | Ongoing

Working with Richfield City, JDE employees spearheaded the formation and organization of the Richfield City Trails Committee in 2017. Jenna was one of the founding members of this committee and participated in the formation of the Pahvant Mountain Bike Trail System. JDE led the field design of the trails, and Jenna prepared NEPA documentation for the U.S. Forest Service to permit the construction of 38 miles of trail and conducted biological surveys prior to construction. Our team prepared grant applications and secured funding for all phases of the project. JDE provided design and construction oversight. To date, 38 miles of mountain bike-specific single-track trails, have been constructed.

Michele Jolley, City Manager | Richfield City | 435.896.6439

Kane County | Robinson Canyon Trail Reconstruction | Completed 2025

JDE led design for reconstruction of the Robinson Canyon ATV Trail in Kane County. We prepared the preliminary design and application for Kane County, and coordinated with the U.S. Forest Service to ensure necessary resource surveys were completed. Design included drainage features that will minimize maintenance in the long term. The proposed reconstruction was authorized by the U.S. Forest Service in March 2025.

Clayton Cutler, Public Lands Coordinator | Kane County | 435.644.4366



Garfield County | NICA Bike Trail Permitting | Completed 2023

JDE prepared an environmental assessment (EA) with the BLM to authorize construction and use of a mountain bike race course in Garfield County. Numerous environmental issues were identified, and Jenna helped the County develop appropriate and feasible mitigation measures. Jenna also conducted biological surveys for approximately 550 acres of suitable habitat. The EA and trail construction were completed in 2023, and the course hosted its first NICA event in September 2024.

Kaden Figgins, Planner Development Director | Garfield County | 435.676.1157

Richfield City | Pahvant Trails Improvements

FIRM EXPERIENCE & REFERENCES *continued...*

Parowan City | Industrial Park Master Plan | Ongoing

JDE is supporting Parowan City as they seek to develop an industrial park facility around the existing airport. The feasibility study outlined future roadways, parcel layouts, utility layouts, and site grading and was funded by the State Economic Development Committee. JDE developed a surface using existing LiDAR data and then created a 30% design package to determine accurate quantities for improvements needed for the industrial park development. JDE is currently preparing the environmental documentation necessary to request federal funding for construction of the roadway and utilities.

A copy of the plans and the memorandum for this project can be found in Appendix B.

Dan Jessen, City Manager | Parowan City | 435.477.3331



Sevier County SSD#1 | North Sevier Paved Path | Completed 2022

JDE designed and constructed a 2.8-mile paved bike path connecting Redmond and Salina in Sevier County. Services provided for the project included right-of-way acquisition, topographic survey, bike path design, construction administration services, materials testing, and related support. Jenna prepared the EA for U.S. Department of Housing and Urban Development (HUD) and public notice documentation to authorize federal funding for the project. The trail was constructed in 2022. Resource concerns included cultural resources, federally listed species, and wetlands.

Scott Johnson, County Commissioner | Sevier County | 435.797.0099

Salina City | Paved Path | Completed 2022

JDE worked with Salina City and the Utah Department of Transportation to design and construct a separated bike path along SR-89 in Salina from the Carl's Jr entrance to the bridge just north of the Black Hawk Arena. The path provides an alternative route for cyclists and pedestrians away from the high-speed roadway. Services for this project included topographic survey, bike path design, construction administration services, materials testing, and more.

Jed Maxwell, Mayor | Salina City | 435.979.3820

Monroe City | 2024 Trails Development | Ongoing

JDE is supporting Monroe City and the Monroe Trails Committee in planning, permitting, and design for a non-motorized trail system in southwest Sevier County. The project includes preparing of environmental documentation to support BLM review and approval, along with trail alignment planning and field-based design support. JDE is also facilitating hands-on training for the trails committee to provide education on trail standards, clinometer use, and flagging techniques to assist in corridor layout. The NEPA document was completed in March 2025 and the construction is anticipated to begin in November.

Johnny Parsons, Mayor | Monroe City | 435.527.4621

St. George City | Virgin River South Trail Phase II NEPA | Completed 2024

Jenna prepared a Categorical Exclusion for St. George City to acquire federal Recreational Trails Program (RTP) funding for Phase II of the Virgin River South Trail. Preparation of the CE required coordination with the Utah Division of Outdoor Recreation, UDOT, and the Utah Division of Water Rights. The CE was approved in February 2024 and construction began in March 2024.

Paul Stead, Landscape Architect | St. George City | 435.627.4540

COST PROPOSAL

| DESCRIPTION | GRAND TOTAL | REIMBURSABLE CHARGES | |
|--|------------------|----------------------|-----------------------|
| Trails Feasibility Planning | \$49,980 | | |
| Environmental | \$41,744 | | |
| USFS Permitting (NEPA Compliance) | \$14,720 | | |
| Prepare Application | \$2,240 | | |
| Prepare CE | \$8,800 | | |
| Prepare BA/BE | \$2,600 | | |
| Prepare Forest Plan compliance documentation | \$1,080 | | |
| Resource Surveys | \$27,024 | | |
| Class III Cultural Inventory | \$21,684 | \$21,050 | Subconsultant |
| Northern goshawk protocol surveys | \$5,340 | \$220 | Mileage Reimbursement |
| Topographic Survey | \$10,000 | \$1,050 | Mileage/Lodging |
| Final Design/Construction-ready plans | \$39,900 | | |
| Total | \$141,624 | \$22,320 | |



BRIAN HEAD TOWN

*LIGHTNING POINT TRAIL
TRAILS PLANNING & PERMITTING SERVICES*



APPENDIX A *TEAM RESUMES*

TEAM RESUMES



Brian Barton, PE | Principal-in-Charge

UT 2797402 | BS-Civil & Environmental Engineering

Brian Barton, our President & CEO, has one primary responsibility—to ensure that our team delivers great projects to our clients in a way that shapes the quality of life wherever we serve. Brian's leadership has enabled JDE to build an amazing team, develop lasting client relationships, efficiently complete projects, and establish ten additional offices throughout the region to better serve our clients at the local level.

He has deep relationships throughout rural Utah and adjacent states and is widely known for his ability to find ways to bring important projects to fruition. His expertise lies in developing feasible funding configurations for all types of critical infrastructure projects. Brian serves on the national American Council of Engineering Companies (ACEC) Transportation Committee and is President of ACEC Utah. He also serves on the Advisory Board for the Utah State University Civil/Environmental Engineering Department, the Utah State Senate Health Core Standards Review Committee, and serves in his church and community.



Jenna Jorgensen | Project Manager/Environmental Lead

MS-Wildlife and Wildlands Conservation

Jenna is an enthusiastic trail user and has led permitting efforts for numerous trails across the state. Jenna brings over 23 years of experience with environmental permitting in Utah, including land management planning and environmental policy compliance. She previously worked as a wildlife biologist for the Dixie National Forest, BLM, and U.S. Fish and Wildlife Service; her experience as a federal resource specialist gives her unique perspective in preparing NEPA documents for agency review and approval, which enables her to communicate with agency staff more effectively and better meet their expectations for an efficient and defensible NEPA process.

Her responsibilities have included preparation of permit and funding applications, completion of all necessary NEPA documents required for federal permits and funding, completion of biological resource surveys, and oversight of permit compliance. She is currently working with the BLM, U.S. Forest Service, UDOT, SITLA, the U.S. Army Corps of Engineers, and the Utah Division of Wildlife Resources to plan and authorize various trails across the state.

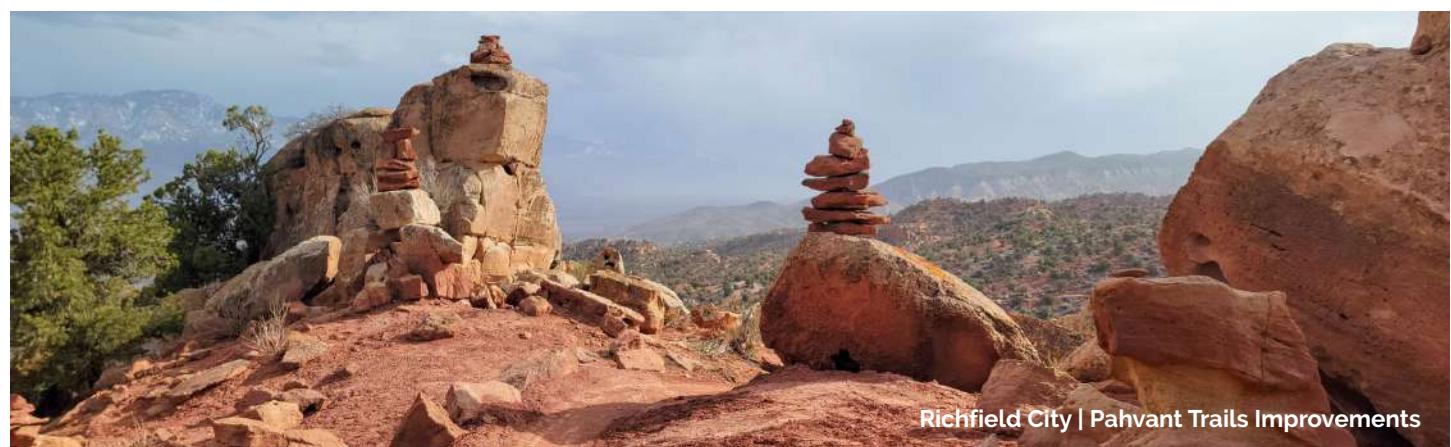
Outside of work, she is a member of the Monroe Trails Committee and the Utah Trails Forum Advisory Committee, and supports the Richfield City Trails Committee as a resource expert.

Relevant Experience

- Carbon County Recreation & Transportation SSD Cross County Trail
- UDOT Price River Trail
- East Carbon City Grassy Trail
- Sevier County Bike Path Phase II
- Beaver County Bike/Pedestrian Trail
- Sevier County Marysville Canyon Bike Path
- Wayne County Connector Bike Path

Relevant Experience

- UDOT - US-89; Trail Feasibility Study
- Richfield City Pahvant Trail System Development
- Kane County Robinson Canyon Trail Reconstruction
- Garfield County NICA Bike Trail Permitting
- Parowan City Industrial Park Master Plan
- Sevier SSD#1 North Sevier Paved Path
- Salina City Paved Path
- Monroe City Trail System Development
- St. George City Virgin River South Trail Phase II



TEAM RESUMES



Micklane Farmer, PE | Project Engineer

UT 12846648 | BS-Civil Engineering

Micklane has served as a transportation engineer on more than 100 projects over the past seven years, with direct involvement in over \$80 million in infrastructure planning, funding acquisition, design, and construction oversight. He has completed more than 30 transportation master plans in the last four years, including the recently finished Parowan City Transportation Master Plan, making him one of JDE's most experienced staff in rural and regional transportation planning.

Micklane's expertise spans funding, planning, roadway reconstruction and preservation, construction management, and budget control. He has a deep understanding of how AutoCAD Civil 3D, ArcGIS, and other engineering software enhance design, study, and construction processes. He maintains trusted working relationships with many municipalities across Utah—including Richfield City, Monroe City, Beaver City, Parowan City, Sanpete County, Tooele County, and nearly every community within Sevier County.

A passionate cyclist himself, Micklane brings enthusiasm and firsthand insight to active transportation projects. He has helped lead several multi-use path initiatives, including the Sevier County bike path seal coat project and the Bryce Canyon bike path funding application. His professional experience, local knowledge, and collaborative spirit make him a valuable partner on every project he undertakes.

Relevant Experience

- ◆ UDOT - US-89; Trail Feasibility Study
- ◆ Parowan City Industrial Park Master Plan
- ◆ Sevier SSD#1 North Sevier Paved Path
- ◆ Salina City Paved Path
- ◆ Monroe City 2024 Trail System Development
- ◆ Salina City Walking/Bike Path, I-70 to 300 South
- ◆ UDOT Technology Drive & 1300 South Bike Path
- ◆ Sevier County Bike Path Seal Coat
- ◆ Bryce Canyon Bike Path Funding Application
- ◆ Sevier County TMP (active transportation component)
- ◆ Manti TMP (active transportation component)



Matthew Lenhart | Graduate Engineer

BS-Civil Engineering

Matthew is a graduate engineer who has worked at JDE since June 2022. In that time, he has developed an understanding of AutoCAD Civil 3D, GIS programs such as ArcGIS, and other engineering software.

Matthew has most recently been involved in developing several transportation master plans. Some of his work has included collecting and analyzing traffic count data for highways and intersections, analyzing UDOT roadway classifications, and performing cost estimates and benefit-cost analyses. He has also been heavily involved in completing Joint Highway Committee grant applications and federal grant applications such as Bridge Improvement Program and RAISE grants.

In addition to his work on roadway and traffic analyses, Matthew has contributed to the development of multiple transportation master plans that emphasize active transportation components. He has assisted in mapping and assessing existing path and trail infrastructure, developing prioritization criteria for future improvements, and ensuring proposed projects align with community mobility and safety goals.

