



State of Utah

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Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

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Executive Director

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Deputy Director of Planning and Investment

LISA J. WILSON, P.E.
Deputy Director of Engineering and Operations

August 31, 2026

TO: Owners, Area Operators, and other interested parties

FROM: Brian L. Allen

SUBJECT: 9/14/2026 Passenger Ropeway Safety Committee meeting at UDOT and Google meets

The next Utah Passenger Ropeway Safety Committee meeting will be at **1:00 p.m. on Monday, September 14, 2026**. You're welcome to attend either in the UDOT Lester Wire conference room or electronically through Google meets. The electronic appointment contains the links necessary to join the meeting and also includes a link to the agenda. You will be able to join by phone or computer. Video and non-video are both supported.

Contact Information:
Email: brianallen@utah.gov
Cell: 801-633-6408

AGENDA

- ITEM 1. APPROVAL OF MINUTES
July 27, 2026 Meeting
- ITEM 2. Qualified engineer applications:
William Beasley, Jonathan Hoffmann, Michael Deiparine
- ITEM 3. Air space exception request: Wasatch Peaks Ranch, Village Gondola
- ITEM 4. Updates: Forest Service, Areas, Manufacturers
- ITEM 5. Open Discussion

UTAH PASSENGER ROPEWAY SAFETY COMMITTEE MEETING

Monday, September 14, 2026 - 1:00 p.m.
UDOT Lester Wire Conference Room
and
Electronic Meeting (Google Meets)

AGENDA

- ITEM 1. APPROVAL OF MINUTES
July 27, 2026 Meeting
- ITEM 2. Qualified engineer applications:
William Beasley, Jonathan Hoffmann, Michael Deiparine
- ITEM 3. Air space exception request: Wasatch Peaks Ranch, Village Gondola
- ITEM 4. Updates: Forest Service, Areas, Manufacturers
- ITEM 5. Open Discussion

#

**Utah Passenger Ropeway Safety Committee Meeting
Agenda Fact Sheet**

Meeting Date: 9-14-26

Agenda Item: 1

Subject: Approval of Minutes – July 27, 2026

Background:

Exhibits:

Draft minutes

Committee Action Requested: Review and approve the meeting minutes with changes recommended by the Committee.

Pending approval

UTAH PASSENGER ROPEWAY SAFETY COMMITTEE MEETING

July 27, 2026

UDOT Lester Wire conference room & Google Meets

Committee members at UDOT:	Rich Taxwood, Chairman, Ski Area Representative Russ Oberlander, Vice-chairman, Engineer Representative Paul Johnston, Public Representative
Committee members Google Meets:	Steve Thygerson, Public Representative Zach Doyle, Ski Area Representative Seth Wallace, U.S. Forest Service Representative
Committee members absent:	Patrick Cowley, UDOT ex-officio member
Staff:	Brynn Meredith, UDOT
Others (UDOT):	Paul Carter, Skytrac
Others (Google Meets):	Shane Gadbaw, Eagle Point Resort Charles Leonard, Eagle Point Resort Ryan Livingston, Elevation Engineering Brad Hansen, Utah Olympic Park Nick Dana, Park City Resort Bronwen Lindley, Sundance Brandon Nelson, Sundance Danny McRae, Powder Mountain Jason Davis, Alta Troy Matthews, Deer Valley Steve Kirner, Alterra Gustavo Gonzalez, MCP Lee Fuhrken, Doppelmayr Robert Langlands, Skytrac Dominic Romano Kyle Schutte

Call to order

The meeting was called to order at 1:00 pm.

I. Approval of Minutes

The minutes of the May 11, 2026 meeting were reviewed.

Following the review Paul Johnston made a motion to approve the minutes and Zach Doyle seconded the motion. The motion passed unanimously.

II. Eagle Point Resort / Cottonwood fire discussion

The Cottonwood forest fire burned through the Eagle Point Resort. This discussion is intended to make sure that we are on the same page as the evaluation of the lifts progresses. The resort's initial look at the lifts showed that the skyline lift had some damage, the triple poma seemed to be the least affected. The canyonside lift, lookout quad, and the platter lift were more damaged. The insurance company had Ryan Livingston, a structural engineer take an initial look at the lifts. The priority is to determine how the fire impacted each lift so decisions can be made about the repairs.

Ryan Livingston's observations of the lifts is:

Monarch (Poma triple): The least affected lift. There were no visible signs of excessive heat on the lift. No trees were burnt around it. No purging of grease. The plastic parts showed no signs of melting or warping. Russ Oberlander thought that if there was no indication that the lift was impacted by the fire then it would only be required to have the normal annual maintenance, wire rope inspection, and general inspection.

Skyline (Poma double): The top and bottom terminals looked to be fine. There are sections of the line that the grips, carriers, towers, comm line, and rope will need to a closer evaluation.

Tuscher Platter (Poma platter): A lot of damage to carriers, rope, terminals and controls.

Lookout (CTEC quad): Probably received the most damage. The rope looks to possibly have a plastic core that may have melted sections. Grips, carriers, towers and line equipment need close evaluation. The top and bottom terminals appeared to be in good shape.

Canyonside (Yan double): Bottom terminal seems good. The top and bottom operator shacks were burned. The Turcite bushings in grips and line equipment may have bushings damaged. Comm lines had damage. The top terminal is in good condition. Some carriers were damaged.

Metallurgical concerns on heat affected portions of the rope will need to be determined by the wire rope manufacturer. The wire rope inspector will be able to take measurements of the rope to determine if there has been any collapse of the core or external damage that would exceed the allowable wear.

The plan is to have engineers from Poma and Doppelmayr inspect their lifts to determine needed repairs. The resort will keep the Committee updated as the evaluations are completed.

III. Forest Service, area, and manufacturer updates

The areas and lift manufacturers present gave a brief update on the recent activities.

IV. Open Discussion / Questions

The meeting was adjourned at 1:50 pm.

**Utah Passenger Ropeway Safety Committee Meeting
Agenda Fact Sheet**

Meeting Date: 9-14-26			Agenda Item: 2		
Subject: Qualified engineer applications: William Beasley, Jonathan Hoffmann, Michael Deiparine					
Background: Attached are three qualified engineer applications.					
Attachments: William Beasley application Jonathan Hoffmann application Michael Deiparine application					
Committee Action Requested:					
Item		Action		Completed	



Application for Approval Qualified Engineer and Ropeway Inspector

Utah Department of Transportation
Passenger Ropeway Safety Committee
4501 S Constitution Blvd.
Taylorsville, UT 84119

I. Discipline(s) for which applicant requests approval

- ☐ a. Qualified Engineer
- ☒ Construction ☐ Design
- ☒ b. Ropeway Inspector

II. General Information

Name: William Beasley

Address: 421 S. Orchard Drive Apartment #1217, North Salt Lake, UT 84054

Present Position: Ropeway Engineer

Date of Application: 06/22/1998

III. Professional Engineer Licensing

Date of licensing: 06/22/1998

Utah license #: 14267071 2202

Licensed by examination? Yes

If no, how?

Is license current? Yes

Has license ever been revoked? No

If yes, why?

Other State(s) or Country(ies) you are licensed in: None

IV. Experience Record

- ☒ Attach an Experience Record for each discipline checked in section I above. Specify professional experience in accordance with the requirements stated in R920-50-12 of the Utah Ropeway Operations Safety Rules.

