



MONROE CITY COUNCIL MEETING
Tuesday, September 22, 2026, at 7:00 pm
MINUTES

1. The regular meeting of the Monroe City Council was called to order by Mayor Johnny Parsons at 7:00 p.m.

2. The Pledge of Allegiance was led by Councilmember Ryan Johnson. Councilmember Perry Payne offered a prayer.

3. Roll Call

Mayor Johnny Parsons

Councilmembers:

Jason Bagley

Candice Barney

Ryan Johnson

Michael Mathie - absent

Perry Payne

Public Works Director John Draper

City Recorder Allison Leavitt

4. Consider a motion to approve the minutes of the meetings held September 8, 2026.

Councilmember Perry Payne moved to approve the September 8, 2026 Regular City Council Meeting Minutes as submitted. Council member Jason Bagley seconded the motion. A roll call vote was called. Voting yes: Councilmembers Bagley, Barney, Johnson, and Payne. The vote was unanimous. The motion carried. 4-0

5. Citizen input – Limit of 3 minutes per comment

Danny Washburn, a Monroe resident of 70 years, addressed the Council regarding the intersection of SR 118 and SR 258 (at the auction) where traffic turns from Monroe toward Richfield. He presented a proposal for a free right-turn ramp with an acceleration and merge lane, similar in concept to freeway on ramps, to replace the existing stop sign configuration.

Mr. Washburn outlined several arguments in favor of the improvement: reduced delay times, fuel savings, lower emissions, and reduced traffic conflict. He cited 2023 traffic data showing approximately 4,800 vehicles per day on the corridor, with roughly 1,000 or more turning toward Richfield. Based on his estimates, converting the stop to a yield or free-turn ramp could save between 20 and 40 gallons of fuel per day across that traffic volume. He noted that

replacing a stop sign with a yield sign can reduce delay time by 25 to 75 percent depending on through-traffic volumes.

Mr. Washburn acknowledged that previous efforts to advance a similar proposal were unsuccessful because UDOT funding could not be concentrated solely on this intersection at the time. He indicated that he lacks the individual clout to push the project forward, but believed a formal letter from the City would carry more weight with UDOT.

Discussion among the Council and staff touched on the boundary between Monroe and Elsinore at that intersection, with Parker Vercimak, Jones and DeMille Engineering, clarifying that the intersection falls within Elsinore's jurisdiction. The question of right-of-way ownership of the adjacent corner property was raised; it was noted that the Rick Larson family currently owns that corner and has recently installed a sprinkler system, leaving the corner itself unused, potentially a favorable time to pursue right-of-way acquisition. The cost of similar improvements in the region was referenced, with Councilmember Candice Barney noting that a comparable lane extension near Walmart came in at over \$600,000.

The Council expressed general support for the concept and agreed that submitting a letter to UDOT was a reasonable first step, with no opposition voiced.

6. Business

- a. Discuss and Consider options for Main Street Rehabilitation (100 S - 500 S) -Micklane Farmer

Matthew Lenhart, Jones and DeMille Engineering presented a document outlining the current funding status and five design alternatives for the Main Street Rehabilitation project spanning 100 South to 500 South.

Funding Background: The project was originally funded at \$1,500,000 through the UDOT Joint Highway Committee. The scope was later expanded to include 400–500 South, increasing the total to \$2,000,000. The funding was subsequently converted to state funds at 85%, yielding \$1,700,000 in state participation. With engineering and survey costs removed, the available construction budget is approximately \$1,500,000, with a minimum local match requirement of \$115,000 (6.77%).

Design Alternatives: Mr. Lenhart walked through five options, ranging from a full reconstruction with deep base courses to a basic 2-inch asphalt mill and overlay. Two alternatives were identified as the most realistic given budget constraints:

- **Option 5 (Original Scope):** Remove and replace the top 2 inches of existing asphalt from 100–500 South, widen 200–500 South to match the full road width, and add new curb, gutter, and sidewalk. Updated cost estimate came in at \$1,537,000—approximately \$34,000 over the available construction budget—bringing the total local match to approximately \$150,000.
- **Option 4 (Recommended – 3" HMA + 6" CTP):** Rather than milling only the top 2 inches from 200–500 South, this option would remove all existing asphalt and reconstruct the full 66-foot road width with 6 inches of cement-treated base (CTP) and 3

89 inches of high-modulus (high-mod) asphalt. This results in an essentially brand-new road
90 for approximately \$50,000 more than the original option, bringing the estimated total
91 local match to approximately \$200,000.

92
93 Mr. Lenhart explained that high-mod asphalt is a higher-quality product requiring less thickness
94 to achieve the same structural strength as conventional hot mix asphalt. He noted the oldest
95 high-mod test road is eight years old and has required no maintenance intervention. The tradeoff
96 between Option 4 and Option 5 was characterized as a negligible cost difference for a
97 substantially better outcome.

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99 A separate cost item was noted for water line replacement beneath the road corridor, estimated at
100 approximately \$400,000, which is not included in the road project funding. Public Works
101 Director John Draper stated that he and Water Foreman Darrell Payne will confirm that the
102 existing water line is a cast iron water line before moving forward with the waterline
103 replacement. It is believed that it is cast iron and needs to be replaced while doing the road.
104 Mayor Johnny Parsons explained that the City had explored CIB funding for this work but was
105 not eligible under emergency criteria.

106
107 The Council discussed the timeline, with Mr. Lenhart advising that design would take
108 approximately four months and that bids should be issued by February or March to target
109 summer construction and optimal pricing.