Relevant Experience

- ◆ UDOT - US-89; Trail Feasibility Study
- ◆ UDOT Technology Drive & 1300 South Bike Path
- ◆ Sevier County TMP (active transportation component)
- ◆ Richfield City TMP Update (active transportation component)
- ◆ Beaver City TMP (active transportation component)
- ◆ Carbon County TMP (active transportation component)
- ◆ Central Valley Town TMP (active transportation component)

TEAM RESUMES *continued...*



Adam Perschon | GIS

MS-Bioregional Planning

Adam has more than 16 years of experience applying Geographic Information Systems (GIS) to local, regional, and statewide infrastructure projects. He is a seasoned GIS professional skilled in desktop and web-based applications, database design, data management, spatial analysis, and cartographic design. Adam manages GIS projects and supports engineering, planning, and natural resource efforts, including environmental assessments and impact statements. His work spans transportation master plans, resource management plans, regional infrastructure analysis, and the development of utility, pavement, and cemetery management systems. His expertise includes data acquisition and creation, geodatabase design and maintenance, land-use analysis, and both digital and interactive web mapping.

Relevant Experience

- ◆ UDOT - US-89; Trail Feasibility Study
- ◆ Kane County Robinson Canyon Trail Reconstruction
- ◆ Garfield County NICA Bike Trail Permitting
- ◆ Parowan City Industrial Park Master Plan
- ◆ Sevier SSD#1 North Sevier Paved Path
- ◆ Salina City Paved Path
- ◆ Monroe City Trail System Development
- ◆ St. George City Virgin River South Trail Phase II



Brandon Barney | Survey

FAA 3982570

Brandon is a Survey Office Technician and has worked at JDE for 17 years. He is currently the survey and GIS team lead. Prior to joining JDE, Brandon worked in the construction industry for 10 years as an electrician and marine engine mechanic. While at JDE, Brandon has served as a survey crew leader and has been involved in numerous project types, including: boundary, topographic, hydraulic, utility, control, structural, photogrammetry, cadastral, seismograph, mining, and ALTA/ACSM. Brandon has a thorough knowledge of TSCE, TSC1, TSC2, and TSC3 survey controllers, Trimble GPS, robotic total stations, total stations and differential levels. Brandon is proficient in Trimble Geomatics Office, Trimble Business Center and AutoCAD Civil 3D software programs. Brandon performs research of county, municipal, and other sources of record to obtain evidence and ownership when re-tracing or establishing boundaries, rights-of-way and easements for projects. Brandon completes technical calculations, prepares boundary descriptions and base mapping for a variety of projects.

Relevant Experience

- ◆ Monroe City 2024 Trails Development
- ◆ UDOT Price River Trail
- ◆ Sevier County SSD#1 Elsinore Bike Path
- ◆ Wayne County Connector Bike Path
- ◆ Sevier SSD #1 N Sevier Bike Path Study
- ◆ Sevier County North Sevier Pedestrian & Bike Path
- ◆ Salina City Walking/Bike Path, I-70 to 300 South
- ◆ UDOT/Richfield City Snow South to Rotary Park
- ◆ Washington City Bike Path Enhancement



Maisie Schwartz, MS, RPA | Associate Archaeologist | Logan Simpson

Maisie will serve as principal investigator and field director for the project. She has been an archaeologist since 2015 and exceeds the Secretary of the Interior's Professional Qualification Standards and Guidelines for Archaeology. Maisie resides in Cedar City, Utah and is highly familiar with documenting local archaeological resources.

Maisie is a Registered Professional Archaeologist (RPA) and is permitted as a Principal Investigator by the Utah Public Lands Policy Coordination Office (PLPCO). She is also permitted statewide by the Nevada Bureau of Land Management (BLM) as a Principal Investigator, and by the Utah BLM as a Principal Investigator in the Virgin and Great Basin regions. She is experienced in project management, field directing, crew leadership, data management, technical writing, and report preparation. Maisie has conducted work for various state and federal agencies, including the BLM, the Trust Lands Administration (TLA), the National Park Service (NPS), the Utah Department of Wildlife Resources (UDWR), the United States Forest Service (USFS), the Natural Resources Conservation Service (NRCS), the Bureau of Reclamation (BOR), and the Utah Department of Transportation (UDOT), and other clients. She has performed work for SWCA and Logan Simpson, as well as Colorado Plateau Archaeological Alliance (CPAA), a non-profit focused on protecting and preserving archaeology throughout the Great Basin and Colorado Plateau.

Relevant Experience

- ◆ Brian Head Fire Rehabilitation Class III CRI
- ◆ Anderson Junction Fire ESR Class III CRI
- ◆ Beaver Wildlife Management Area Class III CRI
- ◆ Chipman Peak (Parowan Stake) Class III CRI
- ◆ Cultural Resource Investigations in Three Grazing Allotments, Grand Staircase-Escalante National Monument
- ◆ Cultural Resources Monitoring for SR-12 Stabilization & Improvements

BRIAN HEAD TOWN

*LIGHTNING POINT TRAIL
TRAILS PLANNING & PERMITTING SERVICES*



APPENDIX B *PREVIOUS PROJECT REPORT*

MEMORANDUM

DATE: August 27, 2024
TO: Parowan City
FROM: Micklane Farmer, PE
PROJECT: Parowan Industrial Park Master Plan Study
PROJECT NO: 2401-062
RE: Parowan Industrial Park Master Plan Study

In October 2023, the City of Parowan asked Jones and DeMille Engineering (JDE) to work on an industrial park master plan, located near the Parowan North I-15 interchange. This area includes agricultural property, the city municipal airport, and currently zoned industrial and commercial properties. The purpose of the study was to study potential layouts for parcels, roadways, utility corridors, and rights-of-way for a future business park. Once a layout was determined, a cost estimate was developed for the potential layouts for future funding opportunities for the city to install said infrastructure, and attract businesses to move in. The business park would provide a larger sales tax base for the city, while providing more jobs within the city as well.

The first step in any study is data collection. JDE worked with the city to collect all city utility GIS shapefiles to use for design. We then went and surveyed all fence lines within the area to see how fences matched up with property lines. We also surveyed existing roadway centerlines to verify location of existing roads within the area. JDE then imported parcels into a drawing, together with utility data and a LIDAR data to create a base data starting point.

Starting in July 2023, JDE had been working on a transportation master plan for the city. We used our experience with that planning effort to get the general idea of where the roads would go. Having more data for this study, alignments from the plan were adjusted to match property lines, existing roadways, and other items. We developed three alternative 2D layouts of the roadways/utility corridors. We then reviewed the different alternatives with City staff and elected officials to then select a preferred alternative for the 2D alignment of the roadway. Once the alignments were finalized, JDE worked on creating a 3D design for the proposed roads to help determine potential earthwork quantities in our cost estimates.

After the 3D design was completed, JDE completed a utility design for water and power. Sewer was not studied in the project due to the large expense and difficulty installing such a system. It is anticipated that property owners and developers would need to use a septic system for waste. JDE worked with the city power superintendent to come up with a power design for the area, to reduce the cost on the study as a whole.

1535 South 100 West
Richfield, UT 84701
435.896.8266

50 South Main, Suite 4
Manti, UT 84642
435.835.4540

38 West 100 North
Vernal, UT 84078
435.7811988

1675 South Highway 10
Price, UT 84501
435.637.8266

520 West Highway 40
Roosevelt, UT 84066
435.722.8267

775 West 1200 North
Suite 200
Springville, UT 84663
801.692.0219

1664 South Dixie Drive
Building G
St. George, UT 84770
435.986.3622

7 South Main Street
Suite 314
Tooele, UT 84074
435.268.8089

696 North Main Street
PO Box 577
Monticello, UT 84535
435.587.9100

545 East Cheyenne Drive
Suite C
Evanston, WY 82930
307.288.2005

20 West Main Street
Suite 112
Cortez, CO 81321
970.739.5408

JDE used the CAD based design to determine quantities for the project. Then using national and statewide data, determined unit costs for each item, and produced a cost estimate. These estimates for a full build out and a 24' wide roadway build out are shown below.

24' wide roadway scenario: \$9,339,224.06
Full build out scenario: \$10,656,994.69

Once the 2D and 3D designs were complete, we started engaging the public. Due to the short timeline and small amount of people affected, the City and JDE met with affected property owners to receive feedback on the potential layout of the area. All but 1 property owner was in favor of the layout and the project. The one that had oppositional comments had concerns with access to the airport, which will be handled later with the city during planning processes with the airport.

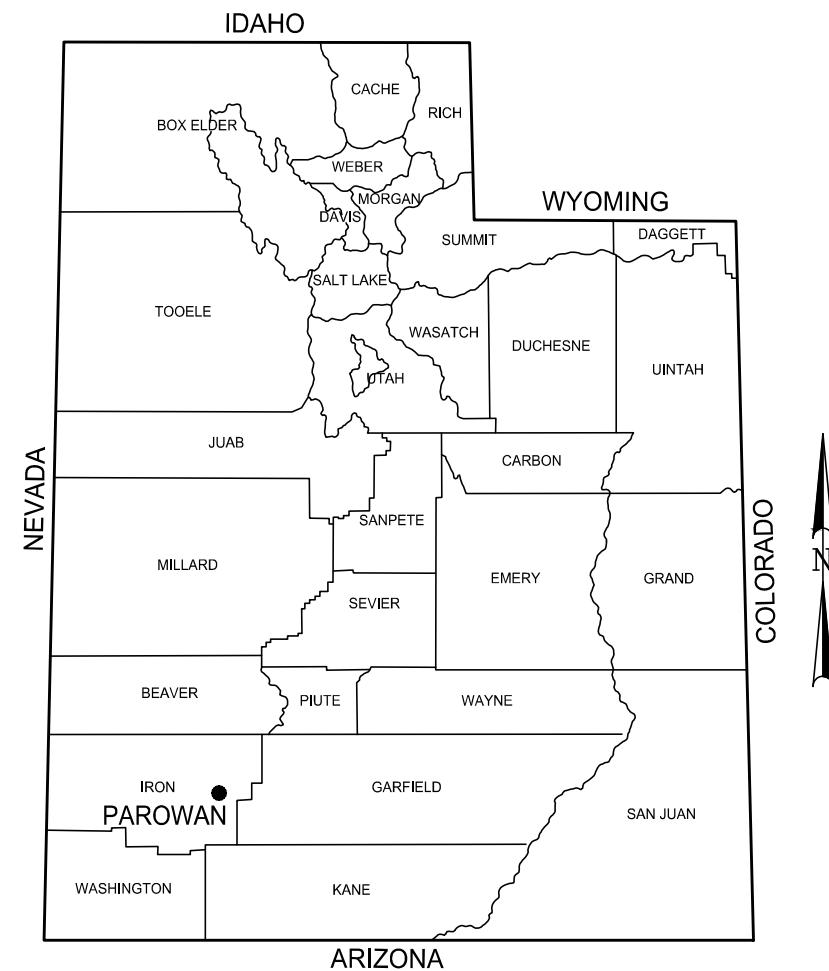
On July 25, 2024, JDE attended the city council meeting to present to the council on the project. We outlined the process and explained our findings. The council seemed to agree with the plan at hand and understood the extreme cost of the project.

On August 6, 2024, JDE attended the city economic development committee meeting to present the plan. Most of the questions from the committee revolved around no sewer being in the industrial park, cost of the power for the project, and roadway alignments. The committee is the one who took the lead to get the funding for the planning project, and the final deliverable will be delivered to them.

Studies are important, but the hardest step is execution. We are excited for Parowan City and look forward to seeing this area grow. Proactiveness pays off when it comes to executing a plan through to construction. There are several grant agencies out there to fund these types of projects. These funding agencies may include the Economic Development Agency (EDA), Utah Economic Development Funding, Legislative Earmark Funding, Community Impact Fund, and others to name a few.