V. Certifying Statement

"I certify that the information supplied in this Application and the accompanying Experience Record is true and correct. I also certify that I have read and understand the Utah Ropeway Operations Safety Rules. I believe I am qualified to perform services in each discipline listed, in accordance with the ANSI B77.1 Standard, Utah Code, and the Utah Ropeway Operations Safety Rules."

Applicant Signature:

Date: 06/22/1998

Chairperson UPRSC Signature:

Date Approved: 06/22/1998

Experience Record
Qualified Engineer and Ropeway Inspector
(Reference R920-50-12)

1.	Name and address of employer at time experience was obtained: Doppelmayr USA, Inc. 3160 500S Salt Lake City, UT 84104
2.	Type of training and by whom trained in design, construction, manufacture or inspection: Detail training in ropeway design/construction and inspection occurred during my work at Doppelmayr USA under our general engineering staff including Russ Oberlander, Lee Fuhrken, Kiel Mapes, Steve Kirner, and Russell Roselius. Training for specific tasks also by Doppelmayr Wolfurt field experts.
3.	Approximate dates when experience and training occurred: Doppelmayr USA Engineering 01/05/2022 Present Doppelmayr USA Construction Department 05/05/2021 12/31/2021
4.	Types of tramways the experience and training reported above pertained to: Detachable monocabable gondolas/chairlifts, fixed grip chairlifts, surface lifts (t bars and platters)
5.	Name and current address of three references that are familiar with work completed by applicant as listed herein: a. Lee Fuhrken, PE, 8806 S 1220 W, West Jordan, UT 84088 b. Kiel Mapes, PE, 7683 S Silver Lake Dr, Salt Lake City, UT 84121 c. Edward DiRosa, PE, 2574 S Park St., Salt Lake City, UT 84106

William (Billy) Beasley

720-556-9324 / billy.beasley@doppelmayr.com / [linkedin.com/in/billy-beasley-csm](https://www.linkedin.com/in/billy-beasley-csm)

June 22nd, 2026

Utah Department of Transportation
Passenger Ropeway Safety Committee
4501 S Constitution Blvd.
Taylorsville, UT 84119

Application for Qualified Ropeway Engineer/Inspector
Experience Record

Mr. Brian Allen and UPRSC Members,

Please consider my application for Qualified Ropeway Engineer/Inspector for the Utah Passenger Ropeway Safety Committee.

I am currently employed as a Ropeway Engineer at Doppelmayr USA, where I have worked since I graduated college in May 2021. I became a PE in Utah in January 2026 and this is the logical next step for my career and personal goals.

I started with Doppelmayr USA in construction, working from start-to-finish on the Outlaw and Staircase Lifts at Sundance, Utah. Starting in 2022, I moved into an office role as a Mechanical Engineer. I spent most of my time designing line equipment, mostly tower steel. I was also trained to conduct mechanical commissioning of new lifts and to perform load tests. Recently, I have moved into a role where I am performing rope line calculations, creating lift profiles, and supervising mechanical portions of acceptance tests. I have been passionate about ropeways for a long time, and I worked several entry level jobs before I started with Doppelmayr to get my first hands-on experience in the ropeway and ski industries.

Throughout my time at Doppelmayr, I have worked under the supervision of many experienced ropeway industry professionals including Kiel Mapes, Ed DiRosa, Lee Fuhrken, Russ Oberlander, Russell Roselius, and Steve Kirner. I am very grateful to have trained under engineers with such vast and varied experience.

I take ropeway safety very seriously. I am passionate about our machines and building a safe product that I am proud to ride with my family and friends. I look forward to being a Qualified Ropeway Engineer/Inspector and helping make ropeways more efficient and safe for years to come.

Thank you,
-Billy Beasley

William (Billy) Beasley

720-556-9324 / billy.beasley@doppelmayr.com / linkedin.com/in/billy-beasley-csm

Education & Licenses

Colorado School of Mines, Golden, CO

B.S. May 2021

Major: Mechanical Engineering. Minor: Business

G.P.A. 4.00

Summa Cum Laude, Graduation Student Speaker

Licensed Professional Engineer, State of Utah

License Number: 14267071-2202

January 2026

Work Experience

Ropeway Engineer – Doppelmayr USA

April 2025-Present

- Create Rope Line Calculations and profiles for new lift projects
- Coordinate lift equipment and layout with customers and local authorities
- Assist sales during initial meetings with customers to define lift scope and specs
- Perform mechanical commissioning and load tests for detachable lifts
- Review existing lift profiles in new design software for modifications and upgrades
- Ensure all designs meet applicable engineering standards and codes
- Continue previous work for detail design of towers and line equipment

Mechanical Engineer - Doppelmayr USA

January 2022-April 2025

- Designed new ski lift parts, specializing in line equipment, for new lift projects
- Communicated important project details with internal and external groups
- Supported and supervised new lift construction as required
- Trained by Doppelmayr Wolfurt to design tapered towers and Austrian line gear.
- Assisted with new lift mechanical commissioning and load tests.

Lift Construction – Doppelmayr USA

May – December 2021

- Entry level experience in ski lift construction on a two-lift project at Sundance, Utah.
- Assisted other Doppelmayr jobsites including Big Sky, 49° North, and Beaver Creek
- Hands-on exposure to lift construction tasks including form tying, excavation, concrete pouring, terminal assembly, tower assembly, and haul rope installation.

Other Various Industry Experience

- Lift Operator – Beaver Creek Resort 2021
- Special Collections Assistant, CSM Ropeway Center 2017-2021
- Intern, Lift Video Training – Pyxis AI 2020-2021
- Lift Maintenance Assistant – Vail Mountain 2018-2019
- Gondola Team Lead – Water World 2016
- Gondola Operator – Water World 2015



Application for Approval Qualified Engineer and Ropeway Inspector

Utah Department of Transportation
Passenger Ropeway Safety Committee
4501 S Constitution Blvd.
Taylorsville, UT 84119

I. Discipline(s) for which applicant requests approval



a. Qualified Engineer



Construction



Design



b. Ropeway Inspector

II. General Information

Name: Jonathan Hoffmann

Address: 3160 W 500 South

Present Position: Special Projects Engineer - Doppelmayr USA

Date of Application: 07/20/2026

III. Professional Engineer Licensing

Date of licensing: 06/22/2023

Utah license #: 13464822-2202

Licensed by examination? Yes

If no, how?

Is license current? Yes

Has license ever been revoked? No

If yes, why?

Other State(s) or Country(ies) you are licensed in: ID / OR / WA / NV / MN

IV. Experience Record



Attach an Experience Record for each discipline checked in section I above. Specify professional experience in accordance with the requirements stated in R920-50-12 of the Utah Ropeway Operations Safety Rules.

V. Certifying Statement

"I certify that the information supplied in this Application and the accompanying Experience Record is true and correct. I also certify that I have read and understand the Utah Ropeway Operations Safety Rules. I believe I am qualified to perform services in each discipline listed, in accordance with the ANSI B77.1 Standard, Utah Code, and the Utah Ropeway Operations Safety Rules."