110
111 **Councilmember Perry Payne moved to approve Option 4 for Main Street Rehabilitation (100**
112 **S – 500 S) as presented. Council member Jason Bagley seconded the motion. A roll call vote**
113 **was called. Voting yes: Councilmembers Bagley, Barney, Johnson, and Payne. The vote was**
114 **unanimous. The motion carried. 4-0**

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116 b. Emergency Well Update - Parker Vercimak

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118 Parker Vercimak, Jones and DeMille Engineering, provided an update on the emergency well
119 drilling project.

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121 **Pilot Hole Results:** The well driller completed a 600-foot pilot hole approximately 2.5 weeks
122 prior. The formation consisted of approximately 200 feet of silt with cobble and boulders,
123 transitioning to cobble and gravel from 200 feet to the bottom, consistent with expectations and
124 favorable for water production. Drilling was conducted using a reverse flood method, the only
125 viable approach for this type of unconsolidated formation.

126
127 **Alignment:** The pilot hole was logged for straightness, which is a concern given the project uses
128 a line-shaft pump rather than a submersible. Initial readings showed the hole slightly outside the
129 engineering specification, though within industry tolerance. Multiple pump suppliers confirmed
130 they would be comfortable setting equipment in the hole. Mr. Vercimak noted that reaming the
131 hole out from 6 inches to 20 inches may provide some opportunity to correct alignment.

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133 **Pump Test:** A test pump was installed at an additional cost of \$40,000 to confirm water
134 availability before further investment. The test results were described as exceptional: the well
135 produced 540 gallons per minute with only 8.5 feet of drawdown over an extended period. Mr.
136 Vercimak characterized the well driller's initial reaction as, "I don't know how much water there

is, but there's a lot", as notably optimistic for a typically cautious profession. These results suggest the well can support equipment significantly larger than originally designed.

Current Drilling Status: The driller returned to ream the hole to full diameter but encountered a partial collapse at approximately 320 feet. After pulling back and attempting to re-drill, the decision was made to reintroduce drilling mud to stabilize the formation, ream back to 600 feet, and then install casing. Mr. Vercimak acknowledged this is not uncommon in alluvial formations and expressed confidence the issue is manageable.

Equipment Sizing: Given the strong pump test results, the team is considering equipping the well with a motor significantly larger than originally planned, up to 350 horsepower, which could yield approximately 2,000–2,200 gallons per minute. A 300-horsepower motor remains an option if the final pump test after full development is less favorable, targeting 1,600–1,800 gallons per minute. The team is planning to order the larger transformer now, given the minimal cost difference between sizes and long transformer lead times, to preserve flexibility.

Discharge Line: The contractor has requested permission to use a shorter discharge route than was specified in the design. Mr. Vercimak indicated the design specified a discharge point approximately 500 feet to the south, where he was confident the water would flow as intended without affecting neighboring properties. He recommended the City allow the contractor to attempt a shorter route at the contractor's own risk, rather than formally approving a design change, and to defer any credit negotiation until the outcome is known. The Council agreed with this approach.

Next Steps: The well casing installation, wellhouse building bid package, and generator procurement were all discussed. Mr. Vercimak recommended deferring the generator bid until the motor size is confirmed, expected within approximately four to six weeks. Mayor Johnny Parsons expressed a preference for installing the largest viable motor given that the infrastructure is already being put in place.

7. Other Business

a. Staff Reports

City Recorder Allison Leavitt–

No further business.

Public Works Director John Draper –

* Pickleball fence project is complete and that the court is ready for coating. Coating work is expected to take approximately one week. Treven Heath will be doing the concrete work around the courts.

b. Department Business-Council

Councilmember Candice Barney–

*Reported that a paraglider flyover event is currently underway, running through September 26 with a two-day clinic to follow, and continuing into the first week of October. She noted that a visitor from Colorado expressed appreciation for the event and specifically for the cobbler provided at a prior year's event by Gil Smith and Terry Smith. Ms. Barney indicated she will follow up with Stacy Whitmore regarding an end-of-October event. She also reported that she had spoken with Park Foreman Rhett Colby and Shelly Monroe, Librarian, both of whom confirmed operations are going well.

Councilmember Ryan Johnson –

No further business.

Councilmember Perry Payne –

No further business.

Councilmember Jason Bagley –

*Spoke with City Code Enforcement Officer Trevor Peterson regarding a nuisance property matter discussed at the prior meeting. Mr. Peterson confirmed the item is on his list and that he intends to research relevant solutions before bringing it back to the Council.

Mayor Johnny Parsons –

*Monroe 3rd Ward is planning a community cleanup project on October 10th, targeting EKker Park and Mountain View Park. The cleanup will focus on garbage accumulation along fences and weed removal. Mayor Johnny Parsons indicated he would coordinate with Park Foreman Rhett Colby so that some cleanup tasks could be held in reserve for the volunteer group.

8. Adjournment

There being no further business to come before the Council for consideration, Councilmember Perry Payne moved the Regular Council Meeting adjourn at 7: 50 p.m. Councilmember Ryan Johnson seconded the motion. The vote was unanimous. The motion carried. 4-0

The next regular City Council meeting is scheduled to be held on Tuesday, October 13, 2026 starting at 7:00 p.m. at Monroe City Office.

Approved this 13th day of October 2026.



Allison Leavitt

Monroe City Recorder



Johnny C. Parsons

Mayor