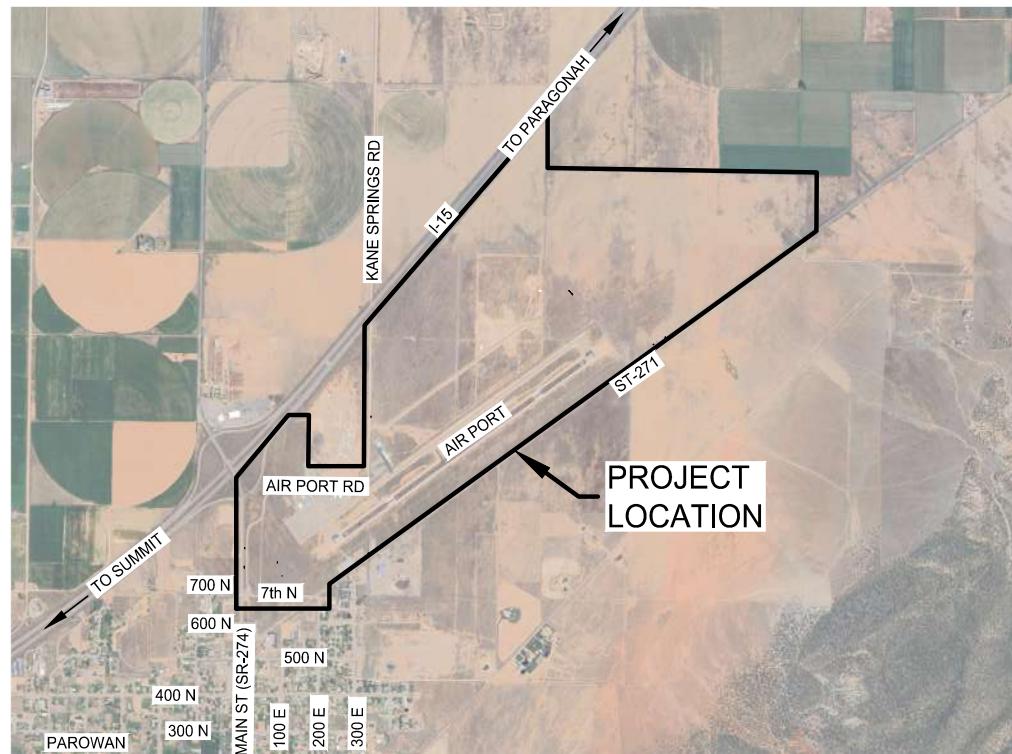
Jones and DeMille appreciates the opportunity to work with Parowan City and its officials. We enjoy shaping the quality of life in the communities we serve and are excited to see plans for industrial growth happen within the city. For additional details, see the documents attached to this memorandum.





PAROWAN CITY INDUSTRIAL PARK PAROWAN CITY, IRON, UTAH 2024

| PROJECT NO. | SHEET NO. |
|--|-----------|
| 2401-062 | G-001 |
| SUBMITTAL: REVIEW - NOT FOR CONSTRUCTION | |



VICINITY MAP

APPROVAL

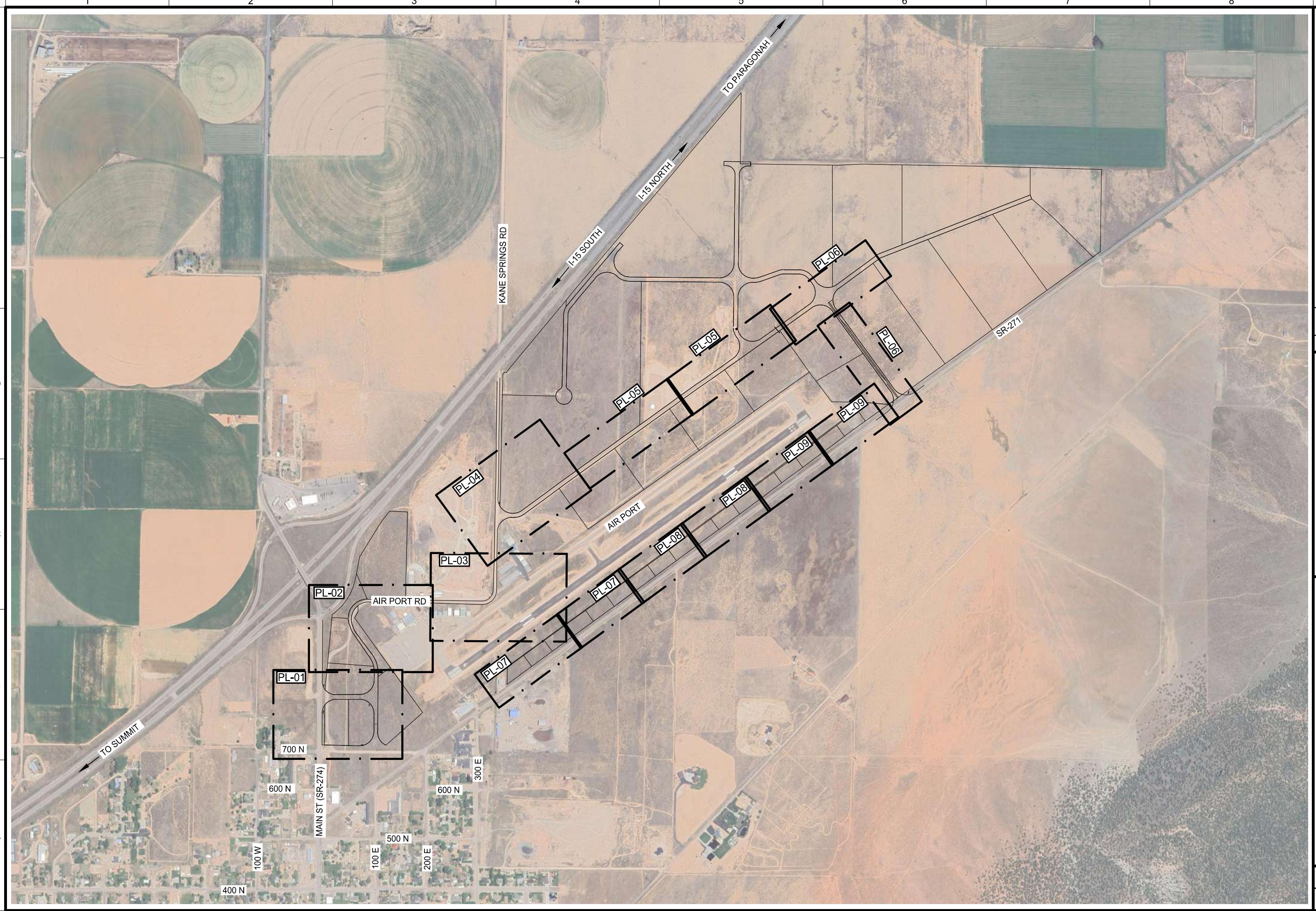
| | |
|---------------------------|-------|
| RECOMMENDED FOR APPROVAL: | _____ |
| DATE: _____ | |
| APPROVED: | |
| PAROWAN CITY DATE: _____ | |

INDEX TO SHEETS

| SHEET NO. | SHEET TITLE |
|----------------|-----------------|
| G-001 | TITLE |
| G-002 | INDEX |
| SM-01 to SM-05 | SUMMARIES |
| TS-01 to TS-02 | TYPICAL SECTION |
| PL-01 to PL-09 | ROADWAY PLANS |



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F

E

D

C

B

A

| SUMMARY OF ITEMS | | | |
|------------------|---------------------------------------|--------|----------|
| BID ITEM NO. | DESCRIPTION | UNIT | QUANTITY |
| 1 | MOBILIZATION | LUMP | 1 |
| 2 | TRAFFIC CONTROL | LUMP | 1 |
| 3 | 24 INCH CMP PIPE, CLASS A | FEET | 1,000 |
| 4 | ROADWAY EXCAVATION (PLAN QUANTITY) | CU YD | 45,200 |
| 5 | GRANULAR BORROW (PLAN QUANTITY) | CU YD | 0 |
| 6 | UNTREATED BASE COURSE (PLAN QUANTITY) | CU YD | 0 |
| 7 | HMA - 1/2 INCH | VOL | 0 |
| 8 | SIGN TYPE A-1, 18 X 18 | EACH | 7 |
| 9 | SIGN TYPE A-1, 24 X 18 | EACH | 7 |
| 10 | SIGN TYPE A-1, 36 X 36 | EACH | 6 |
| 11 | SIGN TYPE A-2, 30 X 30 | EACH | 7 |
| 12 | SIGN TYPE A-2, 36 X 30 | EACH | 5 |
| 13 | INDUSTRIAL BUSINESS PARK SIGN | EACH | 2 |
| 14 | PAVEMENT MARKING PAINT | GALLON | 296 |
| 15 | PAVEMENT MESSAGE PAINT | EACH | 4 |
| 16 | 8 INCH PVC WATER LINE | FEET | 200 |
| 17 | 12 INCH PVC WATER LINE | FEET | 17,000 |
| 18 | 8 INCH GATE VALVE | EACH | 2 |
| 19 | 12 INCH GATE VALVE | EACH | 20 |
| 20 | 12 INCH TEE | EACH | 3 |
| 21 | 12x8 INCH TEE | EACH | 1 |
| 22 | 12x12x12x8 INCH CROSS | EACH | 1 |
| 23 | 8 INCH CAP | EACH | 2 |
| 24 | 12 INCH CAP | EACH | 3 |
| 25 | 6 INCH PVC SURVICE LINES | EACH | 42 |
| 26 | (3) 3 INCH ELECTRICAL CONDUIT | FEET | 50,000 |
| 27 | ELECTRICAL WIRE ESTIMATE | FEET | 62,500 |

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PAROWAN CITY
INDUSTRIAL PARK
SUMMARIES
SUBMITTAL: REVIEW - NOT FOR CONSTRUCTION
PROJECT NUMBER: 2401-062
IRON COUNTY
SHEET NO. SM-01

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| REVISIONS | REMARKS |
|-----------|-----------|
| 8/19/2024 | 8/19/2024 |
| 8/19/2024 | 8/19/2024 |

MISCELLANEOUS SUMMARY

| LINE | STATION | | MOBILIZATION | TRAFFIC CONTROL | CMP |
|----------------------|----------|----------|--------------|-----------------|---------|
| | | | | | CLASS A |
| | | | | | 24 IN |
| | FROM | TO | | LUMP | FEET |
| AIR PORT ROAD ACCESS | 10+81.84 | 16+86.60 | | | |
| AIR PORT ROAD | 10+58.46 | 54+66.74 | 1 | 1 | 1000 |
| INDUSTRIAL PARK ROAD | 10+00.00 | 57+61.65 | | | |
| INDUSTRIAL PARK LANE | 35+91.95 | 51+32.74 | | | |

EARTHWORK SUMMARY

| EARTHWORK SUMMARY | | | | | | |
|--------------------|---------|-----|--------|---------------------------------------|------------------|---------|
| LINE | STATION | | LENGTH | ROADWAY EXCAVATION (PLAN QUANTITY) | FILL (INFO ONLY) | REMARKS |
| | FROM | TO | FEET | CU YD | CU YD | |
| BUSINESS PARK LOOP | N/A | N/A | N/A | 45124 | 4417 | |
| TOTAL | | | | 45,124 | | |
| USE | | | | 45,200 | | |

SURFACING SUMMARY

| SURFACING SUMMARY | | | | | | | | | | | | | | | |
|------------------------|----------|----------|--------|------------------------------------|-------|-------|---|-------|-------|----------------|-------|-------------------|-------|-----------|--|
| LINE | STATION | | LENGTH | GRANULAR BORROW (PLAN QUANTITY) | | | UNTREATED BASE COURSE (PLAN QUANTITY) | | | HMA - 1/2 INCH | | | | REMARKS | |
| | FROM | TO | FEET | Avg Width | Depth | Vol | Avg Width | Depth | Vol | Avg Width | Depth | Vol | TONS | | |
| | | | | FEET | IN | CU YD | FEET | IN | CU YD | FEET | IN | FEET ³ | | | |
| AIRPORT ROAD | 10+63.41 | 20+74.04 | 1,011 | 51 | 12 | 1,909 | 45 | 6 | 842 | 42 | 4 | 14149 | 1,097 | TYPICAL 2 | |
| AIRPORT ROAD | 20+74.04 | 56+00.00 | 3,526 | 38 | 12 | 4,962 | 34 | 6 | 2,220 | 30 | 4 | 35260 | 2,733 | TYPICAL 3 | |
| AIRPORT ROAD ACCESS | 10+84.14 | 14+77.45 | 393 | 62 | 12 | 903 | 58 | 6 | 422 | 54 | 4 | 7080 | 549 | TYPICAL 4 | |
| INDUSTRIAL PARK ROAD | 10+00.00 | 57+50.00 | 4,750 | 56 | 12 | 9,852 | 52 | 6 | 4,574 | 48 | 4 | 76000 | 5,890 | TYPICAL 1 | |
| INDUSTRIAL PARK T ROAD | 11+97.91 | 14+40.28 | 242 | 56 | 12 | 503 | 52 | 6 | 233 | 48 | 4 | 3878 | 301 | TYPICAL 1 | |
| INDUSTRIAL PARK LANE | 34+63.99 | 49+67.74 | 1,504 | 56 | 12 | 3,119 | 52 | 6 | 1,448 | 48 | 4 | 24060 | 1,865 | TYPICAL 1 | |
| TOTAL | | | | 13,473 | | | 6,256 | | | 12,433 | | | | | |
| USE | | | | 13,500 | | | 6,270 | | | 12,550 | | | | | |

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INDUSTRIAL PARK SUMMARIES

IRON

IRON
COUNTY

NO. 5010

| SCALE: | | DWG NAME: | REVISIONS | UPDATED: |
|--------|------|-----------|-----------|-----------|
| NO. | DATE | REMARKS | | PLOTTED: |
| | | | ##### | 8/19/2024 |