Applicant Signature: Jonathan Hoffmann

Digitally signed by Jonathan Hoffmann
Date: 2026.07.20 16:08:30-07'00'

Date: 07/20/2026

Chairperson UPRSC Signature:

Date Approved:

Experience Record
Qualified Engineer and Ropeway Inspector
(Reference R920-50-12)

1.	Name and address of employer at time experience was obtained: Doppelmayr USA 3160 W 500 South Salt Lake City, UT 84104
2.	Type of training and by whom trained in design, construction, manufacture or inspection: Held role as Electrical Design Engineer and later Electrical Engineering Team Lead for 6.5 years. Responsible for electrical design, testing, and commissioning of new and retrofit projects throughout North America. Current role is Special Projects Engineer, responsible for technical oversight on unique ropeway projects in the US. Trained under references shown below.
3.	Approximate dates when experience and training occurred: 08/14/2017 - 12/18/2023 04/25/2025 - Present
4.	Types of tramways the experience and training reported above pertained to: fixed grip and detachable chairlifts and monocable gondolas
5.	Name and current address of three references that are familiar with work completed by applicant as listed herein: a. Kiel Mapes, PE 7683 S Silver Lake Drive, Cottonwood Heights, UT 84121 b. Steve Kirner, PE 7443 Stone Road, Cottonwood Heights, UT 84121 c. Ed DiRosa, PE 2574 Park St E, Salt Lake City, UT 84106



Construction Experience Record

Experience Record Qualified Engineer and Ropeway Inspector (Reference R920-50-12)

1.	Name and address of employer at time experience was obtained: SCJ Alliance, 5353 Manhattan Cir, Suite 202, Boulder, CO 80303 Parametrix Consulting, 1331 17th Street, Denver, CO 80202 Kimley-Horn and Associates, 1125 17th Street, Denver, CO 80202 Jenlynn International, 1050 Walnut Street, Boulder, CO 80302
2.	Type of training and by whom trained in design, construction, manufacture or inspection: BS Mechanical Engineering from University of Colorado, Boulder, 1996 On the job training with ropeway group at above companies (with references below, plus Jamie Bunch). Work was primarily design, construction observation and inspections, with some forensic work. Work was generally performed as owner's representative or independent consultant. ANSI B77 participant for many years.
3.	Approximate dates when experience and training occurred: SCJ Alliance: 2010-2026 (aka Engineering Specialties Group) Parametrix Consulting: 2004-2010 Kimley-Horn and Associates: 1997-2004 Jenlynn International: 1994-1997
4.	Types of tramways the experience and training reported above pertained to: Construction observation primarily of monocable lifts (fixed and detachable grips) and reversible tramways. Most construction observation is related to concrete placement, steel structures or mechanical components.
5.	Name and current address of three references that are familiar with work completed by applicant as listed herein: a. Harlan Bryant, 5353 Manhattan Cir, Suite 202, Boulder, CO 80303 b. Steve Dorau, 5353 Manhattan Cir, Suite 202, Boulder, CO 80303 c. Jim Fletcher, 5353 Manhattan Cir, Suite 202, Boulder, CO 80303

Design Experience Record

Experience Record Qualified Engineer and Ropeway Inspector (Reference R920-50-12)

1.	Name and address of employer at time experience was obtained: SCJ Alliance, 5353 Manhattan Cir, Suite 202, Boulder, CO 80303 Parametrix Consulting, 1331 17th Street, Denver, CO 80202 Kimley-Horn and Associates, 1125 17th Street, Denver, CO 80202 Jenlynn International, 1050 Walnut Street, Boulder, CO 80302
2.	Type of training and by whom trained in design, construction, manufacture or inspection: On the job training with ropeway group at above companies (with references below, plus Jamie Bunch). Work was primarily design, construction observation and inspections, with some forensic work. Work was generally performed as owner's representative or independent consultant. ANSI B77 participant for many years.
3.	Approximate dates when experience and training occurred: SCJ Alliance: 2010-2026 (aka Engineering Specialties Group) Parametrix Consulting: 2004-2010 Kimley-Horn and Associates: 1997-2004 Jenlynn International: 1994-1997
4.	Types of tramways the experience and training reported above pertained to: Profile design related mostly to monocable lifts (fixed and detachable grips), tricable gondolas, reversible tramways. Mechanical component design primarily associated with monocable lifts (mostly fixed grip) and tramways. Foundation design primarily related to monocable lifts.
5.	Name and current address of three references that are familiar with work completed by applicant as listed herein: a. Harlan Bryant, 5353 Manhattan Cir, Suite 202, Boulder, CO 80303 b. Steve Dorau, 5353 Manhattan Cir, Suite 202, Boulder, CO 80303 c. Jim Fletcher, 5353 Manhattan Cir, Suite 202, Boulder, CO 80303

Inspection Experience Record

**Experience Record
Qualified Engineer and Ropeway Inspector
(Reference R920-50-12)**

1.	Name and address of employer at time experience was obtained: SCJ Alliance, 5353 Manhattan Cir, Suite 202, Boulder, CO 80303 Parametrix Consulting, 1331 17th Street, Denver, CO 80202 Kimley-Horn and Associates, 1125 17th Street, Denver, CO 80202 Jenlynn International, 1050 Walnut Street, Boulder, CO 80302
2.	Type of training and by whom trained in design, construction, manufacture or inspection: On the job training with ropeway group at above companies (with references below, plus Jamie Bunch). Work was primarily design, construction observation and inspections, with some forensic work. Work was generally performed as owner's representative or independent consultant. ANSI B77 participant for many years.
3.	Approximate dates when experience and training occurred: SCJ Alliance: 2010-2026 (aka Engineering Specialties Group) Parametrix Consulting: 2004-2010 Kimley-Horn and Associates: 1997-2004 Jenlynn International: 1994-1997
4.	Types of tramways the experience and training reported above pertained to: Inspection services more intensely in the latter half of career. Pre-season and operational inspections for reversible tramways, fixed grips and detachable lifts, surface lifts, conveyors and rope tows. Inspections performed for State of Washington, independent operators in Oregon, California and other.
5.	Name and current address of three references that are familiar with work completed by applicant as listed herein:
	a. Harlan Bryant, 5353 Manhattan Cir, Suite 202, Boulder, CO 80303
	b. Steve Dorau, 5353 Manhattan Cir, Suite 202, Boulder, CO 80303
	c. Jim Fletcher, 5353 Manhattan Cir, Suite 202, Boulder, CO 80303

Michael “Mike” Deiparine, PE | Senior Project Manager | SCJ Alliance

Mike began his ropeway career when he was hired by Jenlynn International, Inc. as an intern in 1994. He has remained active in the ropeway industry for more than 30 years since then. Over the years he has been involved in many projects from planning and preliminary engineering to design, construction observation, modifications and inspections. Mike is a professional engineer registered in several states and provinces.

Education & Registrations:

Bachelor of Science, Mechanical Engineering from the University of Colorado at Boulder 1997

Registered Professional Engineer in Utah (2024) plus 10 other states and provinces

ANSI B77 Committee participant for 20+ years

Years of Passenger Ropeway Experience: 30+ years of relevant experience

A sampling of higher visibility projects Mike has worked on follows:

Washington State Parks and Recreation Tramway Inspector (inspections)

Since 2021, Mike has inspected passenger tramways for the State of Washington. The operators where Mike inspects include a variety of fixed grip and detachable aerial lifts, surface lifts, conveyors and tows. As one of the State’s representatives, Mike reviews design submittals, observes acceptance tests and provides both pre-season licensing inspections and unannounced operational inspections.

Roosevelt Island Tramway (design, construction and inspections)

Mike was part of the team that provide inspection services for the original Roosevelt Island tramway. As the system aged, Mike participated in design modifications and condition assessments. When it came to modernize the system, Mike led the Owner’s Engineer team to review equipment, structures and modernization options. This process ultimately resulted in the dual-haul reversible configuration that exists today.

Jackson Hole Tramway (design and construction)

Mike participated as part of the design team to review and modernize Jackson Hole’s tramway. Initially, Mike analyzed the terminal foundations to determine their ability for reuse. As the project progressed, Mike supported the design team with tower analysis and construction observation.

Mammoth Mountain Lifts Construction (construction)

Mike was a field engineer for ownership during a lift upgrade program in the mid-late 1990s at Mammoth Mountain. He was responsible to observe construction on behalf of ownership as well as assisting with impromptu design issues or changes.

Los Angeles Aerial Rapid Transit (design)

Mike is the Ownership’s ropeway engineer for the planned installation of a 3S gondola to connect Los Angeles Union Station to the Dodgers Stadium property. He has led preliminary engineering of alignments, ropeline profiles, tower and station designs and related constructability studies.

**Utah Passenger Ropeway Safety Committee Meeting
Agenda Fact Sheet**

Meeting Date: 9-14-26

Agenda Item: 3

Subject: Air space exception request: Wasatch Peaks Ranch, Village Gondola

Background:

A lodge is proposed that will be adjacent to the top of the Village Gondola.

Attachments:

Wasatch Peaks Ranch air space exception request

Committee Action Requested:

Utah Passenger Ropeway Safety Committee Request for Exception from Standards

Operator / Area:

Name:	Wasatch Peaks Ranch
Address:	5233 North Wasatch Peaks Road, Morgan, UT 84050

Operator or Authorized Representative:

Name:	Seth Haddick
Title:	Director, Lift Maintenance.

Lift:

Name:	The Village Gondola
ID:	The Village Gondola

TYPE OF REQUEST:

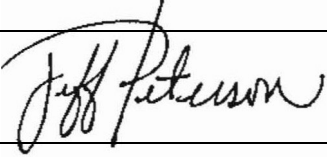
☒	Annual	☒	Original		☐	Limited, (Requested until:)	Date:
		☐	Review				

For the season:			
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DESCRIPTION: (Original requests complete items 1-4, Review requests complete item 1 only.)

1.	ANSI B77 sections or R920-50 rules to which the ropeway does not conform: R920-10 (9) – R920-50-1.H Air Space Requirements
2.	Why does it not conform? The building canopy will extend into the defined air space.
3.	Procedures that would be required to bring the lift into conformance with standards. This is a permanent variance request to be reviewed annually
4.	Reasons for requesting an exception To approve the construction of the canopy within the defined airspace.

CERTIFICATIONS AND SUBMITTAL:

X	I certify that this ropeway has been operated safely and without any passenger ropeway incident as defined in R920-50-2-G-1 or 7, related to the feature for which exception is requested, for <u>20</u> years (at least 2 years) prior to the date of this request. (see R920-50-10-C)		
X	A certification from a qualified engineer is attached attesting that the ropeway is so designed and equipped that its devices or methods provide features that are comparable in performance and safety to requirements in standards. (see R920-50-10-C)		
	Qualified Engineer:	Jeff Peterson P.E.	Date certified: 08/20/26
Signature:			
Signature:	Seth Haddick	Date Submitted:	8/20/26
Operator or Authorized Representative			

APPROVAL:

Signature:		Date Approved:	
Chairperson, UPRSC			

August 18, 2026



Mr. Brian Allen
Ropeway Safety Engineer
Utah Department of Transportation
Calvin L. Rampton Complex
4501 South 2700 West
Salt Lake City, UT 84119

RE: Proposed Oaks Lodge - Request for Permanent Airspace Exception

Dear Mr. Allen,

Iron Mountain Engineering, represented by Jeff Peterson, P.E., respectfully submits this request for permanent airspace exceptions at Wasatch Peaks Ranch (WPR). The proposed Oaks Lodge is located at 5946 W. Oaks Lodge Lane and sits adjacent to the upper terminal of the Village Gondola. The lodge will provide member amenities including a lounge, restaurant, restrooms, ski storage, and locker facilities. An outdoor gathering area is planned between the building and the gondola terminal to accommodate guests. This area is partially sheltered by a cantilevered roof canopy extending from the building. The roof canopy encroaches into the Village Gondola airspace and is therefore the subject of this permanent airspace exception request.



Permanent Airspace Request for the Oaks Lodge:

This request has been prepared in accordance with the Utah Passenger Ropeway Safety Committee's *Guidelines for Air Space Exception* and the exception provisions of Utah Administrative Code R920-50. The proposed canopy encroaches into the ropeway airspace defined by R920-50 and therefore requires approval of an exception by the Committee. A limited portion of the building's canopy extends into the defined 35-foot airspace zone of the Village Gondola (see Exhibit A-1, Gondola Terminal Site Plan). At its closest point, the canopy is approximately 23'-3" from the haul rope. Most of the encroachment occurs immediately adjacent to the terminal structure where the haul rope is enclosed within the terminal (see Exhibit A-2, Gondola Section).

The Oaks Lodge has been designed in accordance with the applicable adopted building and fire codes for its proposed occupancy classifications by HKS. The building construction type, occupancy classifications, required fire-resistance ratings, automatic sprinkler protection, and associated life-safety systems are identified in the permitted architectural documents. The building is constructed of structural steel framing with light-gauge steel infill wall framing, stone veneer cladding, and a metal roof deck (see Exhibit A-3, Canopy Detail). The canopy structural deck and supporting beams within the airspace encroachment will be protected with a one-hour fire-resistive assembly. The canopy is separated from the occupied portion of the building by a one-hour-rated partition, and the underside of the canopy will be protected by the building's automatic fire sprinkler system. The building is under the ownership and operational control of the gondola owner/operator, with staff present during all public gondola operations.

The owner has coordinated with the local fire department throughout the development of the Oaks Lodge design to ensure adequate fire protection and emergency response capabilities are incorporated into the project. As part of this process, the location and accessibility of the site's fire standpipes and associated water supply infrastructure were reviewed with fire department personnel to confirm they provide effective access for firefighting operations. The fire department has evaluated the proposed site layout, standpipe locations, and available fire suppression resources and has determined that the infrastructure is appropriately located to support emergency response activities. Furthermore, the fire department has confirmed its ability to defend the structure in the event of a fire. A copy of the fire department's acknowledgment and review letter is included as Exhibit A-4.

To satisfy the requirements for a permanent structure within the airspace as outlined in the Utah Passenger Ropeway Safety Committee (UPRSC) "Guidelines for Airspace Exception," Section R920-50-1.H, the owner has committed to the following:

1. The building fire alarm system will annunciate directly within the gondola operator station and will not be routed through a third-party monitoring service prior to notification.
2. The fire alarm system will be designed and installed in accordance with the current edition of NFPA 72.
3. The building will be protected by an automatic fire sprinkler system designed and installed in accordance with the current edition of NFPA 13 (see Exhibit A-5).