PAVEMENT MARKING PAINT SUMMARY

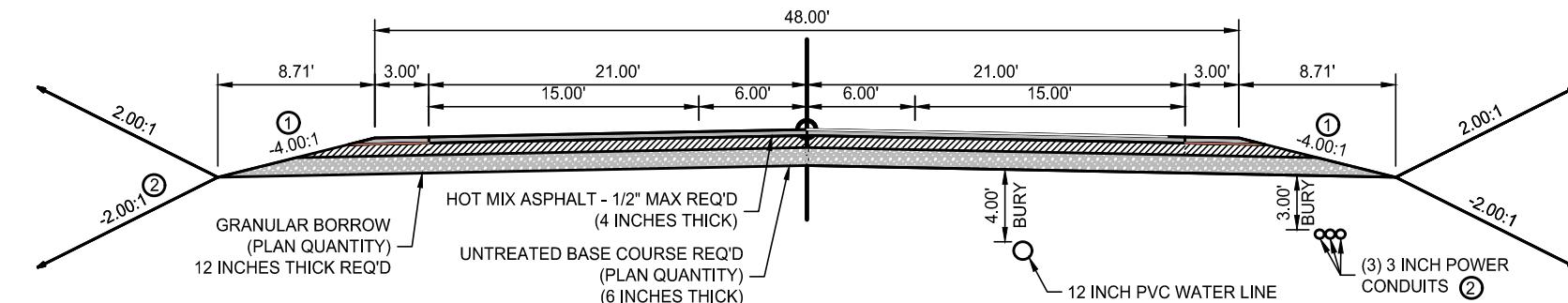
| | FROM | | TO | | 4" WHITE | | 8" WHITE | | 4" YELLOW | | PAVEMENT MESSAGE PAINT | REMARKS | | |
|----------------------|----------|-----------|----------|-----------|------------|------------|--------------|-----------|----------------|--------|------------------------------|---------|------|---------------------|
| | | | | | 190 FT/GAL | 108 FT/GAL | 380 FT/GAL | 95 FT/GAL | 152 FT/GAL | | | | | |
| | SOLID | | SOLID | | LANE DROP | | DOUBLE SOLID | | SOLID & BROKEN | | | | | |
| | STATION | OFFSET | STATION | OFFSET | FEET | GALLON | FEET | GALLON | FEET | GALLON | FEET | GALLON | EACH | |
| AIR PORT ROAD ACCESS | 10+80.23 | 184.15 LT | 16+69.87 | 191.92 LT | 590 | 4 | | | | | | | | |
| AIR PORT ROAD ACCESS | 10+90.00 | 6.00 RT | 10+90.00 | 129.18 LT | | | | | | | | | 1 | STOP LINE - 12 INCH |
| AIR PORT ROAD ACCESS | 10+90.00 | 18.00 LT | 13+90.00 | 18.00 LT | | | 300 | 3 | | | | | | |
| AIR PORT ROAD ACCESS | 13+90.00 | 18.00 LT | 16+10.00 | 18.00 LT | | | | | 220 | 1 | | | | |
| AIR PORT ROAD ACCESS | 10+90.00 | 6.00 LT | 11+90.00 | 6.00 LT | | | 100 | 1 | | | | | | |
| AIR PORT ROAD ACCESS | 11+90.00 | 6.00 LT | 13+20.00 | 6.00 LT | | | | | 130 | 1 | | | | |
| AIR PORT ROAD ACCESS | 13+20.00 | 6.00 LT | 16+10.00 | 6.00 LT | | | | | | | 290 | 4 | | |
| AIR PORT ROAD ACCESS | 12+21.00 | 6.00 RT | 13+20.00 | 6.00 LT | | | | | | | 100 | 2 | | |
| AIR PORT ROAD ACCESS | 13+80.00 | 6.00 RT | 14+78.88 | 6.00 LT | | | | | | | 100 | 2 | | |
| AIR PORT ROAD ACCESS | 10+90.00 | 6.00 RT | 13+80.00 | 6.00 RT | | | | | | | 290 | 4 | | |
| AIR PORT ROAD ACCESS | 13+80.00 | 6.00 RT | 15+10.00 | 6.00 RT | | | | | 130 | 1 | | | | |
| AIR PORT ROAD ACCESS | 15+10.00 | 6.00 RT | 16+10.00 | 6.00 RT | | | 100 | 1 | | | | | | |
| AIR PORT ROAD ACCESS | 16+10.00 | 6.00 RT | 16+10.00 | 56.97 RT | | | | | | | | | 1 | STOP LINE - 12 INCH |
| AIR PORT ROAD ACCESS | 10+77.48 | 179.77 RT | 16+67.40 | 182.08 RT | 590 | 4 | | | | | | | | |
| AIR PORT ROAD | 10+50.53 | 184.50 LT | 14+15.19 | 18.00 LT | 401 | 3 | | | | | | | | |
| AIR PORT ROAD | 17+89.20 | 18.00 LT | 19+00.00 | 18.00 LT | 111 | 1 | | | | | | | | |
| AIR PORT ROAD | 10+60.00 | 124.00 LT | 10+60.00 | 6.00 RT | | | | | | | | | 1 | STOP LINE - 12 INCH |
| AIR PORT ROAD | 10+60.00 | 6.00 LT | 13+00.00 | 6.00 LT | | | | | | | 240 | 3 | | |
| AIR PORT ROAD | 14+30.00 | 6.00 LT | 15+30.00 | 6.00 LT | | | | | | | 100 | 2 | | |
| AIR PORT ROAD | 10+60.00 | 6.00 RT | 13+00.00 | 6.00 RT | | | | | | | 240 | 3 | | |
| AIR PORT ROAD | 13+00.00 | 6.00 RT | 14+30.00 | 6.00 LT | | | | | | | 131 | 2 | | |
| AIR PORT ROAD | 14+30.00 | 6.00 RT | 15+30.00 | 6.00 RT | | | | | | | 100 | 2 | | |
| AIR PORT ROAD | 16+75.00 | 0.00 RT | 19+00.00 | 0.00 RT | | | | | | | 225 | 3 | | |
| AIR PORT ROAD | 10+58.81 | 113.43 RT | 19+00.00 | 18.00 RT | 847 | 5 | | | | | | | | |
| AIR PORT ROAD | 19+00.00 | 18.00 LT | 36+00.00 | 13.29 LT | 1701 | 9 | | | | | | | | |
| AIR PORT ROAD | 19+00.00 | 0.00 RT | 36+00.00 | 0.00 RT | | | | | | | 1700 | 18 | | |
| AIR PORT ROAD | 19+00.00 | 18.00 RT | 36+00.00 | 12.00 RT | 1701 | 9 | | | | | | | | |
| AIR PORT ROAD | 36+00.00 | 13.29 LT | 48+00.00 | 12.00 RT | 1201 | 7 | | | | | | | | |
| AIR PORT ROAD | 36+00.00 | 0.00 RT | 48+00.00 | 0.00 RT | | | | | | | 1200 | 13 | | |
| AIR PORT ROAD | 36+00.00 | 12.00 RT | 48+00.00 | 12.00 RT | 1200 | 7 | | | | | | | | |
| AIR PORT ROAD | 48+00.00 | 12.00 LT | 54+66.70 | 12.00 LT | 667 | 4 | | | | | | | | |
| AIR PORT ROAD | 48+00.00 | 0.00 RT | 51+50.00 | 0.00 RT | | | | | | | 350 | 4 | | |
| AIR PORT ROAD | 53+50.00 | 0.00 RT | 54+66.74 | 0.00 RT | | | | | | | 117 | 2 | | |
| AIR PORT ROAD | 48+00.00 | 12.00 RT | 50+49.02 | 12.00 RT | 250 | 2 | | | | | | | | |
| AIR PORT ROAD | 54+16.96 | 13.42 RT | 54+66.74 | 12.00 RT | 50 | 1 | | | | | | | | |
| INDUSTRIAL PARK ROAD | 10+16.04 | 191.94 LT | 20+00.00 | 21.00 LT | 999 | 6 | | | | | | | | |
| INDUSTRIAL PARK ROAD | 10+22.00 | 0.00 RT | 10+22.00 | 143.69 LT | | | | | | | | | 1.00 | STOP LINE - 12 INCH |
| INDUSTRIAL PARK ROAD | 10+22.00 | 0.00 RT | 12+95.84 | 0.00 RT | | | | | | | 274 | 3 | | |
| INDUSTRIAL PARK ROAD | 12+95.84 | 0.00 RT | 14+25.84 | 6.00 LT | | | | | | | | 131 | 1 | |
| INDUSTRIAL PARK ROAD | 14+25.84 | 6.00 LT | 20+00.00 | 6.00 LT | | | | | | | | 575 | 4 | |
| INDUSTRIAL PARK ROAD | 12+95.84 | 0.00 RT | 14+25.84 | 6.00 RT | | | | | | | | 131 | 1 | |
| INDUSTRIAL PARK ROAD | 14+25.84 | 6.00 RT | 20+00.00 | 6.00 RT | | | | | | | | 575 | 4 | |
| INDUSTRIAL PARK ROAD | 20+00.00 | 21.00 LT | 34+00.00 | 21.00 LT | 1400 | 8 | | | | | | | 1400 | 10 |
| INDUSTRIAL PARK ROAD | 20+00.00 | 6.00 LT | 34+00.00 | 6.00 LT | | | | | | | | | 1400 | 10 |
| INDUSTRIAL PARK ROAD | 20+00.00 | 6.00 RT | 34+00.00 | 6.00 RT | | | | | | | | | 1400 | 10 |
| INDUSTRIAL PARK ROAD | 20+00.00 | 21.00 RT | 34+00.00 | 21.00 RT | 1400 | 8 | | | | | | | | |
| | TOTAL | | 13108 | | 78 | | 500 | | 5 | | 480 | | 3 | |
| | | | | | | | | | | | 5457 | | 67 | |
| | | | | | | | | | | | 5612 | | 40 | |
| | | | | | | | | | | | | | 4 | |

| | | | |
|--------------------------------------|-----------------|-----------------|----------|
| PAROWAN CITY | INDUSTRIAL PARK | PROJECT NUMBER: | 2401-062 |
| REVIEW NOT FOR CONSTRUCTION | | | |
| SUMMARIES | | | |
| IRON COUNTY | | | |
| SHEET NO. | SM-04 | | |
| HJDProj2401-062.dwg Construction | | | |
| HJDProj2401-062.dwg Survey | | | |
| HJDProj2401-062.dwg Civil | | | |
| HJDProj2401-062.dwg GIS | | | |
| HJDProj2401-062.dwg Environmental | | | |
| HJDProj2401-062.dwg Structural | | | |
| HJDProj2401-062.dwg Material Testing | | | |
| HJDProj2401-062.dwg Surveying | | | |
| HJDProj2401-062.dwg Environmental | | | |
| HJDProj2401-062.dwg Structural | | | |
| HJDProj2401-062.dwg Material Testing | | | |
| HJDProj2401-062.dwg Surveying | | | |
| HJDProj2401-062.dwg Environmental | | | |
| HJDProj2401-062.dwg Structural | | | |
| HJDProj2401-062.dwg Material Testing | | | |
| HJDProj2401-062.dwg Surveying | | | |
| HJDProj2401-062.dwg Environmental | | | |
| HJDProj2401-062.dwg Structural | | | |
| HJDProj2401-062.dwg Material Testing | | | |
| HJDProj2401-062.dwg Surveying | | | |
| HJDProj2401-062.dwg Environmental | | | |
| HJDProj2401-062.dwg Structural | | | |
| HJDProj2401-062.dwg Material Testing | | | |
| HJDProj2401-062.dwg Surveying | | | |
| HJDProj2401-062.dwg Environmental | | | |
| HJDProj2401-062.dwg Structural | | | |
| HJDProj2401-062.dwg Material Testing | | | |
| HJDProj2401-062.dwg Surveying | | | |
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| HJDProj2401-062.dwg Structural | | | |
| HJDProj2401-062.dwg Material Testing | | | |
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| HJDProj2401-062.dwg Structural | | | |
| HJDProj2401-062.dwg Material Testing | | | |
| HJDProj2401-062.dwg Surveying | | | |
| HJDProj2401-062.dwg Environmental | | | |
| HJDProj2401-062.dwg Structural | | | |
| HJDProj2401-062.dwg Material Testing | | | |
| HJDProj2401-062.dwg Surveying | | | |
| HJDProj2401-062.dwg Environmental | | | |
| HJDProj2401-062.dwg Structural | | | |
| HJDProj2401-062.dwg Material Testing | | | |
| HJDProj2401-062.dwg Surveying | | | |
| | | | |