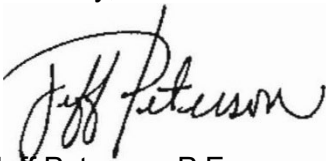
4. Written operating procedures will be developed addressing lift evacuation and operational response in the event of a fire alarm within the Oaks Lodge (see Exhibit A-6).
5. The wall that separates the cantilevered canopy and the occupied structure will be one hour rated (see Exhibit A-2).
6. The structure will maintain year-round emergency vehicle access. The nearest fire station is located approximately 4.1 miles from the site, with an estimated response time from the fire station of approximately 12 minutes (see Exhibit A-7).

Several of the systems identified above are design-build elements that remain under final development by the responsible contractors. It is the owner's responsibility to notify both the UPRSC and Iron Mountain Engineering of any design constraints, modifications, or other conditions that would prevent compliance with the commitments outlined above, as such changes may require additional review and approval.

This request is limited solely to the permanent airspace exception associated with the completed Oaks Lodge canopy. It does not request approval of temporary construction encroachments, tower crane or mobile crane operations, erection sequencing, or other construction means and methods. Following selection of the general contractor and development of the final construction plan, Wasatch Peaks Ranch will submit a separate temporary airspace exception request to the UPRSC addressing the proposed crane operations, construction methodology, required temporary airspace encroachments, and associated mitigation measures. No construction activity requiring a temporary encroachment into the Village Gondola airspace will occur until the separate temporary exception has been reviewed and approved by the UPRSC.

Iron Mountain Engineering respectfully requests that the Utah Passenger Ropeway Safety Committee approve the identified permanent airspace exception for the Oaks Lodge adjacent to the Village Gondola at Wasatch Peaks Ranch. Based upon the limited extent and location of the permanent encroachment and the fire protection, alarm, emergency response, and operational mitigation measures described herein, Iron Mountain Engineering believes the proposed permanent condition provides a level of passenger and ropeway safety comparable to that intended by the required airspace separation.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Peterson". The signature is fluid and cursive, with a large initial "J" and "P".

Jeff Peterson, P.E.

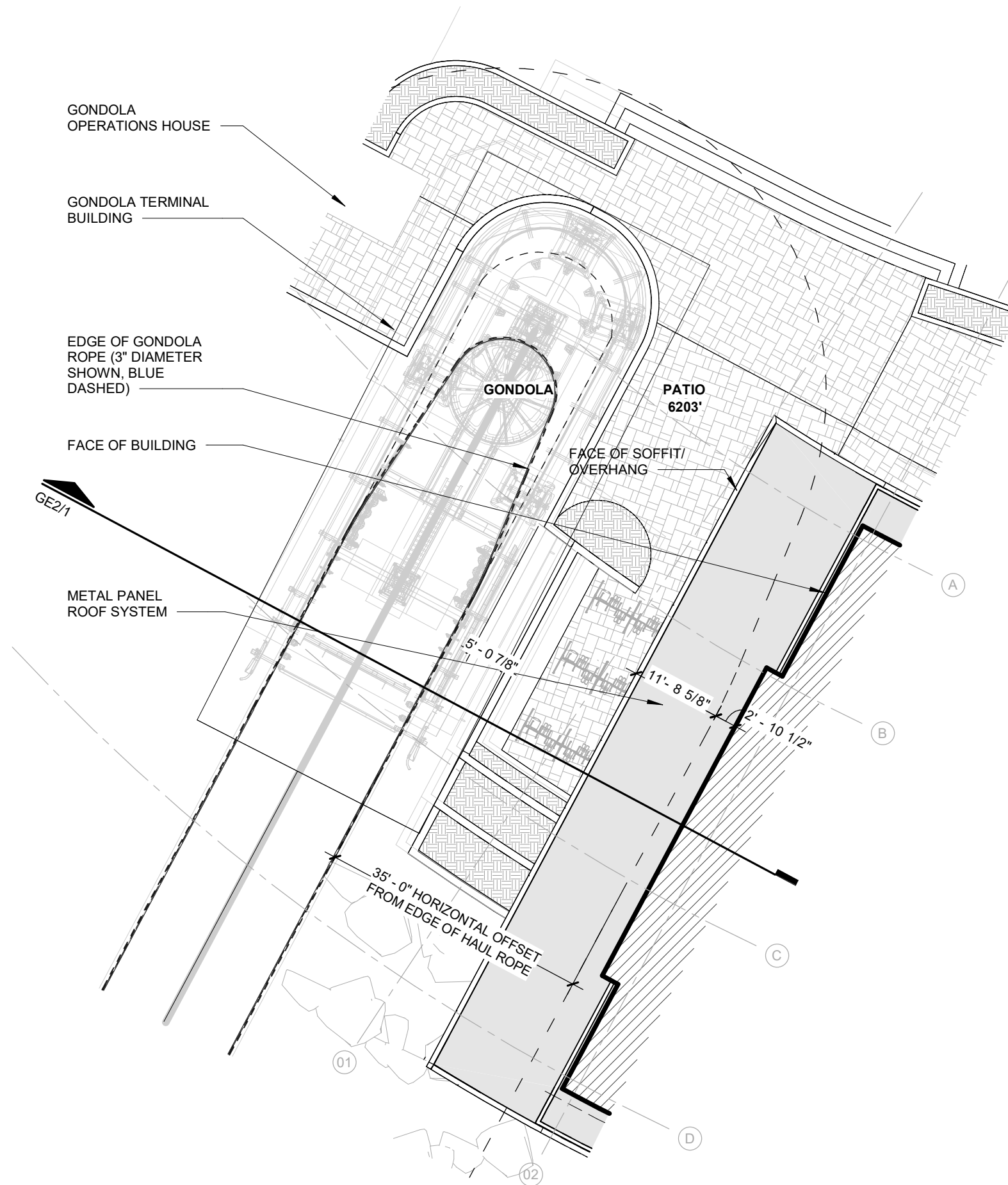


Exhibit A-1

ENCROACHMENT DWGS
GONDOLA TERMINAL SITE PLAN



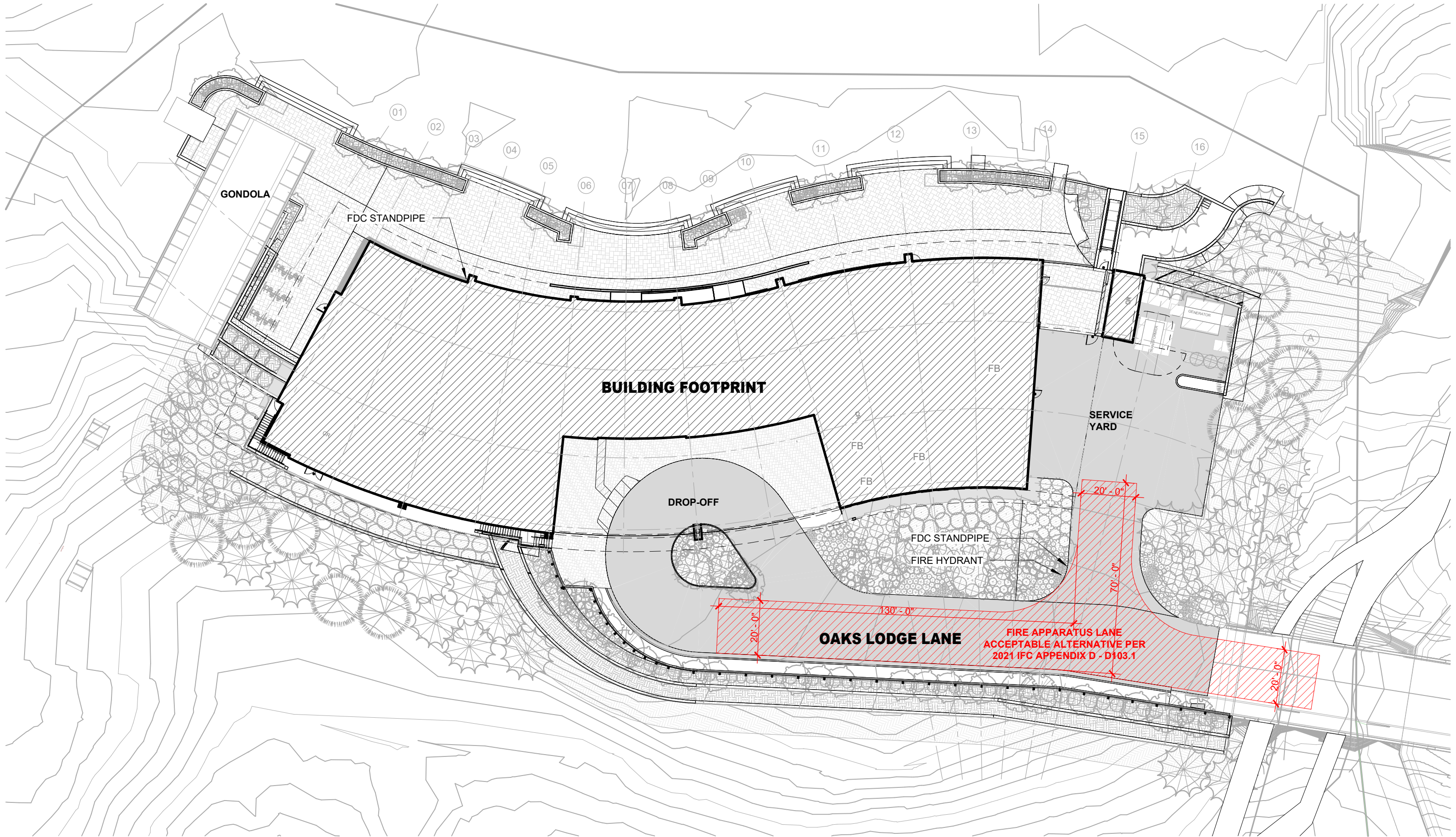


Exhibit A-1a
Overall Site Plan

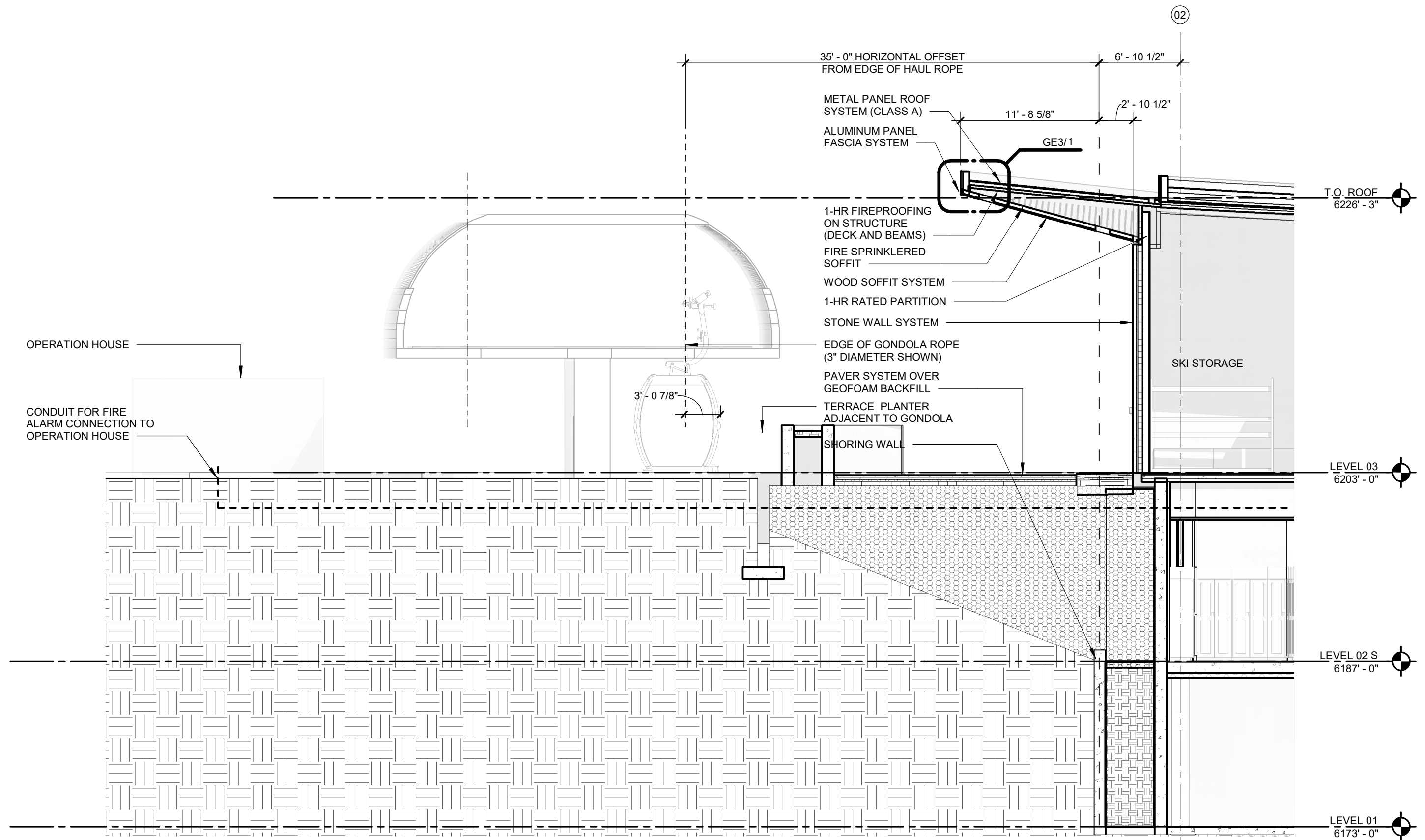


Exhibit A-2

ENCROACHMENT DWGS
GONDOLA SECTION

0 4 8 FT

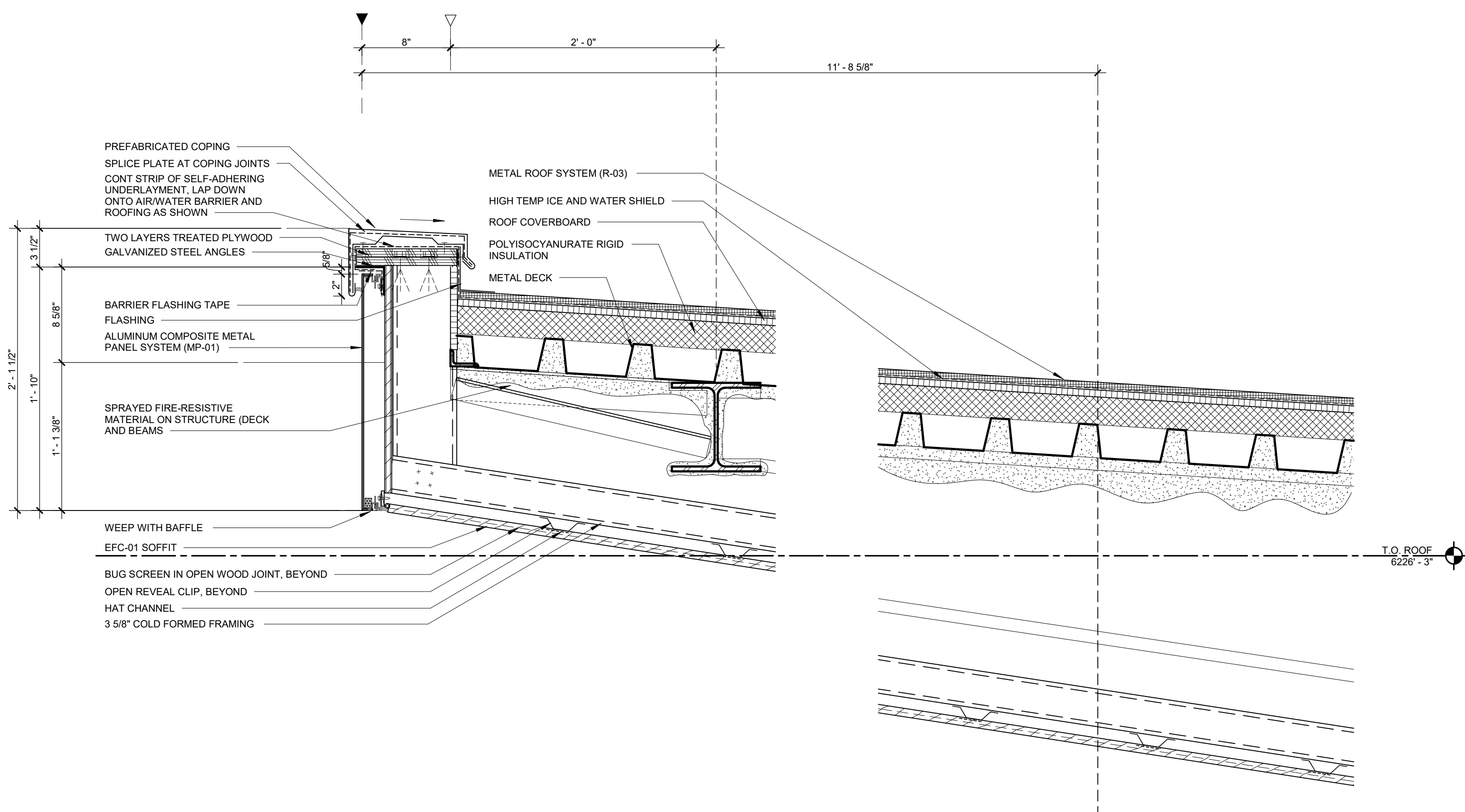


Exhibit A-3

GONDOLA ENCROACHMENT ROOF EDGE DETAIL

FIRE PROTECTION DESIGN CRITERIA

Exhibit A-5

NFPA 13 SHALL BE USED FOR THE LOCATION, SIZING, & INSTALLATION OF PIPING & SPRINKLER SYSTEMS UNLESS LOCAL FIRE MARSHAL OR OWNER'S INSURANCE

UNDERWRITER REQUIREMENTS ARE MORE STRINGENT.

FIRE PROTECTION SPRINKLER DESIGN CRITERIA: (NFPA)

PROVIDE THE FOLLOWING HAZARD CLASSIFICATIONS AND DENSITIES PER CURRENT NFPA 13 STANDARDS:

- LIGHT HAZARD OCCUPANCIES: 0.10 GPM/FT² DENSITY AT MOST REMOTE 1,500 SQUARE FEET FOR OFFICES, SEATING AREAS, RESTROOMS, AND BREAKROOMS.
- ORDINARY HAZARD OCCUPANCIES GROUP 1: 0.15 GPM/FT² DENSITY AT MOST REMOTE 1,500 SQUARE FEET FOR MECHANICAL AND ELECTRICAL ROOM, AND KITCHEN.
- ORDINARY HAZARD OCCUPANCIES GROUP 2: 0.20 GPM/FT² DENSITY AT MOST REMOTE 1,500 SQUARE FEET FOR MISCELLANEOUS STORAGE UP TO 5 FEET, WOOD SHOP, MACHINE SHOP, AUTOMOBILE PARKING, AND MERCANTILE.
- EXTRA HAZARD OCCUPANCIES GROUP 1: 0.30 GPM/FT² DENSITY AT MOST REMOTE 2,500 SQUARE FEET FOR MISCELLANEOUS STORAGE UP TO 12 FEET.
- EXTRA HAZARD OCCUPANCIES GROUP 2: 0.40 GPM/FT² DENSITY AT MOST REMOTE 2,500 SQUARE FEET FOR ROOMS WITH DIESEL ENGINES, AND CAR LIFTS SYSTEMS WITH TWO CARS STACKED VERTICALLY.