PAVEMENT MARKING PAINT SUMMARY

| | FROM | TO | 4" WHITE | | 8" WHITE | | | | 4" YELLOW | | | | PAVEMENT MESSAGE PAINT | REMARKS | | |
|----------------------|----------|----------|------------|-----------|------------|--------|------------|--------|--------------|--------|----------------|--------|------------------------------|---------|------|--|
| | | | 190 FT/GAL | | 108 FT/GAL | | 380 FT/GAL | | 95 FT/GAL | | 152 FT/GAL | | | | | |
| | | | SOLID | | SOLID | | LANE DROP | | DOUBLE SOLID | | SOLID & BROKEN | | | | | |
| | | | STATION | OFFSET | STATION | OFFSET | FEET | GALLON | FEET | GALLON | FEET | GALLON | FEET | GALLON | EACH | |
| INDUSTRIAL PARK ROAD | 34+00.00 | 21.00 LT | 43+62.36 | 74.72 LT | 964 | 6 | | | | | | | | | | |
| INDUSTRIAL PARK ROAD | 44+94.08 | 74.72 LT | 48+00.00 | 21.00 LT | 311 | 2 | | | | | | | | | | |
| INDUSTRIAL PARK ROAD | 34+00.00 | 6.00 LT | 41+20.00 | 6.00 LT | | | | | | | | | 720 | 5 | | |
| INDUSTRIAL PARK ROAD | 41+20.00 | 6.00 LT | 43+50.00 | 6.00 LT | | | | | | | 230 | 3 | | | | |
| INDUSTRIAL PARK ROAD | 45+00.00 | 6.00 LT | 48+00.00 | 6.00 LT | | | | | | | | 300 | 2 | | | |
| INDUSTRIAL PARK ROAD | 34+00.00 | 6.00 RT | 41+20.00 | 6.00 RT | | | | | | | | 720 | 5 | | | |
| INDUSTRIAL PARK ROAD | 45+00.00 | 6.00 RT | 48+00.00 | 6.00 RT | | | | | | | 300 | 4 | | | | |
| INDUSTRIAL PARK ROAD | 41+20.00 | 6.00 RT | 42+16.00 | 6.00 LT | | | | | | | | | | | | |
| INDUSTRIAL PARK ROAD | 42+50.00 | 6.00 RT | 43+50.00 | 6.00 RT | | | | | 100 | 1 | | | | | | |
| INDUSTRIAL PARK ROAD | 34+00.00 | 21.00 RT | 48+00.00 | 21.00 RT | 1400 | 8 | | | | | | | | | | |
| INDUSTRIAL PARK ROAD | 48+00.00 | 21.00 LT | 54+02.38 | 73.26 LT | 605 | 4 | | | | | | | | | | |
| INDUSTRIAL PARK ROAD | 55+39.92 | 21.00 LT | 57+61.66 | 21.00 LT | 222 | 2 | | | | | | | | | | |
| INDUSTRIAL PARK ROAD | 48+00.00 | 6.00 LT | 51+70.00 | 6.00 LT | | | | | | | | 370 | 3 | | | |
| INDUSTRIAL PARK ROAD | 51+71.00 | 6.00 LT | 54+00.00 | 6.00 LT | | | | | | | 229 | 3 | | | | |
| INDUSTRIAL PARK ROAD | 48+00.00 | 6.00 RT | 51+71.00 | 6.00 RT | | | | | | | | 371 | 3 | | | |
| INDUSTRIAL PARK ROAD | 51+71.00 | 6.00 RT | 52+70.00 | 6.00 LT | | | | | | | 100 | 2 | | | | |
| INDUSTRIAL PARK ROAD | 53+00.00 | 6.00 RT | 54+00.00 | 6.00 RT | | | | | 100 | 1 | | | | | | |
| INDUSTRIAL PARK ROAD | 48+00.00 | 21.00 RT | 54+02.38 | 68.11 RT | 605 | 4 | | | | | | | | | | |
| INDUSTRIAL PARK ROAD | 55+44.70 | 67.58 RT | 57+61.66 | 21.00 RT | 222 | 2 | | | | | | | | | | |
| INDUSTRIAL PARK LANE | 37+32.96 | 70.95 RT | 39+00.00 | 21.00 RT | 175 | 1 | | | | | | | | | | |
| INDUSTRIAL PARK LANE | 37+50.00 | 6.00 RT | 39+00.00 | 6.00 RT | | | | | | | | 150 | 2 | | | |
| INDUSTRIAL PARK LANE | 37+50.00 | 6.00 RT | 37+50.00 | 57.00 LT | | | | | | | | | | 1 | | |
| INDUSTRIAL PARK LANE | 37+50.00 | 6.00 LT | 39+00.00 | 6.00 LT | | | | | 150 | 2 | | | | | | |
| INDUSTRIAL PARK LANE | 37+32.96 | 72.42 LT | 39+00.00 | 21.00 LT | 175 | 1 | | | | | | | | | | |
| INDUSTRIAL PARK LANE | 39+00.00 | 21.00 LT | 51+32.74 | 157.39 LT | 1241 | 7 | | | | | | | | | | |
| INDUSTRIAL PARK LANE | 39+00.00 | 6.00 LT | 39+50.00 | 6.00 LT | | | | | 50 | 1 | | | | | | |
| INDUSTRIAL PARK LANE | 39+81.00 | 6.00 RT | 40+80.00 | 6.00 LT | | | | | | | | 100 | 2 | | | |
| INDUSTRIAL PARK LANE | 47+45.00 | 6.00 LT | 50+75.00 | 6.00 LT | | | | | | | | 330 | 4 | | | |
| INDUSTRIAL PARK LANE | 40+80.00 | 6.00 LT | 47+45.00 | 6.00 LT | | | | | | | | | 665 | 5 | | |
| INDUSTRIAL PARK LANE | 39+00.00 | 6.00 RT | 40+80.00 | 6.00 RT | | | | | | | | | 180 | 2 | | |
| INDUSTRIAL PARK LANE | 47+45.00 | 6.00 RT | 48+45.00 | 6.00 RT | | | | | | | | | 100 | 2 | | |
| INDUSTRIAL PARK LANE | 40+80.00 | 6.00 RT | 47+45.00 | 6.00 RT | | | | | | | | | | 665 | 5 | |
| INDUSTRIAL PARK LANE | 48+75.00 | 6.00 RT | 50+75.00 | 6.00 RT | | | | | 200 | 2 | | | | | | |
| INDUSTRIAL PARK LANE | 39+00.00 | 21.00 RT | 51+32.74 | 157.39 RT | 1241 | 7 | | | | | | | | | 4 | |
| TOTAL PAGE 2 | | | | 7161 | 44 | 600 | 7 | 0 | 0 | 1719 | 24 | 3811 | 28 | 1 | | |
| TOTAL PAGE 1 | | | | 13108 | 78 | 500 | 5 | 480 | 3 | 5457 | 67 | 5612 | 40 | 4 | | |
| USE | | | | | | | | | | | | | | | 4 | |
| 296 | | | | | | | | | | | | | | | | |

| | | |
|--|-------------------------------|-----------|
| PAROWAN CITY | PROJECT NUMBER: | 2401-062 |
| INDUSTRIAL PARK | REVIEW - NOT FOR CONSTRUCTION | |
| IRON COUNTY | SHEET NO. | SM-05 |
| SUBMITTAL: 8/19/2024 | | |
| DRAWING NAME: HJDProj2401-062.dwg | | |
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| REVISIONS | REMARKS | |
| NO. DATE | | |
| SCALE: | 8/19/2024 | 8/19/2024 |
| DWG NAME: | HWJDProj2401-062.dwg | |
| PLOTTED: | | 8/19/2024 |
| UPDATED: | | |



TYPICAL SECTION NO.1

INDUSTRIAL PARK ROAD

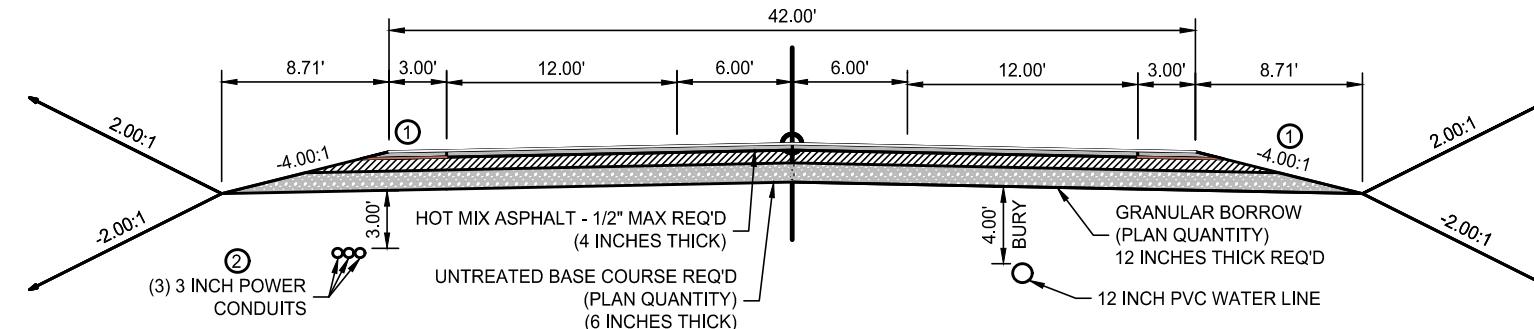
STA 11+89.44 TO STA 57+61.66
DESIGN SPEED 25 MPH

INDUSTRIAL PARK LANE

STA 28+52.23 TO STA 49+57.74
DESIGN SPEED 25 MPH

NOTE:

1. HOLD SHOULDER WIDTH, SLOPE VARIES.
2. POWER CONDUITS ARE FOR REFERENCE
ONLY SEE PLAN SHEETS FOR LOCATION.



TYPICAL SECTION NO.2

AIR PORT ROAD

STA 10+63.41 TO STA 20+74.04
DESIGN SPEED 25 MPH

NOTE:

- 1. HOLD SHOULDER WIDTH, SLOPE VARIES.
- 2. POWER CONDUITS ARE FOR REFERENCE
ONLY SEE PLAN SHEETS FOR LOCATION.

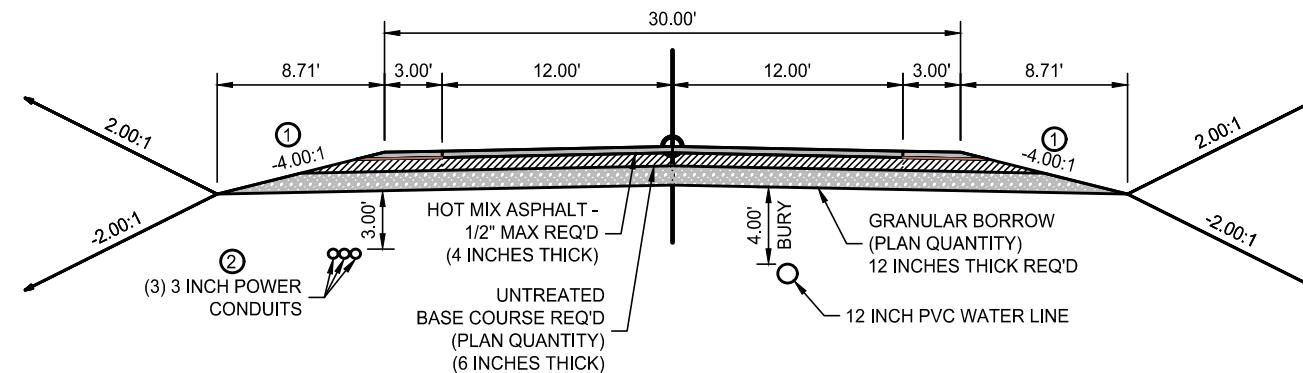
PAROWAN CITY INDUSTRIAL PARK TYPICAL SECTION

PROJECT
NUMBER:

REVIEW - NO
CONSTRUCT
MITTAL:

The seal of Iron County, featuring a central shield with a plow, a sheaf of wheat, and a picket fence, surrounded by a circular border with the text "IRON COUNTY" and "UTAH".





TYPICAL SECTION NO.3

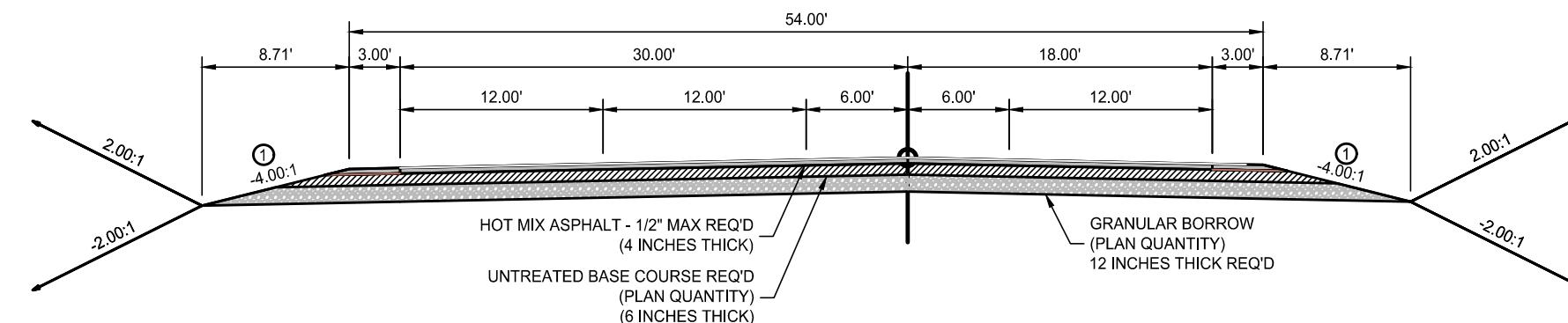
AIR PORT ROAD

STA 20+74.04 TO STA 56+00.00

DESIGN SPEED 25 MPH

NOTE:

1. HOLD SHOULDER WIDTH, SLOPE VARIES.
2. POWER CONDUITS ARE FOR REFERENCE
ONLY SEE PLAN SHEETS FOR LOCATION.



TYPICAL SECTION NO.4

AIR PORT ROAD ACCESS

STA 10+84.14 TO STA 16+64.37

DESIGN SPEED 25 MPH

NOTE:

PARUWAN CITY INDUSTRIAL PARK TYPICAL SECTION

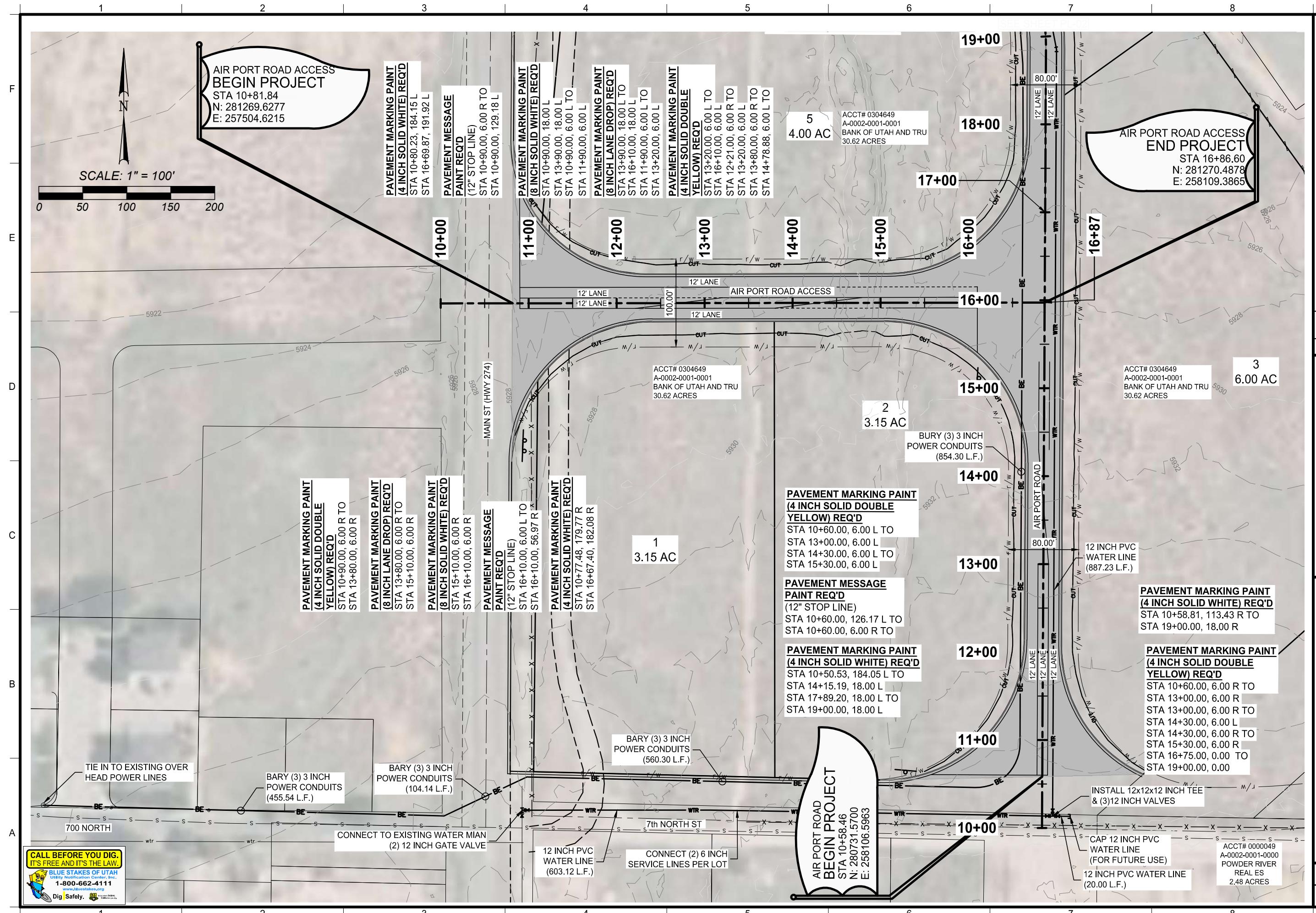
IRON
COUNTY



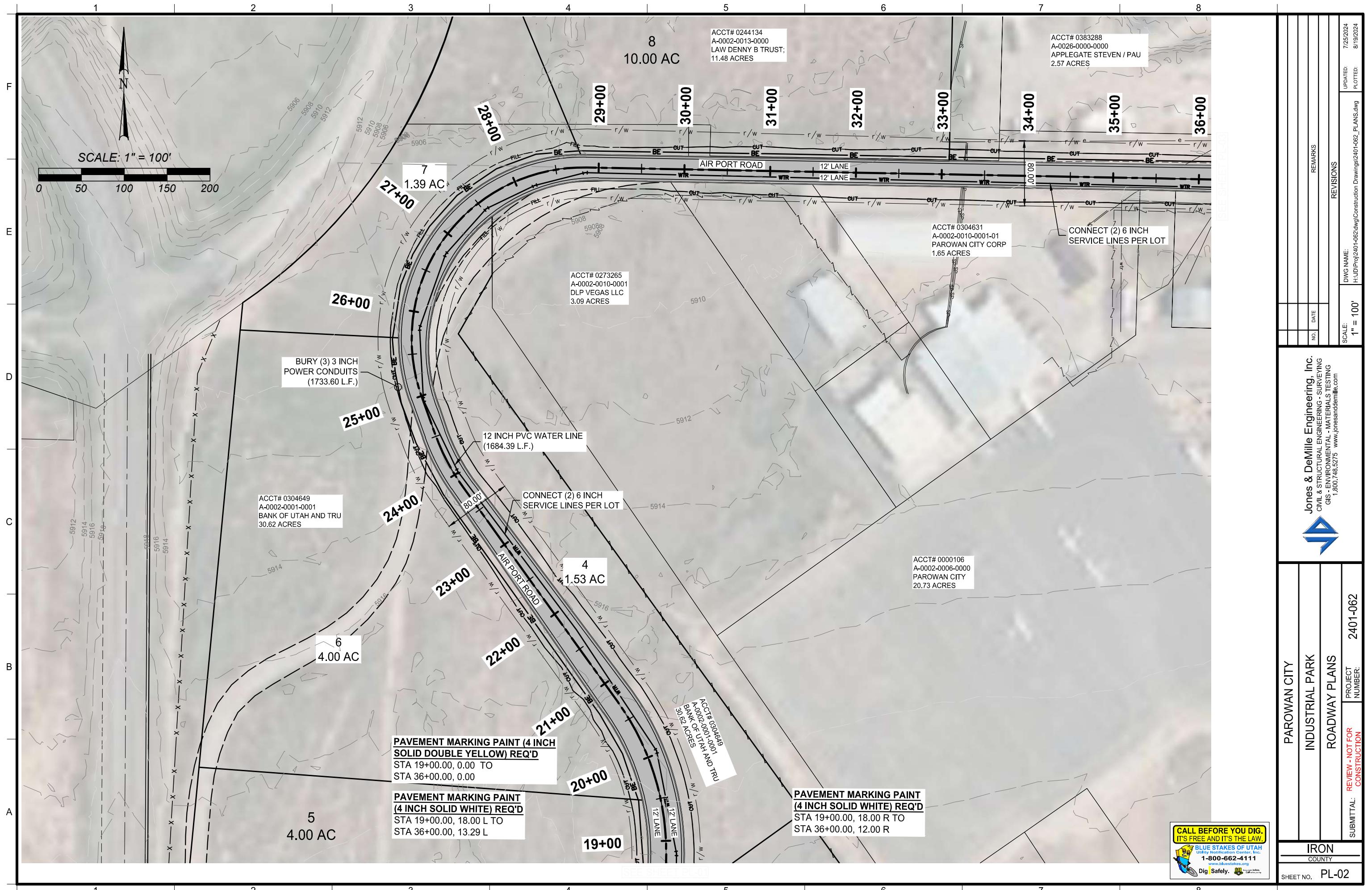
| | | REVISIONS | |
|--------|-------|--|-----------------------|
| NO. | DATE | REMARKS | |
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| SCALE: | ##### | DWG NAME: H:\JUD\Proj\201\062\dwg\Construction Drawings\241-062-TS-01.dwg | UPDATED: 7/25/2024 |
| | | | PLOTTED: 8/19/2024 |

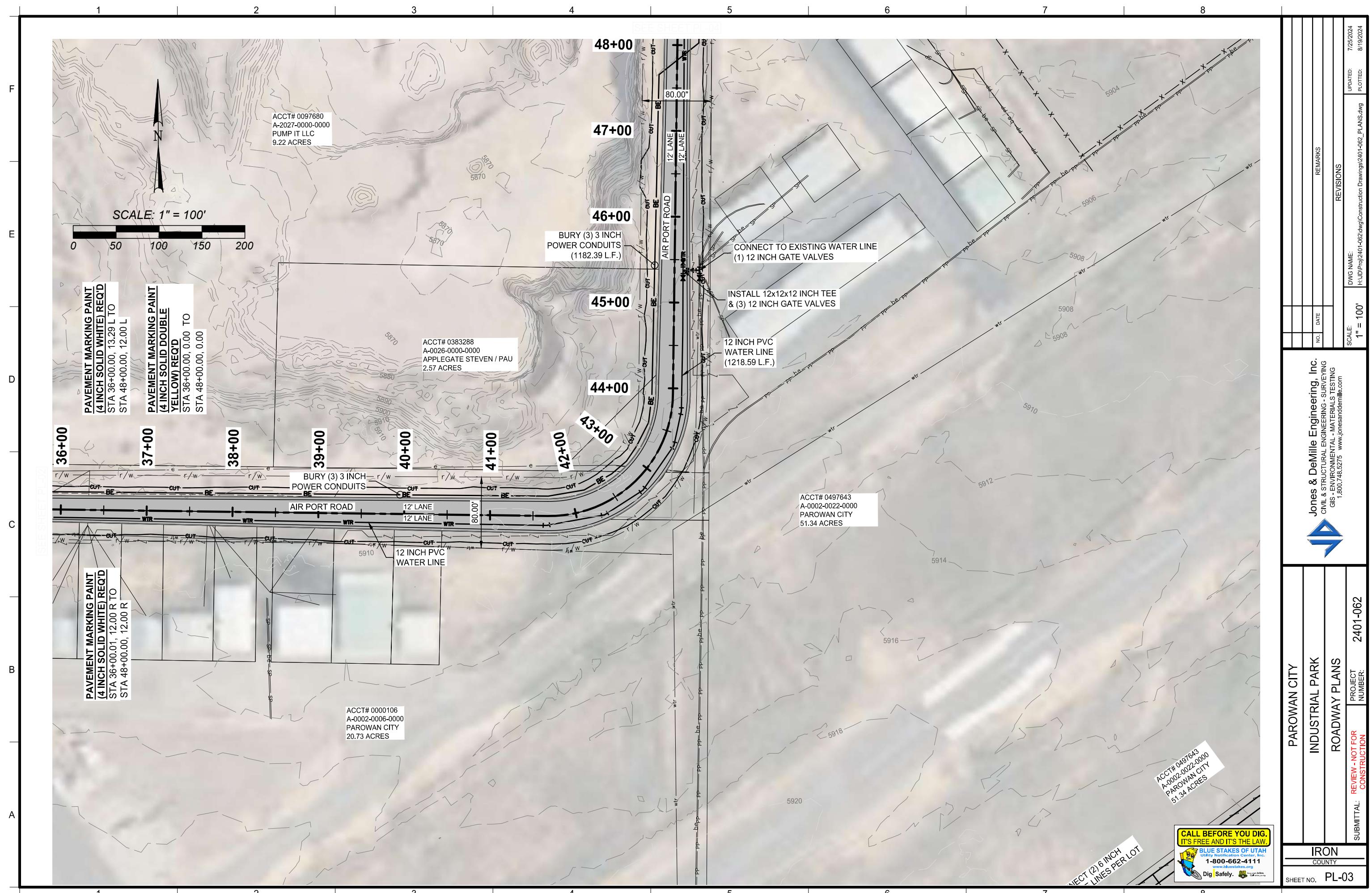
DeMille Engineering, Inc.
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ESIS - ENVIRONMENTAL - MATERIALS TESTING

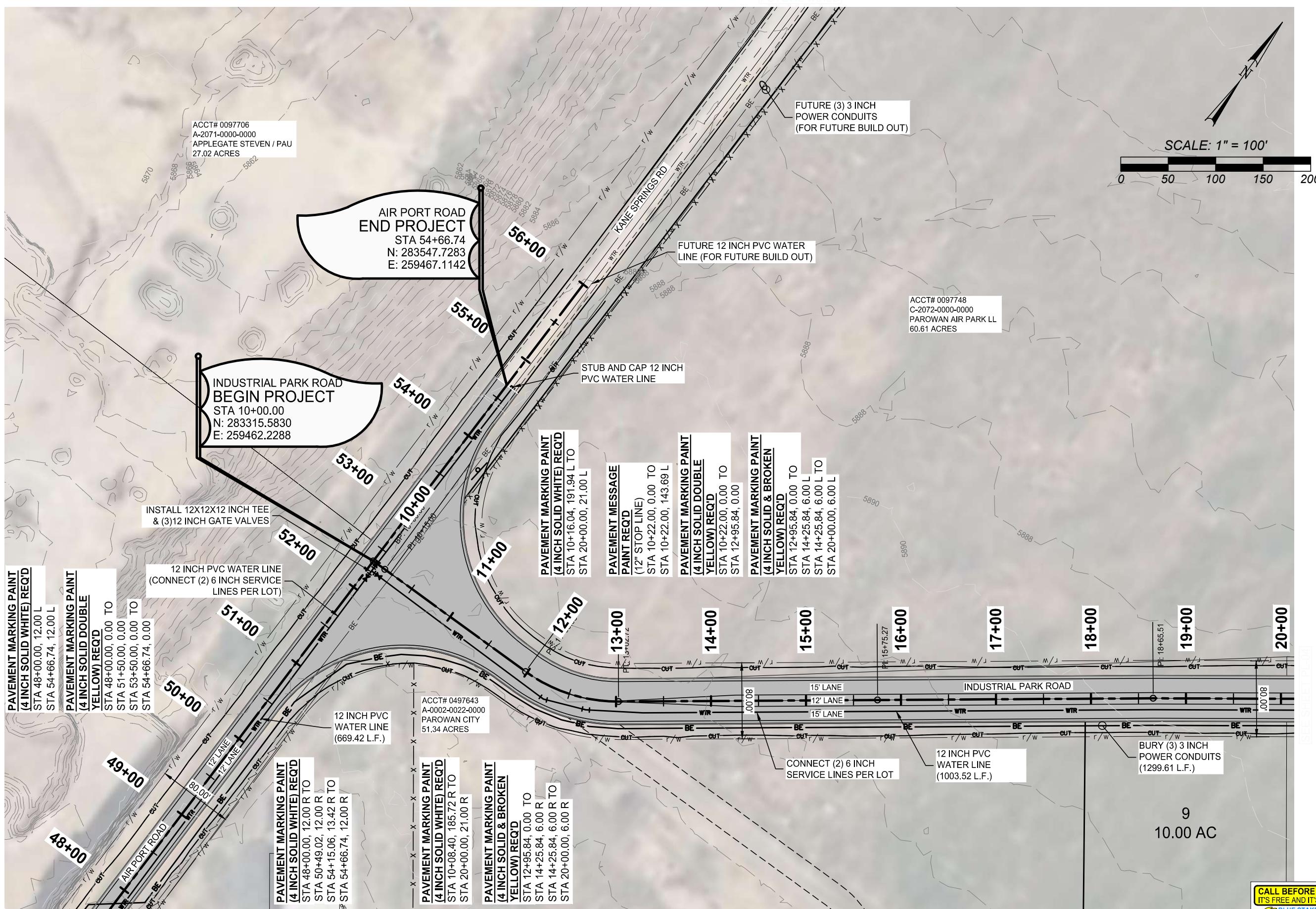




| | |
|-----------------|---|
| FARQUHAR CITY | |
| INDUSTRIAL PARK | |
| ROADWAY PLANS | |
| IRON COUNTY | SUBMITTAL: PL-01 SHEET NO. 1 REVIEW - NOT FOR CONSTRUCTION PROJECT NUMBER: 2401-062 |







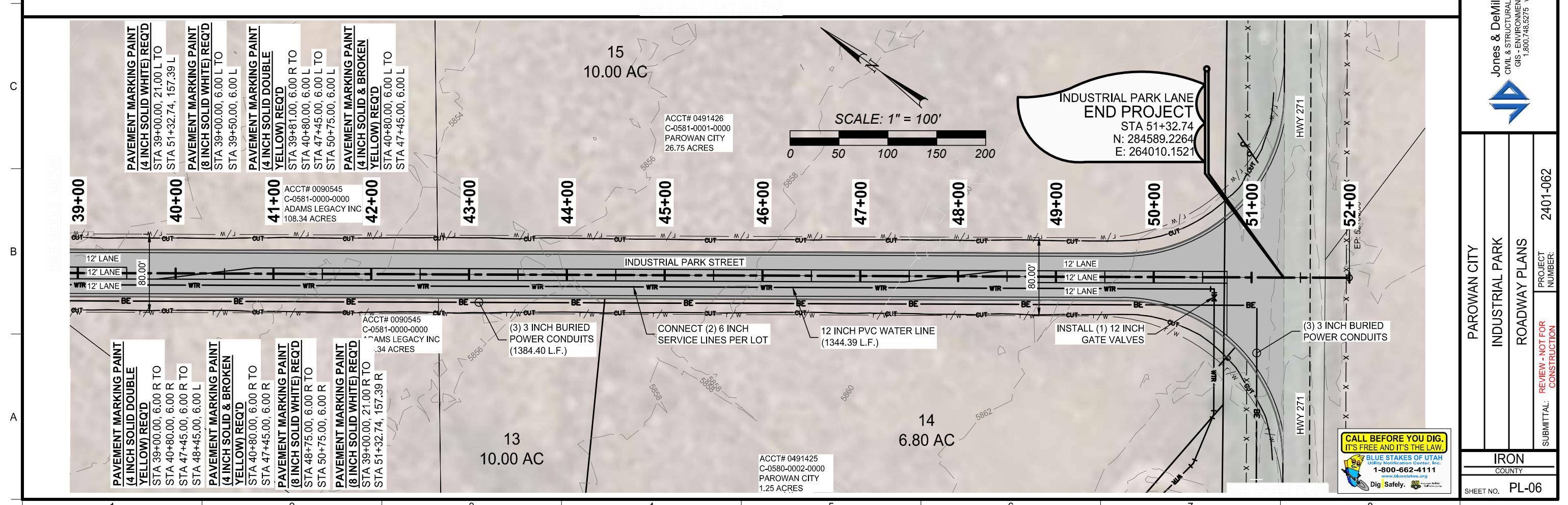
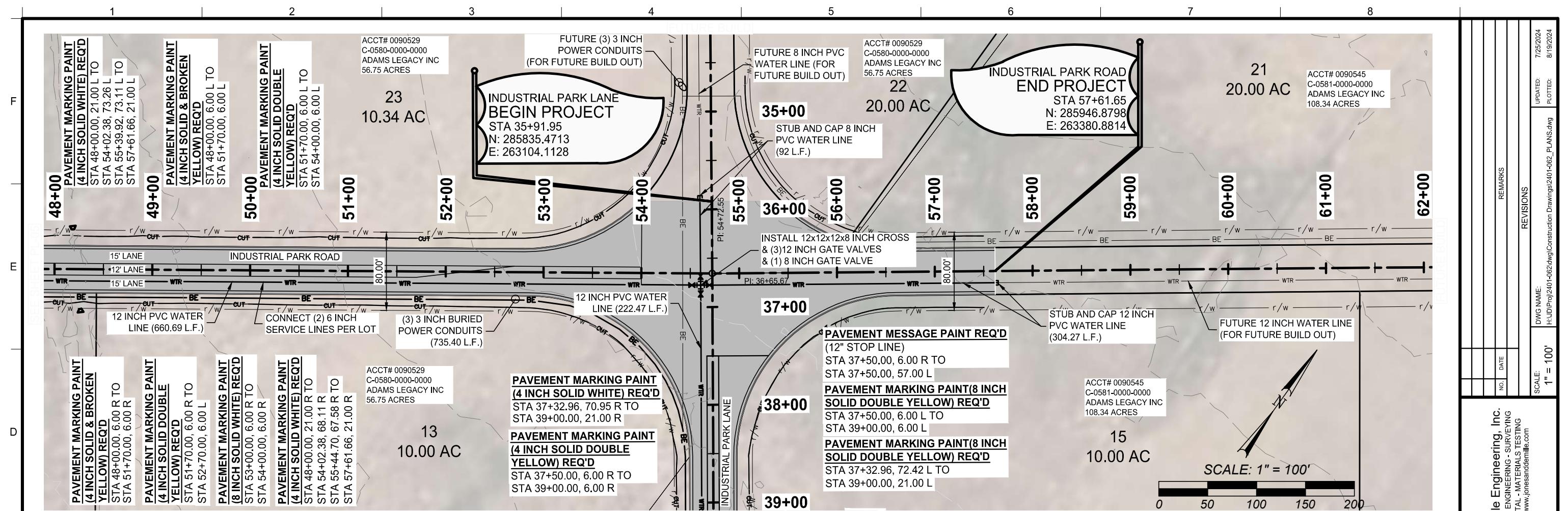
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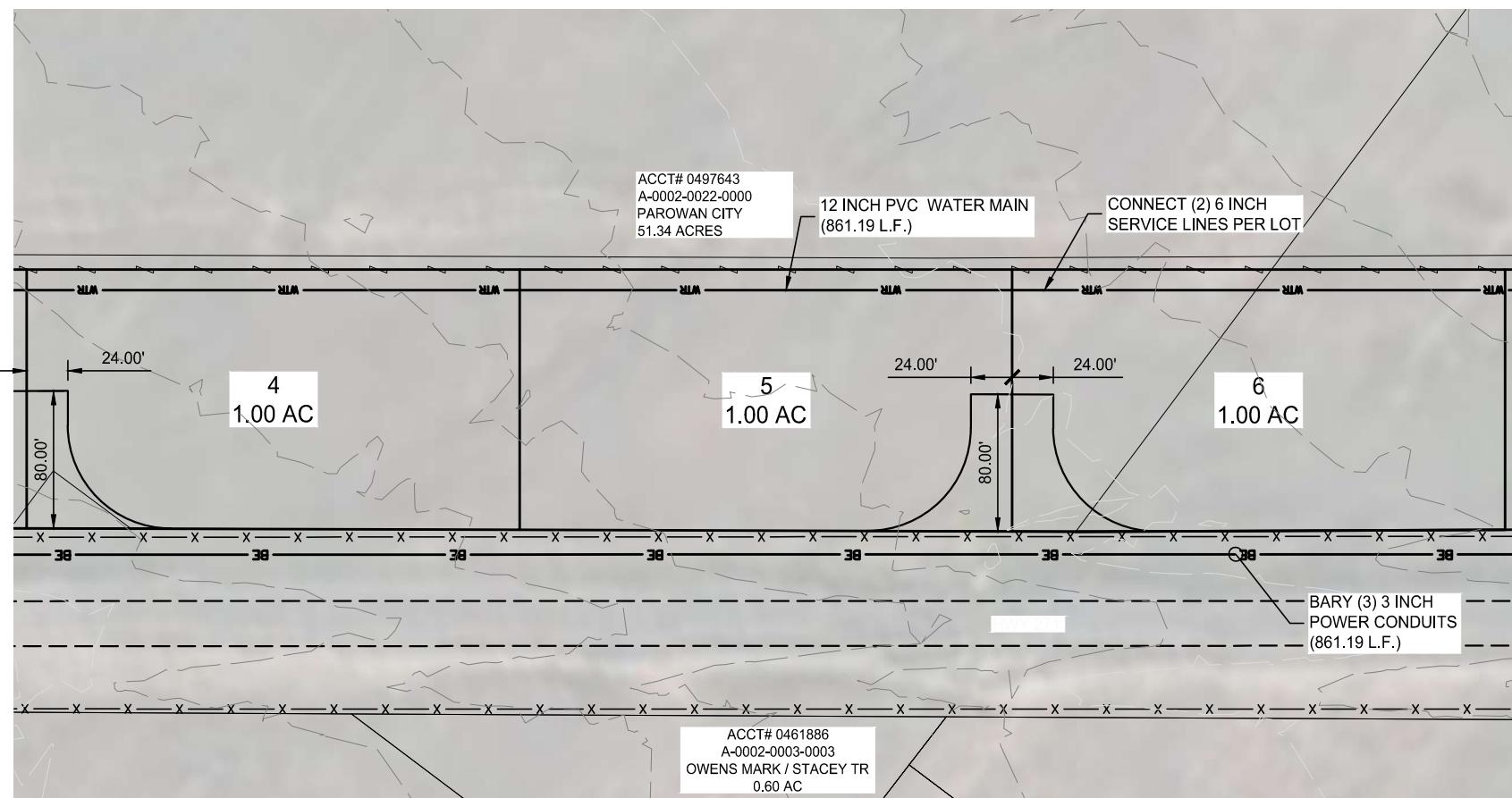
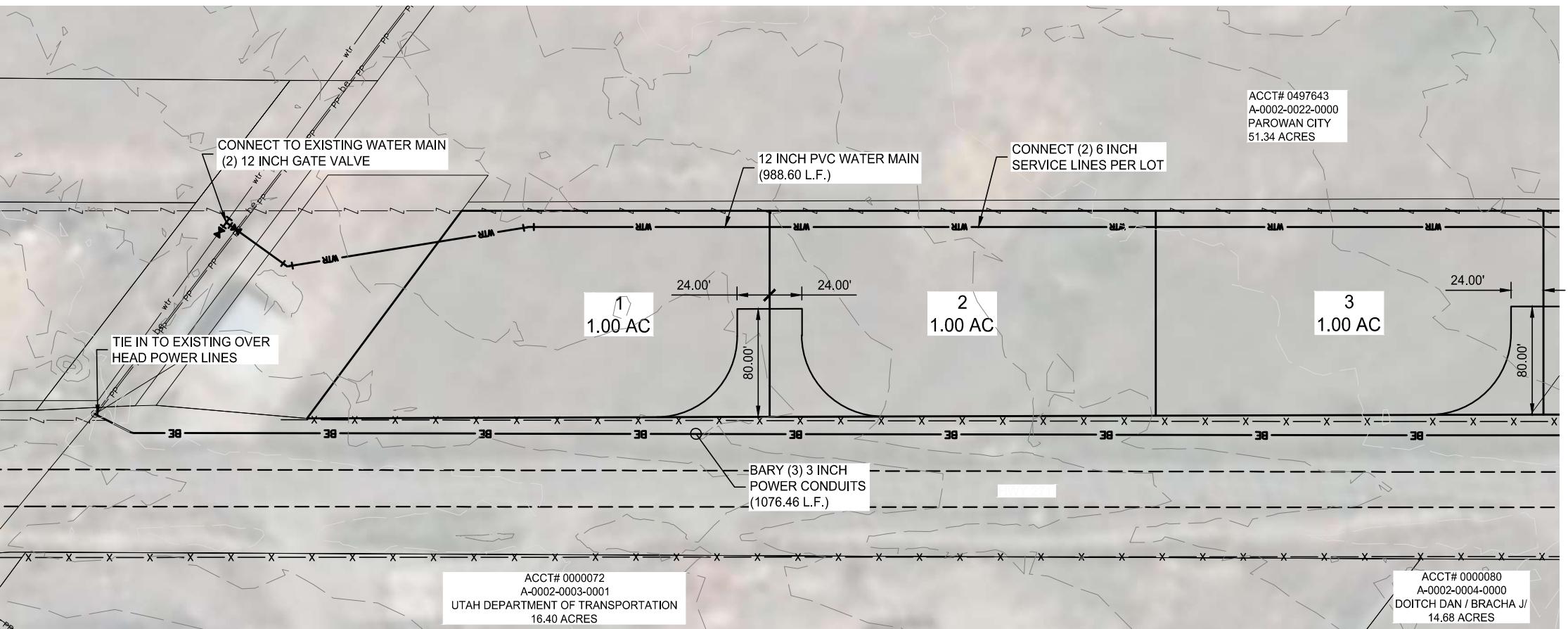
INDUSTRIAL PARK ROADWAY PLANS

INDU
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**IRON
COUNTY**

SCALE: 1" = 100' DWG NAME: H:\UDProj\b201-062.dwg Construction Drawings\b201-062_PLANS.dwg UPDATED: 7/25/2024 PLOTTED: 8/19/2024





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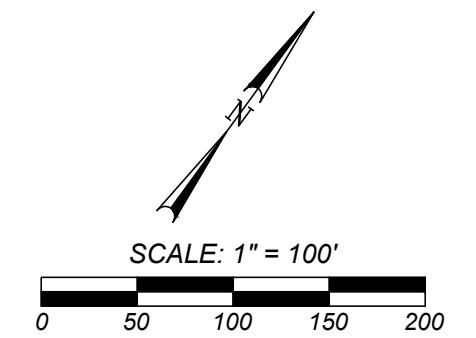
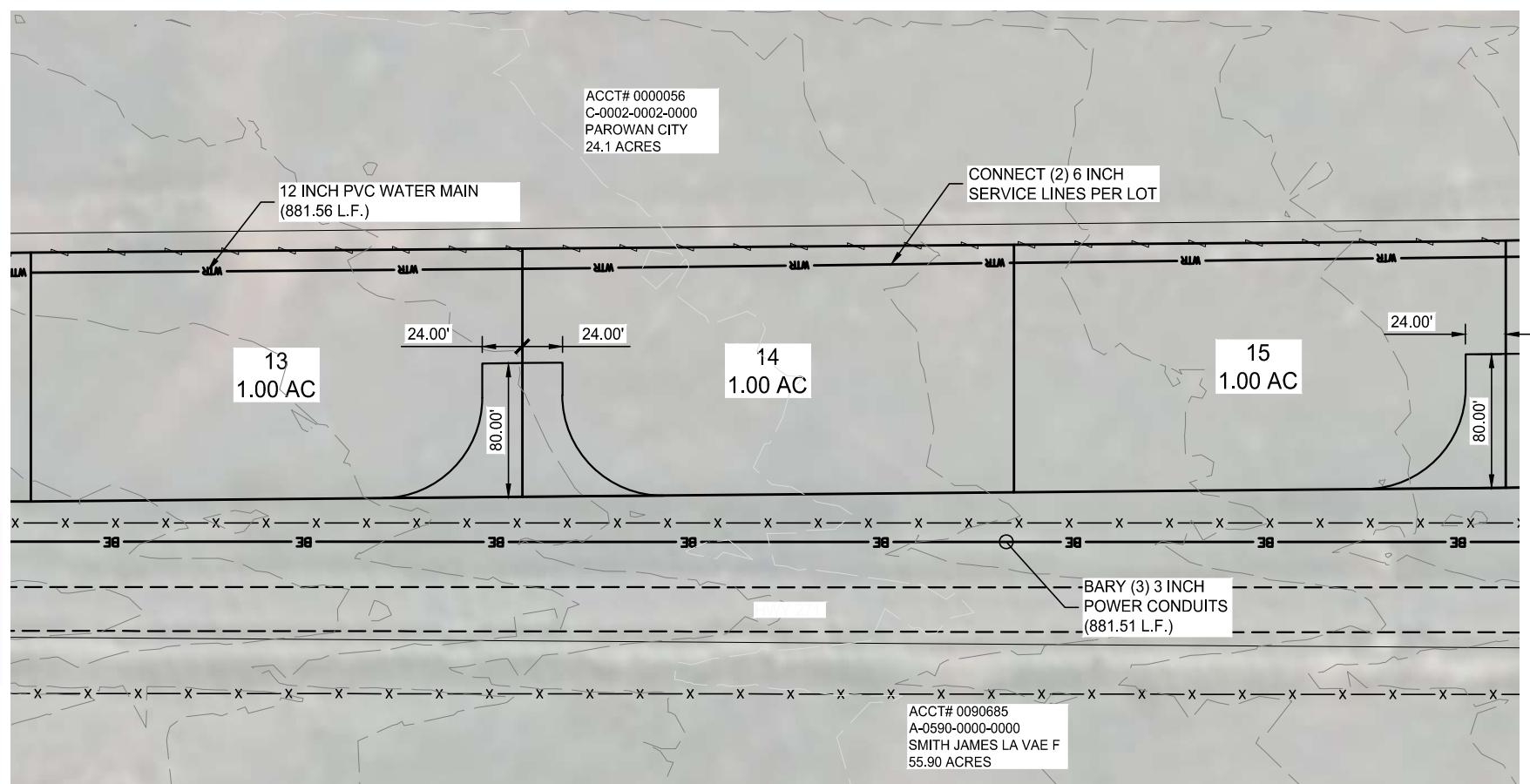
8

BROADWAY PLANS

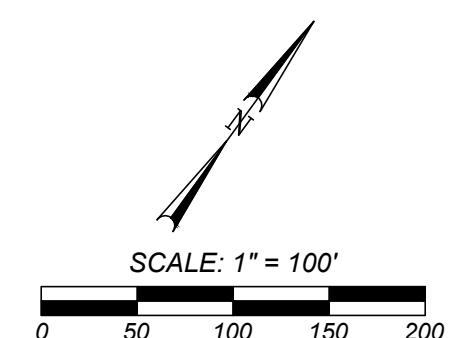
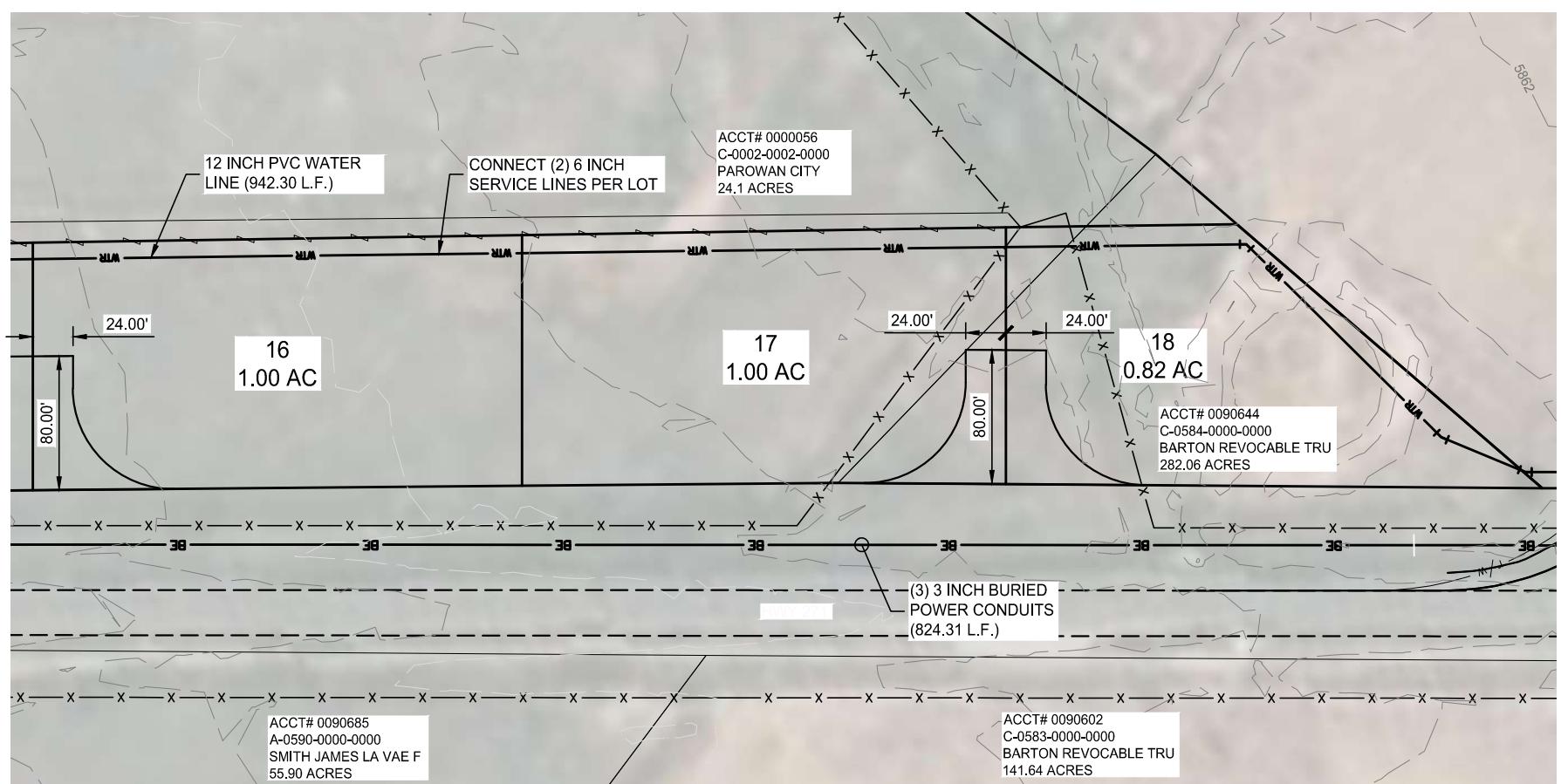
RON
COUNTY

PL-07

| REVISIONS | |
|---------------------|---|
| SCALE: 1" = 100' | DWG NAME: H:\DD\Proj\2401-062\dwg\Construction Drawings\2401-062_PLANS.dwg |



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0 50 100 150 200

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INDUSTRIAL PARK ROADWAY PLANS

IRON
COUNTY

SUBMITTAL: REVIEW - NOT FOR CONSTRUCTION
PROJECT NUMBER:

9