FIRE PROTECTION SPRINKLER DESIGN CRITERIA FOR STORAGE AREAS: (NFPA 13)

- STORAGE: CONTRACTOR TO VERIFY WITH OWNER AND ARCHITECT ON FINAL STORAGE COMMODITIES, CONFIGURATION, AND CEILING HEIGHT TO MEET NFPA 13 / FM REQUIREMENTS.
BASE THE PROTECTION ON THE HIGHEST HAZARD COMMODITY AT THE FACILITY (FM ONLY).

FIRE PROTECTION SPRINKLER DESIGN CRITERIA: (FM GLOBAL)

PROVIDE THE FOLLOWING HAZARD CLASSIFICATIONS AND DENSITIES PER CURRENT FM GLOBAL STANDARDS:

- HAZARD CATEGORY 1 (HC-1): 0.10 GPM/FT² DENSITY AT MOST REMOTE 1,500 SQUARE FEET FOR BUSINESS, RESTROOMS, BREAKROOMS, RESTAURANT SEATING, CLASSROOMS, AND RESIDENTIAL.
- HAZARD CATEGORY 2 (HC-2): 0.20 GPM/FT² DENSITY AT MOST REMOTE 2,500 SQUARE FEET FOR MECHANICAL ROOM, AUTOMOBILE PARKING, MACHINE SHOP, AND MERCANTILE.
- HAZARD CATEGORY 3 (HC-3): 0.30 GPM/FT² DENSITY AT MOST REMOTE 2,500 SQUARE FEET FOR STORAGE AND HAZARDOUS LIQUIDS.

WATER SERVICE PRESSURE BASIS OF DESIGN:

COORDINATION HAS BEEN DONE TO DETERMINE FIRE SERVICE WATER PRESSURE USED TO DEVELOP THE FIRE SPRINKLER SYSTEM DESIGN INFORMATION INCLUDED HEREIN.
THE CONTRACTOR SHALL BE REQUIRED TO OBTAIN CURRENT FLOW TEST INFORMATION PRIOR TO STARTING THEIR DESIGN OF THE FIRE SPRINKLER SYSTEM.

DESIGN SAFETY:

PROVIDE AN EXCESS OF 10 PSI ADDITIONAL PRESSURE REQUIREMENTS INCORPORATED INTO THE DESIGN OVER SPECIFIED PRESSURE REQUIREMENTS.

REFER TO DRAWINGS FOR ZONE TYPES, CALLOUTS, AND ADDITIONAL SCOPE ITEMS.



Lift Emergency Procedures

Fire

- **KEEP THE LIFT RUNNING!**
- Stop loading members and employees and clear the line, following Closing Procedures.
- Call Lift Maintenance
- Call Dispatch
- Know where your fire extinguisher is located and how to use it (by the doors)
- Try to put the fire out.
- **KEEP THE LIFT RUNNING!**

Rollback

- Push normal stop button
- Push the emergency stop button.
- Push the service stop button.
- Call Lift Maintenance
- Call Dispatch

Lightning/ Thunder

- If you encounter lightning or thunder, Call Dispatch on the radio.
- If lightning strikes the lift, note chair or tower. (**KEEP THE LIFT RUNNING**).
- Dispatch calls for all lift closure, leads will copy to the lift closing and then follow Closing Procedure.
- **Power down lift when line is clear. (Following the closing procedures)**
- Dispatch will then start a 20-minute timer. If we have no lightning strikes within that time, Dispatch will reopen the lifts. If lightning strikes, we will restart the 20-minute timer.
- **Monitor Lift house operator radio for communication. (stay inside the lift house)**
- **As a rule of thumb, we will close the lift if lightning is within 10 miles, direction pending.**

Earthquake

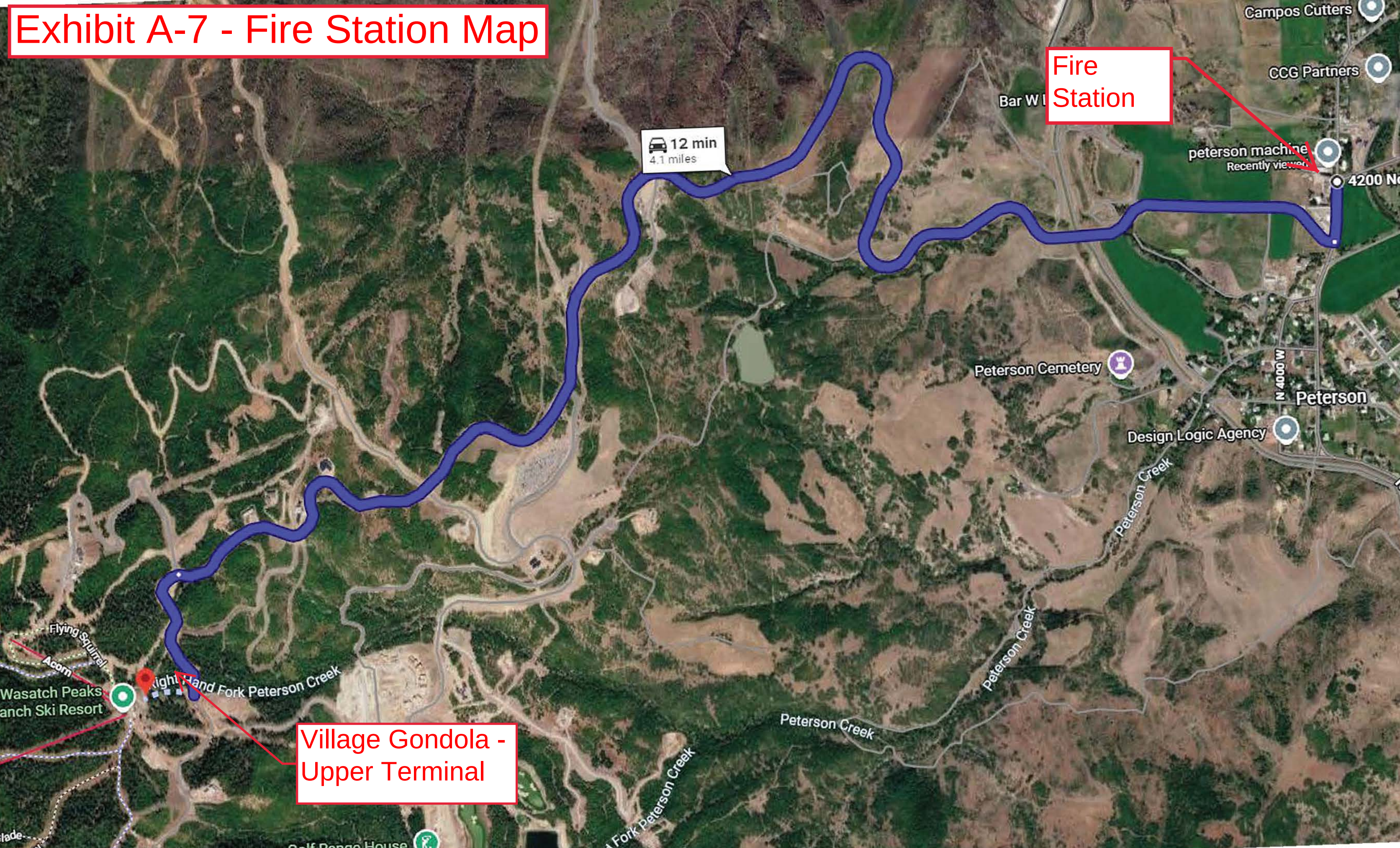
- **STOP THE LIFT IMMEDIATELY**
- Let Dispatch know "(Lift Name) has stopped for an Earthquake"
- Maintenance will then ski the line, checking towers and the ropes, and any disturbance around the area.
- If Maintenance finds a serious issue the lift line will close. Patrol will then ski down to do their seat evacuation protocol. Lifts will then follow Closing Procedure.
- If Maintenance does not find an issue, Leads will call "(Lift Name) has operational and mechanical clearance". Dispatch will then clear the lift to open.
- **Be alert for the aftershocks and tremors**

Wind Advisory, Watch, and Hold

- Lift Operators & Technicians will pay special attention to chair swing/stall and load/unload difficulties. Weather can impede visibility to operate the lift.

- Slow or stop the lift as necessary (Call lift lead/Supervisor or Technician)
- Wind Advisory is a wind/weather situation that can warrant reduced speed or closures.
- Wind Watch is an intensifying wind/weather situation that warrants reduction of lift speed and potential for closure.
- A wind hold is based upon speed and direction.
- Prior to having the lift on hold, be in contact with Ski Patrol so they can cycle to the top.
- A lift going on wind hold is for the safety of the lift as well as the people riding it.
- A lift on Wind Hold is closed to everyone! With the line cleared and on wind hold for 30 min watch. Watch the wind trends. Evaluate and update dispatch every half hour and at the top of every hour.
- During a wind/weather hold, the Lift Technician or Lift Lead will report over the radio to Dispatch. "(Lift Name) will be going on wind or weather hold and we will keep you updated"
- It is expected that, if possible, ski/ ride the lift line to ensure the hold is valid.

Exhibit A-7 - Fire Station Map



Fire
Station

Village Gondola -
Upper Terminal

12 min
4.1 miles

**Utah Passenger Ropeway Safety Committee Meeting
Agenda Fact Sheet**

Meeting Date: 9-14-26

Agenda Item: 4

Subject: Forest Service / Area & Manufacturer Updates

Background:

Exhibits:

Committee Action Requested:

**Utah Passenger Ropeway Safety Committee Meeting
Agenda Fact Sheet**

Meeting Date: 9-14-26

Agenda Item: 5

Subject: Open Discussion / Questions

Background:

Exhibits:

Committee Action Requested: