

Cedar City

10 North Main Street • Cedar City, UT 84720
435-586-2950 • FAX 435-586-4362
www.cedarcity.org

Mayor
Garth O. Green

Council Members
Robert Cox
W. Tyler Melling
R. Scott Phillips
Ronald Riddle
Carter Wilkey

City Manager
Paul Bittmenn

CITY COUNCIL MEETING
FEBRUARY 28, 2024
5:30 P.M.

The City Council meeting will be held in the City Council Chambers, 10 North Main, Cedar City, Utah. The City Council Chambers may be an anchor location for participation by electronic means. The agenda will consist of the following items:

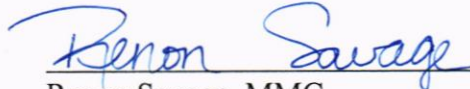
- I. Call to Order
- II. Agenda Order Approval
- III. Administration Agenda
 - Mayor and Council Business
 - Staff Comment
 - Swear in Sergeant Matthew Topham, Corporal Devin Mackelprang and Corporal Matthew Carpenter
- IV. Business Agenda
 - Public Comments
 - Traffic Study Presentation – Horrocks Engineers
- V. Public Consent Agenda
 1. Approval of minutes dated February 7 & 14, 2024
 2. Ratify bills dated February 15, 2024
 3. Approve the Final Plat for Trailside Townhomes PUD, Phase 3 in the vicinity of 170 West-75 East 1050 South. Platt & Platt/Randall McUne Approve
 4. Approve AIP-049 – Award bid contract for the Airport Terminal expansion. Tyler Galetka
 5. Approve disposal of surplus equipment. Chief Darin Adams
 6. Approve the appointment of Ellen Wheeler to the RAP Arts Committee and Terry Hermansen to the Board of Adjustments

Action – need a motion from a council member to either approve or deny each of the following items:

7. Consider an ordinance modification to Section 26-IX-4(E)(2) pertaining to the fence height requirements for residential nursery schools. Brant Parker/Randall McUne
8. Consider an ordinance amending the City’s Transportation Master Plan in the vicinity of 1700 South Old Highway 91 and Shurtz Canyon Drive. Platt & Platt/Randall McUne

9. Consider an ordinance for a zone change from Central Commercial (CC) to Residential Dwelling, Multiple Unit (R-3-M) for a property located at 168 East College Ave. Platt & Platt/Randall McUne
10. Consider an ordinance for a zone change from Residential, Single Family (R-1) to Residential, two Unit (R-2-2) and Residential, Multiple Unit (R-3-M) for a property located at or near 2700 N 100 East. Platt & Platt/Randall McUne
11. Consider modifications to the Woodbury Split. Wayne Lebaron/Jonathan Stathis
12. Consider a resolution revising Section 3.3.2 of the City Engineering Standards regarding alteration of irrigation company facilities. Jonathan Stathis
13. Consider a resolution revising Detail S3 of the City Engineering Standards regarding interior drops in sewer manholes. Jonathan Stathis
14. Consider an ordinance amending Chapter 26-VIII-5 pertaining to notifications for Master Plan amendments. Carter Wilkey/Randall McUne
15. Closed Session – Character, professional competence or physical or mental health of an individual

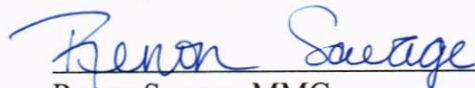
Dated this 26th day of February 2024.



Renon Savage, MMC
City Recorder

CERTIFICATE OF DELIVERY:

The undersigned duly appointed and acting recorder for the municipality of Cedar City, Utah, hereby certifies that a copy of the foregoing Notice of Agenda was delivered to the Daily News, and each member of the governing body this 26th day of February 2024.



Renon Savage, MMC
City Recorder

Cedar City Corporation does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in employment or the provision of services.

If you are planning to attend this public meeting and due to a disability, need assistance in accessing, understanding or participating in the meeting, please notify the City not later than the day before the meeting and we will try to provide whatever assistance may be required.

**CEDAR CITY
CITY COUNCIL AGENDA ITEM
STAFF INFORMATION SHEET**

To: Mayor and City Council

From: City Engineer

Council Meeting Date: February 28, 2024

Subject: **Public Comment – Traffic Study Presentation**

Discussion: Horrocks Engineers has completed traffic studies for the following locations:

- Intersection of 600 South & 860 West
- Intersection of 1600 North & Lund Highway
- Intersection of Bulldog Road & Kitty Hawk Drive

The following pages show the traffic study reports that were completed by Horrocks Engineers.

MEMORANDUM

TO: Jonathan Stathis, P.E. Shane Johnson
City Engineer, Cedar City Project Engineer, Cedar City

FROM: Emily Andrus, P.E. Aron Baker, P.E.
Horrocks Engineers Horrocks Engineers

DATE: January 18, 2024

SUBJECT: 600 South and 860 West Alternative Study

INTRODUCTION

The purpose of this memo is to identify alternative solutions for the intersection of 600 South and 860 West in Cedar City, Utah. The location of the intersection is shown in Figure 1.



Figure 1- Study Intersection in Cedar City, Utah



The intersection of 600 South and 860 West is in the center of the city adjacent to Cedar High School. The intersection functions as a main connection point for traffic traveling east and west over I-15 on 600 South. There is a residential neighborhood directly north of the intersection.

With the residential neighborhood, high school, and the LDS seminary building adjacent to the intersection, there are pedestrians crossing 860 West and 600 South throughout the entire day. Most of the parking for the high school is located south of the intersection on 860 West, so the vehicles traveling to the school make their way through the intersection to park, pick-up students, and drop-off students.

INTERSECTION GEOMETRY

600 South is currently 45 feet of asphalt with one lane in each direction with space to park on either side. The speed limit is 25 miles per hour (mph). 860 West is about 50 feet of asphalt south of 600 South with one lane in each direction and with space to park on both sides. North of 600 South, 860 West is about 35 feet of asphalt. The speed limit is 25 mph. The intersection is fully developed with asphalt, curb, gutter, and sidewalk on all corners. The intersection is tightly restricted with developed property on all sides. Block walls are installed behind the sidewalk on the northwest and northeast corners. Figure 2 shows the layout of the intersection.

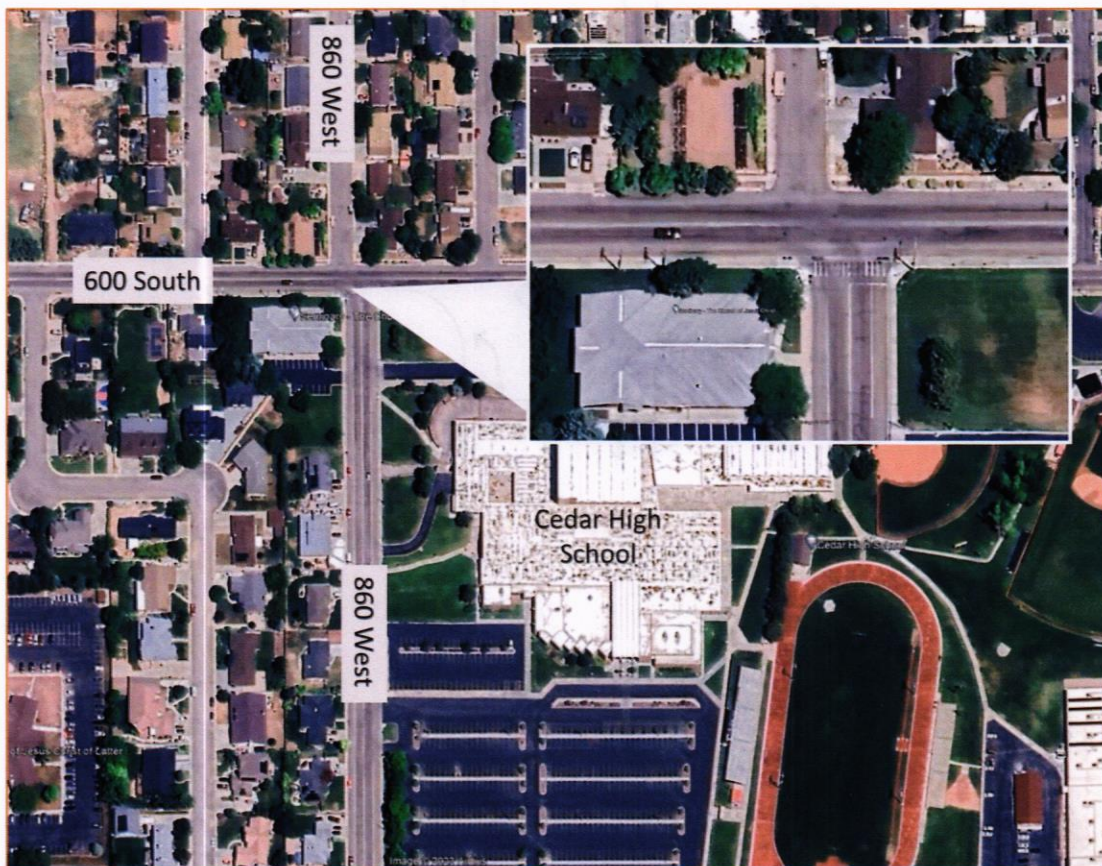


Figure 2- 600 South and 860 West Vicinity Map



The intersection is currently a four-way intersection with a two-way stop control in the north and south directions. The intersection is offset between the north and south legs by about 30 feet which creates conflicts for the turning movements. There are no designated turn lanes, but the shoulders are wide enough for a vehicle to pull out of the through lane to decelerate and negotiate a right-turn if there are no cars parked in the way, however, buses must use the whole through lane to make the right turn onto 860 West. On the south leg of the intersection there is a marked school crossing across 860 West.

Turn Volumes

Turning movement volumes and pedestrians were counted on October 5th from 7:00 AM to 7:00 PM. The AM peak hour at 600 South and 860 West occurs between 7:15 and 8:15 AM. The PM peak hour occurs between 5:00 and 6:00 PM. The highest volumes for the entire occurred between 1:30 and 2:30 PM.

There were 22 pedestrians at the intersection in the AM peak hour, 21 during the 1:30 peak hour, and four pedestrians in the PM peak hour.

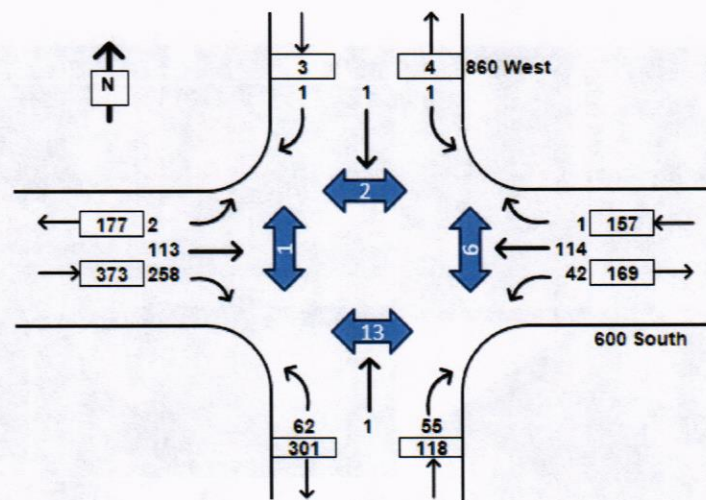


Figure 3- 600 South & 860 West AM Turn Volumes (7:15-8:15 AM)

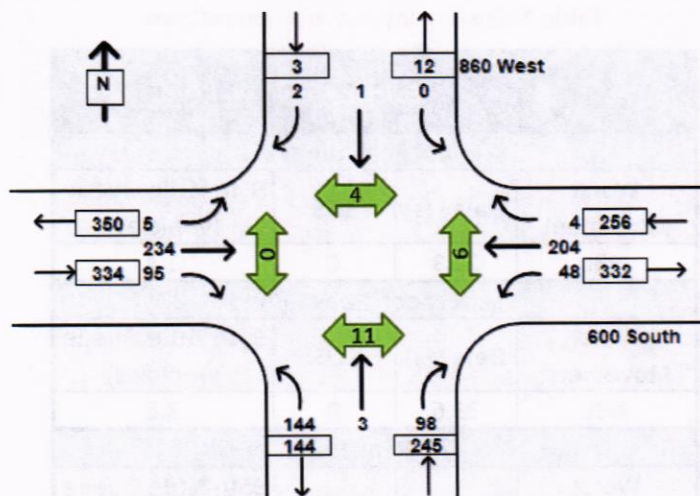


Figure 4-600 South & 860 West Peak Turn Volumes (1:30-2:30 PM)

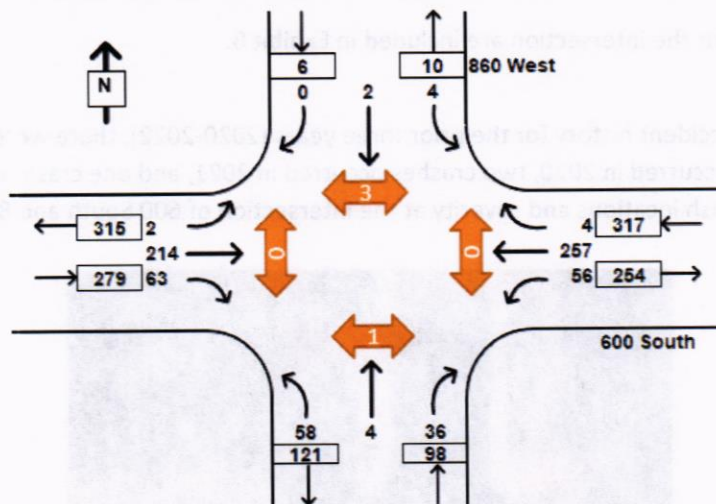


Figure 5-600 South & 860 West PM Turn Volumes (5:00-6:00 PM)

The turning movements volumes are attached as Exhibit A.

Intersection Operation

The intersection was analyzed in Synchro 11 to determine the average delay per vehicle at the intersection. The intersection delay is defined as the delay at the movement with the highest delay. Table 1 shows the existing operations at the intersection. The northbound left-turn experiences the longest delays during all the identified peak hours.



Table 1-Existing Intersection Operations

Existing			
AM Peak Hour			
Worst Movement	Delay (s)	LOS	95th %tile Queue (vehicles)
NBL	22.3	C	1.4
Afternoon Peak Hour			
Worst Movement	Delay (s)	LOS	95th %tile Queue (vehicles)
NBL	33.6	D	3.6
PM Peak Hour			
Worst Movement	Delay (s)	LOS	95th %tile Queue (vehicles)
NBL	40.8	E	2.5

The Synchro reports for the intersection are included in Exhibit B.

Crash Data

Upon reviewing the accident history for the prior three years (2020-2022), there were four crashes reported. One crash occurred in 2020, two crashes occurred in 2021, and one crash occurred in 2022. Figure 6 shows the crash locations and severity at the intersection of 600 South and 860 West.



Figure 6-2020-2022 Crash Locations

There are no observable patterns of crashes at this intersection with the data provided.



Observed Conflicts

The video collected at the intersection captured some observations that are relevant to the intersection operation. This section will discuss some of those observations.

Buses that travel through intersection, typically eastbound in the AM peak hour, sometimes do not have enough space to turn right on 860 West. When the buses cause backups, impatient drivers try to go around the buses as they turn and cannot see the cars turning left from 860 West onto 600 South. The buses then turn into the first school access on 860 West. When they cannot immediately turn into the school, the buses back into the intersection as shown in Figure 7. In many cases, the northbound traffic backs up and blocks the access to the school where the buses turn in and cause the buses to back up as well.

Students cross 860 West between the school and the LDS Seminary building. Most of the students do not cross at a marked crosswalk, instead they cross where the sidewalk ends to go to the seminary building as shown in Figure 8. An additional crosswalk would not be a solution because it is too close to the intersection of 860 West and 600 South. The recorded video did not capture what happens on 860 West south of 600 South.



Figure 7-Buses Backed into Intersection

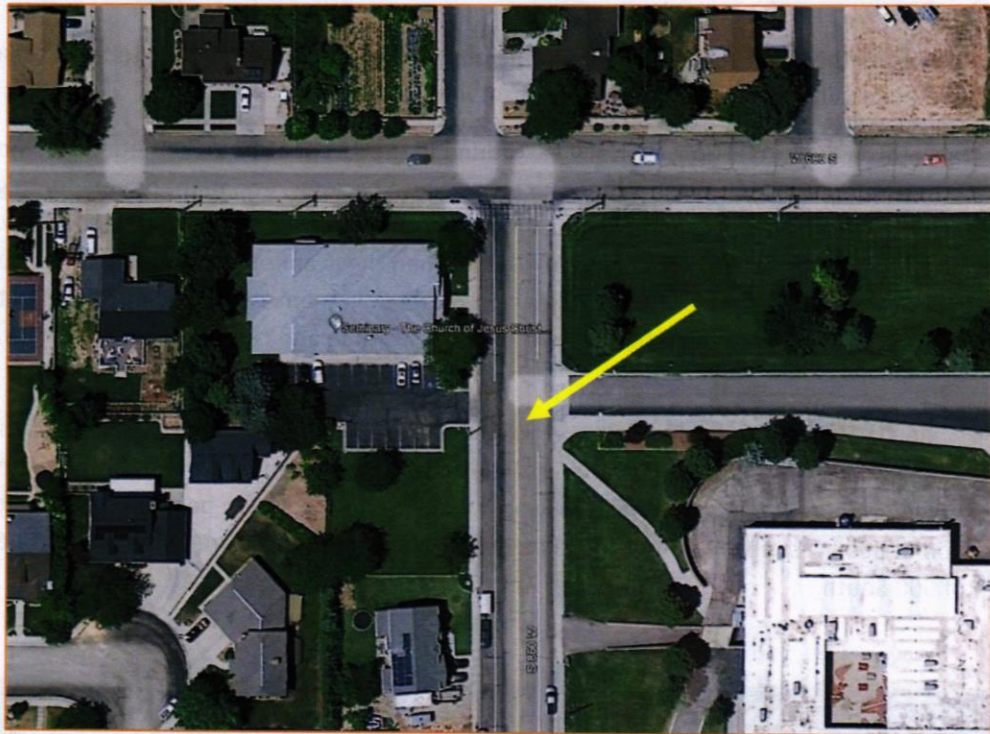


Figure 8-Crossing that Students Make from School to Seminary

Another observation made from the recorded video was that a total of 31 pedestrians crossed 600 South between 7:00 AM and 7:00 PM. Most of the people crossing 600 South cross the east leg of the intersection like the pedestrian shown in Figure 9.



Figure 9-Pedestrian Crossing 600 South



At the beginning of the 2023-2024 school year, the school district installed a crosswalk with flashing beacons at the school driveway just east of 700 West as shown in Figure 10. The installed crosswalk is far enough away from the intersection of 860 West and 600 South that some pedestrians still cross 600 South at 860 West instead of walking to the crosswalk. The school district has observed the crosswalk to be effective in improving the safety of students crossing 600 South.



Figure 10-Installed Crosswalk with Flashing Beacons

With the number of vehicles and pedestrians traveling through the intersection, the southbound movements on 860 West are rare because of the difficulty of turning onto 600 South, especially during the peak hours. The offset between the north and south legs makes it difficult to turn left and to go through the intersection. Figure 11 shows a vehicle travelling through the intersection from north to south. A through movement like this is not feasible during the AM peak hour during school drop-off or during the PM peak hour pick-up.



Figure 11-Southbound Vehicle in the Intersection

The final observation to be addressed in this report is that there were multiple instances where a center-turn or right-turn lane would have provided refuge for turning vehicles on 600 South. Figure 12 and Figure 13 show instances of turning vehicles being passed closely by vehicles traveling through the intersection.



Figure 12-Vehicle Turning Left with Vehicle Travelling Through Passing



Figure 13-Vehicle Turning Right Followed Closely by Vehicle Travelling Through



ALTERNATIVES

Based on the collected turning volumes and the observations made in the recorded video the following alternatives could be implemented to improve operation at the intersection of 600 South and 860 West. Below are some of the considered alternatives.

Traffic Signal

A signal warrant analysis was performed using the collected vehicle volumes, and only Signal Warrant 3A was satisfied. Warrant 3A is intended for intersections where for one hour of the day, minor street traffic suffers undue traffic delay entering or crossing the major street. The warrant is met if all three of the following conditions exist for the same one hour (any four consecutive 15-minute periods) of an average day:

1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a stop sign equals or exceeds four vehicle-hours; and
2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic; and
3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

Warrant 3A is a weak warrant by itself because it only accounts for one hour of the day, where other warrants require high volumes for multiple hours. The offset of 860 West is also not ideal when installing a signal. Based on the lack of met signal warrants and with the offset of the intersection, it is recommended that other solutions be considered. The warrant analysis is attached to this memo as Exhibit C.

All-Way Stop

An all-way stop is a possible alternative for this intersection. As an all-way stop the intersection is expected to operate at LOS C in the AM and afternoon peak hours and LOS B in the PM peak hour. The eastbound and westbound directions experience the longest delays with an all-way stop. The all-way stop would add more delay to the through movements, but it would allow more opportunities to turn onto 600 South and improves the LOS in every peak period.



Table 2-Intersection Operation with an All-Way Stop

All-Way Stop (Existing Lanes)			
AM Peak Hour			
Worst Movement	Delay (s)	LOS	95th %tile Queue (vehicles)
EBLTR	17.6	C	6.1
Afternoon Peak Hour			
Worst Movement	Delay (s)	LOS	95th %tile Queue (vehicles)
EBLTR	15.1	C	3.8
PM Peak Hour			
Worst Movement	Delay (s)	LOS	95th %tile Queue (vehicles)
WBLTR	12.6	B	2.9

Turn Lanes

A dedicated westbound left-turn lane and a dedicated eastbound right-turn lane on 600 South would provide space for turning vehicles to move out of the flow of the through traffic, which is the highest volume movement during most of the day. Intersection Concept 1 (Exhibit D) shows the intersection with a westbound left-turn lane and an eastbound right-turn lane. Table 3 shows the operation at the intersection with dedicated turn lanes on 600 South.

Table 3-Intersection Operations with Additional Turn Lanes

Eastbound Right-Turn Lane & Westbound Left-Turn Lane on 600 South			
AM Peak Hour			
Worst Movement	Delay (s)	LOS	95th %tile Queue (vehicles)
SBLTR	16.2	C	0.0
Afternoon Peak Hour			
Worst Movement	Delay (s)	LOS	95th %tile Queue (vehicles)
NBL	32.6	D	5.5
PM Peak Hour			
Worst Movement	Delay (s)	LOS	95th %tile Queue (vehicles)
NBL	20.6	C	1.0

Turn lanes on 600 South would improve the delay during all peak periods of the day.

Changes to the striping on 860 West are also recommended to improve the flow of traffic in and out of the school. Intersection Concept 1 also shows a left-turn lane and a right-turn lane to separate the turning traffic traveling northbound. At the driveway into the school, it is recommended that striping be



added that says “KEEP CLEAR” so that when cars back up from 600 South, the buses can still turn into the school access. This striping should be added in compliance with the Manual on Uniform Traffic Control Devices (MUTCD) Section 3B.17.

Striping turn lanes at this intersection would require that parking be prohibited on all corners of the intersection. The areas that should be designated “no parking” are identified in Intersection Concept 1.

860 West Cul-de-Sac

To prevent turning conflicts with the southbound traffic, a cul-de-sac could be installed on 860 West north of 600 South. To construct a cul-de-sac on 860 West that meets the city standard of a fifty-foot radius, land would need to be acquired from the neighboring property owners. Additionally, the distance from the access on 500 South would exceed the maximum 500 feet. The center of the cul-de-sac concept is approximately 530 feet from 500 South. The intersection with a cul-de-sac on the north side of 860 West is shown in Intersection Concept 2 (Exhibit D).

Right-In Right-Out

An alternative to turning the north leg of 860 West into a cul-de-sac is restricting the through and left-turn movements in and out of the north leg of the intersection. The southbound movements could be restricted to right-in, right-out only. This alternative would reduce the conflicts from the southbound movements, but does not provide a solution for other conflicts, like pedestrians crossing 600 South or vehicles turning onto the south leg of the intersection. Intersection Concept 3 (Exhibit D) shows the right-in right-out access with the turn lanes.

EVALUATION SUMMARY:

In summary, the intersection of 860 West and 600 South experiences difficulties with the existing geometry and the volume of traffic during school pick up and drop off times. There are pedestrians that use the intersection regularly during school hours.

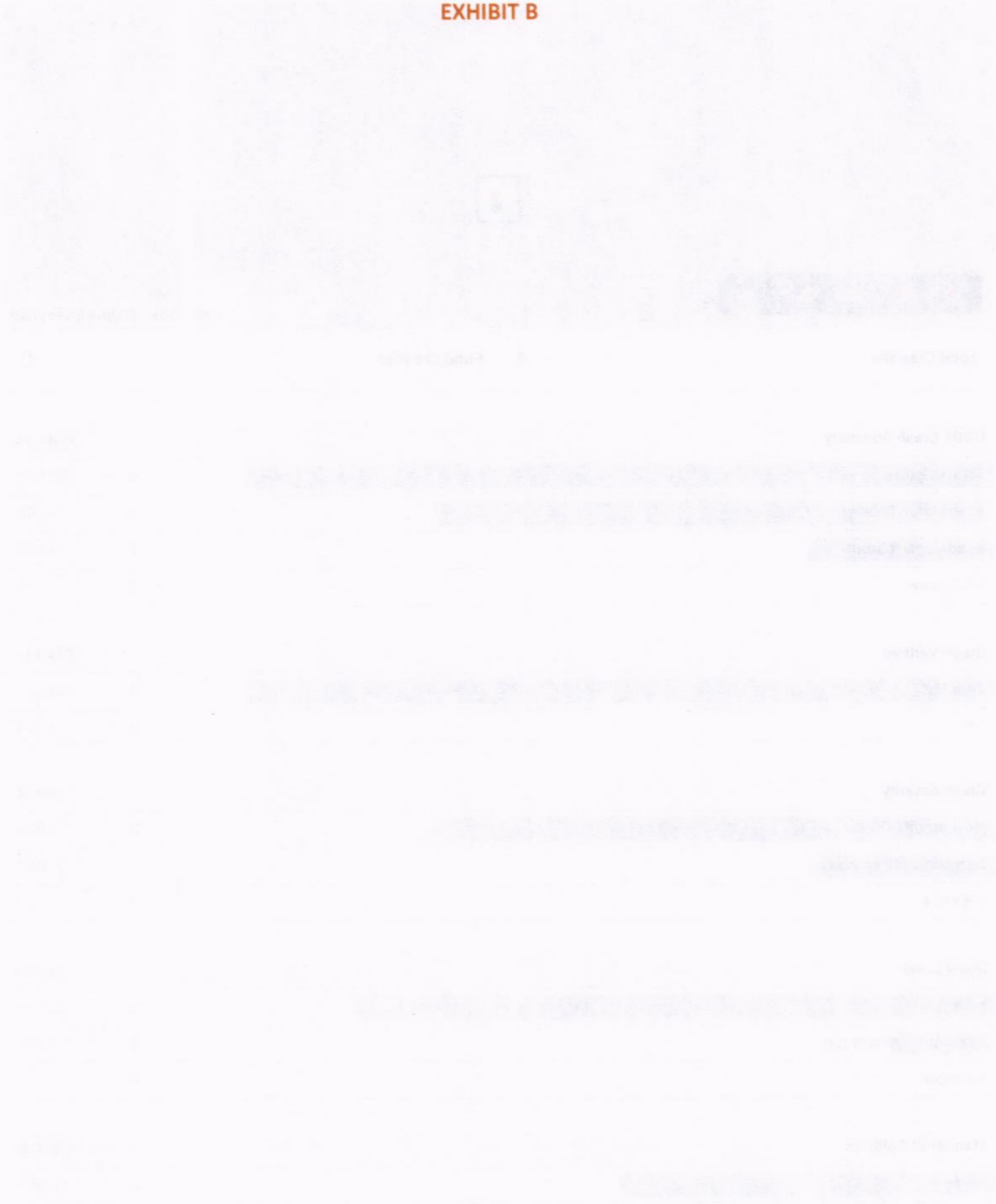
A traffic signal, though warranted by Warrant 3A, is not recommended at the intersection due to the low volumes and geometric challenges, so additional alternatives were evaluated. Of the alternatives evaluated, an all-way stop or additional turn lanes are the most viable solutions to improve the movements at the intersection. An all-way stop delays the through movements at the intersection but provides more opportunities for vehicles to turn onto 600 South. Turn lanes provide space for the through vehicles to continue without stopping and space for turning vehicles to wait. With the addition of turn lanes, parking would need to be prohibited surrounding the intersection except on the south side of 600 South east of the intersection.

The alternatives have been presented in this report, and it is up to the determination of Cedar City staff to choose an acceptable alternative to improve the operation of the intersection.



600 West and 600 South Crashes

EXHIBIT B



CRASH SUMMARY REPORT

860 West and 600 South Crashes

Created on October 2, 2023

Created by Emily Andrus

Data extents: September 30, 2018 to September 30, 2023



Applied Filters

Crash Date Time (Year) 2020 - 2022 Shape: Polygon



Total Crashes	4	Fatal Crashes	0
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UDOT Crash Summary		Crashes
Total Crashes	4	100.00%
Intersection Related	3	75.00%
Roadway Departure	1	25.00%
+ 10 more	0	0%

Crash Verified		Crashes
True	4	100.00%
False	0	0.00%

Crash Severity		Crashes
No injury/PDO	3	75.00%
Suspected Minor Injury	1	25.00%
+ 3 more	0	0%

Injury Level		People
No injury	6	85.71%
Suspected Minor Injury	1	14.29%
+ 4 more	0	0%

Manner of Collision		Crashes
Angle	2	50.00%
Front to Rear	1	25.00%
Not Applicable/Single Vehicle	1	25.00%

+ 8 more 0 0%

Crash Date Time (Year)		Crashes
2022		1 25.00%
2021		2 50.00%
2020		1 25.00%
+ 11 more		0 0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Making U-turn (Eastbound) & Straight Ahead (Southbound)		1 25.00%
Straight Ahead (Westbound) & Turning Left (Westbound)		1 25.00%
Turning Left (Westbound) & Straight Ahead (Southbound)		1 25.00%
+ 997 more		0 0%

Roadway Surface Condition		Crashes
Dry		3 75.00%
Wet		1 25.00%
+ 13 more		0 0%

Weather Condition		Crashes
Clear		3 75.00%
Cloudy		1 25.00%
+ 9 more		0 0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport		6 85.71%
Fence		1 14.29%
+ 53 more		0 0%

Light Condition		Crashes
Daylight		3 75.00%
Dark - Lighted		1 25.00%
+ 6 more		0 0%

Countermeasures		Crashes
Countermeasure: Left Turn Lane		1 25.00%
Countermeasure: Roundabout or Signal		1 25.00%
+ 13 more		0 0%



EXHIBIT C

600 South & 860 West Signal Warrant Study

Study Name: 600 South 860 West
Study Date : 10/5/2023

Signal Warrants - Summary

Major Street Approaches

Eastbound: 600 South
Number of Lanes : 1

Total Approach Volume: 3,196

Westbound: 600 South
Number of Lanes : 1

Total Approach Volume: 2,671

Minor Street Approaches

Northbound: 860 West
Number of Lanes : 1

Total Approach Volume: 1,267

Southbound: 860 West
Number of Lanes : 1

Total Approach Volume: 45

Warrant Summary (Urban Values Apply)

Warrant 1 - Eight Hour Vehicular Volumes	Not Satisfied
Warrant 1A - Minimum Vehicular Volume	Not Satisfied
Required volumes reached for 3 hours, 8 are needed	
Warrant 1B - Interruption of Continuous Traffic	Not Satisfied
Required volumes reached for 0 hours, 8 are needed	
Warrant 1C - Combination of Warrants	Not Satisfied
Required 1A volumes reached for 4 hours, 8 are needed Required 1B volumes reached for 1 hours, 8 are needed	
Warrant 2 - Four Hour Volumes	Not Satisfied
Number of hours (1) volumes exceed minimum < minimum required (4).	
Warrant 3 - Peak Hour	Satisfied
Warrant 3A - Peak Hour Delay	Satisfied
Number of one hour periods (3) volumes exceed minimum >= required (1). Delay data not evaluated.	
Warrant 3B - Peak Hour Volumes	Not Satisfied
Volumes do not exceed minimums for any one hour period.	
Warrant 4 - Pedestrian Volumes	Not Satisfied
Required 4 Hr pedestrian volume reached for 0 hour(s) and the single hour volume for 0 hour(s)	
Warrant 5 - School Crossing	Not Satisfied
Number of gaps > 9.0 seconds (0) exceeds the number of minutes in the crossing period (600).	
Warrant 6 - Coordinated Signal System	Not Satisfied
Nearest coordinated signal (3,000) is less than 1,000 feet away.	
Warrant 7 - Crash Experience	Not Satisfied
Number of accidents (0) is less than minimum (5). Volume minimums are not met.	
Warrant 8 - Roadway Network	Not Satisfied
Major Route conditions not met. No volume requirement met.	
Warrant 9 - Intersection Near a Grade Crossing	Not Evaluated

600 South & 860 West Signal Warrant Study

Study Name: 600 South 860 West

Study Date : 10/5/2023

Warrant 1A - Minimum Volumes

Description

Intended for sites where the volume of intersecting traffic is the principal reason for consideration of a signal installation.

Summary

Only 3 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = **False**
 Number of Major Lanes = **1**
 Number of Minor Lanes = **1**

Volume Requirements

Veh/Hr Major = **500**
 Veh/Hr Minor = **150**

Time	Major Road 600 South				Total	Minor Road 860 West		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
14:00 - 15:00	305	+	295	=	600	159	2	Yes
13:00 - 14:00	335	+	245	=	580	189	2	Yes
11:15 - 12:15	301	+	235	=	536	159	3	Yes
17:00 - 18:00	279	+	317	=	596	98	6	No
16:45 - 17:45	300	+	287	=	587	78	5	No
16:30 - 17:30	302	+	281	=	583	90	7	No
15:00 - 16:00	296	+	281	=	577	105	6	No
15:30 - 16:30	277	+	287	=	564	91	5	No
15:15 - 16:15	285	+	277	=	562	104	7	No
15:45 - 16:45	265	+	283	=	548	97	5	No
16:15 - 17:15	293	+	251	=	544	85	4	No
17:15 - 18:15	233	+	305	=	538	106	5	No
12:45 - 13:45	307	+	230	=	537	135	2	No
07:15 - 08:15	373	+	157	=	530	118	3	No
07:00 - 08:00	358	+	160	=	518	111	5	No
16:00 - 17:00	272	+	240	=	512	89	5	No
12:15 - 13:15	274	+	228	=	502	87	2	No
07:30 - 08:30	340	+	159	=	499	121	2	No
12:30 - 13:30	271	+	217	=	488	72	2	No
11:00 - 12:00	243	+	209	=	452	151	3	No
17:30 - 18:30	180	+	271	=	451	104	5	No
08:15 - 09:15	251	+	185	=	436	79	6	No
17:45 - 18:45	180	+	250	=	430	97	6	No
08:30 - 09:30	245	+	183	=	428	77	7	No
10:45 - 11:45	222	+	198	=	420	138	3	No

600 South & 860 West Signal Warrant Study

Study Name: 600 South 860 West

Study Date : 10/5/2023

Warrant 1B - Interruption of Continuous Traffic

Description

Intended for sites where the volume of the major street is so heavy that traffic on the minor street suffers excessive delay or hazard.

Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = **False**
Number of Major Lanes = **1**
Number of Minor Lanes = **1**

Volume Requirements

Veh/Hr Major = **750**
Veh/Hr Minor = **75**

Time	Major Road 600 South				Total	Minor Road 860 West		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
13:45 - 14:45	314	+	298	=	612	197	3	No
14:15 - 15:15	310	+	302	=	612	135	3	No
14:30 - 15:30	315	+	296	=	611	120	3	No
14:00 - 15:00	305	+	295	=	600	159	2	No
13:15 - 14:15	348	+	248	=	596	225	2	No
17:00 - 18:00	279	+	317	=	596	98	6	No
11:30 - 12:30	340	+	251	=	591	175	2	No
13:30 - 14:30	334	+	256	=	590	245	3	No
16:45 - 17:45	300	+	287	=	587	78	5	No
16:30 - 17:30	302	+	281	=	583	90	7	No
13:00 - 14:00	335	+	245	=	580	189	2	No
14:45 - 15:45	315	+	262	=	577	117	5	No
15:00 - 16:00	296	+	281	=	577	105	6	No
15:30 - 16:30	277	+	287	=	564	91	5	No
15:15 - 16:15	285	+	277	=	562	104	7	No
12:00 - 13:00	326	+	235	=	561	92	2	No
11:45 - 12:45	327	+	230	=	557	93	1	No
15:45 - 16:45	265	+	283	=	548	97	5	No
16:15 - 17:15	293	+	251	=	544	85	4	No
17:15 - 18:15	233	+	305	=	538	106	5	No
12:45 - 13:45	307	+	230	=	537	135	2	No
11:15 - 12:15	301	+	235	=	536	159	3	No
07:15 - 08:15	373	+	157	=	530	118	3	No
07:00 - 08:00	358	+	160	=	518	111	5	No
16:00 - 17:00	272		240		512	89	5	No

600 South & 860 West

Signal Warrant Study

Study Name: 600 South 860 West

Study Date : 10/5/2023

Warrant 1C Combination of Warrants

Description

Intended for sites where the traffic volumes don't meet individual warrants but where Warrants 1A and 1B are both met to 80% of their stated values.

Summary

Only 4 hours meet 1A minimums.
Only 1 hours meet 1B minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = **False**
Number of Major Lanes = **1**
Number of Minor Lanes = **1**

Volume Requirements

Warrant 1A 1B
Veh/Hr Major = **400 600**

Veh/Hr Minor = **120 60**

Time	Major Road 600 South				Total	Minor Road 860 West		Met1A?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
13:45 - 14:45	314	+	298	=	612	197	3	Yes
12:45 - 13:45	307	+	230	=	537	135	2	Yes
07:30 - 08:30	340	+	159	=	499	121	2	Yes
10:45 - 11:45	222	+	198	=	420	138	3	Yes
17:00 - 18:00	279	+	317	=	596	98	6	No
16:45 - 17:45	300	+	287	=	587	78	5	No
16:30 - 17:30	302	+	281	=	583	90	7	No
14:45 - 15:45	315	+	262	=	577	117	5	No
15:00 - 16:00	296	+	281	=	577	105	6	No
15:30 - 16:30	277	+	287	=	564	91	5	No
15:15 - 16:15	285	+	277	=	562	104	7	No
12:00 - 13:00	326		235		561	92	2	No

Time	Major Road				Total	Minor Road		Met1B?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
13:45 - 14:45	314	+	298	=	612	197	3	Yes
13:15 - 14:15	348	+	248	=	596	225	2	No
17:00 - 18:00	279	+	317	=	596	98	6	No
11:30 - 12:30	340	+	251	=	591	175	2	No
13:30 - 14:30	334	+	256	=	590	245	3	No
16:45 - 17:45	300	+	287	=	587	78	5	No
16:30 - 17:30	302	+	281	=	583	90	7	No
13:00 - 14:00	335	+	245	=	580	189	2	No
14:45 - 15:45	315	+	262	=	577	117	5	No
15:00 - 16:00	296	+	281	=	577	105	6	No
15:30 - 16:30	277	+	287	=	564	91	5	No
15:15 - 16:15	285		277		562	104	7	No

600 South & 860 West

Signal Warrant Study

Study Name: 600 South 860 West
 Study Date : 10/5/2023

Warrant 2 - Four Hour Volumes

Description

Intended for sites where the volume of intersecting traffic during any four hours of the day is the principal reason for consideration of a signal installation.

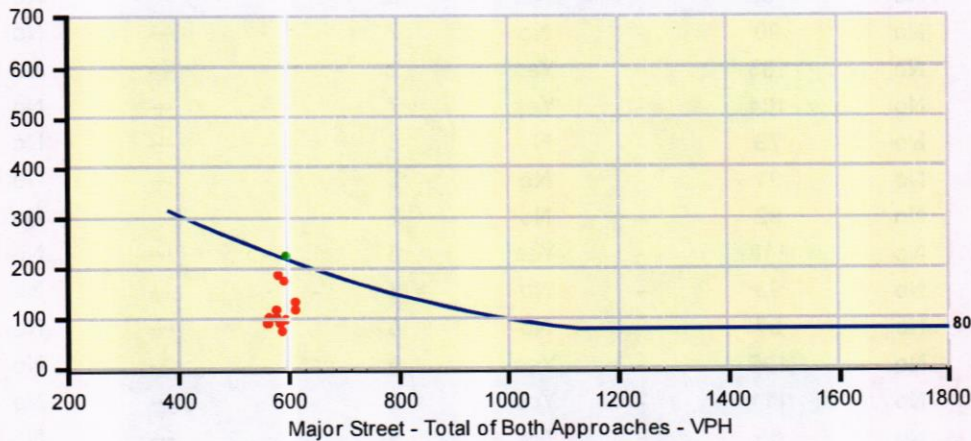
Summary

Only 1 one hour periods meet minimums.
 Warrant is NOT met.

Site Data Required

Rural Settings Apply = **False**
 Number of Major Lanes = **1**
 Number of Minor Lanes = **1**

Time	Major Road 600 South				Total	Minor Road 860 West		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
13:15 - 14:15	348	+	248	=	596	225	2	Yes
14:15 - 15:15	310	+	302	=	612	135	3	No
14:30 - 15:30	315	+	296	=	611	120	3	No
17:00 - 18:00	279	+	317	=	596	98	6	No
11:30 - 12:30	340	+	251	=	591	175	2	No
16:45 - 17:45	300	+	287	=	587	78	5	No
16:30 - 17:30	302	+	281	=	583	90	7	No
13:00 - 14:00	335	+	245	=	580	189	2	No
14:45 - 15:45	315	+	262	=	577	117	5	No
15:00 - 16:00	296	+	281	=	577	105	6	No
15:30 - 16:30	277	+	287	=	564	91	5	No
							7	No



600 South & 860 West Signal Warrant Study

Study Name: 600 South 860 West

Study Date : 10/5/2023

Warrant 3A - Peak Hour Delay

Description

Intended for sites where for one hour of the day minor street traffic suffers undue traffic delay entering or crossing the major street.

Summary

3 one hour periods meet minimums.
Warrant IS met.

Site Data Required

Number of Minor Lanes = 1

Volume and Delay Requirements

Veh/Hr All Approaches = **800**
Veh/Hr Minor = **100**
Total Delay (Veh-Hrs) = **4**

Time	Major Road 600 South			Minor Road 860 West			Warrant Met?		
	Total of All Approaches	Met?	Minor NB	Delay NB	Met?	Minor SB		Delay SB	Met?
13:30 - 14:30	838	Yes	245	-	Yes	3	-	---	Yes
13:15 - 14:15	823	Yes	225	-	Yes	2	-	---	Yes
13:45 - 14:45	812	Yes	197	-	Yes	3	-	---	Yes
13:00 - 14:00	771	No	189	-	Yes	2	-	---	No
11:30 - 12:30	768	No	175	-	Yes	2	-	---	No
14:00 - 15:00	761	No	159	-	Yes	2	-	---	No
14:15 - 15:15	750	No	135	-	Yes	3	-	---	No
14:30 - 15:30	734	No	120	-	Yes	3	-	---	No
17:00 - 18:00	700	No	98	-	No	6	-	---	No
14:45 - 15:45	699	No	117	-	Yes	5	-	---	No
11:15 - 12:15	698	No	159	-	Yes	3	-	---	No
15:00 - 16:00	688	No	105	-	Yes	6	-	---	No
16:30 - 17:30	680	No	90	-	No	7	-	---	No
12:45 - 13:45	674	No	135	-	Yes	2	-	---	No
15:15 - 16:15	673	No	104	-	Yes	7	-	---	No
16:45 - 17:45	670	No	78	-	No	5	-	---	No
15:30 - 16:30	660	No	91	-	No	5	-	---	No
12:00 - 13:00	655	No	92	-	No	2	-	---	No
07:15 - 08:15	651	No	118	-	Yes	3	-	---	No
11:45 - 12:45	651	No	93	-	No	1	-	---	No
15:45 - 16:45	650	No	97	-	No	5	-	---	No
17:15 - 18:15	649	No	106	-	Yes	5	-	---	No
07:00 - 08:00	634	No	111	-	Yes	5	-	---	No
16:15 - 17:15	633	No	85	-	No	4	-	---	No
07:30 - 08:30	622	No	121	-	Yes	2	-	---	No

600 South & 860 West Signal Warrant Study

Study Name: 600 South 860 West

Study Date : 10/5/2023

Warrant 3B - Peak Hour Volumes

Description

Intended for sites where the volume of intersecting traffic during one hour of the day is the principal reason for consideration of a signal installation.

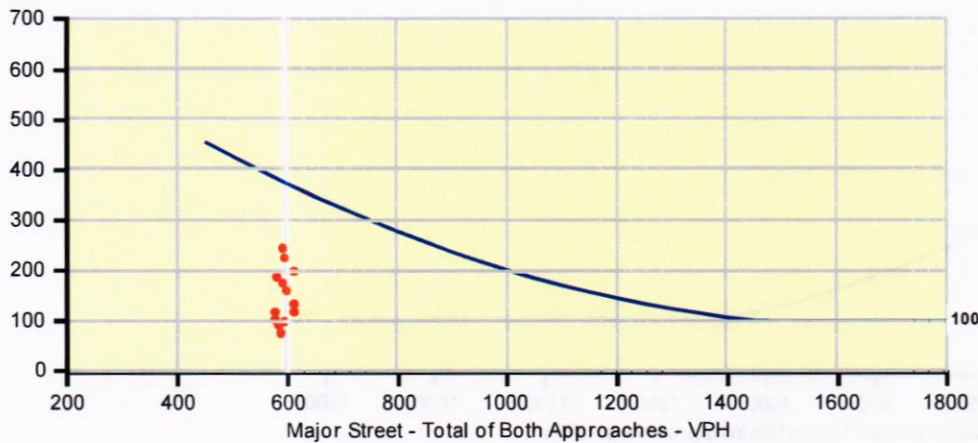
Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = **False**
 Number of Major Lanes = **1**
 Number of Minor Lanes = **1**

Time	Major Road 600 South				Total	Minor Road 860 West		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
13:45 - 14:45	314	+	298	=	612	197	3	No
14:15 - 15:15	310	+	302	=	612	135	3	No
14:30 - 15:30	315	+	296	=	611	120	3	No
14:00 - 15:00	305	+	295	=	600	159	2	No
13:15 - 14:15	348	+	248	=	596	225	2	No
17:00 - 18:00	279	+	317	=	596	98	6	No
11:30 - 12:30	340	+	251	=	591	175	2	No
13:30 - 14:30	334	+	256	=	590	245	3	No
16:45 - 17:45	300	+	287	=	587	78	5	No
16:30 - 17:30	302	+	281	=	583	90	7	No
13:00 - 14:00	335	+	245	=	580	189	2	No
							5	No



600 South & 860 West Signal Warrant Study

Study Name: 600 South 860 West
Study Date : 10/5/2023

Warrant 4A - Pedestrian Volumes - 4 Hour

Description

Intended for sites where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

Summary

No '4 Hr Criteria' hours meet minimums.
No '1 Hr Criteria' hours meet minimums.
Warrant is NOT met.

Site Data Required

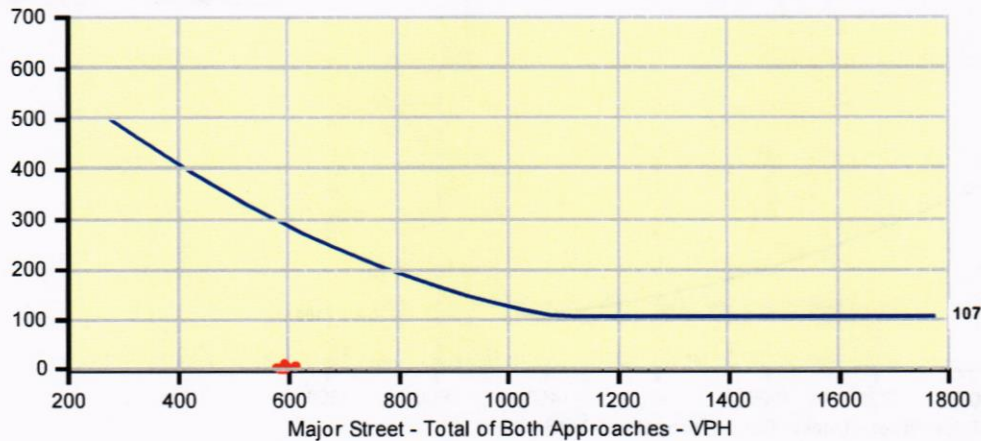
Rural Settings Apply = **False**

Pedestrian Data Required

Adjacent coordinated signals present = **False**
Closest Signal < 300 Feet = **False**
Ped Speed < 3.5 ft/sec = **False**

Major Road
600 South

Time	EB Vehs	+	WB Vehs	=	Total	EB Peds	+	WB Peds	=	Ped Total	Met?
13:45 - 14:45	314	+	298	=	612	0	+	6	=	6	No
14:15 - 15:15	310	+	302	=	612	0	+	2	=	2	No
14:30 - 15:30	315	+	296	=	611	0	+	2	=	2	No
14:00 - 15:00	305	+	295	=	600	0	+	2	=	2	No
13:15 - 14:15	348	+	248	=	596	0	+	7	=	7	No
17:00 - 18:00	279	+	317	=	596	0	+	0	=	0	No
11:30 - 12:30	340	+	251	=	591	1	+	9	=	10	No
13:30 - 14:30	334	+	256	=	590	0	+	6	=	6	No
16:45 - 17:45	300	+	287	=	587	0	+	1	=	1	No
16:30 - 17:30	302	+	281	=	583	0	+	1	=	1	No
13:00 - 14:00	335	+	245	=	580	0	+	5	=	5	No
14:45 - 15:45	315		262		577	0		2		2	No



600 South & 860 West Signal Warrant Study

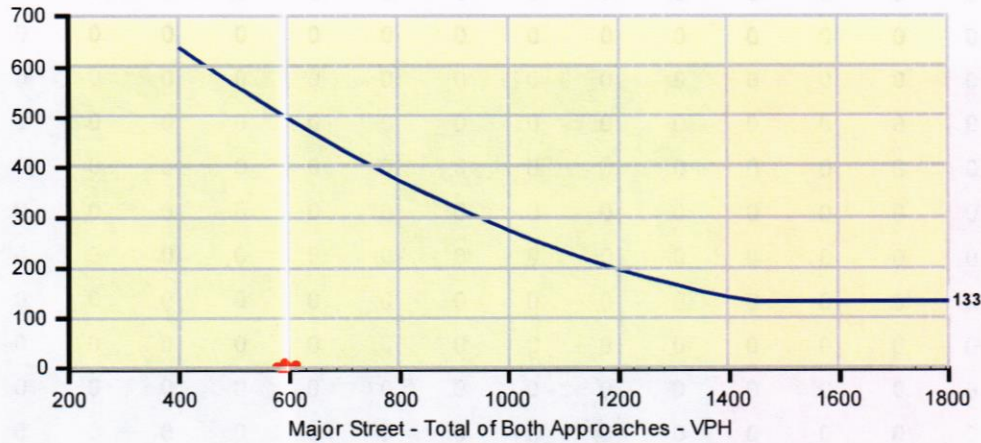
Study Name: 600 South 860 West

Study Date : 10/5/2023

Warrant 4B - Pedestrian Volumes - 1 Hour

Major Road
600 South

Time	EB Vehs	+	WB Vehs	=	Total	EB Peds	+	WB Peds	=	Ped Total	Met?
13:45 - 14:45	314	+	298	=	612	0	+	6	=	6	No
14:15 - 15:15	310	+	302	=	612	0	+	2	=	2	No
14:30 - 15:30	315	+	296	=	611	0	+	2	=	2	No
14:00 - 15:00	305	+	295	=	600	0	+	2	=	2	No
13:15 - 14:15	348	+	248	=	596	0	+	7	=	7	No
17:00 - 18:00	279	+	317	=	596	0	+	0	=	0	No
11:30 - 12:30	340	+	251	=	591	1	+	9	=	10	No
13:30 - 14:30	334	+	256	=	590	0	+	6	=	6	No
16:45 - 17:45	300	+	287	=	587	0	+	1	=	1	No
16:30 - 17:30	302	+	281	=	583	0	+	1	=	1	No
13:00 - 14:00	335	+	245	=	580	0	+	5	=	5	No
14:45 - 15:45	315	+	262	=	577	0	+	2	=	2	No



600 South & 860 West Signal Warrant Study

Study Name: 600 South 860 West
Study Date : 10/5/2023

Warrant 5 - School Crossing

Description

A signal may be warranted at an established school crossing if there are not sufficient gaps to allow the children to safely cross the road.

Summary

0 gaps is above required.
Warrant is NOT met.

Site Data Required

Start Time of School Crossing: **07:00 AM**
Stop Time of School Crossing: **05:00 PM**
Street Width (ft): **0**
Ped Speed (ft/sec): **4.5**

Gap Requirements

Gap required to cross street safely: **9 secs.**
Number of minutes children present: **600**
Maximum number of gaps: **600**

Time	Total	0-2	2-4	4-6	6-8	8-10	10-12	12-14	14-16	16-18	18-20	20-22	22-24	24-26	26+
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

600 South & 860 West Signal Warrant Study

Study Name: 600 South 860 West

Study Date : 10/5/2023

Warrant 6 - Coordinated Signal System

Description

Intended for sites where a signal installation would help maintain proper grouping of vehicles and effectively regulate group speed.

Summary

Both requirements are NOT met.
Warrant is NOT met.

Site Data Required

Closest Signal greater than 1000 feet = **True**
Adjacent coordinated signals are present = **False**

Warrant 6A Details

Time	Phase	Duration	Priority	Control	Notes
12:00 - 12:05	W	5	+	250	
12:05 - 12:10	W	5	+	250	
12:10 - 12:15	W	5	+	250	
12:15 - 12:20	W	5	+	250	
12:20 - 12:25	W	5	+	250	
12:25 - 12:30	W	5	+	250	
12:30 - 12:35	W	5	+	250	
12:35 - 12:40	W	5	+	250	
12:40 - 12:45	W	5	+	250	
12:45 - 12:50	W	5	+	250	
12:50 - 12:55	W	5	+	250	
12:55 - 13:00	W	5	+	250	

Warrant 6B Details

Time	Phase	Duration	Priority	Control	Notes
13:00 - 13:05	W	5	+	250	
13:05 - 13:10	W	5	+	250	
13:10 - 13:15	W	5	+	250	
13:15 - 13:20	W	5	+	250	
13:20 - 13:25	W	5	+	250	
13:25 - 13:30	W	5	+	250	
13:30 - 13:35	W	5	+	250	
13:35 - 13:40	W	5	+	250	
13:40 - 13:45	W	5	+	250	
13:45 - 13:50	W	5	+	250	
13:50 - 13:55	W	5	+	250	
13:55 - 14:00	W	5	+	250	

600 South & 860 West Signal Warrant Study

Study Name: 600 South 860 West

Study Date : 10/5/2023

Warrant 7 - Crash Experience

Description

Intended for sites where the frequency of correctible crashes in the past 12 months is the primary motivation for installing a traffic signal.

Summary

Number of crashes does not meet minimum.
Pedestrian volumes do not meet the 80% criteria.
War 1A or 1B volumes do not meet the 80% criteria.
Warrant is NOT met.

Site Data Required

Number of crashes in last 12 months = 0
Rural Settings Apply = **False**
Number of Major Lanes = 1
Number of Minor Lanes = 1

Crash and Volume Requirements

Minimum number of crashes = 5
Veh/Hr Major: War 1A = 400 War 1B = 600
Veh/Hr Minor: War 1A = 120 War 1B = 60

Volume and Pedestrian Data

Hours data meets 80% requirements of Warrant 1A (8 needed) 4 Met? **No**
Hours data meets 80% requirements of Warrant 1B (8 needed) 1 Met? **No**
Hours data meets 80% requirements of Warrant 4 (4,1 needed) 0 0 Met? **No**

Major Road
600 South

Minor Road
860 West

Warrant 1A Details

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1A?
13:45 - 14:45	314	+	298	=	612	197	3	Yes
12:45 - 13:45	307	+	230	=	537	135	2	Yes
07:30 - 08:30	340	+	159	=	499	121	2	Yes
10:45 - 11:45	222	+	198	=	420	138	3	Yes
17:00 - 18:00	279	+	317	=	596	98	6	No
16:45 - 17:45	300	+	287	=	587	78	5	No
16:30 - 17:30	302	+	281	=	583	90	7	No
14:45 - 15:45	315	+	262	=	577	117	5	No
15:00 - 16:00	296	+	281	=	577	105	6	No
15:30 - 16:30	277	+	287	=	564	91	5	No
15:15 - 16:15	285	+	277	=	562	104	7	No
12:00 - 13:00	326	+	235	=	561	92	2	No

Warrant 1B Details

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1B?
13:45 - 14:45	314	+	298	=	612	197	3	Yes
13:15 - 14:15	348	+	248	=	596	225	2	No
17:00 - 18:00	279	+	317	=	596	98	6	No
11:30 - 12:30	340	+	251	=	591	175	2	No
13:30 - 14:30	334	+	256	=	590	245	3	No
16:45 - 17:45	300	+	287	=	587	78	5	No
16:30 - 17:30	302	+	281	=	583	90	7	No
13:00 - 14:00	335	+	245	=	580	189	2	No
14:45 - 15:45	315	+	262	=	577	117	5	No
15:00 - 16:00	296	+	281	=	577	105	6	No
15:30 - 16:30	277	+	287	=	564	91	5	No
15:15 - 16:15	285	+	277	=	562	104	7	No

600 South & 860 West Signal Warrant Study

Study Name: 600 South 860 West

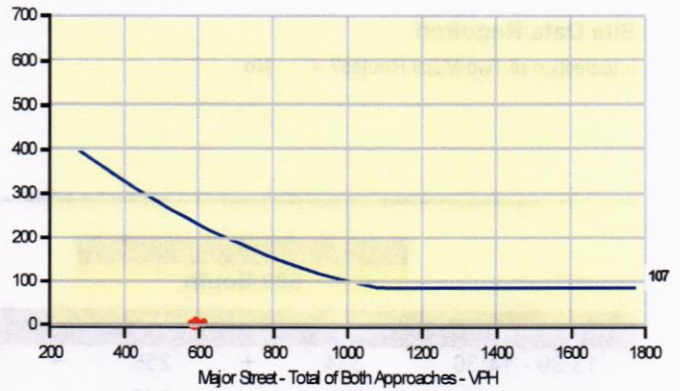
Study Date : 10/5/2023

Warrant 7 - Crash Experience

Major Road 600 South

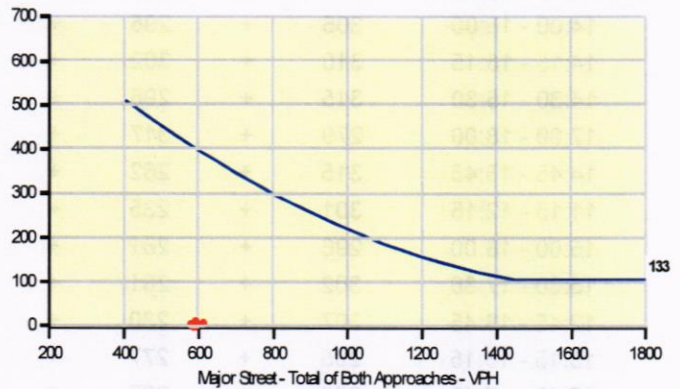
80% of Warrant 4 - 4 Hr Pedestrian Data

Time	EB Vehs	+	WB Vehs	=	Total Vehs	EB Peds	+	WB Peds	=	Ped Total	Met?
13:45 - 14:45	314	+	298	=	612	0	+	6	=	6	No
14:15 - 15:15	310	+	302	=	612	0	+	2	=	2	No
14:30 - 15:30	315	+	296	=	611	0	+	2	=	2	No
14:00 - 15:00	305	+	295	=	600	0	+	2	=	2	No
13:15 - 14:15	348	+	248	=	596	0	+	7	=	7	No
17:00 - 18:00	279	+	317	=	596	0	+	0	=	0	No
11:30 - 12:30	340	+	251	=	591	1	+	9	=	10	No
13:30 - 14:30	334	+	256	=	590	0	+	6	=	6	No
16:45 - 17:45	300	+	287	=	587	0	+	1	=	1	No
16:30 - 17:30	302	+	281	=	583	0	+	1	=	1	No
13:00 - 14:00	335	+	245	=	580	0	+	5	=	5	No
14:45 - 15:45	315	+	262	=	577	0	+	2	=	2	No



80% of Warrant 4 - 1 Hr Pedestrian Data

Time	EB Vehs	+	WB Vehs	=	Total Vehs	EB Peds	+	WB Peds	=	Ped Total	Met?
13:45 - 14:45	314	+	298	=	612	0	+	6	=	6	No
14:15 - 15:15	310	+	302	=	612	0	+	2	=	2	No
14:30 - 15:30	315	+	296	=	611	0	+	2	=	2	No
14:00 - 15:00	305	+	295	=	600	0	+	2	=	2	No
13:15 - 14:15	348	+	248	=	596	0	+	7	=	7	No
17:00 - 18:00	279	+	317	=	596	0	+	0	=	0	No
11:30 - 12:30	340	+	251	=	591	1	+	9	=	10	No
13:30 - 14:30	334	+	256	=	590	0	+	6	=	6	No
16:45 - 17:45	300	+	287	=	587	0	+	1	=	1	No
16:30 - 17:30	302	+	281	=	583	0	+	1	=	1	No
13:00 - 14:00	335	+	245	=	580	0	+	5	=	5	No
14:45 - 15:45	315	+	262	=	577	0	+	2	=	2	No



600 South & 860 West Signal Warrant Study

Study Name: 600 South 860 West

Study Date : 10/5/2023

Warrant 8 - Roadway Network

Description

Intended for sites where the signal installation would encourage concentration and organization of traffic flow networks.

Summary

Major route requirements are NOT met.
Volume Requirements are NOT met.
Warrant is NOT met.

Site Data Required

Intersection of Two Major Routes? = **No**

Volume Requirements

Total Volume for All Approaches = **1000**

Number of Weekday Hours Needed = **1**

Time	Major Road 600 South				Minor Road 860 West				Met?	
	EB	+	WB	+	NB	+	SB	=		
13:30 - 14:30	334	+	256	+	245	+	3	=	838	No
13:15 - 14:15	348	+	248	+	225	+	2	=	823	No
13:45 - 14:45	314	+	298	+	197	+	3	=	812	No
13:00 - 14:00	335	+	245	+	189	+	2	=	771	No
11:30 - 12:30	340	+	251	+	175	+	2	=	768	No
14:00 - 15:00	305	+	295	+	159	+	2	=	761	No
14:15 - 15:15	310	+	302	+	135	+	3	=	750	No
14:30 - 15:30	315	+	296	+	120	+	3	=	734	No
17:00 - 18:00	279	+	317	+	98	+	6	=	700	No
14:45 - 15:45	315	+	262	+	117	+	5	=	699	No
11:15 - 12:15	301	+	235	+	159	+	3	=	698	No
15:00 - 16:00	296	+	281	+	105	+	6	=	688	No
16:30 - 17:30	302	+	281	+	90	+	7	=	680	No
12:45 - 13:45	307	+	230	+	135	+	2	=	674	No
15:15 - 16:15	285	+	277	+	104	+	7	=	673	No
16:45 - 17:45	300	+	287	+	78	+	5	=	670	No
15:30 - 16:30	277	+	287	+	91	+	5	=	660	No
12:00 - 13:00	326	+	235	+	92	+	2	=	655	No
07:15 - 08:15	373	+	157	+	118	+	3	=	651	No
11:45 - 12:45	327	+	230	+	93	+	1	=	651	No
15:45 - 16:45	265	+	283	+	97	+	5	=	650	No
17:15 - 18:15	233	+	305	+	106	+	5	=	649	No
07:00 - 08:00	358	+	160	+	111	+	5	=	634	No
16:15 - 17:15	293	+	251	+	85	+	4	=	633	No
07:30 - 08:30	340		159		121		2		622	No

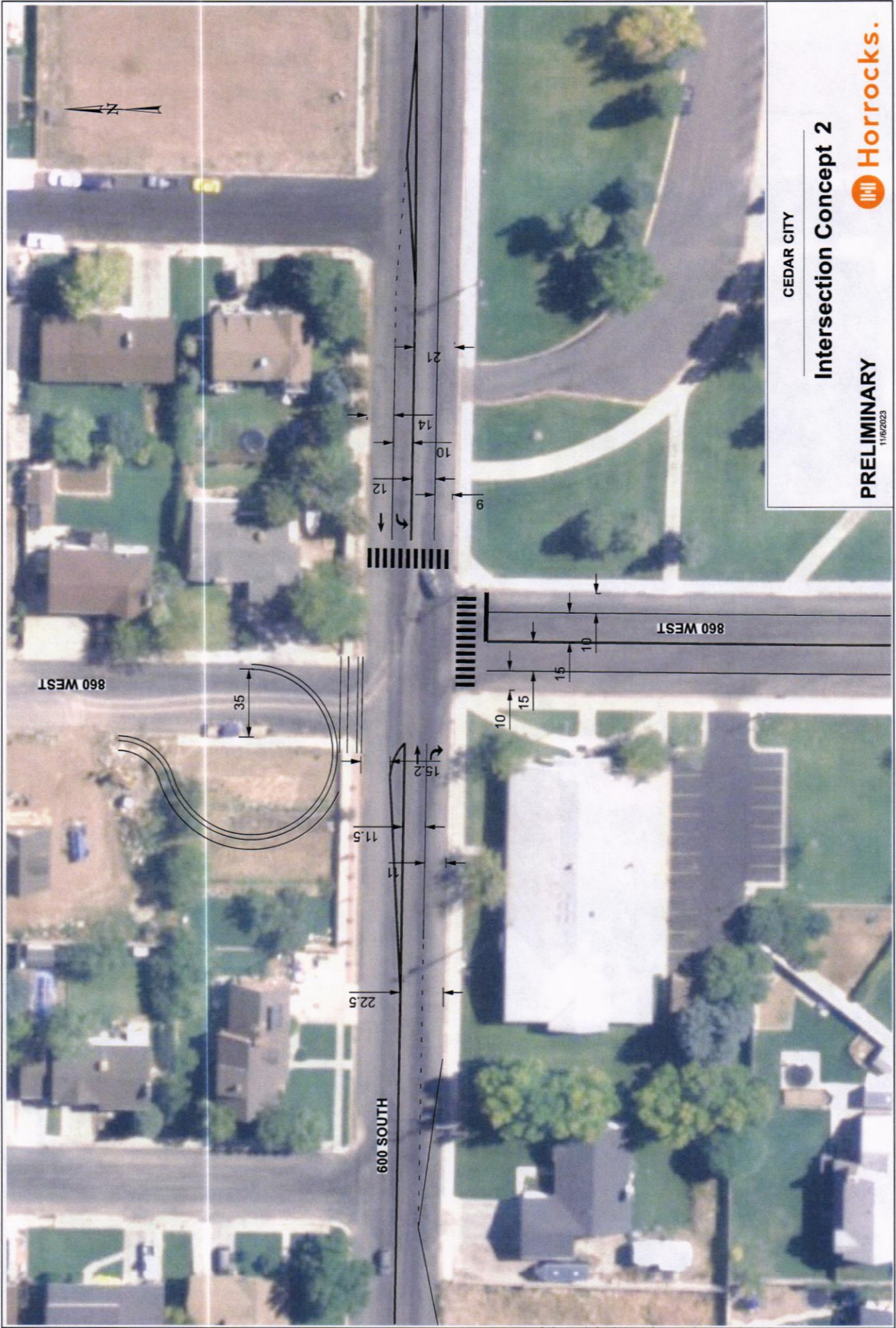


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Department of Transportation

MISSISSIPPI COLLEGE
DEPT. OF TRANSPORTATION

EXHIBIT D



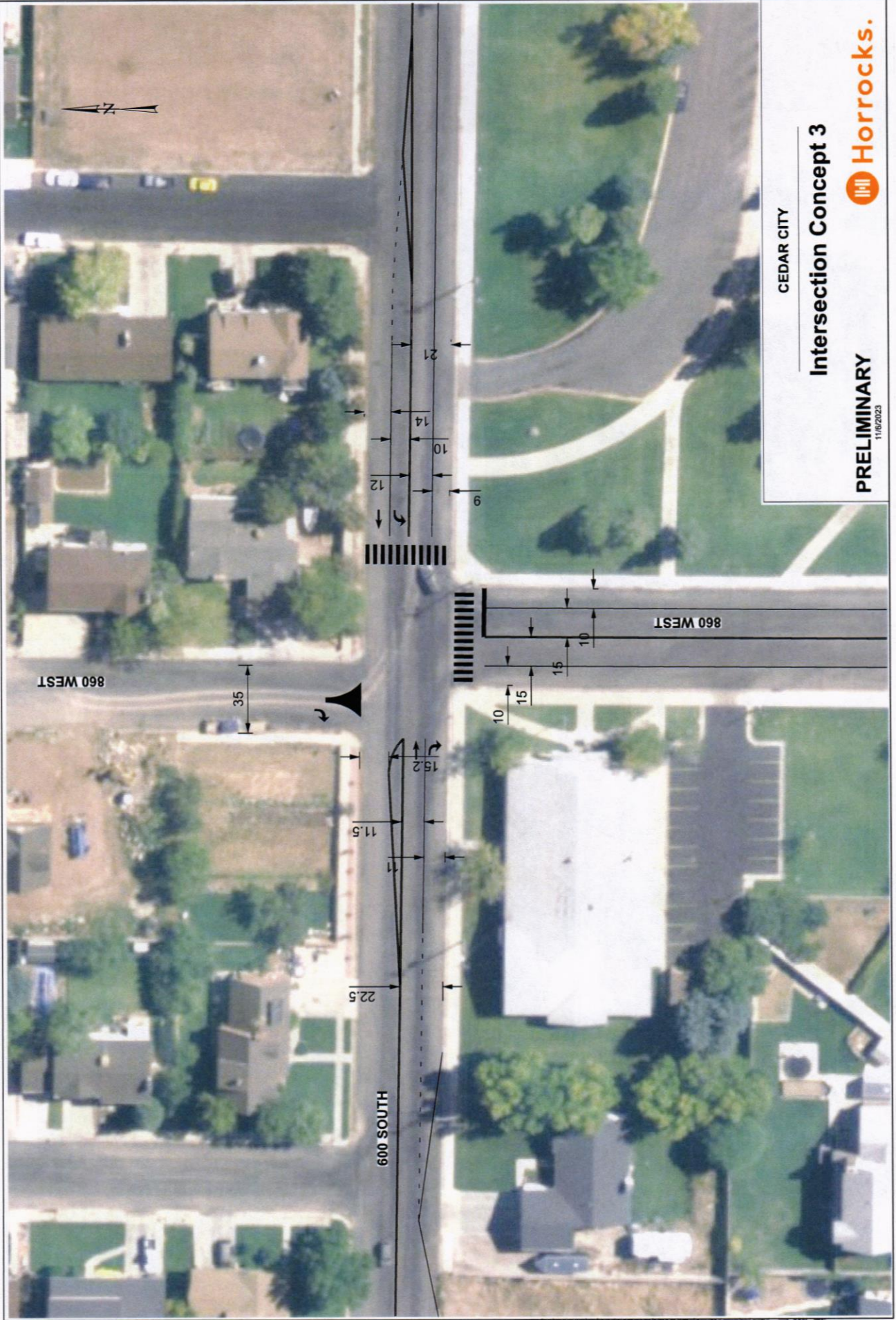
CEDAR CITY

Intersection Concept 2

PRELIMINARY

1/16/2023





MEMORANDUM

TO: Jonathan Stathis, P.E. Shane Johnson
City Engineer, Cedar City Project Engineer, Cedar City

FROM: Emily Andrus, P.E. Aron Baker, P.E.
Horrocks Engineers Horrocks Engineers

DATE: January 12, 2024

SUBJECT: 1600 North & Lund Highway Traffic Signal Warrant Study

PURPOSE

The purpose of this memo is to describe the methodology and results in performing an intersection and signal warrant analysis for the intersection of 1600 North and 3100 West (Lund Highway) in Cedar City, Utah, as shown in Figure 1.



Figure 1-Study Intersection in Cedar City, Utah



The intersection of 1600 North and Lund Highway is in the northwest section of the city. Figure 2 shows the location of the intersection. The intersection functions as a transition from the industrial area to residential. The north side of 1600 North and the southwest corner of the intersection are zoned residential, and the southeast corner is zoned industrial and manufacturing. 1600 North is planned as a 75-foot wide Minor Arterial. The asphalt is currently about 35 feet wide on the west side of the intersection and posted at 25 miles per hour (mph), and 24 feet wide on the east side of the intersection and posted at 40 mph. It is striped for two lanes, one in each direction. Lund Highway is planned as a 100-foot wide Major Arterial. It is currently about 24 feet wide on the south side of the intersection and 56 feet wide on the north side of the intersection. It is striped as a two-lane road and posted at 50 mph. The intersection is fully developed on the northwest corner with asphalt, curb, gutter, and sidewalk.



Figure 2- 1600 North & Lund Highway Vicinity Map

Intersection Geometry

The intersection is currently a four-way intersection with a two-way stop control in the east and west directions. There are no marked turn lanes. There are no marked crosswalks present for pedestrians. It should be noted that in the southbound direction there is ample room in the shoulder for a vehicle to pull out of the thru lane to decelerate and negotiate a right-turn. Figure 3 shows the intersection geometry at the intersection of 1600 North and Lund Highway.



Figure 3- Intersection Geometry at 1600 North and Lund Highway

Turn Volumes

Turning movement volumes were collected using a camera at the intersection between 7:00 AM and 7:00 PM on Monday, September 25, 2023. The peak hour turning volumes are shown in Figures 4 and 5. The AM peak hour occurs between 7:30 and 8:30 AM and the PM peak hour occurs between 5:00 and 6:00 PM. The major movements are northbound and southbound. In the AM peak the major movement is southbound, and in the PM peak the major movement is northbound.

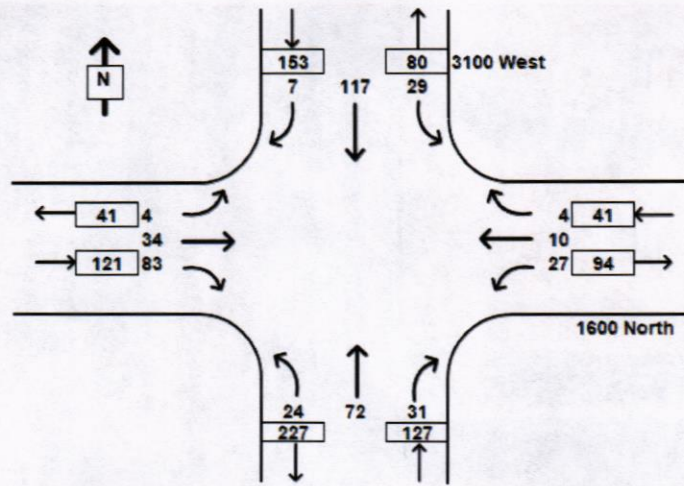


Figure 4-1600 North and Lund Highway AM Turn Volumes

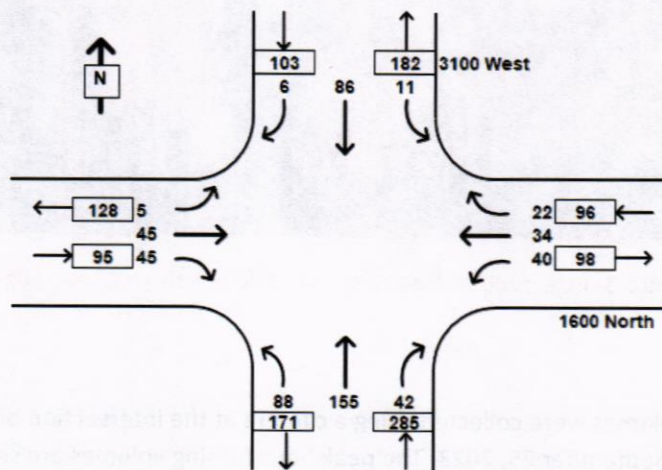


Figure 5-1600 North and Lund Highway PM Turn Volumes

The collected turning movement counts are included in Exhibit A.

Site Conditions

The intersection is an open intersection with wide shoulders. A concrete wall is installed on the northwest corner. The southeast corner has a fire station with an access road to the airport.

SIGNAL WARRANT ANALYSIS FOR 1600 NORTH AND LUND HIGHWAY

The following section applies the traffic counts and other known data into the PC Warrants-2 program to ascertain whether warrants are met for a traffic signal at this location. The signal warrant analysis is included as Exhibit B.

WARRANT 1A, 1B, and 1C, EIGHT-HOUR VEHICULAR VOLUME:

This warrant is met if during 8 hours of an average day there are 350 vehicles per hour (vph) of combined northbound and southbound traffic (after the Rural Factor of 70% is applied) and there are



105 vph in the eastbound or westbound direction. The Rural Factor is applied when the speed limit is greater than 40 mph or if the community being evaluated has a population less than 10,000. It reduces the required volume to meet the warrant by 30 percent. During peak hours, 350 vph on Lund Highway was reached for 12 hours of the day, but 105 vph on 1600 North was not reached for any hour, therefore, Warrant 1A is not satisfied.

Warrant 1B is intended for intersections where the volume of the major street is so heavy that traffic on the minor street suffers excessive delay or hazard. The intent of a traffic signal under Warrant 1B is to interrupt continuous traffic to allow side street traffic to either enter or cross the traffic stream. Lund Highway does not experience the requisite 525 vph (after the Rural Factor of 70% is applied) for the hours required, so Warrant 1B is not satisfied.

Warrant 1C is intended for intersections where the traffic volumes don't meet individual warrants but where Warrants 1A and 1B are both met to 80 percent of their stated values. Eighty percent of Warrant 1A is met for four hours of the day, but no hours are met for 80 percent of Warrant 1B, therefore, Warrant 1C is not satisfied.

WARRANT 1A IS NOT SATISFIED.

WARRANT 1B IS NOT SATISFIED.

WARRANT 1C IS NOT SATISFIED.

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME:

This warrant is intended for intersections where the volume of intersecting traffic during any four hours of the day is the principal reason for consideration of a signal installation. It is met if the combination of the minor street and the major street is above the appropriate curve in the MUTCD Figure 4C-1 in any 4 hours of an average day. The 4-hour volumes are observed to be below the curve as shown in Figure 6, so this warrant is not met.

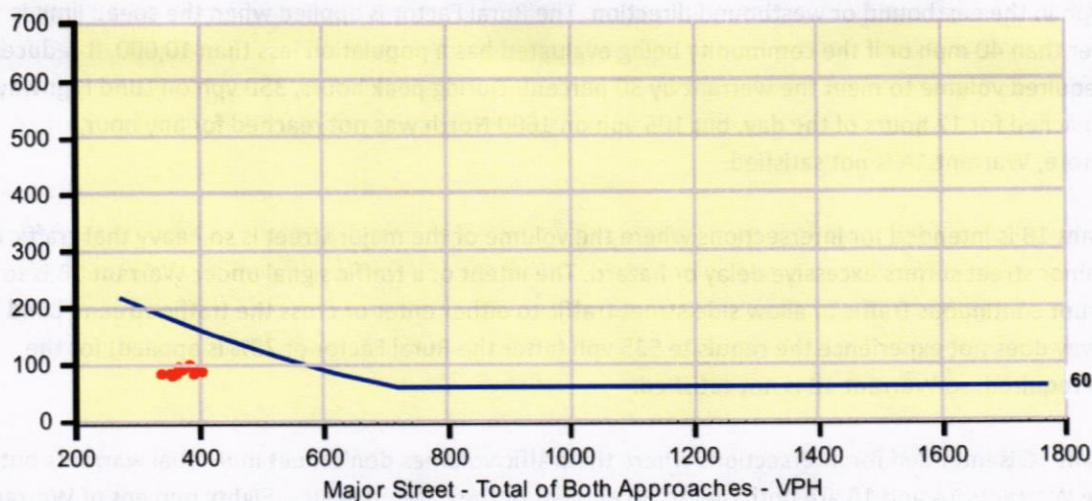


Figure 6- Curve for Warrant 2

WARRANT 2 IS NOT SATISFIED.

WARRANT 3A, PEAK HOUR DELAY and 3B, PEAK HOUR VOLUMES

Warrant 3A is intended for intersections where for one hour of the day, minor street traffic suffers undue traffic delay entering or crossing the major street. The warrant is met if all three of the following conditions exist for the same one hour (any four consecutive 15-minute periods) of an average day:

1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a stop sign equals or exceeds four vehicle-hours; and
2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour (vph) for one moving lane of traffic; and
3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

The total stopped time delay on 1600 North was not evaluated. The volume on 1600 North exceeded 100 vph for five hours of the day, but the volume on Lund Highway did not exceed 800 vph for any hour of the day, so Warrant 3A is not satisfied.

Warrant 3B is intended for intersections where the volume of intersecting traffic during one hour of the day is the principal reason for consideration of a signal installation. There are no one-hour time periods that meet the required minimums, so Warrant 3B is not satisfied.

WARRANT 3A WAS NOT EVALUATED.

WARRANT 3B IS NOT SATISFIED



WARRANT 4, PEDESTRIAN VOLUME:

Warrant 4 evaluates the presence of pedestrians crossing the major lanes of an intersection. This warrant is met if the combination of the traffic volume on the major street and the number of crossing pedestrians is above the appropriate curve in the MUTCD Figure 4C-5 for any four hours of an average day. Figure 7 shows the curve for Warrant 4. There are not any hours of the day that meet the required pedestrian volumes to meet the warrant.

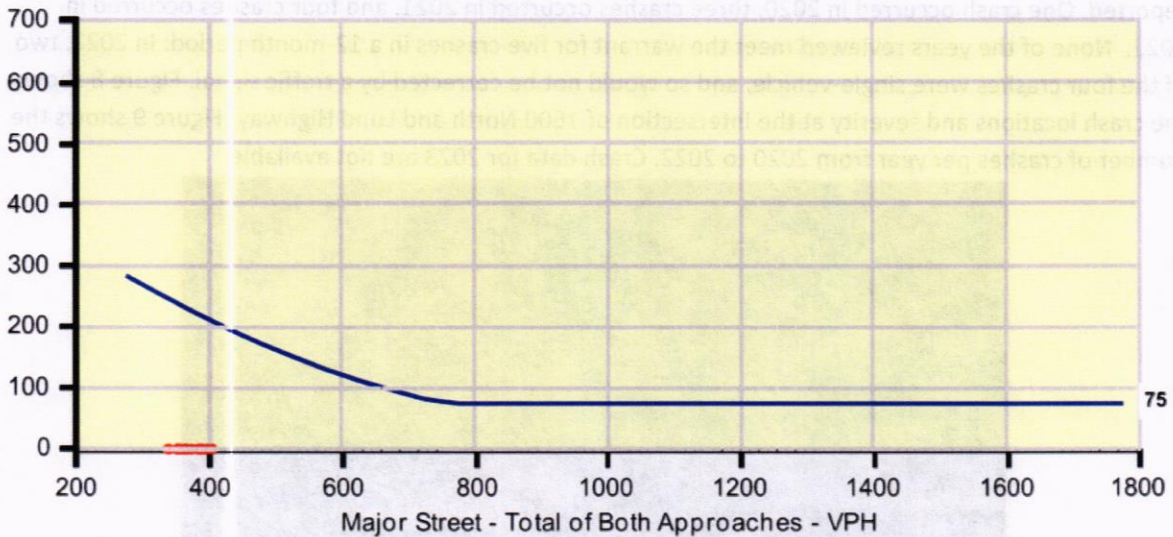


Figure 7-Curve for Warrant 4

WARRANT 4 IS NOT SATISFIED.

WARRANT 5, SCHOOL CROSSING:

This warrant evaluates the need of a signal for a school crossing. The intersection of 3100 South and 1600 North is not used as a school crossing so Warrant 5 is not satisfied.

WARRANT 5 IS NOT SATISFIED.

WARRANT 6, COORDINATED SIGNAL SYSTEM:

This warrant is considered satisfied if the signal is needed to maintain proper platooning of vehicles to collectively provide a progressive signalized corridor.

There are no adjacent traffic signals on 3100 South in this vicinity of Cedar City so this intersection would not benefit from a coordinated system if a traffic signal were present.

WARRANT 6 IS NOT SATISFIED.



WARRANT 7, CRASH EXPERIENCE:

This warrant evaluates the crash experience for a 12-month period. There must be five or more reported crashes susceptible to correction by a traffic signal for this warrant to be considered. In addition, 80-percent of Warrant 1 must be satisfied.

Upon reviewing the accident history for the prior three years (2020-2022), there were eight crashes reported. One crash occurred in 2020, three crashes occurred in 2021, and four crashes occurred in 2022. None of the years reviewed meet the warrant for five crashes in a 12-month period. In 2022, two of the four crashes were single-vehicle, and so would not be corrected by a traffic signal. Figure 8 shows the crash locations and severity at the intersection of 1600 North and Lund Highway. Figure 9 shows the number of crashes per year from 2020 to 2022. Crash data for 2023 are not available.

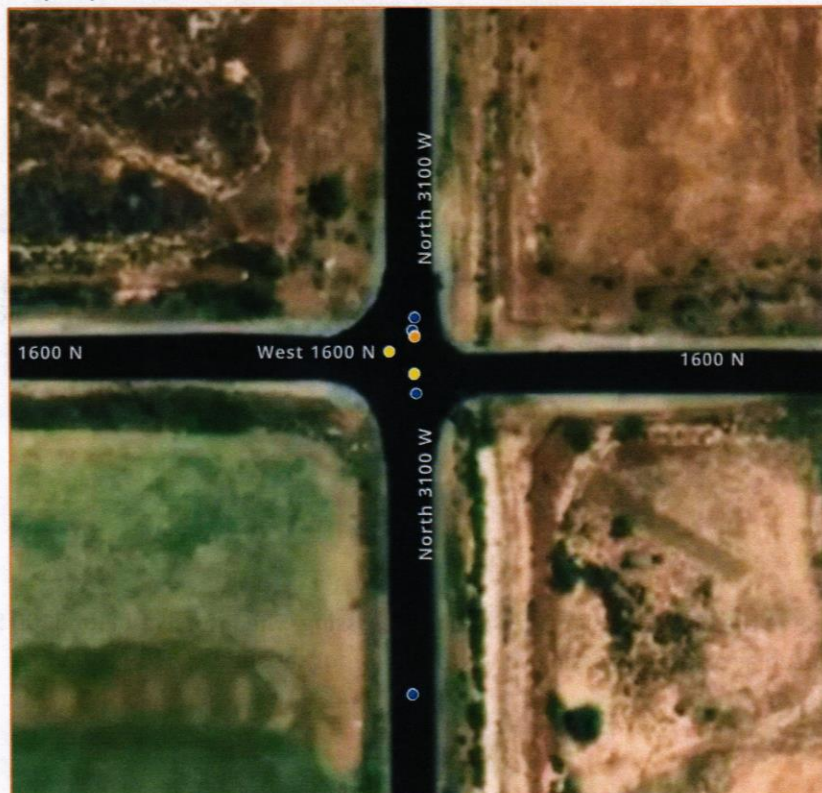


Figure 8-2020-2022 Crash Locations

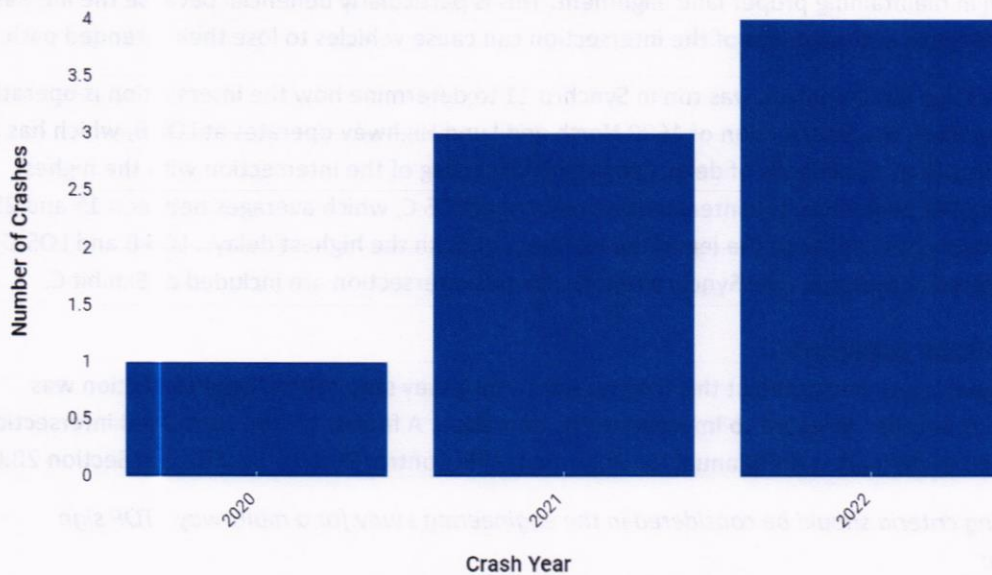


Figure 9-Crashes per Year 2020-2022

WARRANT 7 IS NOT SATISFIED.

WARRANT 8, ROADWAY NETWORK:

This warrant is satisfied if any of the following are true:

- A) The intersection is where two major routes meet (which appear on the City's masterplan) and the total approach volume is at least 1000 vph in a peak hour on a weekday and have 5-year projected volumes of meeting one or more of Warrants 1, 2, and 3. 2vph
- B) The intersection is where two major routes meet (which appear on the City's masterplan) and the total approach volume is at least 1000 vph for any 5 hours on a nonnormal business day.

There is not enough total approach volume to reach 1000 vph on the business day studied.

WARRANT 8 IS NOT SATISFIED.

SPECIFIC SITE CONDITION OBSERVATIONS

A recorded video of the intersection was taken for twelve hours on September 25, 2023. An observation from the video shows that most of the eastbound and westbound vehicles do not stop fully at the stop sign when there are no cars coming north or south. We recommend that stop bars and STOP stencils be applied in the east/west directions, as the presence of stop bars and STOP stencils on the pavement serves as a clear signal, instructing vehicles to come to a full stop. We recommend center line striping on Lund Highway as it assists vehicles traveling in the north and south directions through the intersection,



aiding them in maintaining proper lane alignment. This is particularly beneficial because the increased width on the north and west legs of the intersection can cause vehicles to lose their intended path.

A Level of Service (LOS) analysis was run in Synchro 11 to determine how the intersection is operating. In the AM peak hour, the intersection of 1600 North and Lund Highway operates at LOS B, which has an average of less than 15 seconds of delay per vehicle at the leg of the intersection with the highest delays. In the PM peak hour, the intersection operates at LOS C, which averages between 15 and 25 seconds of delay per vehicle at the leg of the intersection with the highest delays. LOS B and LOS C are both considered acceptable. The Synchro reports for this intersection are included as Exhibit C.

FOUR-WAY STOP WARRANT

Where a signal is not warranted at this intersection, a four-way stop controlled intersection was considered as another measure to improve traffic operation. A four-way stop controlled intersection can be warranted as defined in the Manual for Uniform Traffic Control Devices (MUTCD) in Section 2B.07:

The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

The warrant also considers the need to control left-turn conflicts, control pedestrian conflicts, improve sight distance, or improve operations.

A four-way stop at the intersection of 1600 North and Lund Highway would not be warranted based on a traffic signal warrant or based on crashes as discussed previously in this report (Subsections A and B).



The Subsection C volumes at the intersection meet the minimum volumes for the major approach for eight hours but not the minor approach, so the warrant for a four-way stop is not met. The average delay on the minor approaches is less than 30 seconds.

The 85th percentile speed was not evaluated, however, with the speed limit on Lund Highway being 50 mph, it stands to reason that the 85th percentile is higher than 40 mph, which would allow Subsection C.3 to be evaluated with the volumes at 70 percent. With the reduction to 70 percent of the values, 210 vph are required for at least 8 hours on the major approaches, and 140 vehicles, pedestrians, and bicycles for the same 8 hours on the minor approaches. The volumes at the intersection meet the minimum volumes at 70 percent of the values in Subsection C.1 and C.2. Assuming the 85th percentile speed is greater than 40 mph, the four-way stop warrant is met for the intersection of 1600 North and Lund Highway.

FOUR-WAY STOP WARRANT IS MET.

ROUNDBABOUT

In discussions of how to make improvements to the intersection, the installation of a roundabout was suggested. A roundabout at this location could offer advantages by facilitating uninterrupted traffic flow along Lund Highway while providing opportunities for vehicles on 1600 North to navigate through the intersection. As traffic grows from development in the area, a roundabout would reduce the severity of crashes at the intersection. While there has been a low occurrence of severe crashes in the past five years, a roundabout may serve as a preventive measure against potential severe crashes in the future.

The disadvantages of a roundabout at 1600 North and Lund Highway include the financial cost of implementation and the challenges posed to truck traffic attempting to navigate through the roundabout. Considering that the roundabout will be utilized by large trucks from the industrial area and fire trucks from the station situated on the southeast corner, addressing their navigation of the roundabout becomes critical in the decision-making process.

EVALUATION SUMMARY:

The intersection of 1600 North and Lund Highway is currently operating at an acceptable LOS in the AM and PM peak hour. A traffic signal is not warranted based on the MUTCD signal warrant evaluation. Stop bars and STOP stencils should be applied and refreshed on a regular basis to encourage drivers to come to a full stop at the stop signs. Also, a center line on Lund Highway is recommended to encourage proper lane travel.

This intersection should be monitored in the future as development in the area continues. As the intersection is built out it should continue to be widened to its final width, striped with left turn lanes, and finished with curb, gutter, and sidewalk.

Considering future traffic scenarios, installing a four-way stop is warranted and may serve as an effective measure to address changing traffic patterns. Furthermore, the implementation of a roundabout is a viable option to ensure smooth traffic flow and enhanced safety, especially as the area continues to evolve. These additional measures should be carefully evaluated and integrated as part of the ongoing intersection management strategy.



EXHIBIT A

1600 North & Lund Highway (3100 West) Signal Warrant Study

Study Name: Lund Highway (3100 West) & 1600 North

Study Date : 9/25/2023

Signal Warrants - Summary

Major Street Approaches

Northbound: 3100 West

Number of Lanes : 1

Total Approach Volume: 2,131

Southbound: 3100 West

Number of Lanes : 1

Total Approach Volume: 1,332

Minor Street Approaches

Eastbound: 1600 North

Number of Lanes : 1

Total Approach Volume: 979

Westbound: 1600 North

Number of Lanes : 1

Total Approach Volume: 679

Warrant Summary (Rural Values Apply)

Warrant 1 - Eight Hour Vehicular Volumes	Not Satisfied
Warrant 1A - Minimum Vehicular Volume	Not Satisfied
Required volumes reached for 0 hours, 8 are needed	
Warrant 1B - Interruption of Continuous Traffic	Not Satisfied
Required volumes reached for 0 hours, 8 are needed	
Warrant 1C - Combination of Warrants	Not Satisfied
Required 1A volumes reached for 4 hours, 8 are needed	
Required 1B volumes reached for 0 hours, 8 are needed	
Warrant 2 - Four Hour Volumes	Not Satisfied
Number of hours (0) volumes exceed minimum < minimum required (4).	
Warrant 3 - Peak Hour	Not Satisfied
Warrant 3A - Peak Hour Delay	Not Satisfied
Approach volumes on minor street don't exceed minimums for any one hour period. Delay data not evaluated.	
Warrant 3B - Peak Hour Volumes	Not Satisfied
Volumes do not exceed minimums for any one hour period.	
Warrant 4 - Pedestrian Volumes	Not Satisfied
Required 4 Hr pedestrian volume reached for 0 hour(s) and the single hour volume for 0 hour(s)	
Warrant 5 - School Crossing	Not Evaluated
Warrant 6 - Coordinated Signal System	Not Evaluated
Warrant 7 - Crash Experience	Not Satisfied
Number of accidents (2) is less than minimum (5). Volume minimums are not met.	
Warrant 8 - Roadway Network	Not Evaluated
Warrant 9 - Intersection Near a Grade Crossing	Not Evaluated

1600 North & Lund Highway (3100 West) Signal Warrant Study

Study Name: Lund Highway (3100 West) & 1600 North

Study Date : 9/25/2023

Warrant 1A - Minimum Volumes

Description

Intended for sites where the volume of intersecting traffic is the principal reason for consideration of a signal installation.

Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = True
Number of Major Lanes = 1
Number of Minor Lanes = 1

Volume Requirements

Rural Factor of 70 % applied
Veh/Hr Major = 350
Veh/Hr Minor = 105

Time	Major Road 3100 West				Total	Minor Road 1600 North		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
17:15 - 18:15	298	+	107	=	405	89	85	No
16:45 - 17:45	284	+	113	=	397	91	81	No
17:30 - 18:30	279	+	112	=	391	86	77	No
17:00 - 18:00	285	+	103	=	388	95	96	No
16:30 - 17:30	267	+	118	=	385	100	75	No
16:00 - 17:00	249	+	125	=	374	93	62	No
16:15 - 17:15	247	+	118	=	365	95	69	No
15:30 - 16:30	247	+	115	=	362	74	83	No
15:45 - 16:45	245	+	110	=	355	82	75	No
15:15 - 16:15	236	+	119	=	355	81	81	No
15:00 - 16:00	248	+	106	=	354	73	83	No
17:45 - 18:45	237	+	115	=	352	85	66	No
14:45 - 15:45	229	+	109	=	338	83	81	No
14:15 - 15:15	219	+	97	=	316	89	65	No
14:30 - 15:30	212	+	101	=	313	93	67	No
14:00 - 15:00	205	+	98	=	303	85	54	No
18:00 - 19:00	193	+	108	=	301	65	55	No
13:45 - 14:45	199	+	100	=	299	88	47	No
13:30 - 14:30	193	+	97	=	290	80	47	No
13:15 - 14:15	183	+	99	=	282	74	42	No
07:45 - 08:45	138	+	143	=	281	103	41	No
07:30 - 08:30	127	+	153	=	280	121	41	No
08:00 - 09:00	127	+	144	=	271	96	43	No
08:15 - 09:15	126	+	145	=	271	98	54	No
12:30 - 13:30	170	+	100	=	270	60	45	No

1600 North & Lund Highway (3100 West) Signal Warrant Study

Study Name: Lund Highway (3100 West) & 1600 North

Study Date : 9/25/2023

Warrant 1B - Interruption of Continuous Traffic

Description

Intended for sites where the volume of the major street is so heavy that traffic on the minor street suffers excessive delay or hazard.

Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = True
Number of Major Lanes = 1
Number of Minor Lanes = 1

Volume Requirements

Rural Factor of 70 % applied
Veh/Hr Major = 525
Veh/Hr Minor = 52

Time	Major Road 3100 West				Total	Minor Road 1600 North		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
17:15 - 18:15	298	+	107	=	405	89	85	No
16:45 - 17:45	284	+	113	=	397	91	81	No
17:30 - 18:30	279	+	112	=	391	86	77	No
17:00 - 18:00	285	+	103	=	388	95	96	No
16:30 - 17:30	267	+	118	=	385	100	75	No
16:00 - 17:00	249	+	125	=	374	93	62	No
16:15 - 17:15	247	+	118	=	365	95	69	No
15:30 - 16:30	247	+	115	=	362	74	83	No
15:45 - 16:45	245	+	110	=	355	82	75	No
15:15 - 16:15	236	+	119	=	355	81	81	No
15:00 - 16:00	248	+	106	=	354	73	83	No
17:45 - 18:45	237	+	115	=	352	85	66	No
14:45 - 15:45	229	+	109	=	338	83	81	No
14:15 - 15:15	219	+	97	=	316	89	65	No
14:30 - 15:30	212	+	101	=	313	93	67	No
14:00 - 15:00	205	+	98	=	303	85	54	No
18:00 - 19:00	193	+	108	=	301	65	55	No
13:45 - 14:45	199	+	100	=	299	88	47	No
13:30 - 14:30	193	+	97	=	290	80	47	No
13:15 - 14:15	183	+	99	=	282	74	42	No
07:45 - 08:45	138	+	143	=	281	103	41	No
07:30 - 08:30	127	+	153	=	280	121	41	No
08:00 - 09:00	127	+	144	=	271	96	43	No
08:15 - 09:15	126	+	145	=	271	98	54	No
12:30 - 13:30	170		100		270	60	45	No

1600 North & Lund Highway (3100 West) Signal Warrant Study

Study Name: Lund Highway (3100 West) & 1600 North

Study Date : 9/25/2023

Warrant 1C Combination of Warrants

Description

Intended for sites where the traffic volumes don't meet individual warrants but where Warrants 1A and 1B are both met to 80% of their stated values.

Summary

Only 4 hours meet 1A minimums.
Only 0 hours meet 1B minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = **True**
Number of Major Lanes = **1**
Number of Minor Lanes = **1**

Volume Requirements

Rural Factor of 70% applied
Warrant 1A 1B
Veh/Hr Major = **280 420**

Veh/Hr Minor = **84 42**

Major Road 3100 West

Minor Road 1600 North

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
17:00 - 18:00	285	+	103	=	388	95	96	Yes
16:00 - 17:00	249	+	125	=	374	93	62	Yes
13:45 - 14:45	199	+	100	=	299	88	47	Yes
07:30 - 08:30	127	+	153	=	280	121	41	Yes
15:30 - 16:30	247	+	115	=	362	74	83	No
15:45 - 16:45	245	+	110	=	355	82	75	No
15:15 - 16:15	236	+	119	=	355	81	81	No
15:00 - 16:00	248	+	106	=	354	73	83	No
14:45 - 15:45	229	+	109	=	338	83	81	No
18:00 - 19:00	193	+	108	=	301	65	55	No
13:30 - 14:30	193	+	97	=	290	80	47	No
13:15 - 14:15	183	+	99	=	282	74	42	No

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
17:15 - 18:15	298	+	107	=	405	89	85	No
16:45 - 17:45	284	+	113	=	397	91	81	No
17:30 - 18:30	279	+	112	=	391	86	77	No
17:00 - 18:00	285	+	103	=	388	95	96	No
16:30 - 17:30	267	+	118	=	385	100	75	No
16:00 - 17:00	249	+	125	=	374	93	62	No
16:15 - 17:15	247	+	118	=	365	95	69	No
15:30 - 16:30	247	+	115	=	362	74	83	No
15:45 - 16:45	245	+	110	=	355	82	75	No
15:15 - 16:15	236	+	119	=	355	81	81	No
15:00 - 16:00	248	+	106	=	354	73	83	No
17:45 - 18:45	237	+	115	=	352	85	66	No

1600 North & Lund Highway (3100 West) Signal Warrant Study

Study Name: Lund Highway (3100 West) & 1600 North

Study Date : 9/25/2023

Warrant 2 - Four Hour Volumes

Description

Intended for sites where the volume of intersecting traffic during any four hours of the day is the principal reason for consideration of a signal installation.

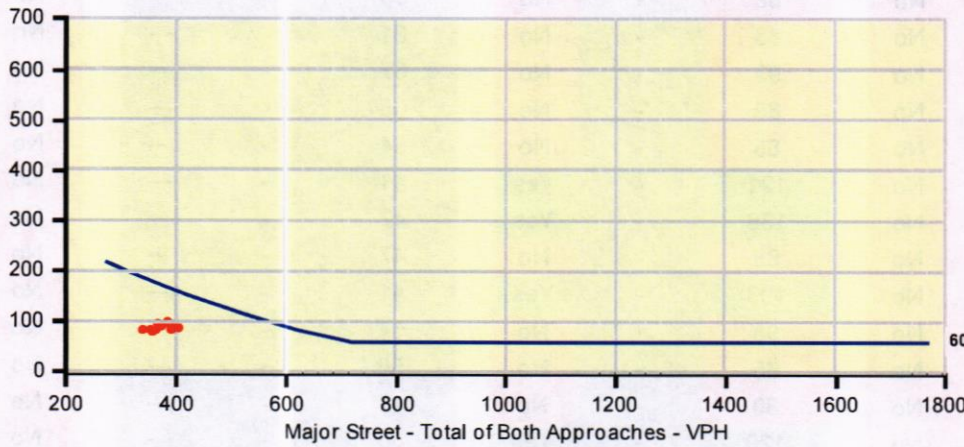
Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = True
Number of Major Lanes = 1
Number of Minor Lanes = 1

Time	Major Road 3100 West				Total	Minor Road 1600 North		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
17:15 - 18:15	298	+	107	=	405	89	85	No
16:45 - 17:45	284	+	113	=	397	91	81	No
17:30 - 18:30	279	+	112	=	391	86	77	No
17:00 - 18:00	285	+	103	=	388	95	96	No
16:30 - 17:30	267	+	118	=	385	100	75	No
16:00 - 17:00	249	+	125	=	374	93	62	No
16:15 - 17:15	247	+	118	=	365	95	69	No
15:30 - 16:30	247	+	115	=	362	74	83	No
15:45 - 16:45	245	+	110	=	355	82	75	No
15:15 - 16:15	236	+	119	=	355	81	81	No
15:00 - 16:00	248	+	106	=	354	73	83	No
							66	No



1600 North & Lund Highway (3100 West) Signal Warrant Study

Study Name: Lund Highway (3100 West) & 1600 North

Study Date : 9/25/2023

Warrant 3A - Peak Hour Delay

Description

Intended for sites where for one hour of the day minor street traffic suffers undue traffic delay entering or crossing the major street.

Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Number of Minor Lanes = 1

Volume and Delay Requirements

Veh/Hr All Approaches = 800
Veh/Hr Minor = 100
Total Delay (Veh-Hrs) = 4

Time	Major Road 3100 West			Minor Road 1600 North			Warrant Met?		
	Total of All Approaches	Met?	Minor EB	Delay EB	Met?	Minor WB		Delay WB	Met?
17:00 - 18:00	579	No	95	-	---	96	-	No	No
17:15 - 18:15	579	No	89	-	No	85	-	---	No
16:45 - 17:45	569	No	91	-	No	81	-	---	No
16:30 - 17:30	560	No	100	-	Yes	75	-	---	No
17:30 - 18:30	554	No	86	-	No	77	-	---	No
16:00 - 17:00	529	No	93	-	No	62	-	---	No
16:15 - 17:15	529	No	95	-	No	69	-	---	No
15:30 - 16:30	519	No	74	-	---	83	-	No	No
15:15 - 16:15	517	No	81	-	---	81	-	No	No
15:45 - 16:45	512	No	82	-	No	75	-	---	No
15:00 - 16:00	510	No	73	-	---	83	-	No	No
17:45 - 18:45	503	No	85	-	No	66	-	---	No
14:45 - 15:45	502	No	83	-	No	81	-	---	No
14:30 - 15:30	473	No	93	-	No	67	-	---	No
14:15 - 15:15	470	No	89	-	No	65	-	---	No
14:00 - 15:00	442	No	85	-	No	54	-	---	No
07:30 - 08:30	442	No	121	-	Yes	41	-	---	No
07:15 - 08:15	438	No	136	-	Yes	47	-	---	No
13:45 - 14:45	434	No	88	-	No	47	-	---	No
07:45 - 08:45	425	No	103	-	Yes	41	-	---	No
08:15 - 09:15	423	No	98	-	No	54	-	---	No
18:00 - 19:00	421	No	65	-	No	55	-	---	No
13:30 - 14:30	417	No	80	-	No	47	-	---	No
07:00 - 08:00	414	No	129	-	Yes	50	-	---	No
08:00 - 09:00	410	No	96	-	No	43	-	---	No

1600 North & Lund Highway (3100 West) Signal Warrant Study

Study Name: Lund Highway (3100 West) & 1600 North

Study Date : 9/25/2023

Warrant 3B - Peak Hour Volumes

Description

Intended for sites where the volume of intersecting traffic during one hour of the day is the principal reason for consideration of a signal installation.

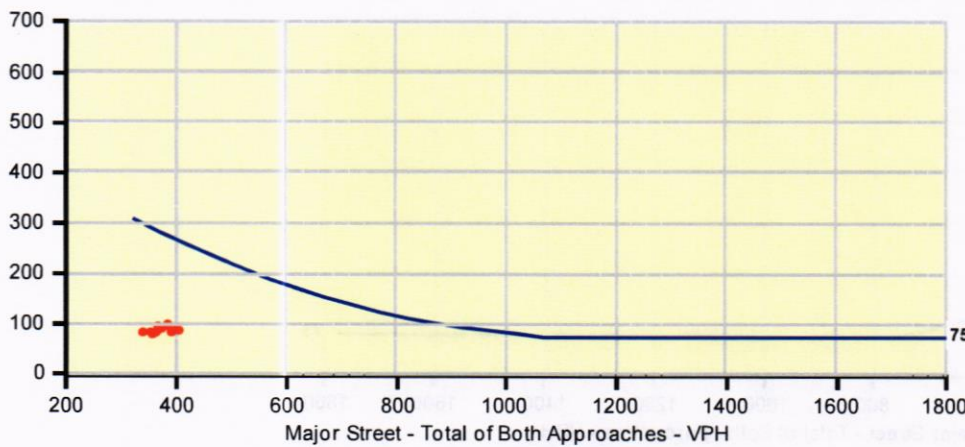
Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = True
Number of Major Lanes = 1
Number of Minor Lanes = 1

Time	Major Road 3100 West				Total	Minor Road 1600 North		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
17:15 - 18:15	298	+	107	=	405	89	85	No
16:45 - 17:45	284	+	113	=	397	91	81	No
17:30 - 18:30	279	+	112	=	391	86	77	No
17:00 - 18:00	285	+	103	=	388	95	96	No
16:30 - 17:30	267	+	118	=	385	100	75	No
16:00 - 17:00	249	+	125	=	374	93	62	No
16:15 - 17:15	247	+	118	=	365	95	69	No
15:30 - 16:30	247	+	115	=	362	74	83	No
15:45 - 16:45	245	+	110	=	355	82	75	No
15:15 - 16:15	236	+	119	=	355	81	81	No
15:00 - 16:00	248	+	106	=	354	73	83	No
							66	No



1600 North & Lund Highway (3100 West)

Signal Warrant Study

Study Name: Lund Highway (3100 West) & 1600 North

Study Date : 9/25/2023

Warrant 4A - Pedestrian Volumes - 4 Hour

Description

Intended for sites where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

Summary

No '4 Hr Criteria' hours meet minimums.
 No '1 Hr Criteria' hours meet minimums.
 Warrant is NOT met.

Site Data Required

Rural Settings Apply = **True**

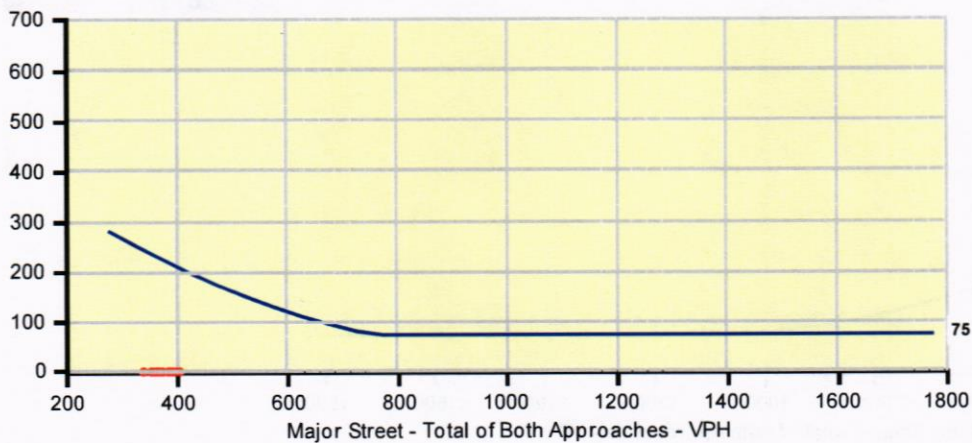
Pedestrian Data Required

Adjacent coordinated signals present = **False**
 Closest Signal < 300 Feet = **False**
 Ped Speed < 3.5 ft/sec = **False**

Major Road

3100 West

Time	NB Vehs	+	SB Vehs	=	Total	NB Peds	+	SB Peds	=	Ped Total	Met?
17:15 - 18:15	298	+	107	=	405	0	+	0	=	0	No
16:45 - 17:45	284	+	113	=	397	0	+	0	=	0	No
17:30 - 18:30	279	+	112	=	391	0	+	1	=	1	No
17:00 - 18:00	285	+	103	=	388	0	+	0	=	0	No
16:30 - 17:30	267	+	118	=	385	0	+	0	=	0	No
16:00 - 17:00	249	+	125	=	374	0	+	0	=	0	No
16:15 - 17:15	247	+	118	=	365	0	+	0	=	0	No
15:30 - 16:30	247	+	115	=	362	0	+	0	=	0	No
15:15 - 16:15	236	+	119	=	355	0	+	0	=	0	No
15:45 - 16:45	245	+	110	=	355	0	+	0	=	0	No
15:00 - 16:00	248	+	106	=	354	0	+	0	=	0	No
17:45 - 18:45	237		115		352	0		1		1	No



1600 North & Lund Highway (3100 West) Signal Warrant Study

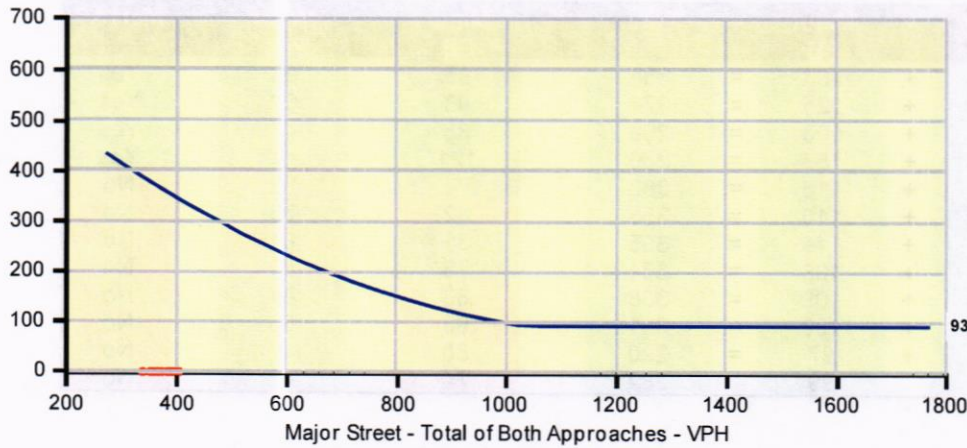
Study Name: Lund Highway (3100 West) & 1600 North

Study Date : 9/25/2023

Warrant 4B - Pedestrian Volumes - 1 Hour

Major Road
3100 West

Time	NB Vehs	+	SB Vehs	=	Total	NB Peds	+	SB Peds	=	Ped Total	Met?
17:15 - 18:15	298	+	107	=	405	0	+	0	=	0	No
16:45 - 17:45	284	+	113	=	397	0	+	0	=	0	No
17:30 - 18:30	279	+	112	=	391	0	+	1	=	1	No
17:00 - 18:00	285	+	103	=	388	0	+	0	=	0	No
16:30 - 17:30	267	+	118	=	385	0	+	0	=	0	No
16:00 - 17:00	249	+	125	=	374	0	+	0	=	0	No
16:15 - 17:15	247	+	118	=	365	0	+	0	=	0	No
15:30 - 16:30	247	+	115	=	362	0	+	0	=	0	No
15:15 - 16:15	236	+	119	=	355	0	+	0	=	0	No
15:45 - 16:45	245	+	110	=	355	0	+	0	=	0	No
15:00 - 16:00	248	+	106	=	354	0	+	0	=	0	No
17:45 - 18:45	237	+	115	=	352	0	+	1	=	1	No



1600 North & Lund Highway (3100 West)

Signal Warrant Study

Study Name: Lund Highway (3100 West) & 1600 North

Study Date : 9/25/2023

Warrant 7 - Crash Experience

Description

Intended for sites where the frequency of correctible crashes in the past 12 months is the primary motivation for installing a traffic signal.

Site Data Required

Number of crashes in last 12 months = 2
 Rural Settings Apply = True
 Number of Major Lanes = 1
 Number of Minor Lanes = 1

Volume and Pedestrian Data

Hours data meets 80% requirements of Warrant 1A (8 needed) 4 Met? No
 Hours data meets 80% requirements of Warrant 1B (8 needed) 0 Met? No
 Hours data meets 80% requirements of Warrant 4 (4,1 needed) 0 0 Met? No

Summary

Number of crashes does not meet minimum.
 Pedestrian volumes do not meet the 80% criteria.
 War 1A or 1B volumes do not meet the 80% criteria.
 Warrant is NOT met.

Crash and Volume Requirements

Minimum number of crashes = 5
 Rural Factor of 70 % applied
 Veh/Hr Major: War 1A = 280 War 1B = 420
 Veh/Hr Minor: War 1A = 84 War 1B = 42

Major Road
3100 West

Minor Road
1600 North

Warrant 1A Details

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
17:00 - 18:00	285	+	103	=	388	95	96	Yes
16:00 - 17:00	249	+	125	=	374	93	62	Yes
13:45 - 14:45	199	+	100	=	299	88	47	Yes
07:30 - 08:30	127	+	153	=	280	121	41	Yes
15:30 - 16:30	247	+	115	=	362	74	83	No
15:45 - 16:45	245	+	110	=	355	82	75	No
15:15 - 16:15	236	+	119	=	355	81	81	No
15:00 - 16:00	248	+	106	=	354	73	83	No
14:45 - 15:45	229	+	109	=	338	83	81	No
18:00 - 19:00	193	+	108	=	301	65	55	No
13:30 - 14:30	193	+	97	=	290	80	47	No
13:15 - 14:15	183		99		282	74	42	No

Warrant 1B Details

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
17:15 - 18:15	298	+	107	=	405	89	85	No
16:45 - 17:45	284	+	113	=	397	91	81	No
17:30 - 18:30	279	+	112	=	391	86	77	No
17:00 - 18:00	285	+	103	=	388	95	96	No
16:30 - 17:30	267	+	118	=	385	100	75	No
16:00 - 17:00	249	+	125	=	374	93	62	No
16:15 - 17:15	247	+	118	=	365	95	69	No
15:30 - 16:30	247	+	115	=	362	74	83	No
15:45 - 16:45	245	+	110	=	355	82	75	No
15:15 - 16:15	236	+	119	=	355	81	81	No
15:00 - 16:00	248	+	106	=	354	73	83	No
17:45 - 18:45	237		115		352	85	66	No

1600 North & Lund Highway (3100 West) Signal Warrant Study

Study Name: Lund Highway (3100 West) & 1600 North

Study Date : 9/25/2023

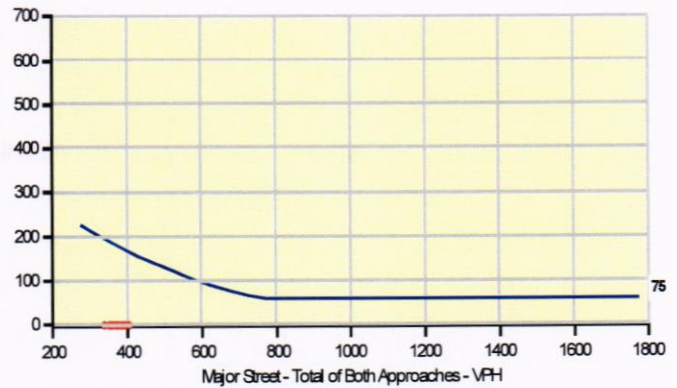
Warrant 7 - Crash Experience

Major Road

3100 West

80% of Warrant 4 - 4 Hr Pedestrian Data

Time	NB Vehs	+	SB Vehs	=	Total Vehs	NB Peds	+	SB Peds	=	Ped Total	Met?
17:15 - 18:15	298	+	107	=	405	0	+	0	=	0	No
16:45 - 17:45	284	+	113	=	397	0	+	0	=	0	No
17:30 - 18:30	279	+	112	=	391	0	+	1	=	1	No
17:00 - 18:00	285	+	103	=	388	0	+	0	=	0	No
16:30 - 17:30	267	+	118	=	385	0	+	0	=	0	No
16:00 - 17:00	249	+	125	=	374	0	+	0	=	0	No
16:15 - 17:15	247	+	118	=	365	0	+	0	=	0	No
15:30 - 16:30	247	+	115	=	362	0	+	0	=	0	No
15:15 - 16:15	236	+	119	=	355	0	+	0	=	0	No
15:45 - 16:45	245	+	110	=	355	0	+	0	=	0	No
15:00 - 16:00	248	+	106	=	354	0	+	0	=	0	No
17:45 - 18:45	237	+	115	=	352	0	+	1	=	1	No



80% of Warrant 4 - 1 Hr Pedestrian Data

Time	NB Vehs	+	SB Vehs	=	Total Vehs	NB Peds	+	SB Peds	=	Ped Total	Met?
17:15 - 18:15	298	+	107	=	405	0	+	0	=	0	No
16:45 - 17:45	284	+	113	=	397	0	+	0	=	0	No
17:30 - 18:30	279	+	112	=	391	0	+	1	=	1	No
17:00 - 18:00	285	+	103	=	388	0	+	0	=	0	No
16:30 - 17:30	267	+	118	=	385	0	+	0	=	0	No
16:00 - 17:00	249	+	125	=	374	0	+	0	=	0	No
16:15 - 17:15	247	+	118	=	365	0	+	0	=	0	No
15:30 - 16:30	247	+	115	=	362	0	+	0	=	0	No
15:15 - 16:15	236	+	119	=	355	0	+	0	=	0	No
15:45 - 16:45	245	+	110	=	355	0	+	0	=	0	No
15:00 - 16:00	248	+	106	=	354	0	+	0	=	0	No
17:45 - 18:45	237	+	115	=	352	0	+	1	=	1	No

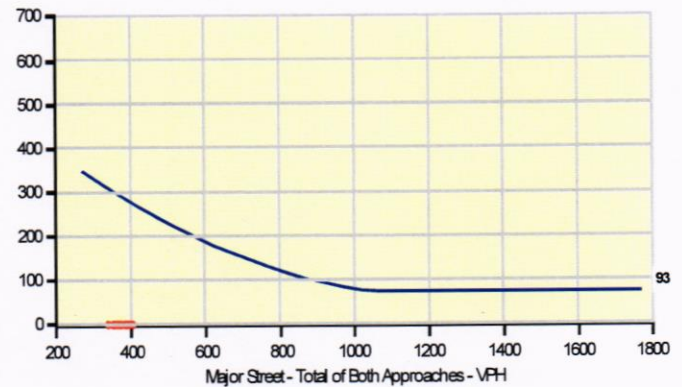




EXHIBIT C



HCM 6th TWSC

3: AM Peak Hour

10/31/2023

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	4	34	83	27	10	4	24	72	31	29	117	7
Future Vol, veh/h	4	34	83	27	10	4	24	72	31	29	117	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	37	90	29	11	4	26	78	34	32	127	8

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	346	355	127	406	346	95	135	0	0	112	0	0
Stage 1	191	191	-	147	147	-	-	-	-	-	-	-
Stage 2	155	164	-	259	199	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	608	571	923	555	577	962	1449	-	-	1478	-	-
Stage 1	811	742	-	856	775	-	-	-	-	-	-	-
Stage 2	847	762	-	746	736	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	578	547	923	460	553	962	1449	-	-	1478	-	-
Mov Cap-2 Maneuver	578	547	-	460	553	-	-	-	-	-	-	-
Stage 1	796	725	-	840	760	-	-	-	-	-	-	-
Stage 2	815	748	-	624	719	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	12.8	1.4	1.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1449	-	-	761	507	1478	-	-
HCM Lane V/C Ratio	0.018	-	-	0.173	0.088	0.021	-	-
HCM Control Delay (s)	7.5	0	-	10.7	12.8	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.3	0.1	-	-

HCM 6th TWSC

3: PM Peak Hour

10/31/2023

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↗
Traffic Vol, veh/h	5	45	45	40	34	22	88	155	42	11	86	6
Future Vol, veh/h	5	45	45	40	34	22	88	155	42	11	86	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	49	49	43	37	24	96	168	46	12	93	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	531	523	93	553	507	191	100	0	0	214	0	0
Stage 1	117	117	-	383	383	-	-	-	-	-	-	-
Stage 2	414	406	-	170	124	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	459	459	964	444	468	851	1493	-	-	1356	-	-
Stage 1	888	799	-	640	612	-	-	-	-	-	-	-
Stage 2	616	598	-	832	793	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	391	422	964	361	430	851	1493	-	-	1356	-	-
Mov Cap-2 Maneuver	391	422	-	361	430	-	-	-	-	-	-	-
Stage 1	823	792	-	593	567	-	-	-	-	-	-	-
Stage 2	519	554	-	734	786	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.7		15.6		2.3		0.8	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1493	-	-	572	445	1356	-	-
HCM Lane V/C Ratio	0.064	-	-	0.181	0.234	0.009	-	-
HCM Control Delay (s)	7.6	0	-	12.7	15.6	7.7	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.9	0	-	-

MEMORANDUM

TO: Jonathan Stathis, P.E.
City Engineer, Cedar City

Shane Johnson
Project Engineer, Cedar City

FROM: Emily Andrus, P.E.
Horrocks Engineers

Aron Baker, P.E.
Horrocks Engineers

DATE: January 12, 2024

SUBJECT: Bulldog Road and Kitty Hawk Drive Traffic Signal Warrant Study

PURPOSE

The purpose of this memo is to describe the methodology and results in performing an intersection and signal warrant analysis for the intersection of Bulldog Road and Kitty Hawk Drive in Cedar City, Utah, as shown in Figure 1.



Figure 1- Study Intersection in Cedar City, Utah



The intersection of Bulldog Road and Kitty Hawk Drive is in the north portion of the city. Figure 2 shows the location of the intersection. The intersection functions as a main connection point for traffic traveling within the industrial area. Bulldog Road is planned as a 75-foot wide Minor Arterial that is posted at 50 miles-per-hour (mph). It is currently a two-lane road. Kitty Hawk Drive is a 40 mph, 66-foot Major Collector. It is currently striped as a two-lane road. The intersection is fully developed with asphalt, curb, gutter, and sidewalk on all corners.



Figure 2- Bulldog Road & Kitty Hawk Drive Vicinity Map

This intersection is in an industrial zone with traffic containing a higher-than-usual percentage of trucks. High school students use this route as a connection from the west side of the freeway to the east side heading to school, and vice versa in the afternoon after school. Cedar City Regional Airport also uses this intersection as a primary way to access the terminal, various airport hangars and other industrial property.

Intersection Geometry

This intersection was recently rebuilt with Kitty Hawk Drive as the through street and Bulldog Drive as a "T" into Kitty Hawk. It is currently a three-way intersection with a stop control on the southbound leg. There are marked crosswalks present for pedestrians on the west and north legs. Figure 3 shows the intersection geometry at the intersection of Bulldog Road and Kitty Hawk Drive.



Figure 3- Intersection Geometry at Bulldog Road and Kitty Hawk Drive

There is an existing sight distance concern turning onto Kitty Hawk Drive from Bulldog Road. The newly constructed bridge over the freeway has parapet walls that obstruct the view of drivers turning left and right onto Kitty Hawk Drive.

A traffic signal with a “No Right Turn on Red” restriction on Bulldog Road would remove conflicts with vehicles turning right. A channelized right turn lane west of the intersection would improve the sight distance for the right turns. This would be needed in addition to a signal to improve the sight distance for the left turning vehicles.

A free channelized right-turn lane is the preferred alternative of Cedar City. The Iron County property on the northwest corner of the intersection has been offered to provide a larger radius for a channelized lane. A concept drawing of a free channelized right turn is included in Exhibit A. The merge lane would require widening the asphalt on Kitty Hawk Drive by twelve feet for a distance of 540 feet, including in front of the existing access to the County property. The new asphalt for the channelized right turn measures approximately 20,000 square feet.

Turn Volumes

Turning movement volumes were collected at the intersection between 7:00 AM and 7:00 PM on Monday, September 25, 2023. The overall turning volumes are shown in Figure 4 and Figure 5. The AM



peak hour occurs between 7:30 AM and 8:30 AM. The PM peak hour at Bulldog Road and Kitty Hawk Drive occurs between 4:45 and 5:45 PM. The major movements are east to west through the intersection.

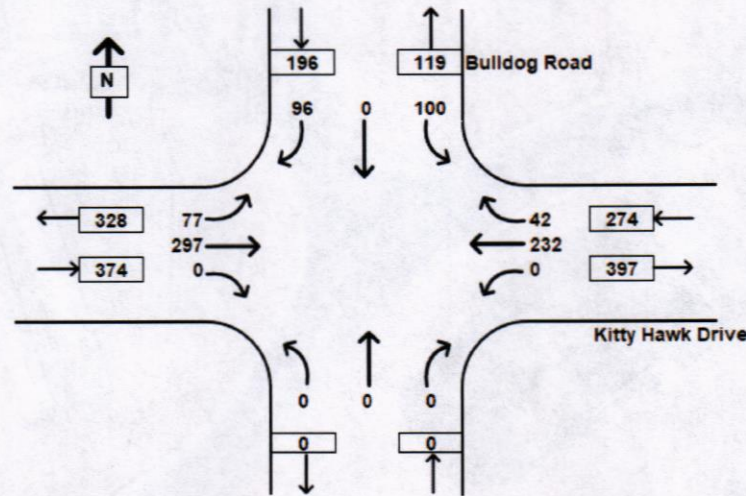


Figure 4 – Bulldog Road & Kitty Hawk Drive AM Turn Volumes

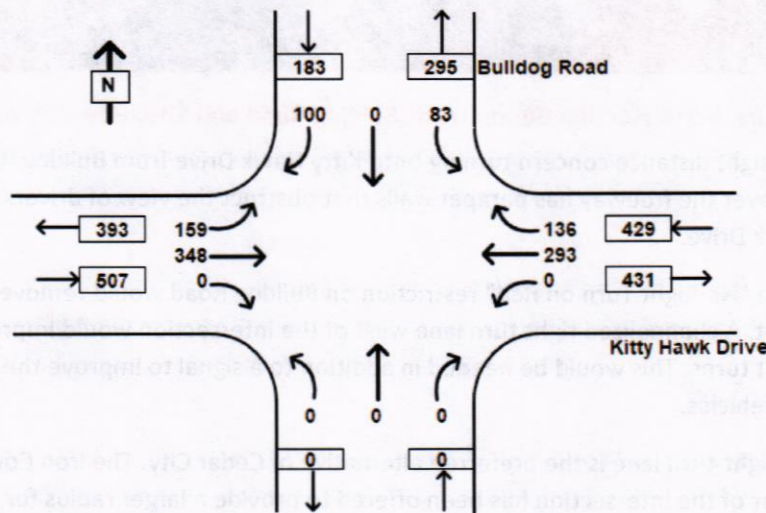


Figure 5-Bulldog Road & Kitty Hawk Drive PM Turn Volumes

The collected turning movement volumes are included in Exhibit B.

WARRANT ANALYSIS FOR BULLDOG ROAD AND KITTY HAWK DRIVE

The following section applies the traffic counts and other known data into the PC Warrants-2 program to ascertain whether warrants are met for a traffic signal at this location. The signal warrant analysis is included in Exhibit C.



WARRANT 1A, 1B, and 1C, EIGHT-HOUR VEHICULAR VOLUME:

This warrant is met if during 8 hours of an average day there are 350 vehicles per hour (vph) of combined northbound and southbound traffic (after the Rural Factor of 70% is applied) and there are 105 vph in the eastbound or westbound direction. The Rural Factor is applied when the speed limit is greater than 40 mph or if the community being evaluated has a population less than 10,000. It reduces the required volume to meet the warrant by 30 percent. During peak hours, 350 vph on Kitty Hawk Drive was reached for twelve hours of the day, and 105 vph on Bulldog Road was reached for the same twelve hours, therefore, Warrant 1A is satisfied.

Warrant 1B is intended for intersections where the volume of the major street is so heavy that traffic on the minor street suffers excessive delay or hazard. The intent of a traffic signal under Warrant 1B is to interrupt continuous traffic to allow side street traffic to either enter or cross the traffic stream. Kitty Hawk Drive meets the requisite 525 vph (after the Rural Factor of 70% is applied) for the hours required, so Warrant 1B is satisfied.

Warrant 1C is intended for intersections where the traffic volumes don't meet individual warrants but where Warrants 1A and 1B are both met to 80% of their stated values, which they are. Therefore, Warrant 1C is satisfied.

WARRANT 1A IS SATISFIED.

WARRANT 1B IS SATISFIED.

WARRANT 1C IS SATISFIED.

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME:

This warrant is intended for intersections where the volume of intersecting traffic during any four hours of the day is the principal reason for consideration of a signal installation. It is met if the combination of the minor street and the major street is above the appropriate curve in the MUTCD Figure 4C-1 in any four hours of an average day. The four-hour volumes are observed to be above the curve as shown in Figure 6 for eleven hours of the day, so this warrant is met.

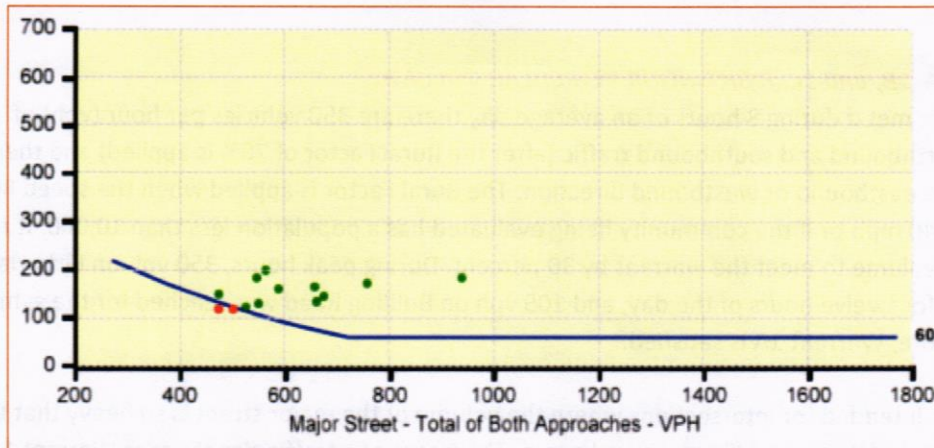


Figure 6-Curve for Warrant 2

WARRANT 2 IS SATISFIED.

WARRANT 3A (PEAK HOUR DELAY) and 3B (PEAK HOUR VOLUMES)

Warrant 3A is intended for intersections where for one hour of the day, minor street traffic suffers undue traffic delay entering or crossing the major street. The warrant is met if all three of the following conditions exist for the same one hour (any four consecutive 15-minute periods) of an average day:

1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a stop sign equals or exceeds four vehicle-hours; and
2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic; and
3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

The total stopped time delay on Bulldog Road was not evaluated. The volumes on Bulldog Road exceeded 100 vph for every hour of the day that was evaluated. The total entering volume in the intersection exceeded 650 vph for 18 one-hour periods of the day.

Warrant 3B is intended for intersections where the volume of intersecting traffic during one hour of the day is the principal reason for consideration of a signal installation. Eighteen one-hour periods meet the minimums, so Warrant 3B is satisfied. Figure 7 shows the curve for Warrant 3B where all the evaluated time periods meet the volume threshold.

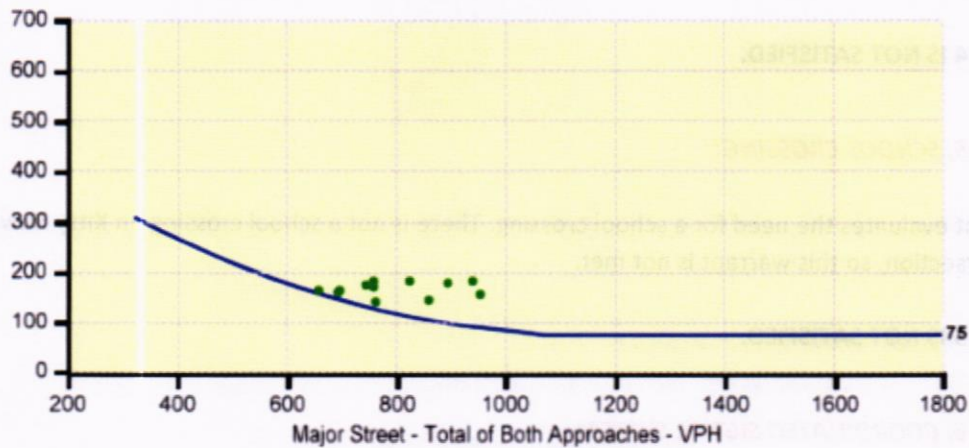


Figure 7-Curve for Warrant 3B

WARRANT 3 WAS NOT FULLY EVALUATED.

WARRANT 3B IS SATISFIED

WARRANT 4, PEDESTRIAN VOLUME:

Warrant 4 evaluates the presence of pedestrians crossing the major lanes of an intersection. This warrant is met if the combination of the traffic volume on the major street and the number of crossing pedestrians is above the appropriate curve in the MUTCD Figure 4C-5 shown in Figure 8 for any four hours of an average day. There was only one pedestrian crossing Kitty Hawk Drive in the peak four-hour period, so this warrant was not met.

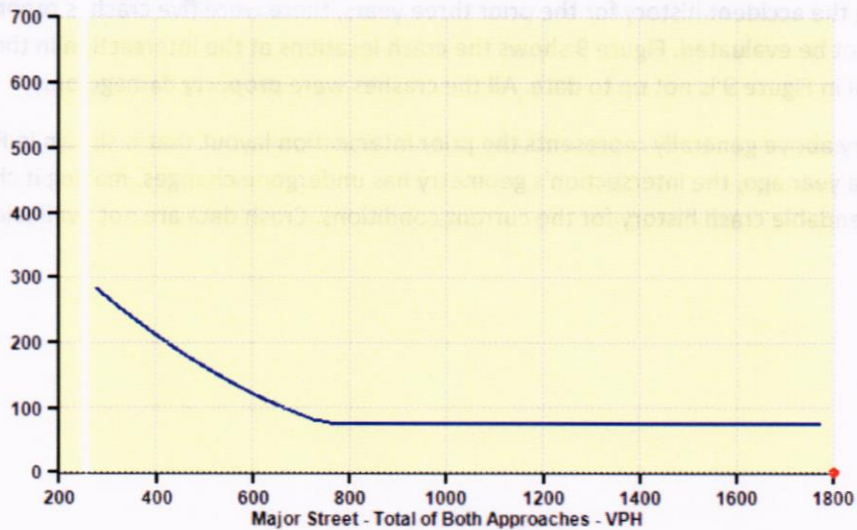


Figure 8-Curve for Warrant 4



WARRANT 4 IS NOT SATISFIED.

WARRANT 5, SCHOOL CROSSING:

This warrant evaluates the need for a school crossing. There is not a school crossing on Kitty Hawk Drive at this intersection, so this warrant is not met.

WARRANT 5 IS NOT SATISFIED.

WARRANT 6, COORDINATED SIGNAL SYSTEM:

This warrant is considered satisfied if the signal is needed to maintain proper platooning of vehicles to collectively provide a progressive signalized corridor.

The closest traffic signal to the study intersection is on Kitty Hawk Drive Airport Road, which is approximately 2300 feet to the west. The distance between the intersections means that the intersection would not necessarily benefit from a coordinated system if a traffic signal were present.

WARRANT 6 IS NOT SATISFIED.

WARRANT 7, CRASH EXPERIENCE:

This warrant evaluates the crash experience for a twelve-month period. There must be five or more reported crashes susceptible to correction by a traffic signal for this warrant to be considered. In addition, 80-percent of Warrant 1 must be satisfied.

Upon reviewing the accident history for the prior three years, there were five crashes reported so Warrant 7 cannot be evaluated. Figure 9 shows the crash locations at the intersection in the last three years. The aerial in Figure 9 is not up to date. All the crashes were property damage only.

The crash history above generally represents the prior intersection layout that is shown in Figure 9. Approximately a year ago, the intersection's geometry has undergone changes, making it challenging to establish a dependable crash history for the current conditions. Crash data are not available for 2023.

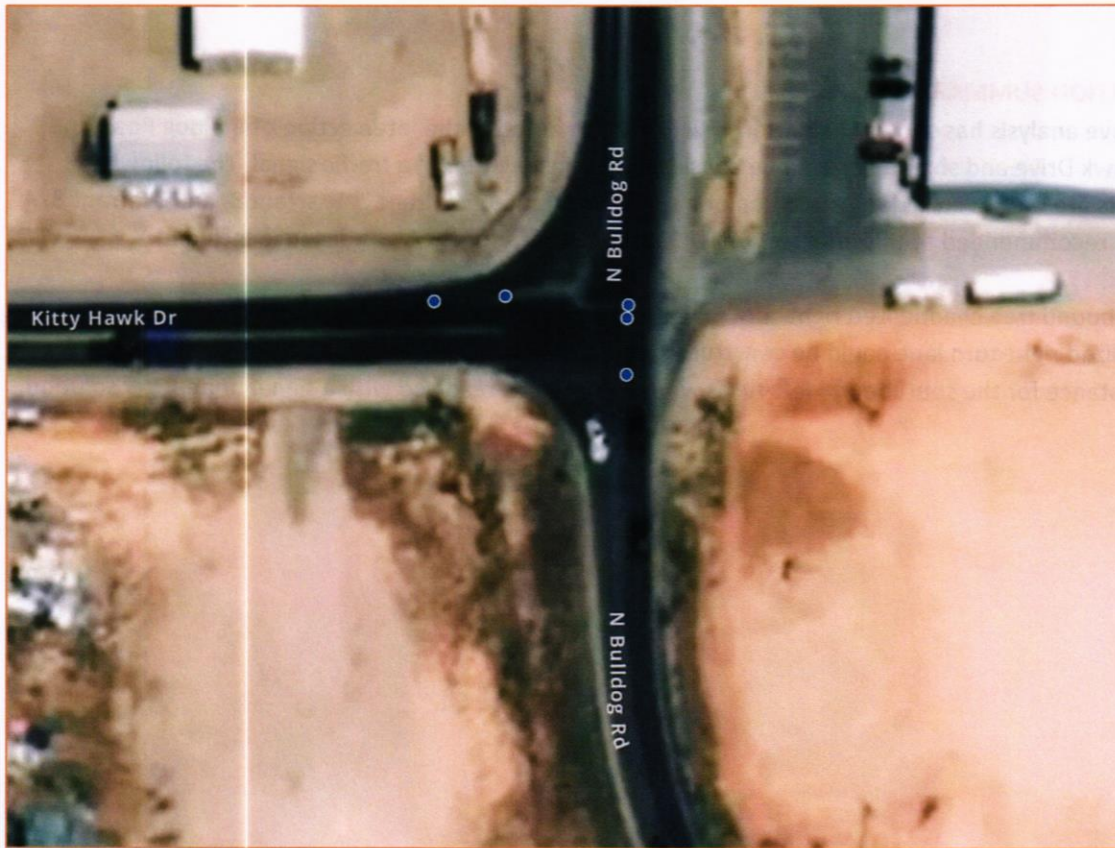


Figure 9- 2020-2022 Crash Location Diagram

WARRANT 7 IS NOT SATISFIED.

WARRANT 8, ROADWAY NETWORK:

Warrant 8 is used to evaluate the benefit of a signal installation to encourage concentration and organization of traffic flow through a network. This warrant is satisfied if any of the following are true:

- A) The intersection is where two major routes meet (which appear on the City's masterplan) and the total approach volume is at least 1000 vph in a peak hour on a weekday and have 5-year projected volumes of meeting one or more of Warrants 1, 2, and 3.
- B) The intersection is where two major routes meet (which appear on the City's masterplan), and the total approach volume is at least 1000 vph for any 5 hours on a nonnormal business day.

According to the Cedar City Street Master Plan, Kitty Hawk Drive is planned as a Major Collector and Bulldog Road is planned as a Minor Arterial, which are both major routes. The intersection has approach volumes that exceed 1000 vph in the existing condition for five one-hour periods during the day, so both criteria for Warrant 8 are met.

WARRANT 8 IS SATISFIED.



EVALUATION SUMMARY:

The above analysis has shown that a traffic signal is warranted at the intersection of Bulldog Road and Kitty Hawk Drive and should begin to be considered for installation of a traffic signal. The following Warrants are met to consider installation of a signal; Warrant 1, Warrant 2, Warrant 3, and Warrant 8. A signal is recommended at this intersection with consideration for the sight distance included.

A southbound free channelized right-turn lane is proposed as an addition to the intersection. A channelized right-turn lane could be constructed with or without the signal. In any case, the inadequate sight distance for the southbound left-turns would need to be resolved with a signal or another solution.



EXHIBIT A



CEDAR CITY

**RIGHT TURN BYPASS CONCEPT AT
BULLDOG RD & KITTY HAWK DR**

PRELIMINARY





Date	Production		Inventory		Sales		Expenses		Profit		Total
	Units	Value	Units	Value	Units	Value	Units	Value	Units	Value	
1/1	0	0	0	0	0	0	0	0	0	0	0
1/2	0	0	0	0	0	0	0	0	0	0	0
1/3	0	0	0	0	0	0	0	0	0	0	0
1/4	0	0	0	0	0	0	0	0	0	0	0
1/5	0	0	0	0	0	0	0	0	0	0	0
1/6	0	0	0	0	0	0	0	0	0	0	0
1/7	0	0	0	0	0	0	0	0	0	0	0
1/8	0	0	0	0	0	0	0	0	0	0	0
1/9	0	0	0	0	0	0	0	0	0	0	0
1/10	0	0	0	0	0	0	0	0	0	0	0
1/11	0	0	0	0	0	0	0	0	0	0	0
1/12	0	0	0	0	0	0	0	0	0	0	0
1/13	0	0	0	0	0	0	0	0	0	0	0
1/14	0	0	0	0	0	0	0	0	0	0	0
1/15	0	0	0	0	0	0	0	0	0	0	0
1/16	0	0	0	0	0	0	0	0	0	0	0
1/17	0	0	0	0	0	0	0	0	0	0	0
1/18	0	0	0	0	0	0	0	0	0	0	0
1/19	0	0	0	0	0	0	0	0	0	0	0
1/20	0	0	0	0	0	0	0	0	0	0	0
1/21	0	0	0	0	0	0	0	0	0	0	0
1/22	0	0	0	0	0	0	0	0	0	0	0
1/23	0	0	0	0	0	0	0	0	0	0	0
1/24	0	0	0	0	0	0	0	0	0	0	0
1/25	0	0	0	0	0	0	0	0	0	0	0
1/26	0	0	0	0	0	0	0	0	0	0	0
1/27	0	0	0	0	0	0	0	0	0	0	0
1/28	0	0	0	0	0	0	0	0	0	0	0
1/29	0	0	0	0	0	0	0	0	0	0	0
1/30	0	0	0	0	0	0	0	0	0	0	0
1/31	0	0	0	0	0	0	0	0	0	0	0
2/1	0	0	0	0	0	0	0	0	0	0	0
2/2	0	0	0	0	0	0	0	0	0	0	0
2/3	0	0	0	0	0	0	0	0	0	0	0
2/4	0	0	0	0	0	0	0	0	0	0	0
2/5	0	0	0	0	0	0	0	0	0	0	0
2/6	0	0	0	0	0	0	0	0	0	0	0
2/7	0	0	0	0	0	0	0	0	0	0	0
2/8	0	0	0	0	0	0	0	0	0	0	0
2/9	0	0	0	0	0	0	0	0	0	0	0
2/10	0	0	0	0	0	0	0	0	0	0	0
2/11	0	0	0	0	0	0	0	0	0	0	0
2/12	0	0	0	0	0	0	0	0	0	0	0
2/13	0	0	0	0	0	0	0	0	0	0	0
2/14	0	0	0	0	0	0	0	0	0	0	0
2/15	0	0	0	0	0	0	0	0	0	0	0
2/16	0	0	0	0	0	0	0	0	0	0	0
2/17	0	0	0	0	0	0	0	0	0	0	0
2/18	0	0	0	0	0	0	0	0	0	0	0
2/19	0	0	0	0	0	0	0	0	0	0	0
2/20	0	0	0	0	0	0	0	0	0	0	0
2/21	0	0	0	0	0	0	0	0	0	0	0
2/22	0	0	0	0	0	0	0	0	0	0	0
2/23	0	0	0	0	0	0	0	0	0	0	0
2/24	0	0	0	0	0	0	0	0	0	0	0
2/25	0	0	0	0	0	0	0	0	0	0	0
2/26	0	0	0	0	0	0	0	0	0	0	0
2/27	0	0	0	0	0	0	0	0	0	0	0
2/28	0	0	0	0	0	0	0	0	0	0	0
2/29	0	0	0	0	0	0	0	0	0	0	0
2/30	0	0	0	0	0	0	0	0	0	0	0
2/31	0	0	0	0	0	0	0	0	0	0	0

EXHIBIT B

Daily Count Summary

North/South: Bulldog
 East/West: Kittyhawk
 Date: September 25, 2023
 Counter: MA
 Weather: Supervisor: EA

	Bulldog Northbound				Bulldog Southbound				Kittyhawk Eastbound				Kittyhawk Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
RAW COUNT DATA																	
Period																	
7:00	0	0	0	0	5	0	29	0	12	37	0	0	0	40	9	0	132
7:15	0	0	0	0	16	0	32	0	17	44	0	0	0	29	7	0	145
7:30	0	0	0	0	26	0	26	0	20	61	0	0	0	52	8	0	193
7:45	0	0	0	0	32	0	32	0	22	113	0	0	0	81	10	0	290
8:00	0	0	0	0	24	0	19	0	20	58	0	0	0	57	7	0	185
8:15	0	0	0	0	18	0	19	0	15	65	0	0	0	42	17	0	176
8:30	0	0	0	0	23	0	25	0	7	59	0	0	0	50	12	0	176
8:45	0	0	0	0	29	0	25	0	13	67	0	0	0	48	9	0	191
9:00	0	0	0	0	23	0	14	0	13	63	0	0	7	35	14	0	169
9:15	0	0	0	0	16	0	16	0	15	55	0	0	0	24	14	0	140
9:30	0	0	0	0	15	0	21	2	13	39	0	0	0	42	16	0	146
9:45	0	0	0	0	20	0	24	0	12	62	0	0	0	40	15	0	173
10:00	0	0	0	0	14	0	17	0	18	59	0	0	0	47	14	0	169
10:15	0	0	0	0	14	0	18	0	9	40	0	0	0	45	13	0	139
10:30	0	0	0	0	16	0	13	0	11	41	0	0	0	45	9	0	135
10:45	0	0	0	1	9	0	14	0	20	39	0	0	0	30	17	1	129
11:00	0	0	0	0	22	0	13	0	22	61	0	0	0	47	24	0	189
11:15	0	0	0	0	14	0	16	0	27	48	0	0	0	44	18	0	167
11:30	0	0	0	0	10	0	24	2	22	52	0	0	0	49	7	0	164
11:45	0	0	0	0	15	0	32	2	22	54	0	0	0	58	15	0	196
12:00	0	0	0	0	16	0	23	0	24	77	0	0	0	71	17	0	228
12:15	0	0	0	0	13	0	27	0	15	51	0	0	0	66	20	0	192
12:30	0	0	0	0	15	0	24	0	23	67	0	0	0	65	11	0	205
12:45	0	0	0	0	19	0	23	1	21	71	0	0	0	71	21	0	226
13:00	0	0	0	0	23	0	19	0	21	58	0	0	0	55	19	0	195
13:15	0	0	0	0	18	0	22	0	10	56	0	0	0	38	18	0	162
13:30	0	0	0	0	16	0	21	1	21	49	0	0	0	42	17	0	166
13:45	0	0	0	0	17	1	19	0	44	59	0	0	0	45	14	0	199
14:00	0	0	0	0	16	0	22	0	19	49	0	0	0	34	15	0	155
14:15	0	0	0	0	12	0	17	0	17	41	0	0	0	45	19	0	151
14:30	0	0	0	0	18	0	9	0	19	62	0	0	0	51	17	0	176
14:45	0	0	0	0	19	0	12	0	17	57	0	0	0	80	22	0	207
15:00	0	0	0	0	19	0	12	0	27	68	0	0	0	40	13	0	179
15:15	0	0	0	0	13	0	23	0	16	84	0	0	0	64	19	0	219
15:30	0	0	0	0	26	0	23	0	29	64	0	0	0	59	16	0	217
15:45	0	0	0	0	22	0	25	0	31	79	0	0	0	65	20	0	242
16:00	0	0	0	0	23	0	21	0	31	56	0	0	0	78	32	0	241
16:15	0	0	0	0	22	0	15	0	35	58	0	0	0	61	28	0	219
16:30	0	0	0	0	18	0	26	0	28	66	0	0	0	71	20	0	229
16:45	0	0	0	0	23	0	34	0	37	76	0	0	0	56	26	0	252
17:00	0	0	0	0	20	0	24	0	51	76	0	0	0	88	45	0	304
17:15	0	0	0	0	22	1	13	0	33	109	0	0	0	83	28	0	289
17:30	0	0	0	0	18	0	29	0	38	87	0	0	0	66	37	0	275
17:45	0	0	0	0	11	0	20	0	30	97	0	0	0	67	17	0	242
18:00	0	0	0	0	16	0	15	0	23	58	0	0	0	61	24	0	197
18:15	0	0	0	0	8	0	24	0	16	70	0	0	0	50	21	0	189
18:30	0	0	0	0	11	0	28	0	15	57	0	0	0	47	8	0	166
18:45	0	0	0	0	13	0	12	0	13	56	0	0	0	52	11	0	157
19:00																	



Signal Warrants - Summary

Major Street Approaches	Minor Street Approaches
Westbound: Kitty Hawk Drive Number of Lanes: 1 Total Approach Volume: 4,000	Westbound: Building Road Number of Lanes: 2 Total Approach Volume: 1,550
Eastbound: Kitty Hawk Drive Number of Lanes: 1 Total Approach Volume: 2,400	Eastbound: Building Road Number of Lanes: 2 Total Approach Volume: 1,550

EXHIBIT C

Warrant Summary (Peak Volume Apply)	Justification
Warrant 1 - Eight-Hour Vehicular Volumes Required volume reached for 12 hour, 8 lane road. Warrant 1A - Minimum Vehicular Volumes Required volume reached for 12 hour, 8 lane road. Warrant 1B - Minimum Vehicular Volumes Required volume reached for 12 hour, 8 lane road. Warrant 1C - Minimum Vehicular Volumes Required volume reached for 12 hour, 8 lane road. Warrant 1D - Minimum Vehicular Volumes Required volume reached for 12 hour, 8 lane road.	Detailed Detailed Detailed Detailed
Warrant 2 - Four Hour Volume Number of lanes (1) volume based minimum - minimum required (1)	Detailed
Warrant 3 - Peak Hour Warrant 3A - Peak Hour Delay Number of one hour periods (15) volume based minimum not required (1) Delay data not available. Warrant 3B - Peak Hour Volume Volume based minimum for at least one hour period.	Detailed Detailed Detailed
Warrant 4 - Pedestrian Volume	Detailed
Warrant 5 - School Crossing	Detailed
Warrant 6 - Coordinated Signal System No adjacent coordinated signal in vicinity.	Detailed
Warrant 7 - Crash Experience Number of accidents (0) a few non-injury (2) - volume minimums are not met.	Detailed
Warrant 8 - Roadway Network Major Roadway Corridor - Volume requirements met.	Detailed
Warrant 9 - Intersection Near a Grade Crossing	Detailed

Kitty Hawk Drive & Bulldog Road

Signal Warrant Study

Study Name: Kitty Hawk Dr & Bulldog Rd

Study Date : 10/25/2023

Signal Warrants - Summary

Major Street Approaches

Eastbound: Kitty Hawk Drive
Number of Lanes : 1

Total Approach Volume: 4,009

Westbound: Kitty Hawk Drive
Number of Lanes :1

Total Approach Volume: 3,406

Minor Street Approaches

Northbound: --
Number of Lanes :1

Total Approach Volume: 0

Southbound: Bulldog Road
Number of Lanes :1

Total Approach Volume: 1,859

Warrant Summary (Rural Values Apply)

Warrant 1 - Eight Hour Vehicular Volumes	Satisfied
Warrant 1A - Minimum Vehicular Volume	Satisfied
Required volumes reached for 12 hours, 8 are needed	
Warrant 1B - Interruption of Continuous Traffic	Satisfied
Required volumes reached for 10 hours, 8 are needed	
Warrant 1C - Combination of Warrants	Satisfied
Required 1A volumes reached for 12 hours, 8 are needed Required 1B volumes reached for 12 hours, 8 are needed	
Warrant 2 - Four Hour Volumes	Satisfied
Number of hours (11) volumes exceed minimum >= minimum required (4).	
Warrant 3 - Peak Hour	Satisfied
Warrant 3A - Peak Hour Delay	Satisfied
Number of one hour periods (18) volumes exceed minimum >= required (1). Delay data not evaluated.	
Warrant 3B - Peak Hour Volumes	Satisfied
Volumes exceed minimums for at least one hour period.	
Warrant 4 - Pedestrian Volumes	Not Evaluated
Warrant 5 - School Crossing	Not Evaluated
Warrant 6 - Coordinated Signal System	Not Satisfied
No adjacent coordinated signals are present	
Warrant 7 - Crash Experience	Not Satisfied
Number of accidents (0) is less than minimum (5). Volume minimums are not met.	
Warrant 8 - Roadway Network	Satisfied
Major Route conditions met. Volume requirements met.	
Warrant 9 - Intersection Near a Grade Crossing	Not Evaluated

Kitty Hawk Drive & Bulldog Road

Signal Warrant Study

Study Name: Kitty Hawk Dr & Bulldog Rd

Study Date : 10/25/2023

Warrant 1A - Minimum Volumes

Description

Intended for sites where the volume of intersecting traffic is the principal reason for consideration of a signal installation.

Summary

12 one hour periods meet minimums.
Warrant IS met.

Site Data Required

Rural Settings Apply = **True**
Number of Major Lanes = **1**
Number of Minor Lanes = **1**

Volume Requirements

Rural Factor of 70 % applied
Veh/Hr Major = **350**
Veh/Hr Minor = **105**

Time	Major Road				Total	Minor Road		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
17:00 - 18:00	521	+	431	=	952	0	157	Yes
16:00 - 17:00	387	+	372	=	759	0	182	Yes
15:00 - 16:00	398	+	296	=	694	0	163	Yes
12:00 - 13:00	349	+	342	=	691	0	160	Yes
18:00 - 19:00	308	+	274	=	582	0	127	Yes
11:00 - 12:00	308	+	262	=	570	0	146	Yes
13:00 - 14:00	318	+	248	=	566	0	155	Yes
14:00 - 15:00	281	+	283	=	564	0	125	Yes
07:00 - 08:00	326	+	236	=	562	0	198	Yes
08:00 - 09:00	304	+	242	=	546	0	182	Yes
09:00 - 10:00	272	+	200	=	472	0	149	Yes
10:00 - 11:00	237	+	220	=	457	0	115	Yes
06:45 - 07:45	191	+	145	=	336	0	134	No
06:30 - 07:30	110	+	85	=	195	0	82	No
06:15 - 07:15	49	+	49	=	98	0	34	No
00:00 - 01:00	0	+	0	=	0	0	0	No
00:15 - 01:15	0	+	0	=	0	0	0	No
00:30 - 01:30	0	+	0	=	0	0	0	No
00:45 - 01:45	0	+	0	=	0	0	0	No
01:00 - 02:00	0	+	0	=	0	0	0	No
01:15 - 02:15	0	+	0	=	0	0	0	No
01:30 - 02:30	0	+	0	=	0	0	0	No
01:45 - 02:45	0	+	0	=	0	0	0	No
02:00 - 03:00	0	+	0	=	0	0	0	No
02:15 - 03:15	0	+	0	=	0	0	0	No

Kitty Hawk Drive & Bulldog Road

Signal Warrant Study

Study Name: Kitty Hawk Dr & Bulldog Rd

Study Date : 10/25/2023

Warrant 1B - Interruption of Continuous Traffic

Description

Intended for sites where the volume of the major street is so heavy that traffic on the minor street suffers excessive delay or hazard.

Summary

10 one hour periods meet minimums.
Warrant IS met.

Site Data Required

Rural Settings Apply = True
 Number of Major Lanes = 1
 Number of Minor Lanes = 1

Volume Requirements

Rural Factor of 70 % applied
 Veh/Hr Major = 525
 Veh/Hr Minor = 52

Time	Major Road				Total	Minor Road		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
	Kitty Hawk Drive					--		
16:45 - 17:45	507	+	429	=	936	0	183	Yes
15:45 - 16:45	384	+	375	=	759	0	172	Yes
14:45 - 15:45	362	+	313	=	675	0	147	Yes
17:45 - 18:45	366	+	295	=	661	0	133	Yes
11:45 - 12:45	333	+	323	=	656	0	165	Yes
12:45 - 13:45	307	+	281	=	588	0	161	Yes
07:00 - 08:00	326	+	236	=	562	0	198	Yes
13:45 - 14:45	310	+	240	=	550	0	130	Yes
08:00 - 09:00	304	+	242	=	546	0	182	Yes
10:45 - 11:45	291	+	236	=	527	0	122	Yes
10:30 - 11:30	269	+	234	=	503	0	117	No
09:15 - 10:15	273	+	212	=	485	0	143	No
09:30 - 10:30	252	+	232	=	484	0	143	No
09:45 - 10:45	252	+	228	=	480	0	136	No
10:15 - 11:15	243	+	230	=	473	0	119	No
09:00 - 10:00	272	+	200	=	472	0	149	No
10:00 - 11:00	237	+	220	=	457	0	115	No
06:45 - 07:45	191	+	145	=	336	0	134	No
06:30 - 07:30	110	+	85	=	195	0	82	No
18:45 - 19:45	69	+	63	=	132	0	25	No
06:15 - 07:15	49	+	49	=	98	0	34	No
03:45 - 04:45	0	+	0	=	0	0	0	No
04:00 - 05:00	0	+	0	=	0	0	0	No
04:15 - 05:15	0	+	0	=	0	0	0	No
04:30 - 05:30	0	+	0	=	0	0	0	No

Kitty Hawk Drive & Bulldog Road

Signal Warrant Study

Study Name: Kitty Hawk Dr & Bulldog Rd

Study Date : 10/25/2023

Warrant 1C Combination of Warrants

Description

Intended for sites where the traffic volumes don't meet individual warrants but where Warrants 1A and 1B are both met to 80% of their stated values.

Summary

12 hours meet 1A minimums.
12 hours meet 1B minimums.
Warrant IS met.

Site Data Required

Rural Settings Apply = True
Number of Major Lanes = 1
Number of Minor Lanes = 1

Volume Requirements

Rural Factor of 70% applied
Warrant 1A 1B
Veh/Hr Major = 280 420

Veh/Hr Minor = 84 42

Major Road
Kitty Hawk Drive

Minor Road
--

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1A?
16:45 - 17:45	507	+	429	=	936	0	183	Yes
15:45 - 16:45	384	+	375	=	759	0	172	Yes
14:45 - 15:45	362	+	313	=	675	0	147	Yes
17:45 - 18:45	366	+	295	=	661	0	133	Yes
11:45 - 12:45	333	+	323	=	656	0	165	Yes
07:45 - 08:45	359	+	276	=	635	0	192	Yes
12:45 - 13:45	307	+	281	=	588	0	161	Yes
13:45 - 14:45	310	+	240	=	550	0	130	Yes
10:45 - 11:45	291	+	236	=	527	0	122	Yes
08:45 - 09:45	278	+	202	=	480	0	159	Yes
09:45 - 10:45	252	+	228	=	480	0	136	Yes
06:45 - 07:45	191		145		336	0	134	Yes

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1B?
17:00 - 18:00	521	+	431	=	952	0	157	Yes
16:00 - 17:00	387	+	372	=	759	0	182	Yes
15:00 - 16:00	398	+	296	=	694	0	163	Yes
12:00 - 13:00	349	+	342	=	691	0	160	Yes
18:00 - 19:00	308	+	274	=	582	0	127	Yes
11:00 - 12:00	308	+	262	=	570	0	146	Yes
13:00 - 14:00	318	+	248	=	566	0	155	Yes
14:00 - 15:00	281	+	283	=	564	0	125	Yes
07:00 - 08:00	326	+	236	=	562	0	198	Yes
08:00 - 09:00	304	+	242	=	546	0	182	Yes
09:00 - 10:00	272	+	200	=	472	0	149	Yes
10:00 - 11:00	237		220		457	0	115	Yes

Kitty Hawk Drive & Bulldog Road

Signal Warrant Study

Study Name: Kitty Hawk Dr & Bulldog Rd

Study Date : 10/25/2023

Warrant 2 - Four Hour Volumes

Description

Intended for sites where the volume of intersecting traffic during any four hours of the day is the principal reason for consideration of a signal installation.

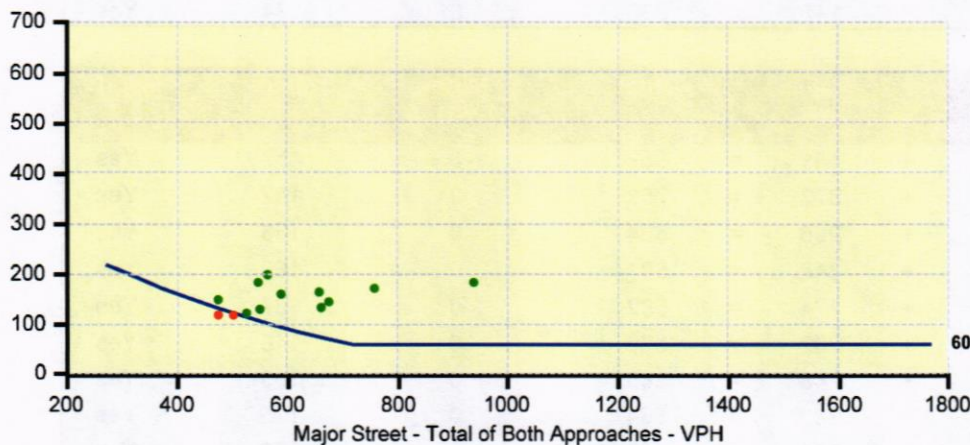
Summary

11 one hour periods meet minimums.
Warrant IS met.

Site Data Required

Rural Settings Apply = True
 Number of Major Lanes = 1
 Number of Minor Lanes = 1

Time	Major Road Kitty Hawk Drive				Total	Minor Road --		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:45 - 17:45	507	+	429	=	936	0	183	Yes
15:45 - 16:45	384	+	375	=	759	0	172	Yes
14:45 - 15:45	362	+	313	=	675	0	147	Yes
17:45 - 18:45	366	+	295	=	661	0	133	Yes
11:45 - 12:45	333	+	323	=	656	0	165	Yes
12:45 - 13:45	307	+	281	=	588	0	161	Yes
07:00 - 08:00	326	+	236	=	562	0	198	Yes
13:45 - 14:45	310	+	240	=	550	0	130	Yes
08:00 - 09:00	304	+	242	=	546	0	182	Yes
10:45 - 11:45	291	+	236	=	527	0	122	Yes
09:00 - 10:00	272	+	200	=	472	0	149	Yes
							117	No



Kitty Hawk Drive & Bulldog Road

Signal Warrant Study

Study Name: Kitty Hawk Dr & Bulldog Rd

Study Date : 10/25/2023

Warrant 3A - Peak Hour Delay

Description

Intended for sites where for one hour of the day minor street traffic suffers undue traffic delay entering or crossing the major street.

Summary

18 one hour periods meet minimums.
Warrant IS met.

Site Data Required

Number of Minor Lanes = 1

Volume and Delay Requirements

Veh/Hr All Approaches = 800
Veh/Hr Minor = 100
Total Delay (Veh-Hrs) = 4

Time	Major Road			Minor Road			Warrant Met?		
	Total of All Approaches	Met?	Minor NB	Delay NB	Met?	Minor SB		Delay SB	Met?
	Kitty Hawk Drive			--					
16:45 - 17:45	1119	Yes	0	-	---	183	-	Yes	Yes
17:00 - 18:00	1109	Yes	0	-	---	157	-	Yes	Yes
16:30 - 17:30	1073	Yes	0	-	---	180	-	Yes	Yes
16:15 - 17:15	1004	Yes	0	-	---	182	-	Yes	Yes
17:15 - 18:15	1002	Yes	0	-	---	144	-	Yes	Yes
16:00 - 17:00	941	Yes	0	-	---	182	-	Yes	Yes
15:45 - 16:45	931	Yes	0	-	---	172	-	Yes	Yes
15:15 - 16:15	919	Yes	0	-	---	176	-	Yes	Yes
15:30 - 16:30	919	Yes	0	-	---	177	-	Yes	Yes
17:30 - 18:30	903	Yes	0	-	---	141	-	Yes	Yes
15:00 - 16:00	857	Yes	0	-	---	163	-	Yes	Yes
12:00 - 13:00	851	Yes	0	-	---	160	-	Yes	Yes
07:30 - 08:30	844	Yes	0	-	---	196	-	Yes	Yes
07:45 - 08:45	827	Yes	0	-	---	192	-	Yes	Yes
14:45 - 15:45	822	Yes	0	-	---	147	-	Yes	Yes
11:45 - 12:45	821	Yes	0	-	---	165	-	Yes	Yes
12:15 - 13:15	818	Yes	0	-	---	163	-	Yes	Yes
07:15 - 08:15	813	Yes	0	-	---	207	-	Yes	Yes
17:45 - 18:45	794	No	0	-	---	133	-	Yes	No
12:30 - 13:30	788	No	0	-	---	163	-	Yes	No
14:30 - 15:30	781	No	0	-	---	125	-	Yes	No
11:30 - 12:30	780	No	0	-	---	160	-	Yes	No
07:00 - 08:00	760	No	0	-	---	198	-	Yes	No
11:15 - 12:15	755	No	0	-	---	150	-	Yes	No
12:45 - 13:45	749	No	0	-	---	161	-	Yes	No

Kitty Hawk Drive & Bulldog Road

Signal Warrant Study

Study Name: Kitty Hawk Dr & Bulldog Rd

Study Date : 10/25/2023

Warrant 3B - Peak Hour Volumes

Description

Intended for sites where the volume of intersecting traffic during one hour of the day is the principal reason for consideration of a signal installation.

Summary

18 one hour periods meet minimums.
Warrant IS met.

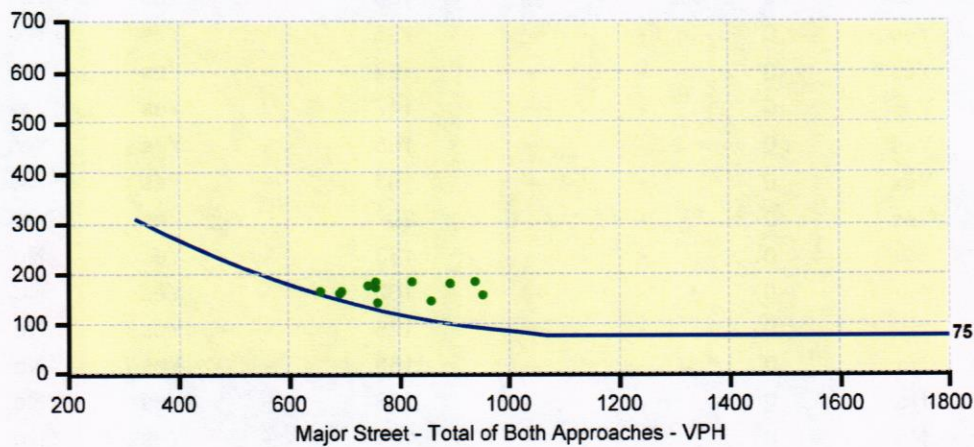
Site Data Required

Rural Settings Apply = True
 Number of Major Lanes = 1
 Number of Minor Lanes = 1

Major Road
Kitty Hawk Drive

Minor Road
 --

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?
17:00 - 18:00	521	+	431	=	952	0	157	Yes
16:45 - 17:45	507	+	429	=	936	0	183	Yes
16:30 - 17:30	476	+	417	=	893	0	180	Yes
17:15 - 18:15	475	+	383	=	858	0	144	Yes
16:15 - 17:15	427	+	395	=	822	0	182	Yes
17:30 - 18:30	419	+	343	=	762	0	141	Yes
16:00 - 17:00	387	+	372	=	759	0	182	Yes
15:45 - 16:45	384	+	375	=	759	0	172	Yes
15:15 - 16:15	390	+	353	=	743	0	176	Yes
15:30 - 16:30	383	+	359	=	742	0	177	Yes
15:00 - 16:00	398	+	296	=	694	0	163	Yes
							160	Yes



Kitty Hawk Drive & Bulldog Road

Signal Warrant Study

Study Name: Kitty Hawk Dr & Bulldog Rd

Study Date : 10/25/2023

Warrant 6 - Coordinated Signal System

Description

Intended for sites where a signal installation would help maintain proper grouping of vehicles and effectively regulate group speed.

Summary

Both requirements are NOT met.
Warrant is NOT met.

Site Data Required

Closest Signal greater than 1000 feet = **False**
Adjacent coordinated signals are present = **False**

Warrant 6A Details

Time	Phase	Duration	Priority	Notes
07:45 - 07:55	W	10	1	
07:55 - 08:05	W	10	1	
08:05 - 08:15	W	10	1	
08:15 - 08:25	W	10	1	
08:25 - 08:35	W	10	1	
08:35 - 08:45	W	10	1	
08:45 - 08:55	W	10	1	
08:55 - 09:05	W	10	1	
09:05 - 09:15	W	10	1	
09:15 - 09:25	W	10	1	
09:25 - 09:35	W	10	1	
09:35 - 09:45	W	10	1	
09:45 - 09:55	W	10	1	
09:55 - 10:05	W	10	1	
10:05 - 10:15	W	10	1	
10:15 - 10:25	W	10	1	
10:25 - 10:35	W	10	1	
10:35 - 10:45	W	10	1	
10:45 - 10:55	W	10	1	
10:55 - 11:05	W	10	1	
11:05 - 11:15	W	10	1	
11:15 - 11:25	W	10	1	
11:25 - 11:35	W	10	1	
11:35 - 11:45	W	10	1	
11:45 - 11:55	W	10	1	
11:55 - 12:05	W	10	1	
12:05 - 12:15	W	10	1	
12:15 - 12:25	W	10	1	
12:25 - 12:35	W	10	1	
12:35 - 12:45	W	10	1	
12:45 - 12:55	W	10	1	
12:55 - 01:05	W	10	1	
01:05 - 01:15	W	10	1	
01:15 - 01:25	W	10	1	
01:25 - 01:35	W	10	1	
01:35 - 01:45	W	10	1	
01:45 - 01:55	W	10	1	
01:55 - 02:05	W	10	1	
02:05 - 02:15	W	10	1	
02:15 - 02:25	W	10	1	
02:25 - 02:35	W	10	1	
02:35 - 02:45	W	10	1	
02:45 - 02:55	W	10	1	
02:55 - 03:05	W	10	1	
03:05 - 03:15	W	10	1	
03:15 - 03:25	W	10	1	
03:25 - 03:35	W	10	1	
03:35 - 03:45	W	10	1	
03:45 - 03:55	W	10	1	
03:55 - 04:05	W	10	1	
04:05 - 04:15	W	10	1	
04:15 - 04:25	W	10	1	
04:25 - 04:35	W	10	1	
04:35 - 04:45	W	10	1	
04:45 - 04:55	W	10	1	
04:55 - 05:05	W	10	1	
05:05 - 05:15	W	10	1	
05:15 - 05:25	W	10	1	
05:25 - 05:35	W	10	1	
05:35 - 05:45	W	10	1	
05:45 - 05:55	W	10	1	
05:55 - 06:05	W	10	1	
06:05 - 06:15	W	10	1	
06:15 - 06:25	W	10	1	
06:25 - 06:35	W	10	1	
06:35 - 06:45	W	10	1	
06:45 - 06:55	W	10	1	
06:55 - 07:05	W	10	1	
07:05 - 07:15	W	10	1	
07:15 - 07:25	W	10	1	
07:25 - 07:35	W	10	1	
07:35 - 07:45	W	10	1	
07:45 - 07:55	W	10	1	

Warrant 6B Details

Time	Phase	Duration	Priority	Notes
07:00 - 07:10	W	10	1	
07:10 - 07:20	W	10	1	
07:20 - 07:30	W	10	1	
07:30 - 07:40	W	10	1	
07:40 - 07:50	W	10	1	
07:50 - 08:00	W	10	1	
08:00 - 08:10	W	10	1	
08:10 - 08:20	W	10	1	
08:20 - 08:30	W	10	1	
08:30 - 08:40	W	10	1	
08:40 - 08:50	W	10	1	
08:50 - 09:00	W	10	1	
09:00 - 09:10	W	10	1	
09:10 - 09:20	W	10	1	
09:20 - 09:30	W	10	1	
09:30 - 09:40	W	10	1	
09:40 - 09:50	W	10	1	
09:50 - 10:00	W	10	1	
10:00 - 10:10	W	10	1	
10:10 - 10:20	W	10	1	
10:20 - 10:30	W	10	1	
10:30 - 10:40	W	10	1	
10:40 - 10:50	W	10	1	
10:50 - 11:00	W	10	1	
11:00 - 11:10	W	10	1	
11:10 - 11:20	W	10	1	
11:20 - 11:30	W	10	1	
11:30 - 11:40	W	10	1	
11:40 - 11:50	W	10	1	
11:50 - 12:00	W	10	1	
12:00 - 12:10	W	10	1	
12:10 - 12:20	W	10	1	
12:20 - 12:30	W	10	1	
12:30 - 12:40	W	10	1	
12:40 - 12:50	W	10	1	
12:50 - 01:00	W	10	1	
01:00 - 01:10	W	10	1	
01:10 - 01:20	W	10	1	
01:20 - 01:30	W	10	1	
01:30 - 01:40	W	10	1	
01:40 - 01:50	W	10	1	
01:50 - 02:00	W	10	1	
02:00 - 02:10	W	10	1	
02:10 - 02:20	W	10	1	
02:20 - 02:30	W	10	1	
02:30 - 02:40	W	10	1	
02:40 - 02:50	W	10	1	
02:50 - 03:00	W	10	1	
03:00 - 03:10	W	10	1	
03:10 - 03:20	W	10	1	
03:20 - 03:30	W	10	1	
03:30 - 03:40	W	10	1	
03:40 - 03:50	W	10	1	
03:50 - 04:00	W	10	1	
04:00 - 04:10	W	10	1	
04:10 - 04:20	W	10	1	
04:20 - 04:30	W	10	1	
04:30 - 04:40	W	10	1	
04:40 - 04:50	W	10	1	
04:50 - 05:00	W	10	1	
05:00 - 05:10	W	10	1	
05:10 - 05:20	W	10	1	
05:20 - 05:30	W	10	1	
05:30 - 05:40	W	10	1	
05:40 - 05:50	W	10	1	
05:50 - 06:00	W	10	1	
06:00 - 06:10	W	10	1	
06:10 - 06:20	W	10	1	
06:20 - 06:30	W	10	1	
06:30 - 06:40	W	10	1	
06:40 - 06:50	W	10	1	
06:50 - 07:00	W	10	1	
07:00 - 07:10	W	10	1	
07:10 - 07:20	W	10	1	
07:20 - 07:30	W	10	1	
07:30 - 07:40	W	10	1	
07:40 - 07:50	W	10	1	
07:50 - 08:00	W	10	1	

Kitty Hawk Drive & Bulldog Road

Signal Warrant Study

Study Name: Kitty Hawk Dr & Bulldog Rd

Study Date : 10/25/2023

Warrant 7 - Crash Experience

Description

Intended for sites where the frequency of correctible crashes in the past 12 months is the primary motivation for installing a traffic signal.

Summary

Number of crashes does not meet minimum.
 Pedestrian volumes do not meet the 80% criteria.
 War 1A or 1B volumes meet the 80% criteria.
 Warrant is NOT met.

Site Data Required

Number of crashes in last 12 months = 0
 Rural Settings Apply = True
 Number of Major Lanes = 1
 Number of Minor Lanes = 1

Crash and Volume Requirements

Minimum number of crashes = 5
 Rural Factor of 70 % applied
 Veh/Hr Major: War 1A = 280 War 1B = 420
 Veh/Hr Minor: War 1A = 84 War 1B = 42

Volume and Pedestrian Data

Hours data meets 80% requirements of Warrant 1A (8 needed) 12 Met? Yes
 Hours data meets 80% requirements of Warrant 1B (8 needed) 12 Met? Yes
 Hours data meets 80% requirements of Warrant 4 (4,1 needed) 0 0 Met? No

Major Road
 Kitty Hawk Drive

Minor Road
 --

Warrant 1A Details

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1A?
16:45 - 17:45	507	+	429	=	936	0	183	Yes
15:45 - 16:45	384	+	375	=	759	0	172	Yes
14:45 - 15:45	362	+	313	=	675	0	147	Yes
17:45 - 18:45	366	+	295	=	661	0	133	Yes
11:45 - 12:45	333	+	323	=	656	0	165	Yes
07:45 - 08:45	359	+	276	=	635	0	192	Yes
12:45 - 13:45	307	+	281	=	588	0	161	Yes
13:45 - 14:45	310	+	240	=	550	0	130	Yes
10:45 - 11:45	291	+	236	=	527	0	122	Yes
09:45 - 10:45	252	+	228	=	480	0	136	Yes
08:45 - 09:45	278	+	202	=	480	0	159	Yes
06:45 - 07:45	191	+	145	=	336	0	134	Yes

Warrant 1B Details

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1B?
17:00 - 18:00	521	+	431	=	952	0	157	Yes
16:00 - 17:00	387	+	372	=	759	0	182	Yes
15:00 - 16:00	398	+	296	=	694	0	163	Yes
12:00 - 13:00	349	+	342	=	691	0	160	Yes
18:00 - 19:00	308	+	274	=	582	0	127	Yes
11:00 - 12:00	308	+	262	=	570	0	146	Yes
13:00 - 14:00	318	+	248	=	566	0	155	Yes
14:00 - 15:00	281	+	283	=	564	0	125	Yes
07:00 - 08:00	326	+	236	=	562	0	198	Yes
08:00 - 09:00	304	+	242	=	546	0	182	Yes
09:00 - 10:00	272	+	200	=	472	0	149	Yes
10:00 - 11:00	237	+	220	=	457	0	115	Yes

Kitty Hawk Drive & Bulldog Road

Signal Warrant Study

Study Name: Kitty Hawk Dr & Bulldog Rd
 Study Date : 10/25/2023

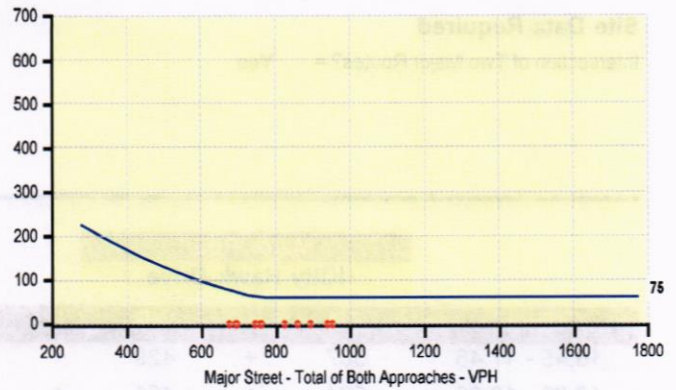
Warrant 7 - Crash Experience

Major Road

Kitty Hawk Drive

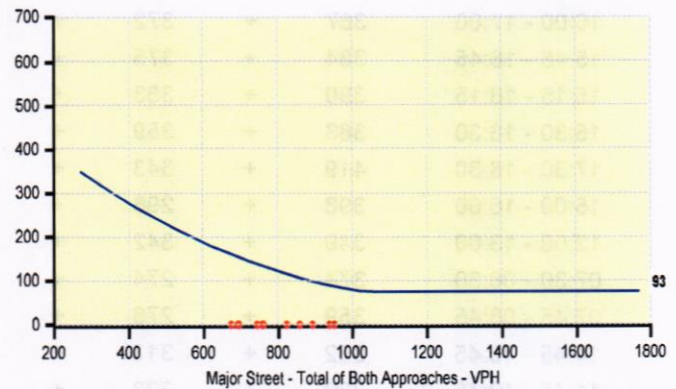
80% of Warrant 4 - 4 Hr Pedestrian Data

Time	EB Vehs	+	WB Vehs	=	Total Vehs	EB Peds	+	WB Peds	=	Ped Total	Met?
17:00 - 18:00	521	+	431	=	952	0	+	0	=	0	No
16:45 - 17:45	507	+	429	=	936	0	+	0	=	0	No
16:30 - 17:30	476	+	417	=	893	0	+	0	=	0	No
17:15 - 18:15	475	+	383	=	858	0	+	0	=	0	No
16:15 - 17:15	427	+	395	=	822	0	+	0	=	0	No
17:30 - 18:30	419	+	343	=	762	0	+	0	=	0	No
15:45 - 16:45	384	+	375	=	759	0	+	0	=	0	No
16:00 - 17:00	387	+	372	=	759	0	+	0	=	0	No
15:15 - 16:15	390	+	353	=	743	0	+	0	=	0	No
15:30 - 16:30	383	+	359	=	742	0	+	0	=	0	No
15:00 - 16:00	398	+	296	=	694	0	+	0	=	0	No
12:00 - 13:00	349	+	342	=	691	0	+	0	=	0	No



80% of Warrant 4 - 1 Hr Pedestrian Data

Time	EB Vehs	+	WB Vehs	=	Total Vehs	EB Peds	+	WB Peds	=	Ped Total	Met?
17:00 - 18:00	521	+	431	=	952	0	+	0	=	0	No
16:45 - 17:45	507	+	429	=	936	0	+	0	=	0	No
16:30 - 17:30	476	+	417	=	893	0	+	0	=	0	No
17:15 - 18:15	475	+	383	=	858	0	+	0	=	0	No
16:15 - 17:15	427	+	395	=	822	0	+	0	=	0	No
17:30 - 18:30	419	+	343	=	762	0	+	0	=	0	No
15:45 - 16:45	384	+	375	=	759	0	+	0	=	0	No
16:00 - 17:00	387	+	372	=	759	0	+	0	=	0	No
15:15 - 16:15	390	+	353	=	743	0	+	0	=	0	No
15:30 - 16:30	383	+	359	=	742	0	+	0	=	0	No
15:00 - 16:00	398	+	296	=	694	0	+	0	=	0	No
12:00 - 13:00	349	+	342	=	691	0	+	0	=	0	No



Kitty Hawk Drive & Bulldog Road

Signal Warrant Study

Study Name: Kitty Hawk Dr & Bulldog Rd

Study Date : 10/25/2023

Warrant 8 - Roadway Network

Description

Intended for sites where the signal installation would encourage concentration and organization of traffic flow networks.

Summary

Major route requirements are met.
Volume Requirements are met.
Warrant IS met.

Site Data Required

Intersection of Two Major Routes? = **Yes**

Volume Requirements

Total Volume for All Approaches = **1000**

Number of Weekday Hours Needed = **1**

Time	Major Road				Minor Road				Met?	
	Kitty Hawk Drive				--					
	EB	+	WB	+	NB	+	SB	=		
16:45 - 17:45	507	+	429	+	0	+	183	=	1119	Yes
17:00 - 18:00	521	+	431	+	0	+	157	=	1109	Yes
16:30 - 17:30	476	+	417	+	0	+	180	=	1073	Yes
16:15 - 17:15	427	+	395	+	0	+	182	=	1004	Yes
17:15 - 18:15	475	+	383	+	0	+	144	=	1002	Yes
16:00 - 17:00	387	+	372	+	0	+	182	=	941	No
15:45 - 16:45	384	+	375	+	0	+	172	=	931	No
15:15 - 16:15	390	+	353	+	0	+	176	=	919	No
15:30 - 16:30	383	+	359	+	0	+	177	=	919	No
17:30 - 18:30	419	+	343	+	0	+	141	=	903	No
15:00 - 16:00	398	+	296	+	0	+	163	=	857	No
12:00 - 13:00	349	+	342	+	0	+	160	=	851	No
07:30 - 08:30	374	+	274	+	0	+	196	=	844	No
07:45 - 08:45	359	+	276	+	0	+	192	=	827	No
14:45 - 15:45	362	+	313	+	0	+	147	=	822	No
11:45 - 12:45	333	+	323	+	0	+	165	=	821	No
12:15 - 13:15	327	+	328	+	0	+	163	=	818	No
07:15 - 08:15	355	+	251	+	0	+	207	=	813	No
17:45 - 18:45	366	+	295	+	0	+	133	=	794	No
12:30 - 13:30	327	+	298	+	0	+	163	=	788	No
14:30 - 15:30	350	+	306	+	0	+	125	=	781	No
11:30 - 12:30	317	+	303	+	0	+	160	=	780	No
07:00 - 08:00	326	+	236	+	0	+	198	=	760	No
11:15 - 12:15	326	+	279	+	0	+	150	=	755	No
12:45 - 13:45	307		281		0		161		749	No

COUNCIL MINUTES
FEBRUARY 7, 2024

The City Council held a meeting on Wednesday, February 7, 2024, at 5:30 p.m. in the City Council Chambers, 10 North Main Street, Cedar City, Utah.

MEMBERS PRESENT: Mayor Garth O. Green; Councilmembers: Robert Cox; W. Tyler Melling; R. Scott Phillips; Ronald Riddle; Carter Wilkey.

STAFF PRESENT: City Manager Paul Bittmenn; City Attorney Randall McUne; City Recorder Renon Savage; Finance Director Jason Norris; City Engineer Jonathan Stathis; Assistant Police Chief Jimmy Roden; Leisure Services Director Ken Nielson.

OTHERS PRESENT: Ann Clark, Wendy Green, Laura Henderson, Abby Daynes, Sadie Hinck, Tom Jett, Kathy Long, Dane Leavitt, Jessica Kinsey, Burt & Shannon Poulsen, John Fenn, Bob Platt, Daryl Brown, Liliana Quiroz, Dallas Buckner, Eric Heaton, Serenna Wu, Tyler Romeril, Cassie Edwards.

CALL TO ORDER: Pastor Joe Carroll of Calvary Chapel Church gave the invocation; the pledge was led by Jonathan Stathis.

AGENDA ORDER APPROVAL: Councilmember Phillips moved to approve the agenda order for the City Council, RDA and MBA meetings; second by Councilmember Melling; vote unanimous.

ADMINISTRATION AGENDA – MAYOR AND COUNCIL BUSINESS; STAFF

COMMENTS: ■ **Mayor** – I appreciate the time I was able to be away. I apologize for being so wired and spending 3 hours in a meeting today. ■ **Phillips** – can we get an update on the status of the Paiute Tribe storm drain project. ■ **Jonathan** – the majority of the work is done; we will have to wait to pave the project. ■ **Phillips** – we have made good progress. ■ **Wilkey** – last week Phillips and I went to the Capitol for SUU day signing a MOU for the Utah Summer Games adding the Special Olympics and they recognized Cedar City for our partnership. ■ **Jonathan** – we received funding for the Center Street overpass sidewalk, \$202,200.00 is what we received, that is UDOT portion \$134,800 would be the city portion that will be in the budget. UDOT would like to combine that with the roundabout project at 1150 West and Center. Talking with the Street Department we feel it would be a good idea to tie into the roundabout. They are starting the design in the next few weeks; it would go to construction in 2025. ■ **Phillips** – I think it would be a good idea to have it designed right. Can the money be held? ■ **Jonathan** - yes, it could be held until next year. I will correspond with UDOT on that. We will have a contract that will come back to the council. ■ **Phillips** – someone needs to coordinate with Tiger at SUU. ■ **Jonathan** - I was on the phone with Ben Johnson from SUU today, they are aware. ■ **Paul** – we had the company that does the sound system at the Heritage Center look at our system, we are working on it. ■ **Riddle** - what company. ■ **Paul** - we reached out to Pole Sound, and they didn't get back to us. This company sent an email back to us getting us to their sound engineers, we hope they get back to us with a proposal.

PUBLIC COMMENTS: ■ **Laura Henderson** – I want to give a shout out to the Polar Plunge last Saturday and it benefits the Special Olympics. ■ **Phillips** - we had a Youth City Council Team there, but they didn't jump. ■ **Wendy Green** – The Chinese New Year Celebration sponsored by the Family Support and Crisis Center will be held at Heritage Center Feb 21st at 6:30. Sarah Sun, our very own Miss Utah will be speaking, Fiddlers Elementary will perform and the dual immersion students will be there also, it will be fun and everyone is invited to come.

CONSIDER THE APPOINTMENT OF KATHY LONG TO THE CATS BOARD. MAYOR GREEN: Mayor Green – we appreciate your interest in service in the community. ■ **Kathy Long** – I

have been involved with a statewide committee looking for ideas and funding for rural public transit better. I will try and bring information to our local level. **Wilkey** – we have had our first meeting, Kathy participated before her official appointment, thank you. **Mayor** – the Department of Transportation is interested as is SUU. Consent.

CONSIDER LOCAL CONSENT FOR CINDELMARMAR LLC DBA DULCES RETONOS.

JORGE CARRANZA/CHIEF DARIN ADAMS: **Lenan Quiroz** - it is a small store, like a convenience store with snacks, a Hispanic Mexican store. It is located by Smiths. **Assistant Chief Roden** – they sell beer; we give them a positive recommendation. Consent.

CONSIDER A SINGLE EVENT ALCOHOL PERMIT FOR SOUTHERN UTAH MUSEUM OF ART FUNDRAISING DINNER & LIVE ART AUCTION ON MAY 11, 2024. JESSICA KINSEY/CHIEF DARIN ADAMS:

Jessica Kinsey - Executive Director of Southern Utah Museum of Arts, we come for our annual Art Auction. Last year was very successful. **Phillips** - I have attended this for many years, people appreciate it and adds to the event. **Assistant Chief Jimmy Roden** – we give a positive recommendation. Consent.

CONSIDER A SINGLE EVENT ALCOHOL PERMIT FOR THE CEDAR CITY CHAMBER OF COMMERCE 74TH AWARD GALA ON MARCH 7, 2024. RENE COLE/CHIEF DARIN ADAMS:

Rene Cole – I am asking for the permit to provide alcohol. **Wilkey** – I am on the Board of Directors. **Assistant Chief Jimmy Roden** – we give a positive recommendation. Consent.

CONSIDER AN AMENDMENT TO CITY ORDINANCE 35-6(B) TO PROHIBIT LONG VEHICLE PARKING IN THE VICINITY OF 686 E. CANYON RANCH DRIVE. TRAVIS RIGBY/JONATHAN STATHIS:

Travis Rigby – my wife and I are the owners of the building 2nd East restaurant is in, and my brother-in-law is the part owner in the restaurant. We have had some unique challenges; we need to be successful. Our challenge is a lot of customers think we are very busy because of the semi-truck parking there and they also block the building, and because of the Brian Head staging area for their shuttle. We have had Brown Dental Office and a few others that say they think we are too busy because of the cars so they haven't come for lunch. We would like the ordinance changed for both sides of the map and the neighbor across the street has got no parking. We want it like Costa Vida to eliminate Semi-truck parking and Chief Adams and Jonathan are working with the Brian Head Shuttle people. **Jonathan**- we had a meeting with Brian Head Shuttle, but it got cancelled. We have had conversations about them moving to the north. Also, the long-vehicle restriction would be moved north. For Terrible Herbst there is no parking from Main Street to Auto Mall Drive. We would like long parking restrictions. **Phillips** – will we have the same at Wedgewood for Terrible's? **Jonathan**- they would like to wait until they have the building built. **Travis** – the triangular piece my wife and I own and Dave Tapia owns the piece to the north and he welcomes that as well. **Phillips** – what happens on Auto Mall Drive when it snows, do we plow? **Jonathan** - I don't know. **Travis** – I have pulled two semis' out because of the snow. We have seen the snowplows; I don't know how far they go. **Paul** – our plows have a priority area, hospital, schools, etc., Auto Mall Drive is not a priority. **Phillips** – if we do this, where do we anticipate the semis will park? **Jonathan** – there is a new street by Love's or further north on Auto Mall Drive. **Mayor** – how do they get turned around out there? **Travis** – in good weather they will go into Auto Mall where it is a dirt road. Most will back up to both sides of our property. **Mayor** – it would be better for them to go to Love's. **Wilkey** – what is considered a long vehicle? **Jonathan** - 35 feet. **Wilkey** – I don't want someone with their family and a travel trailer not be able to park. If we are deterring semi's, it should say no semi. **Travis** – my preference is no semi's. **Mayor** – people do follow the signs. **Wilkey** – I don't want people with travel trailers to be deterred. **Phillips** – maybe

say no commercial vehicles. **Jimmy Roden** - that is not in ordinance, so you have to define that. The 35' is enforceable. Now that travel trailers are so long some will fall under that. We will enforce what you decide. We hope to have a better solution with Brian Head next week. We just want it clearly defined. **Tom Jett** - I am confused, are we looking at stripping or putting signs up? **Phillips** - signs. **Tom Jett** - the other parcels are owned and if you are not careful it will push the parking to others. There are a lot of cars that park there because of Brian Head, I hate to park them further down in front of someone else. **Phillips** - they are using the city streets. **Wilkey** - can we put no semi-truck parking like the one across the street from Wal-Mart. **Paul** - that may not be our sign. We don't, but we could add it if we want. **Travis** - the city required us to pave the Canyon Ranch and Wedgewood as well, they are not complete, so when semi's come in they are parked on both sides and it is really tight. Shad Hunter is looking for alternatives for renting, their parking will go where the shuttle stops. Action.

PUBLIC HEARING TO CONSIDER AN ORDINANCE AMENDING THE FINAL PLAT OF THE WILDFLOWER SUBDIVISION PERTAINING TO LOTS 28 AND 29 LOCATED AT APPROXIMATELY 653 S 2475 W. WATSON ENGINEERING/ RANDALL MCUNE; Daryl

Brown, Watson Engineering - we are looking to amend the plat to combine 28 & 29 to one lot. There is a garage on lot 28 and a home on lot 29 and it is owned by the same person. We want to combine it to one lot. **Mayor** - there is not a dwelling in the garage? **Daryl** - no. **Riddle** - I wondered what they would gain. **Wilkey** - it may not change tax bill, but if they are getting a loan it may matter. **Melling** - it does affect the taxes.

Mayor Green opened the public hearing. There were no comments, the hearing closed. Action.

PUBLIC HEARING TO CONSIDER ORDINANCES AMENDING THE GENERAL PLAN USE FROM NATURAL OPEN SPACE TO CENTRAL COMMERCIAL AND FOR A ZONE CHANGE FROM ANNEX TRANSITION (AT) TO CENTRAL COMMERCIAL (CC) FOR A PROPERTY LOCATED AT OR NEAR 1581 PROVIDENCE CENTER DRIVE. PLATT & PLATT/RANDALL MCUNE; Bob Platt

Platt, Platt & Platt - this is on the west side of the freeway, east side of Providence Center Drive. We created a parcel, one is zoned CC, the south part is AT, we want it in conformance with CC, it is one parcel. **Phillips** - what are the requirements, what if anything can be done, is there landscape requirement? **Jonathan** - there is a 5' landscape along the frontage, I just don't want a weed patch. **Mayor** - how long is the tip of that property. **Bob** - the entire parcel is 7 acres. **Jonathan** - the bottom is 30 feet.

Mayor Green opened the public hearing. There were no comments, the hearing closed. Action.

ACCEPT THE PETITION TO ANNEX 10.66 ACRES OF PROPERTY IN THE VICINITY OF 1711 WEST 3000 NORTH. PLATT & PLATT/RANDALL MCUNE; Bob Platt

Platt, Platt & Platt - this property is in the county, they want to annex. It is south of 3000 North, and on the west and south is Gemini Meadows. **Wilkey** - is it two parcels? **Paul** - yes. **Wilkey** - it will come in AT, what is the General Plan for the area? **Jonathan** - medium density. **Wilkey** - is this the first step? **Paul** - yes. **Jonathan** - we will start a 30-day protest process, it will then go to Planning Commission and then come back to City Council, it will take about 2 months. Consent.

CONSIDER A VICINITY PLAN FOR PHASES 1 & 2 OF THE PRAIRIE AT BAUER MEADOWS PUD LOCATED AT APPROXIMATELY 1950 S. WESTVIEW DRIVE. GO CIVIL/DON BOUDREAU; Dallas Buckner

Go Civil - this is the vicinity plan for the zone change we brought in, it is phase 1 and 2 of the single-family R-2 lots, 7,000 square foot lots, it is

also shown as a PUD. This is adjacent to 4-B Ranch. **Wilkey** - will they be on our water system or an agreement with the Water Conservancy District? **Dallas** - good question. **Melling** - the city has an agreement with the Water District until we get a water line closer. **Dallas** - I have talked with the Water District, we will iron out the details later, we may amend the 4-B agreement, or it may be an additional agreement. The city distribution line is by Valley Phase 1. The city has some transmission lines we have been able to hook on in the past, but it is about 2,000 feet to the south. **Phillips** - we have had drainage issues, is that being addressed? **Dallas** - with 4-B phase 4, Joel Hansen and Alex Meisner worked out a storm drain for a future detention basin, we will stub in a 20-inch storm drain. **Phillips** - is the NW corner in the RDO? **Dallas** - yes. **Jonathan** - as of February 1st we started the new subdivision process, some subdivisions were in the process so you will see a few others. **Cox** - so if it was new, it would go through staff? **Jonathan** - yes. **Phillips** - this is a PUD, we have had several instances come up relative to trash pickup, will there be adequate parking for the homes, so they are not on the street? **Dallas** - the residential lots are the same as R-2, they are narrower roads and there will be a trail. There is plenty of space for driveways. No guest parking requirement. **Mayor** - what is the purpose of the 10' strip? **Dallas** - the developer has a vision of a trail system. Consent.

CONSIDER THE FINAL PLAT OF EKKO VIEW SUBDIVISION PHASE 1 IN THE VICINITY OF 1820 N. LUND HIGHWAY. GO CIVIL/RANDALL MCUNE:

Dallas Buckner, Go Civil - this is north of Sycamore Trails 1 and 3. We came a few months ago. We have the letter of final requirements; we haven't settled all the requirements. The water situation, we had a meeting with the developer, there was a Water Acquisition bond, is that a new ordinance change with the letter of requirement until the water rights transfer? **Randall** - until we can fully accept the water the bond is in place until we get the water. I understand you may use someone else's water rights. **Dallas** - we have tried to deed the water over and were told we can't until it is subdivided. I don't know if there is a banking issue. **Paul** - what do we know about water rights? **Dallas** - Son Builders has some banked with the city. **Mayor** - does the date play in. **Jonathan** - until we have a change application, we need a bond. It was changed with the Water Acquisition Ordinance. It is difficult because we don't have a mechanism to put the water rights in as a credit so it was a timing issue, they also wanted to deed more than needed in phase 1. They will deed what they need for phase one and will post the bond until the change application is approved, they seem to be happening quicker, within a few months. **Randall** - I haven't seen that yet; we should have it all by next week. I don't think there is an issue, they are looking for cheaper avenues. **Wilkey** - the change application has to be complete, or they have to post a bond. **Randall** - Yes, that is why we discussed the water credit, these are hard to come through quickly. **Dallas** - we can't start the change application until we have the subdivision. **Randall** - we can't give the water back if they back out of the subdivision. **Jonathan** - we don't have a mechanism for the credits. Most people pay the fee, so it doesn't come up often. **Phillips** - on the double fronted lots, will the fence transition? **Dallas** - the city has a site triangle. Action.

PUBLIC HEARING TO CONSIDER AN ORDINANCE AMENDING THE FINAL PLAT OF THE FIDDLERS CANYON SUBDIVISION UNIT 5 PERTAINING TO LOTS 1 AND 2 AT APPROXIMATELY 772 EAST FIDDLERS CANYON ROAD. GO CIVIL/RANDALL MCUNE:

Dallas Buckner, Go Civil - this is an amended plat to combine two lots. There is an existing house on lot 2, the owners have Conex boxes, this is next to where the townhome project is going in. They realized there is a conflict with the ordinance, we want to combine the lots to bring it in compliance. We shot the location of the boxes; they are inside the setbacks. They shifted it to meet the setback, but I made a mistake on the back, we realized we need to shift the back end, it has not been moved, but we will have it done. **Phillips** - it came out of Planning Commission, what is

happening in the residential location, is there a business being ran out of this location? **Dallas** – one of the neighbors made an allegation that the owner runs a party supply rental business and there was commercial storage for the business taking place. **Janette Grass** – I want to apologize for taking your time. We have owned lot #2 for 20 years. When our son joined the military out of high school, we bought the lot next to us thinking he would come home and build, after 20 years our son has not come back, he is coming home in 3 years. We were not expecting to do this, but our neighbor decided to clear our lot half of our lot not knowing where their line was, instead of complaining to someone, we talked to them and said if you clear the rest of the lot, we will let it go, they said ok. We talked to the container people, and they said yes, we don't see a problem. We bought the containers; it was expensive because we bought nice containers. We want to store my sons' belongings and the construction for his house. The lot has not been touched for 19 years. The neighborhood has dumped dirt, rock, clippings, etc. in that lot; the neighbors have buried their pets, people have dumped trimmings an branches and now the neighbors are all coming forward. We want to be in compliance, and we have made the effort. **Phillips** – if you don't use the lot can it be another lot? **Dallas** - we will leave the connections so it can split back. It is being put together because of the containers. They can't put a container if it's not part of the primary residence. **Wilkey** – the home is 732 East, so the address on the agenda is incorrect.

Mayor Green opened the public hearing. **Ann Clark** – I was at Planning Commission; I see the neighbors' problems. If you are really going to build a house the neighbors could say ok, but if it is longer, it is a problem.

Shannon Poulson – I live across the street. At the Planning Commission meeting, they said the problem is that the shed was built on property line and that was why they needed to put the two lots together. There are two shipping containers, we have lived there 38 years and have witnessed a lot of growth and change. There are only a few lots left in our area for R-1 building and this is one of them. Pictures were shown and are attached as Exhibit "A". You see the boxes direction driving on Fiddlers Canyon Road and from Serviceberry Circle. Their lovely home is set about as far away from the Conex boxes up on the hill as possible. The building on the property line, and around it there is a lot of stuff on the lot. In your residential zoning it says "*the objective of establishing R-1 residential zone is to encourage the creation and maintenance of residential environment within the city which is characterized by large lots on which single family dwellings are situated, surrounded by well-kept lawns, trees, and other plantings. A minimum vehicular and pedestrian traffic and quiet residential conditions favorable to family living and rearing of children shall also be characteristics of this zone. Representative of the use within the R-1 zone are one family dwellings, parks, agricultural, playgrounds, schools, churches and other community facilities designed in harmony with the characteristics of the zone... Strictly prohibited in this zone are commercial and industrial uses, and in order to comply, the objectives and purposes of this ordinance and to promote the characteristics of this zone, the following precise regulations shall apply.*" And it goes down and it talks about these temporary structures and buildings. In number 5 it says that *yard storage or building or yard storage for construction materials and equipment incidentals necessary to construction of a house development, utilities or other community facilities provide such temporary building or yard as located on the same track of land as with the house.*" It says that this can only be there for *two* years, so if they are talking about three years before they start to build, that is already no in keeping with the regulations. It goes on and talks about temporary office buildings for sales or anything like that in the subdivision for only two years, and then that also expires. An accessory building is what these Conex boxes are being classified as, and *it is a subordinate use or detached building clearly incidental to and located on the same lot occupied by the main building.* In reality a Conex box is a trailer with no wheels, its size is what qualifies it as an accessory building, and I

believe that there are definite uses for these structures, but they don't belong in R-1 zone. I believe that there is a consistent spirit of the law that this type of trailer does not have a place in an R-1 designated area. I understand that this is their property, and they have a right to use it, but there are city codes that all who live in the area agree to comply with when they purchase or build a home. When I talked to the Planning Commission there were several statements that stood out to me, one was by Ms. Davis whose occupation is in real estate, and she stated they are ugly, and when selling a home one hopes to get the best price and inferred that this would not be a plus. One member actually came to my home to see for himself and stated this was definitely not R-1 but more like Horse Alley. One of my concerns and questions is if this plat amendment goes through will it negate current restrictions combining the lots has only come after over 17 years of residency and after the arrival of Conex boxes last October. Planning Commission made a suggestion, because they came first because the little shed, they have was the problem, they said they could move the property line over to allow them to comply with the regulations for the structure in violation. The owners want to keep the utility hookups in case they want to re-subdivide and if you combine the lots, it will merely allow the Conex boxes to be in compliance as an accessory building. I think as a city council it is time to readdress Conex boxes. There are a handful of double lots in our area that have been an asset to the neighborhood. I read a quote recently that states "*we can evade reality, but we cannot evade the consequences of evading reality.*" If Conex boxes are allowed to remain on the lot they will become a statement of R-1 zoning for our community and speak to the need for individuals to comply to city ordinances. Personally, I believe to be skeptical of the long-term planning for this particular lot being combined. It is currently out of zoning compliance both in accessory placement of a building and the said use. If passed it will be your decision that will make it in compliance. Unfortunately, it is currently showing no promise of becoming an asset to the area.

Jeanette Grass – all of our fencing in the picture is to beautify our home. **Tom Jett** – I was quite disappointed in the Planning Commission for not approving it, it met ordinance, it forced them to not be in compliance for our lack of thought in the matter. I was the only one that said let them split. Let them divide, the containers are separate issue. **Melling** – you have been to a lot of meetings, have we ever denied a lot combining request? **Tom** – not that I know of. **Wilkey** – I tend to agree with Mr. Jett that one thing stopped the other thing from happening. Whether or not we have a discussion about containers. **Phillips** – the question is do you want to change it for the containers, and we don't know that. **Wilkey** - if one person owns two lots, I don't care about combining lots, it is their personal property, maybe they want one tax bill not two. There may be reasons why, and we don't have an ordinance against Conex boxes. **Cox** - they could move them and then bring them back, so to me it is two separate issues. **Phillips** – if we move forward about Conex containers, if this moves forward would they be grandfathered in? **Randall** – it depends on what you pass. You need a way to calculate an investment. Provo changed an ordinance with a 20-year time frame for people to come into compliance, that can be a problem. If you eliminate grandfather, we need to work it out. We have not done that; we have not eliminated grandfather unless the use changes to come in compliance. **Wilkey** – I don't like the look, but at the end of the day there is not an ordinance to stop it, and I wouldn't stop one because of the other. **Tom Jett** – last night at Planning Commission we discussed development in Old Farm subdivision, we are looking at buffer and we have an R-1 against R-3 in this subdivision, and I find it ironic that we are arguing over Conex boxes. **Cox** – no disrespect, they have not complained until someone wanted to do this. If it is an issue, they should have done it before this. **Bert Poulson** – that doesn't have anything to do with it, R-1 is to the east of those buildings. I hear over and over again if I buy a lot, I should be able to do what I want with it. They were told by the people they bought Conex from it was ok and then it wasn't, so let's play with the law. The technicalities are ways to get around, the purpose of R-1 doesn't meet any of that. A trailer can't park there but a Conex box can because it doesn't have wheels. The zones are so Cedar

City is an attractive place to live, if we ignore what are we saying about our town. It is now out of compliance and how you rule will send a message to people that may come here, and it doesn't complement our community. **Todd McDonald** – I am one of the owners, the beginning of the front Conex, originally was street level, with the development of Ashdown the trucks would dump there. The second and third story building have now gone up, it is now to the road, the Conex is now behind the three-story building. There are seeing more of a three-story building than the Conex. The builder, the trees came up another 15 feet, the builder of the three storm came up to the beginning, we woke up and heard traffic but it was louder than usual, we have security cameras and we could see their equipment clearing trees, that is the point that Jeanette said we have not touched it, but your crew will now level the lot, the guys agreed, the contractor was not pleased, but the crew was encroaching on our property 60 feet deep. It has been a community dumping lot. **Jeanette Grass** – I don't like Conex boxes either so they won't stay there. The hearing closed. Action.

PUBLIC HEARING TO CONSIDER AN ORDINANCE VACATING A PUBLIC RIGHT OF WAY AT APPROXIMATELY 140 NORTH 300 EAST. TOM JETT/ RANDALL MCUNE:

Tom Jett – there is property on 300 East, between Bulloch Trailer Park and Veterans Park. Plat B was e/w/n/s, in the early 1900's we had a river that runs and for us to run the road we had to build a bridge to continue N/S, so they put a dog leg in the road. My first home in Cedar was in Dog Town. There was a little curve left and I thought it was my property. About a year ago the process started for us to acquire the property. We asked the city to also purchase a piece of property landlocked, there is potential for the mobile home park. Some of the concerns is the city needs access along the edge, a 20-foot access to maintain Coal Creek Flood Control, which is not an issue, the city has to run over our property to get to the creek. We would like to purchase the dog leg and the other property and grant a 20' easement along the north edge to get to the creek, also an easement over the NE edge for access to the creek. Mr. Hunter urged us not to pave it because of the damage heavy equipment would do. We were the only bidder; we offered a hair over the appraised price. **Riddle** – are you keeping the tree? **Tom** – no. I have been pruning the tree because the branches are over the sidewalk. **Phillips** - the NE piece you would not develop so we would have the 20-foot easement. **Tom** - correct. **Randall** – those are the conditions we can put in the sale of the property. **Randall** – when we do property disposal, we can put additional conditions on the property because it is ours. You can say no 100' tall buildings, we can put what we want. **Phillips** – I understand your use is for tiny homes. **Tom** - we talked with the neighbors. **Phillips** – the first piece would be needed by our Street Department, if not asphalt, what would be there, I am concerned with the transition between the Veteran's Park. **Tom** - probably be road base with colorful rock, it won't be weeds. **Melling** – I am ok with this.

Mayor Green opened the public hearing. There were no comments. The hearing closed.

Randall – other than easements, are there other things you want worked in the agreement. **Melling** – anyone can bid, this area needs improvement. **Wilkey** – I look at two appraisals, it was prepared for two different entities, does it matter. **Randall** – it just has to meet state law. Are you getting adequate value. **Phillips** – I urge you, since this is the first tiny home project in the community, let it be something people look to and says I like it. **Jett** – I hope to get input from the community. Action.

CONSIDER THE DISPOSAL OF TWO PARCELS OF CITY PROPERTY LOCATED AT APPROXIMATELY 140 NORTH 300 EAST. TOM JETT/RANDALL MCUNE: discussed with the above item. Action

CONSIDER A BUILDING PERMIT AGREEMENT FOR CHELSEY PARTNERS LLC, DEFERRING PUBLIC IMPROVEMENTS FOR PROPERTY LOCATED AT APPROXIMATELY 3100 WEST (LUND HIGHWAY) AND 2800 NORTH. GO

CIVIL/RANDALL MCUNE: Dallas Buckner, Go Civil – we are working on getting Phase 1 construction drawings approved, one thing that came up is the odd shape of the phase 1 boundary, the low point, there is a big irrigation ditch that splits the property, the low point for a detention basin, we set aside the two acre square and taking it down 6 to 7 feet, we propose to build the overflows, but this a separate tax ID, because we are putting in improvements we need to improve the frontage of this parcel. They are working on the Skyview Project; the request is the 17 acre R-2-parcel and we request that frontage improvements be deferred to finish out Lund with that section of the detention basin. **Cox** – is Skyview part of the detention basin? **Dallas** – yes, the developers are the same, it is designed, and we have a cohesive design. We don't have a preliminary plan for phase 2 yet. We would like one straight grade line for the improvements. **Cox** – where is the access? **Dallas** – one off of Lund, one off 2300 and Skyview loops and will tie in. **Phillips** - how far to the west does Phase 1 go? **Dallas** - it shops short and goes around the back yard lots, we have 4 accesses on 2400 North. **Wilkey** - does it stop short of 2800 West. **Randall** – that is not a right of way there, we confirmed that with the County. **Dallas** - it was one, but it got moved and S curves to the north and ties in as 3000. **Wilkey** – you want to defer the frontage of the detention basin until phase 2? **Dallas** - yes, until we do any permit so we can have a full design to 2800. **Wilkey** – you are doing it because you need the detention basin in Phase 1? **Dallas** – we want to do it when we do the other improvements along Lund so it ties in. **Cox** – I am ok with that, so we have one clean road. **Wilkey** – can we put a time limit in the deferral in case phase 2 doesn't happen. **Dallas** – the design for the detention basin will be complete with phase 1. **Wilkey** - what if phase 2 never happens. **Dallas** - if anything happens to the parcel it triggers the improvements. **Melling** – we don't want to plow and maintain that unless there is service there. Action.

PUBLIC HEARING TO CONSIDER APPROVING A RESOLUTION PROVIDING FOR THE CREATION OF THE IRON HORSE PUBLIC INFRASTRUCTURE DISTRICT AS AN INDEPENDENT BODY CORPORATE AND POLITICAL; AUTHORIZING AND APPROVING A GOVERNING DOCUMENT AND AN INTERLOCAL AGREEMENT; AND RELATED MATTERS. LEAVITT LAND /RANDALL MCUNE: Tyler Romeril, Leavitt Land

– we are coming for approval of Iron Horse PID to allow it to become an independent body so they can create a funding mechanism for public infrastructure. The entity would be able to assess a tax for each parcel. We are not seeking to levy a tax, only to assess each lot as it is sold, a portion of each sale would go toward paying off the bond. The district would be allowed to bond, and we would use them to build public infrastructure. To pay the bonds we would take funds from the sale of each lot. What is unique, you must have 100% of the owners sign off. We have a 2-acre parcel owned by Dane and Ruth Leavitt. Also, there is 1400 acres of property that will come in with this, it is now owned by SITLA. The purchase of the property has been signed by the Development Team and by SITLA, and we are waiting for the governor to sign it, and we hope it will happen within the next 10 days. Once we own the property, we will annex the 1400 acres. There are two parcels on the north end owned by the Burgess and Armbrust families directly across the street from the Silver Silo, they have requested to be included in the annexation. That is how the tool is used. The city has to approve the creation and the governing documents. The governing document says how this district is to function, it establishes that we have five trustees, it establishes how long the terms are. They are appointed first by the city, after the sale of a certain percentage of lots, they then go to an elected position of owners within the district itself. It spells out the finance document that we need to supply to the city annually that talks about how many properties have come in and what the assessment is, if there are any outstanding loan payments that haven't been made. One thing that may be a concern is

this is a standalone financing entity, what debt we take on does not affect the city, you are not liable for it, it doesn't go on the balance sheet, it is completely separate and on the district itself. **Melling** - the PID's across the State, generally is commercial, redevelopment infill and the cost to augment and create better public infrastructure to service the project, but ownership is still long-term centralized one owner or public body. One issue we had with Chelsey that we worked through and were able to address and be comfortable with was the situation was we were doing public infrastructure for a subdivision where we would then have future owners and how would they be notified and realize that long term on their tax bill they will be paying for that. My understanding is the disclosure and ongoing concern evaporates because at closing the portion of the lot's debt is released and there is no ongoing liability. So, it is the difference between a traditional and municipal bonding rate. **Tyler** - section 11 says it has to be recorded with Iron County, but that portion of the purchase price pays off the lot. **Wilkey** - does it dissolve when the lots are sold, and the debt paid off. **Tyler** - there is a dissolution clause, there is a 30-year clause. **Wilkey** - if the investor wants to pay off any time they can sell the lots as they please. **Phillips** - how is the assessment done? **Tyler** - we have an appraisal and then there is a percentage for each lot, so it differs from commercial, single family etc. **Cox** - so no one will be surprised. **Wilkey** - if as you are going through, sizes or number of lots change, how does it affect the assessments for the remainder lots. **Tyler** - that would be a decision the board makes. We want to keep it as equitable as possible. **Melling** - if a lot goes for \$100,000 and you have to sell for \$110,000, the lots won't sell if the market won't bear a \$110,000 price. **Dane Leavitt** - while not required by statute, the developer will guarantee the PID debt, that is unusual, but we are doing it for a number of reasons. The equity that already exists in the improvements we have already put in makes it such that we will not be stretching in the debt we undertake; we want it as cost effective as possible. We have calibrated the maximum allowed debt in ways that will not cause us to get over our skis, I think we have been pretty careful. The debt doesn't affect the city, and the volume of debt we are anticipating is well within safety measures, and it won't affect the purchaser of the lot, because at escrow when they pay for their lot a percentage of that price goes to the PID. There will also be payments from the developer if we have slow sales years that do not allow for the amortization, that is a protection that is not typically there. **Cox** - what is the amount of debt? **Dane** - \$6 million, we hope to get it back by sales. We are authorized up to \$15 million under the current structure. We are looking at the entire Iron Horse area, our goal is to minimize the debt because of the interest payment. We want as little debt as we can. **Cox** - how does future increases in concrete, etc. happen, you don't recalculate? **Dane** - the Developer and PID Entity will have an agreement and will amortize the debt and analyze that together. There is no prepayment penalty and I know the developer well enough to think they will prepay. **Melling** - the way I see this, the only one that loses is the IRS, in every other way the way it is structured is like a private transaction, the lending is just less expensive. **Phillips** - when the district is complete, is it for the whole RDO? **Tyler** - you have the RDO, this PID will go around the entire RDO plus a few other parcels. **Paul** - the RDO is master planned roads, trails and amenities, this is a financing mechanism, no impact on the RDO. **Tyler** - developers will come and ask for different treatment on ordinance, we will not ask for any. Governing documents don't put a limit on debt, but we will. **Wilkey** - when a buyer goes to escrow, the title company will send the money to get it paid. **Tyler** - the title company will send it to the Board, and they will send it to the bond. Mr. McUne had concerns with impact fees, there is language in there that we can't double charge. **Randall** - if nothing is going to impact fees that would be easier. The developer can charge impact fees, but I don't know. If they don't intend to do that, we would rather just state that it will not have an impact fee. What constitutes public improvement, we won't see those, it is limited to what they make is public infrastructure, they have to follow State Statute. I am not concerned since they are not taxing, if those paying the bonds think they are fine I am not concerned about the lack of taxing. The buyer will pay the same amount. **Dane Leavitt** - it is important that it meets the requirement to be a municipal bond and must be consistent

with internal revenue code and bond counsel. **Randall** – even if they meet all conditions, you can reject it, I am not asking that. There is a reference in the governing documents saying if there is a conflict in the Resolution and the Governing Document the Governing Document rules. A lot of these when they do the boards is at a 33%, this one is at 50%, you are talking 1400 acres, so you won't have a community board until around 700 lots are sold. **Melling**- you are releasing people as they purchase. **Paul** – you see this language in an HOA the developer is the HOA. **Dane** – we hope to wrap up the bond long before the 30 years. **Cox** – are you putting trails in this? **Tyler** – yes. We have a park layout, and we are meeting with city staff to talk about this. **Wilkey** – we talked in other PID's to see if we were getting other amenities. **Paul** – we are getting a big road to Cross Hollows. **Dane** – we are working with the city on water issues, there are areas we have for a tank location. We have been installing infrastructure to support areas outside our development. **Phillips** - if this goes through is SITLA involved in the process. **Tyler** – they are not involved, once the sale goes through, we annex. **Phillips** – if there is a dispute the city doesn't get involved? **Paul** - no. **Randall** – only if they redo the boundaries. The legal description is missing some road right of ways. **Wilkey**- I prefer this type of PID over the other.

Mayor Green opened the public hearing. There were no comments, the hearing closed.

CONSIDER THE REQUEST TO MOVE ACCESS DRIVEWAY AND TO AMEND/TERMINATE LEASE AGREEMENT WITH DAN ROBERTS FOR THE COLDWELL BANKER ADVANTAGE PROPERTY LOCATED AT 26 N MAIN. GO CIVIL/RANDALL MCUNE;

Dallas Buckner, Go Civil – we are working on a tenant improvement plan and are asking to move the driveway from its current location. We had a powerful discussion with the Chief, Engineer and City Manager. We did a survey to meet current parking requirements. We are asking to close the driveway, stripe two additional stalls and a 24' driveway location. There is a lease agreement when Dan Roberts purchased this, there is a 20-year term in 2002, and he finished paying off the property. Cash Valley Bank would like to terminate the agreement. The request is to terminate the agreement and move the driveway location. **Phillips** – we own inside the landscape? **Paul** – no, back of the sidewalk. **Dallas** - there was a site plan that showed we owned the back of the stalls and sidewalk. **Phillips** – where the roll off dumpster is, will it become landscape? **Dallas** - yes, we are moving it because of the teller piles, there is not parking. **Phillips** – where will the dumpster go. **Wilkey** – were there concerns for the police? **Dallas** – it was not to impede flow. Cache Valley Bank is a commercial bank, so it doesn't have as much traffic. There will be 1-2 cars per hour, in the beginning, when established about 4-5 per hour, we don't feel there will be back up. The columns are going to be opened up. **Phillips** – we need to make sure we can keep Candy Cane Lane; I think we can. In order to get this, I want a very large 40'-50' Christmas tree on Cache Valley Bank. Does the city have any heartaches, I don't see a problem. **Jonathan** – we have looked at this closely, Dallas has worked with us, and shown it would not provide backup. It is not perfect, but we feel that with the number of cars shown it will work. **Dallas** - we have to install right turn only signs exiting on Main Street. **Phillips** – this is an important part of downtown. **Dallas** – we are ok with the change in the driveway and the termination of the contract. **Randall** – Dan said if he sold it, the agreement would run with the land, this includes the façade of the bank building, it was not included in the contract, it was the intent. Consent.

CONSIDER A LAND TRADE WITH STATE INSTITUTIONAL TRUST LANDS ADMINISTRATION (SITLA) FOR PROPERTY IN THE VICINITY OF MAIN STREET & NICHOLS CANYON ROAD. PAUL BITTMENN;

Paul – this is a 42-acre piece of property we obtained from SITLA, we are giving it back and will in exchange get the property on the west side of Main and the majority on the east side. We had appraisals and they are more valuable than the one

we owned, it doesn't have utilities and only dirt roads, no sewer, water, gas or fiber, the lots on Main Street are stubbed out or adjacent to utilities. There are things we will have to do on our part. The little blue piece SITLA will keep on the corner and the one on the back, (see Exhibit "B"). Running through the property are remnants of old storm water drainage, but it is still on FEMA flood maps. SITLA has hired engineering firms, they will show what we have to do to get that property out of a flood zone, SITLA will apply for a conditional letter of map revision (CLOMR), once done the city will haul dirt and do what we need to get out of the flood zone and then SITLA will send to FEMA a request for map revision. We don't want to wait for FEMA, SITLA is willing to give it to us up front, once FEMA is done, we will take title to the green portion across the road. SITLA wants access off Fiddlers Canyon Road and wants us to work with them as they approach UDOT for some sort of access off Main Street. They want easements through the dark shaded line (see Exhibit "B"), right now it is a dedicated public street. On the property we are giving back to SITLA, we will be relieved of the responsibility to build a road to that property. In exchange for that, when the road develops, they will come to the city and we will stub in a 66' road that is 50' deep and it will include asphalt, curb, gutter and sidewalk, step outs for all of the utilities. **Wilkey** – we are on the hook when? **Paul** – when Canyon Ranch Road is developed and paved beyond that point. **Wilkey** – what if SITLA transfers that to another entity? **Paul** – we will still have to do it. **Paul** – we traded for the property across from the Fields at the Hills and there was a lot of lava there. When we close the contract SITLA will transfer the property. The stuff in the flood plain is south of the channel that is on the property we are trading for; we will develop the park north of it. There are timelines, we have to put a park within 10 years. **Mayor** – SITLA property B, will we have to wait for the LOMR. **Paul** – SITLA has already hired their engineer. **Mayor** – we will want to get it done, they will be flat and on two corners of a traffic light. **Melling** – is SITLA's engineer FEMA approved. **Greg McArthur** – they are. **Wilkey** – what is the estimated timeline to wrap things up? **Paul** – Greg has to take it to the Governor, it is hard to get his attention this time of year, they will do it as soon as possible. Consent.

CONSIDER THE ALLOCATION OF RAP TAX DISTRIBUTIONS. PAUL BITTMENN:

Paul – we gave you a lot of numbers to show what it would look like in the past 5 years, we showed with 20% preservation and restoration, from 1/3, 1/3, 1/3 and 60/40% Arts get 7% more and parks 7% less. If you move from 10% to 20% the difference is magnified, after you take the additional 10% off the top and split it with the same formula, each sector restoration and preservation was interesting. It is the council's decision. **Phillips** - read attached Exhibit "C". **Paul** – we have numbers to 2006, \$413,764, 2023 \$1,152,157, the pie has grown a lot over the years, but so have expenses. When we started and 1/3, 1/3, 1/3 was broken up it was recreation, arts and parks, that is how it happened. The Arts have asked more for a lot of years. Parks and Rec get more but what they do costs a lot. **Wilkey** – after Arts takes 33%, do then take the 10% out of that. **Paul** – RAP comes in and Jason takes 10% off the top and then, 1/3 to arts, 1/3 to parks and 1/3 to rec, it is for preservation funds for arts and parks and rec. **Jason** – we set aside the 10% and the committee may recommend that year using money for preservation that same year. If the 10% is the ice cream budget the committee says we want ice cream today, so we are not carrying the entire 10%. In most years we set aside, and the committee recommends projects that qualify for the 10%, so generally each year 100% of the RAP tax is expended. **Wilkey** – so the skate park upgrade qualifies. **Jason** – yes, and in no way is that a bad thing, these are amenities they use. Arts recommend lighting or microphones at Heritage. **Wilkey** – going back to the retreat and the letter read to us, we had a good discussion about potential plans for a remodel at Heritage, even with 10% it would not make a dent. **Melling** – if we are counting on a named sponsor, we have been waiting since we built it. We have 4 lots across from Veteran's Cemetery, we are horrible at selling them, that is how government is, we aren't the private sector. I think we need to consider if we update the Heritage Center, we should start putting

money away for it. **Mayor** – I agree, I am planning on that and seriously considering a council assignment to help us figure that out. I don't see it in the near future, but we need to see what is available and some funding. I plan to put some money in the budget. **Paul** - \$140,000 won't fix the roof. If the City wants to increase the subsidy to Heritage by creating a sinking fund, we can do that, the current subsidy is about \$450,000. **Wilkey** – what if we took the 10% of the Arts and make that the sinking fund. **Melling** – it is only \$30,000 a year. **Riddle** – there is often microphone and lighting issues that need to be addressed. **Phillips** – remember that in the budget. **Riddle** – in the deal with Joanne, they would receive more money even if we took the 20%. **Phillips** – I think there are 21 groups applying, but for P&R **Paul** – that is because the State requires it be for publically owned facilities. **Riddle** - there are more people that use the parks and rec amenities. **Cox** – if we remodel, the arts benefit. **Melling** – if we take the 20% off the top for preservation and we give more to the arts than parks, then Arts would end up with more and some money for Heritage, but Parks and Rec loose. **Wilkey** - the 33% with 10% taken off, if we do it this way there is just over 30% for arts. **Melling** – compared to what Arts are getting now it is a 62/30 percent increase. **Wilkey** – I don't think it is a permanent change. I hate to take from recreation and parks also, but Arts doesn't get impact fee money. **Paul** – impact fee money can't pay for a lot of projects RAP pays for. Taking out a 1932 metal slide and putting in a new pirate ship doesn't qualify. **Phillips** – P&R has funds from the budget, impact fees and RAP. **Paul** – the other organizations are not city, they are private. **Cox** - I am in favor of raising the 10% to preservation. **Phillips** – I am not. **Ken Nielson** – a background with things in my time, renovating the golf course irrigation, arena, playgrounds, parks, a wide variety of amenities, skatepark, pickle ball, we spread it around among all of our users. Think of the folks that use the facilities, it is a lot. We try and be good about all of our departments, we have done parking lots, and we look for different sources of funding, but RAP tax is essential. I use it in combination with grant money, I try not to hit the mayor up with all the projects, RAP is a big portion. **Cox** – do you have a recommendation. **Riddle** – I have watched what RAP has done in P&R, when I watched the last two years, everything the P&R got they were appreciative, it made it easy to do their job. I have a sister that chews me about Arts stuff, they are appreciative also. This last year it seemed they were grateful for what they got. They are important funds, and I didn't hear whining and crying from the P&R people. **Ken** – some things would not get funded without RAP, the Skate Park would not have been done. All the projects we have funded, we are grateful for admin. and staff, also, all of our projects get completed. The Skate Park is coming on March 8th. We are making huge improvements to the community. **Riddle** – I think Arts are very important. **Phillips** – the Arts people are grateful for RAP tax. **Ken** – I do like preservation funds. **Cox** – more of the citizens benefit for what you have done, we are serving all walks of life, arena, aquatic center, parks. **Ken** – we spent millions on the irrigation at the Golf Course and I told Jared you are done for a minute so we could spread it around. **Phillips** – it is also important to know that I support parks and recreation. **Ken** - I know that. **Cox** – my approach is not one against the other, but what is best for the taxpayers, that is why I want more for maintenance. **Ken** – I applied for a county grant to put a new restroom at Veterans Little League Park, we will use the grant and RAP to fund it. **Riddle** –how are the restrooms coming at the arena? **Ken** – they start next week. **Riddle** – you can't believe how many people call me. **Phillips** - look at article 39-1, communication, social media, I would like to have signage that the project is funded by RAP tax funds. **Melling** – I think it is important to allocate to Heritage remodel, there is very little appetite for bonds. If we take the 10%, and additional 10% for a sinking for Heritage that would have raised a half million dollars over the past 5 years. the impact to parks and rec for 5 year and do a 60/40 split of the remaining, instead of \$3.28 million to P&R would be just shy of \$3 million. Arts would receive an additional \$20,000 a year over 5 years. **Riddle** – you are saying take 20% and then put the extra 10% to the Heritage sinking fund? **Wilkey** – the P&R is getting double whammy, so why not leave the 1/3, 1/3 1/3 after the sinking fund. **Mayor** – arts would take a cut and a lot of that money goes back to Heritage. They

would like the sinking fund. **Paul** - the groups think the Heritage is the city's and should come out of the general fund for an update. **Mayor** - the Theatre is 20 years old and needs a good remodel. We are putting money into parks at Burgess and Fiddlers. I think the sales tax has been up and down, it won't be a 15% increase, and that is a significant funding mechanism for the city, it will be flat and that is employee wages, etc. **Wilkey** - does Arts use 10% of the money every year? **Jason** - See exhibit "C" the calendar based RAP, the 2023 column, the \$1,152,157 divided in 1/3's, if you change it from 1/3 to 30/30/40, arts goes from \$384,000 to \$460,000 which is \$760,000 a lot of money over 10 years, if you think of one capital project, the lights at Iron West will be \$1 million, so you are saying you don't want that or the basketball courts, see how you want to put that money. **Phillips** - the dollar amount will fluctuate every year. **Jason** - yes, but it is a lot of money. **Cox** - I would say 20% and then 1/3, 1/3, 1/3. **Paul** - don't change anything but take 10% off the top for Heritage sinking fund, parks lose some and we write in ordinance the 10% can't be changed until the remodel and Parks needs to work of less. **Riddle** - what does Heritage do if they need lights. **Paul** - it would come out of the general fund. **Phillips** - it will take 10 years to get to a million dollars. **Paul** - everybody gets something, nobody gets everything. **Phillips** - look at the Arts getting 33% and the others getting less. **Paul** - we have in the past when the council didn't gel and offered staff before next Monday email me what you want, and I will find a consensus and make a presentation next week. **Cox** - who is willing to take 20% off the top? **Phillips** - I am ok if you change it to 60/40. **Wilkey** - then parks get hit hard. They will get the 10% off the top for Heritage, then they get 10% of the 40. Action.

Councilmember Phillips moved to go into RDA meeting at 9:04 p.m.; second by Councilmember Wilkey; vote unanimous.

CLOSED SESSION – REASONABLY IMMINENT LITIGATION & PROPERTY

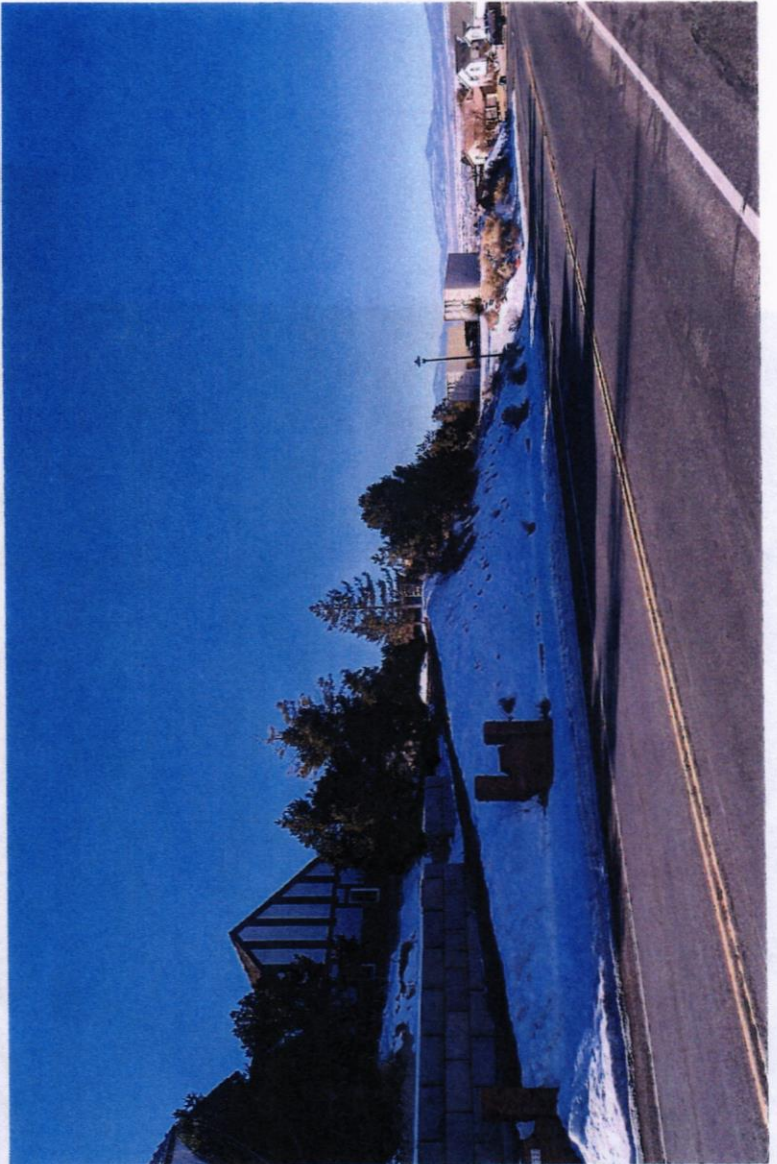
NEGOTIATIONS: Councilmember Phillips moved to go into closed meeting at 9:10 p.m.; second by Councilmember Riddle; roll call vote as follows:

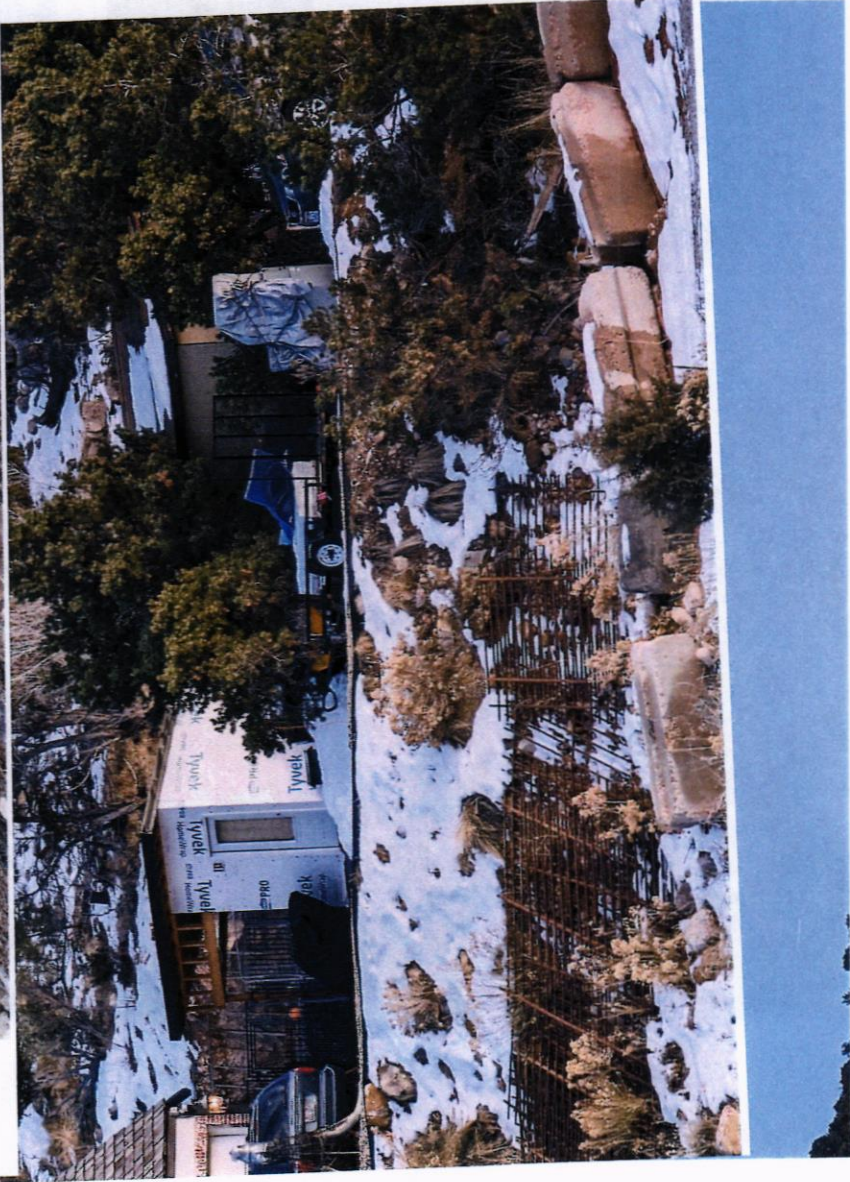
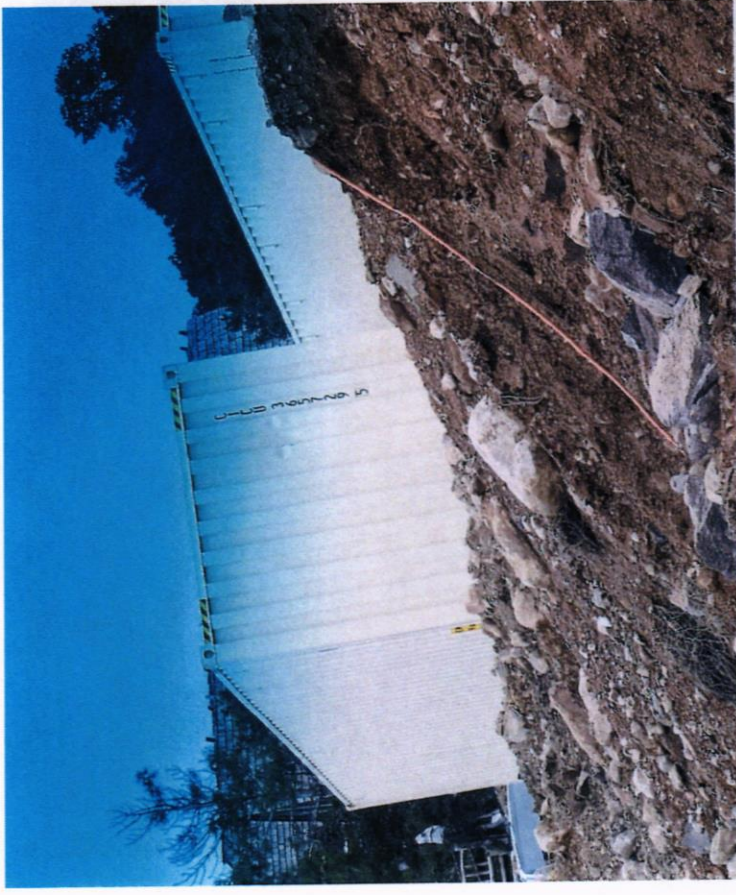
Robert Cox	-	AYE
Tyler Melling	-	AYE
Scott Phillips	-	AYE
Ronald Riddle	-	AYE
Carter Wilkey	-	AYE

ADJOURN: Councilmember Phillips moved to adjourn at 9:32 p.m.; second by Councilmember Melling; vote unanimous.

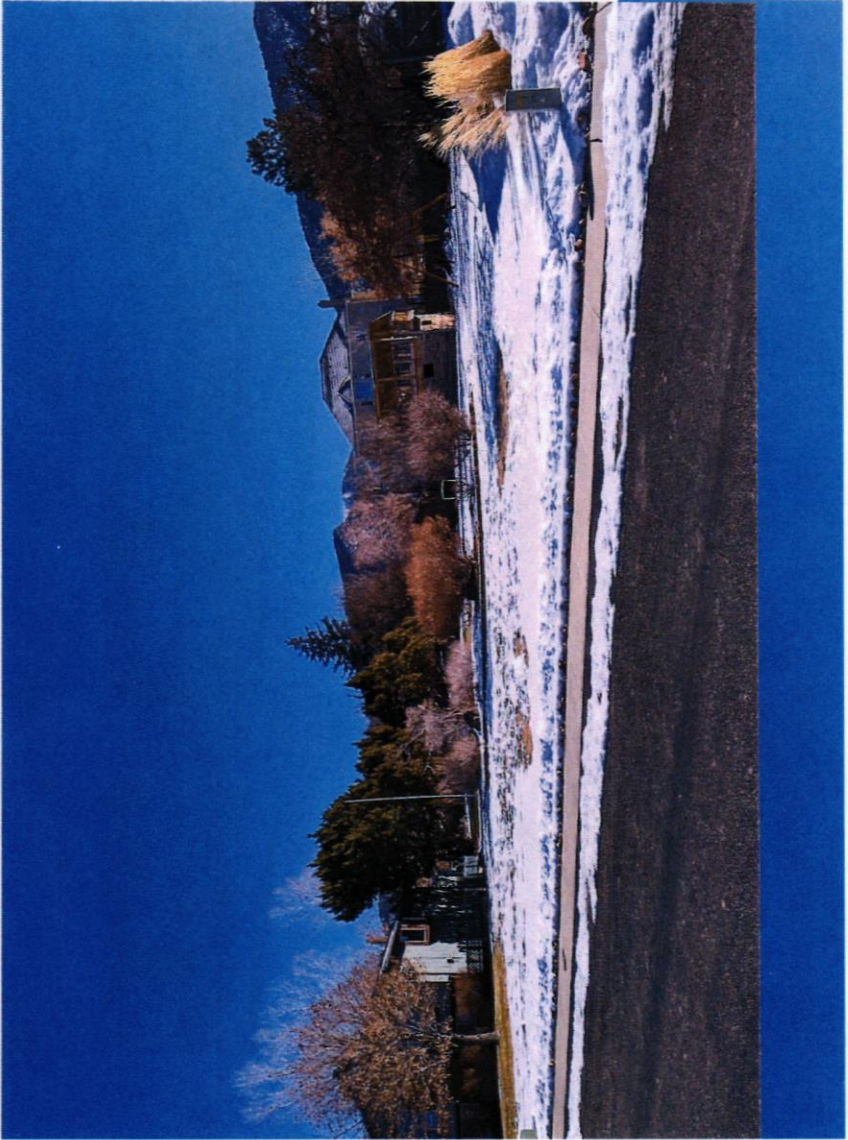
Renon Savage, MMC
City Recorder

EXHIBIT "A"
CITY COUNCIL – FEBRUARY 7, 2024









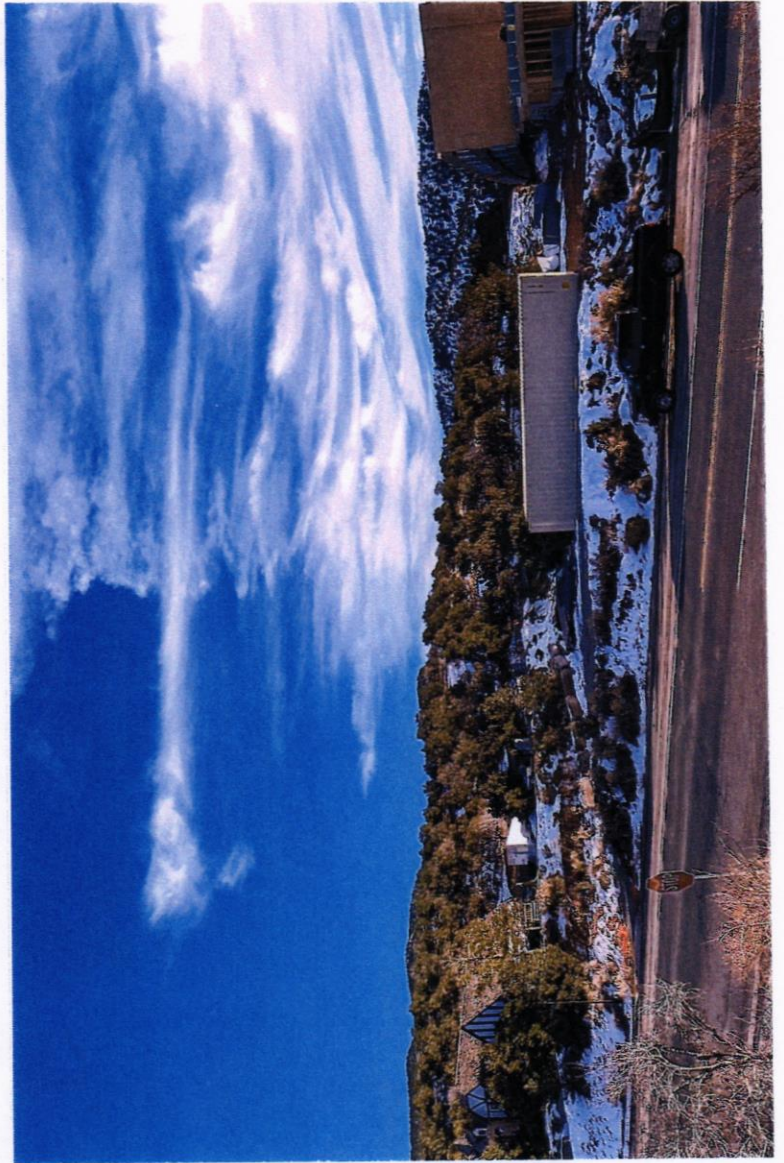
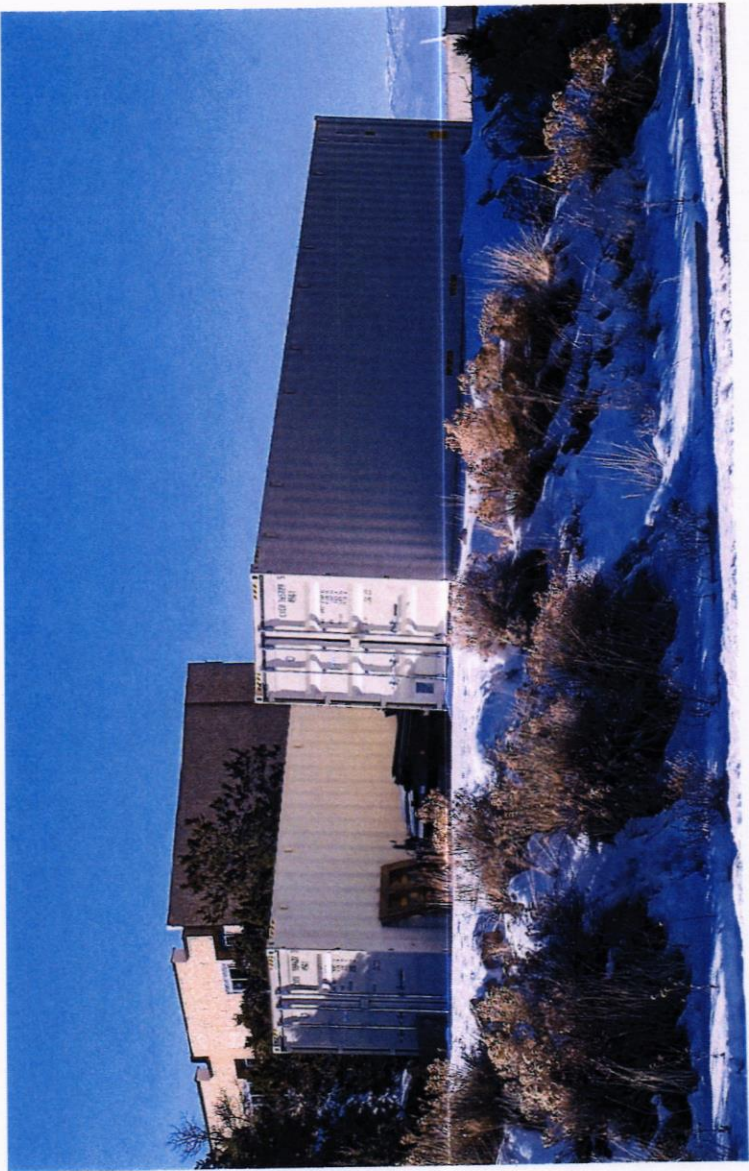


EXHIBIT "C"
CITY COUNCIL – FEBRUARY 7, 2024

TO: Cedar City Council

FROM: Joanne Brattain, Chair of Arts Committee for RAP

RE: RAP allocation

Gentlemen –

Since I could not be there in person, I have taken the liberty of sharing my thoughts about RAP allocation in this memo. It is my understanding that you may be considering two scenarios:

- Changing the current split to 60/40 – 60% for Recreation and Parks and 40% for Arts
- Increasing the maintenance amount set aside from 10% to 20%

Background

When RAP was first passed seventeen years ago, one of the intents was for the funds to foster new projects, whether for Recreation and Parks or the Arts. In 2017, we had a budget of \$192K for the arts with 14 arts groups apply for funding. Fast forward to 2023, where we had a budget of \$341,700 and 20 groups apply.

I would suggest that the RAP tax has been wildly successful in fostering new arts groups and supporting our existing ones. They provide wonderful opportunities for all ages to participate as actors, musicians, dancers, artists and or audience members. Whether you love jazz, classical ballet, musical theatre, art exhibitions, Shakespeare, choral music, or symphonic orchestra, we have it! How many cities of our size can claim such a robust offering?

We as a committee are diligent to ensure that RAP is not the only source of funding. In 2023, the total budget for all cultural organizations applying was \$11,953,169; RAP represented 2.85% of total cultural budgets. Of the 20 organizations, 9 use the Heritage theatre for rehearsals and performances, so much of the money is returned to the city.

Changing the split to 60/40. No surprise – I am strongly in favor of this change. Cedar City has grown dramatically in the last 17 years. I believe our vibrant cultural arts community is part of the attraction and is what differentiates us from other UT communities outside of the Wasatch Front. The change would allow our city to continue to foster new cultural organizations and support existing ones.

Changing the maintenance allocation from 10% to 20%. My question is why? If my information is correct, there is \$140K in the arts reserve fund and we add 10% each year. To date, the Heritage Theatre team has not asked for money every year. Assuming there is a 3 –5-year plan for ongoing maintenance (if there isn't, there should be!), I would hope this would cover the needs of such a plan.

If the intent is these additional maintenance funds would cover the cost of a major upgrade, my guess is that this would come no-where close. A major upgrade would require outside expertise to determine what's needed and associated costs, followed by some form of fundraising with a bond, grants or donations with naming rights. I strongly oppose this change because cultural maintenance should be covered with our current allocation and the proposed change would not cover the cost of any major upgrade.

Thanks for all you do as council members and thanks for considering my thoughts.

CITY COUNCIL CLOSED SESSION
FEBRUARY 7, 2024

The City Council held a closed session on Wednesday, February 7, 2024, at 9:18 p.m. in the Council Chambers at the City Office, 10 North Main, Cedar City, Utah.

MEMBERS PRESENT: Mayor Garth O. Green; Councilmembers: Robert Cox; W. Tyler Melling; Scott Phillips; Ronald Riddle; Carter Wilkey.

STAFF PRESENT: City Manager Paul Bittmenn; City Attorney Randall McUne; Finance Director Jason Norris; City Engineer Jonathan Stathis; City Recorder Renon Savage.

REASONABLY IMMINENT LITIGATION:

PROPERTY NEGOTIATIONS:

ADJOURN: Councilmember Phillips moved to adjourn at 9:31 p.m.; second by Councilmember Melling; vote unanimous.

Renon Savage, MMC
City Recorder

COUNCIL MINUTES
FEBRUARY 14, 2024

The City Council held a meeting on Wednesday, February 14, 2024, at 5:30 p.m. in the City Council Chambers, 10 North Main Street, Cedar City, Utah.

MEMBERS PRESENT: Mayor Garth O. Green; Councilmembers: Robert Cox; W. Tyler Melling; R. Scott Phillips; Ronald Riddle; Carter Wilkey.

STAFF PRESENT: City Manager Paul Bittmenn; City Attorney Randall McUne; City Recorder Renon Savage; Finance Director Jason Norris; City Engineer Jonathan Stathis; Police Chief Darin Adams; Fire Chief Mike Phillips; Public Works Director Ryan Marshall; Economic Development Director David Johnson; JR Robinson.

OTHERS PRESENT: Paige Crossley, Kenten B Pope, Gerald Van Iwaarden, Kathy Long, Tyler Romeril, Sadie Hinck, Heidi Hailstone, John Fenn, Dallas Buckner, Bob Platt, Daryl Brown, Wendy Green, Tom Jett, Dane Leavitt, Rachel Belnap, Sara Greener, Jorn Grass, Todd McDonald, Alysha Lundgren, Burt & Shannon Poulsen, Christian Simmons.

CALL TO ORDER: Pastor Gerald Van Iwaarden of Westview Christian Church gave the invocation; the pledge was led by Randall McUne.

AGENDA ORDER APPROVAL: Councilmember Phillips moved to approve the agenda order; second by Councilmember Melling; vote unanimous.

ADMINISTRATION AGENDA – MAYOR AND COUNCIL BUSINESS; STAFF

COMMENTS: ■ **Mayor Green** - I have appointed Ron Riddle to Iron County Economic Development Committee. ■ **J.R. Robinson**, Police Operations Lieutenant – the Animal Shelter falls under me, the Chief asked me to come tonight and give you the current state of the Animal Shelter. See Exhibit “A”, one page is for dogs, one page is for cats in the shelter. The orange shows the ideal operating capacity, but giving a little room to accommodate unforeseen circumstances, red is 100% capacity. In dogs we are at or above ideal, 33% of the time we are at 100% capacity, for cats it is more dire 71% of the time it is 100% capacity. Our staff works to move animals through as quickly as possible. They take great pride in being classified as a no kill shelter, they make great effort in keeping them healthy so they can be adopted or moved to a rescue, it is emotionally taxing on staff, and it is taxing on the budget, and we still are not able to accommodate all the needs. In November we turned away 8 people that had dogs to bring to the shelter and we didn't have shelter space, in December there were two people with dogs, and in January there were eight dogs and one cat. **Mayor** – we have space for 18 dogs, cats can be fixed and released, but dogs are another gig, we don't release them. Eight people with dogs turned away in November, eight in January. We can hold 50 cats and 18 dogs. **JR** – cats can be grouped. **Phillips** - are we doing the trap, neuter and release (TNR)? **JR** – yes, we are taking them to Best Friends to be neutered and released. **Phillips** – that was going to be done locally. **Chief Adams** – Best Friends are the savior; we are backed up 2-3 months. **Phillips** - can our people be certified and learned how do to that? **Chief** -no. **Melling** – that is an issue with DOPL for scope of practice. Best Friends is working on model legislation to expand the scope of vet techs to include neutering, spaying and neutering can only be done by a veterinarian, they want it to expand that scope so it can be done by vet techs. **Phillips** – we don't require them to be tagged, when they come in, we don't know where they belong, there is no accountability. **Chief** – it would help. **Mayor** –

our purpose is to serve the people of Cedar City not the dogs, what if we remove more to Best Friends, shouldn't we always have space for a dog. That happened with a city employee. **JR** – I can't speak to Best Friends, we have a great relationship, they take a number of animals, when the numbers go down, a large number of animals are being moved to Best Friends. **Mayor**- on dogs we are not out of sync only the last 6 months. **JR** – it is more expensive to keep dogs at home and for us, it is more expensive to feed. I know Enoch and the County are turning away dogs and cats. **Wilkey** – what is our ration for surrendered animals versus captured? **JR** – I can't speak to that tonight. **Wilkey** – do we charge if you surrender an animal? **Chief** - yes. **JR** – we turn away all aggressive dogs. **Phillips** - we are an animal adoption shelter so we don't want aggressive animals. **Mayor** – will the vets put aggressive dogs down? **Chief** – the challenge is people adopt or have one that becomes aggressive, and unless take them to the vet to be euthanized, they bring it to the shelter, but we are not the clearing house. **Wilkey** – those turned away, were any aggressive? **JR** - they didn't differentiate. **Phillips** – I always wondered why we tag and chip animals, it is a way to help control dogs. **JR** - each animal that leaves the shelter is chipped. **Phillips** – we should have dog tags. **Melling** – we have a dog, didn't get a license, but have it chipped. It would only discourage people from picking up their animals from the shelter and getting cited. **Wilkey** – what is the surrender fee? **Chief** - \$100, we have talked about increasing that, so they go to the vet to have it put down. **Mayor** – I think we need to come up with solutions. We have had at least 5 months where we are not accepting animals, we need a solution, whether we put them down, have the vet put them down, or take to Best Friends. **Chief** - we will work on that. Brittany is working hard to get credit toward that. **Chief** - can you find out if the 8 turned down because of overcapacity or aggressive. **Cox** – are we housing old animals with medical issues that if it was my dog, I would have it put down. **JR**. – we operate as a shelter not a rescue. **Cox** – but are there some that are on their last leg. **Phillips** – there was a time we did euthanize a few dogs, no kill is not 100%. **Chief** - we euthanize under 10%, we can do that for age, illness, etc. There is statute that requires us to keep a dog for 5 days, and we could euthanize at that time. **Mayor** – because of money or humanitarian? **Chief** – both. **Mayor** - we need a better solution for the dogs. **Phillips** - next Wednesday morning the Chamber is holding the annual State of the City breakfast at the Marriott Courtyard and the Mayor will give the State of the City as well as Kanarrville, Enoch, Brian Head, and Parowan, it is \$10 for the breakfast. **Wilkey** – it is filling up quickly, so get your ticket. **Wilkey** – I was reached out to by a citizen where 1025 intersects with 1150 West on a curve, the citizen says there is a little spot on 1050 where it gets really tight, they would like a red curb. **Paul** – those requests start with the Police Chief and City Engineer, and they bring it to council. **Melling** – I got an email by Beacon Drive that said since the no outlet sign went up 70% of the traffic went down.

PUBLIC COMMENTS: **■**New City Flag Presentation Ceremony: **Gabbie Costello and Sadie Hinck**, Youth Council Mayor. We have a long history of our flag project on the city website. It was a community project; it was a lengthy project. We adopted in December, tonight we would show it, and Kenton Pope the Flag Artist is in the audience. **Sadie** – thank you to the community and the elected officials for all the support on this project, it is very rewarding thing for me personally to move something through a government body. The flag was revealed. **Phillips** – I want to thank the artist Kenton Pope for all he did on this project. **■Christian Simmons** – I have a question for the people of Cedar City, every time we have an election I see trucks for Donald Trump, I think we should vote for Jesus for President of the US, because of Country needs it. **■John Fenn** – my wife and I moved here 3 years ago;

we love living in this city. We moved here 3 years ago, my pioneer roots go back 150 years in Cedar City, Nellie Unthank was my great, great grandma. I am honored as a veteran to be recognized by citizens including young people. I have been thanked more since living here than I have since I left Viet Nam. I am excited about things that go on, Wreaths Across America, Veterans Day, Memorial Day, Honor Guard Funerals. I want people to be honored in Cedar City that we will be, next year, the only city in Utah with a National Cemetery, there is one at Fort Douglas that is closed, there is a national one in Bluffdale, ran by the State, there are a few in Nevada, we will have a national cemetery, if you haven't driven by, it is something to be proud of and I hope we make every effort to shout out that we have a national cemetery.

CONSENT AGENDA: (1) APPROVAL OF MINUTES DATED JANUARY 17, 19, & 24, 2024; (2) RATIFY BILLS DATED FEBRUARY 1 & 8, 2024; (3) APPROVE THE APPOINTMENT OF KATHY LONG TO THE CATS BOARD. MAYOR GREEN; (4) APPROVE LOCAL CONSENT FOR CINDELMARMAR LLC DBA DULCES RETONOS. JORGE CARRANZA/CHIEF DARIN ADAMS; (5) APPROVE A SINGLE EVENT ALCOHOL PERMIT FOR SOUTHERN UTAH MUSEUM OF ART FUNDRAISING DINNER & LIVE ART AUCTION ON MAY 11, 2024. JESSICA KINSEY/CHIEF DARIN ADAMS APPROVE; (6) APPROVE A SINGLE EVENT ALCOHOL PERMIT FOR THE CEDAR CITY CHAMBER OF COMMERCE 74TH AWARD GALA ON MARCH 7, 2024. RENE COLE/CHIEF DARIN ADAMS; (7) ACCEPT THE PETITION TO ANNEX 10.66 ACRES OF PROPERTY IN THE VICINITY OF 1711 WEST 3000 NORTH. PLATT & PLATT/RANDALL MCUNE; (8) APPROVE A VICINITY PLAN FOR PHASES 1 & 2 OF THE PRAIRIE AT BAUER MEADOWS PUD LOCATED AT APPROXIMATELY 1950 S. WESTVIEW DRIVE. GO CIVIL/DON BOUDREAU; (9) APPROVE THE REQUEST TO MOVE ACCESS DRIVEWAY AND TO AMEND/TERMINATE LEASE AGREEMENT WITH DAN ROBERTS FOR THE COLDWELL BANKER ADVANTAGE PROPERTY LOCATED AT 26 N MAIN. GO CIVIL/RANDALL MCUNE; (10) APPROVE A LAND TRADE WITH STATE INSTITUTIONAL TRUST LANDS ADMINISTRATION (SITLA) FOR PROPERTY IN THE VICINITY OF MAIN STREET & NICHOLS CANYON ROAD. PAUL BITTMENN: Paul - one comment on the SITLA exchange, they had the engineers working on getting out of the FEMA Flood channel, the legal description changed a little, we had our engineers work through it and all is good.

Councilmember Phillips moved to approve the consent agenda items 1 through 10 as written above; second by Councilmember Melling; vote unanimous.

CONSIDER AN AMENDMENT TO CITY ORDINANCE 35-6 TO PROHIBIT LONG VEHICLE PARKING IN THE VICINITY OF 686 E. CANYON RANCH DRIVE. TRAVIS RIGBY/JONATHAN STATHIS: Councilmember Melling moved to approve the ordinance amending Ordinance 35-6 to prohibit long vehicle parking in the vicinity of 686 E. Canyon Ranch Drive;

Wilkey – do we have to have permission from the other landowner? **Jonathan** - no, it would just be signed at this point since there is no curb. We did propose another option based on Wilkey's comments where it prohibits both long and heavy equipment so it would allow

recreational vehicles with trailers. They have to be both long and heavy. It is 2,600 lbs, which is State Code. **Melling** – the motion is to approve the packet language which had both parameters.

Motion second by Councilmember Riddle; roll call vote as follows:

Robert Cox	-	AYE
Tyler Melling	-	AYE
Scott Phillips	-	AYE
Ronald Riddle	-	AYE
Carter Wilkey	-	AYE

CONSIDER AN ORDINANCE AMENDING THE FINAL PLAT OF THE WILDFLOWER SUBDIVISION PERTAINING TO LOTS 28 AND 29 LOCATED AT APPROXIMATELY 653 S 2475 W. WATSON ENGINEERING/RANDALL MCUNE:

Daryl Brown, Watson Engineering – are there any questions? **Phillips** – there are two dwellings on the property, one on each property? **Daryl** - yes, a home on one and a garage on the other. **Jonathan** – it is not a dwelling.

Councilmember Wilkey moved to approve the ordinance amending the final plat of the Wildflower Subdivision pertaining to lots 28 & 29 located at approximately 653 South 2475 West; second by Councilmember Cox; roll call vote as follows:

Robert Cox	-	AYE
Tyler Melling	-	AYE
Scott Phillips	-	AYE – it does meet the neighborhood.
Ronald Riddle	-	AYE
Carter Wilkey	-	AYE

CONSIDER ORDINANCES AMENDING THE GENERAL PLAN USE FROM NATURAL OPEN SPACE TO CENTRAL COMMERCIAL AND FOR A ZONE CHANGE FROM ANNEX TRANSITION (AT) TO CENTRAL COMMERCIAL (CC) FOR A PROPERTY LOCATED AT OR NEAR 1581 PROVIDENCE CENTER DRIVE. PLATT & PLATT/RANDALL MCUNE; **Bob Platt**, Platt & Platt – nothing has changed since last week.

Councilmember Phillips moved to approve the ordinance amending the General Plan use from natural open space to central commercial and change the zone from annex transition to central commercial for property located at or near 1581 Providence Center Drive; second by Councilmember Melling; roll call vote as follows:

Robert Cox	-	AYE
Tyler Melling	-	AYE
Scott Phillips	-	AYE
Ronald Riddle	-	AYE
Carter Wilkey	-	AYE

CONSIDER THE FINAL PLAT OF EKKO VIEW SUBDIVISION PHASE 1 IN THE VICINITY OF 1820 N. LUND HIGHWAY. GO CIVIL/RANDALL MCUNE: Dallas

Buckner, Go Civil – we have been working with the Developers and Randall, we did the water swap and the CC&R's, and the fees have been paid. **Randall**- we are good on everything required.

Councilmember Melling moved to approve the final plat of Ekko View Subdivision Phase 1 in the vicinity of 1820 N. Lund Highway; second by Councilmember Riddle; vote unanimous.

CONSIDER AN ORDINANCE AMENDING THE FINAL PLAT OF THE FIDDLERS CANYON SUBDIVISION UNIT 5 PERTAINING TO LOTS 1 AND 2 AT

APPROXIMATELY 732 EAST FIDDLERS CANYON ROAD. GO CIVIL/RANDALL

MCUNE: Dallas Buckner, Go Civil – this is the amending that we had a lengthy discussion on last week. The property owner wants to join their property, currently Conex boxes are not prohibited. **Phillips** - I have trouble with this because of how the storage containers are set and it is in an R-1. I know we don't have an ordinance against it, but it is not in the spirit of an R-1 neighborhood. To follow through on what we say in our general plan, so I can't support this. **Melling** – the storage unit issue I feel is separate than combining lots. When we do that, we take infrastructure we would have two taxpayers paying, but I know we have always done it. The issue is not the storage container, but we have a property owner that wants to combine lots.

Councilmember Melling moved to approve the ordinance amending the final plat of the Fiddlers Canyon Subdivision Unit 5 pertaining to lots 1 and 2 at approximately 732 E. Fiddlers Canyon Road;

Wilkey - in the future with a storage container, if the council made a change to Conex containers itself, if you cannot have them in an R-1 would they be grandfathered forever or what. **Randall**- it is complicated, a lot of it comes back to investment backed expectations, but if we give a few years to clear out we would be ok with the courts. **Wilkey** – where it is not a house or a structure, I think it is different. I feel the same as Phillips that we do need to look at these, but I agree with Melling that they are two separate things. **Riddle** – I agree it is two separate issues, combining the lots and storage containers.

The motion was seconded by Councilmember Riddle;

Phillips – I would like to request that staff look at other municipalities on storage containers and have a discussion here. **Wilkey** - we also need to look at how we define them in our ordinance, they are defined as a structure and I don't think that is what they are. **Phillips** – that may happen if we get other ordinances. **Cox** – I agree they are separate issues, I think there are wheeled vehicles that look worse. I think we can have them with some restrictions.

Roll call vote as follows:

Robert Cox	-	AYE
Tyler Melling	-	AYE
Scott Phillips	-	NAY

Ronald Riddle - AYE
Carter Wilkey - AYE

CONSIDER A BUILDING PERMIT AGREEMENT FOR CHELSEY PARTNERS LLC, DEFERRING PUBLIC IMPROVEMENTS FOR PROPERTY LOCATED AT APPROXIMATELY 3100 WEST (LUND HIGHWAY) AND 2800 NORTH. GO CIVIL/RANDALL MCUNE: Dallas Buckner, Go Civil – this is the detention will be installed with phase one, but the infrastructure be completed with the next phase.

Councilmember Cox moved to approve a building permit agreement for Chelsey Partners LLC deferring public improvements for property located at approximately 3100 West (Lund Highway) and 2800 North; second by Councilmember Melling; vote unanimous.

CONSIDER AN ORDINANCE VACATING A PUBLIC RIGHT OF WAY AT APPROXIMATELY 140 NORTH 300 EAST. TOM JETT/RANDALL MCUNE: Councilmember Melling moved to approve the ordinance vacating a public right of way at approximately 140 North 300 East; second by Councilmember Riddle;

Phillips – I want to include some language on the deed in regard to a 20' easement on the north side of the property for the maintenance.

Roll call vote as follows:

Robert Cox - AYE
Tyler Melling - AYE
Scott Phillips - AYE
Ronald Riddle - AYE
Carter Wilkey - AYE

CONSIDER THE DISPOSAL OF TWO PARCELS OF CITY PROPERTY LOCATED AT APPROXIMATELY 140 NORTH 300 EAST. TOM JETT/RANDALL MCUNE:

Councilmember Phillips moved to approve the disposal of two parcels of city property located at approximately 140 North 300 East with a 20' easement on the NE portion of the property for ingress and egress for maintenance; second by Councilmember Melling;

Tom Jett – I agree with that, it will take up about 70% of the property. **Paul** - we will have that language on the deed.

The vote on the motion was unanimous.

PUBLIC HEARING TO CONSIDER APPROVING A RESOLUTION PROVIDING FOR THE CREATION OF THE IRON HORSE PUBLIC INFRASTRUCTURE DISTRICT AS AN INDEPENDENT BODY CORPORATE AND POLITIC; AUTHORIZING AND APPROVING A GOVERNING DOCUMENT AND AN INTERLOCAL AGREEMENT; AND RELATED MATTERS. LEAVITT

LAND/RANDALL MCUNE: Tyler Romeril, Leavitt Land – nothing since last week, just before the notice went out. We took out the impact fee language we spoke about, and we adjusted the legal description of the Armbrust property and added a minor section and it will

be included on the plat. **Wilkey** – is this the Armbrust property we wanted an easement on?
Yes.

Mayor Green opened the public hearing, there were no comments. The hearing closed.

Wilkey - I have talked with people this week and all like this way better than the other PID that we did.

Councilmember Phillips moved to approve a resolution providing for the creation of the Iron horse PID as an independent body corporate and politic; authorizing & approving a governing document and an interlocal agreement; second by Councilmember Melling; vote as follows:

AYE: _____ 5 _____
NAY: _____
ABSTAINED: 0 _____

CONSIDER AN ORDINANCE CHANGING THE ALLOCATION OF RAP TAX DISTRIBUTIONS. PAUL BITTMENN;

Paul – we have two proposals, (1) 10% of total tax revenue off the top for preservation and restoration and then another 10% for a sinking fund for Heritage Center and split the rest 40% Arts and 60% Parks a& Rec. (2) 33% for Rec Arts and Park and 10% for P&R for preservation and only 5% for Arts preservation and restoration and find other revenue sources for the Heritage. **Phillips** – Wilkey and I talked about this for some time. With the growth of the Arts organizations, we wanted to get additional funding and not penalize P&R for all their great work. The Arts has not been utilizing all the 10% of the preservation and restoration, it is our feeling with the general operating budget the theater has and there is a balance for the overall maintenance of the arts facility and give another 5% to help some of the newer organizations. That was the reason for that and leave the P&R whole. **Wilkey** – I have spoken with members of the community, I feel that the majority of the voters that voted for RAP are voting to help Arts and keep things going P&R, I don't think the voters voted to take another 10% off the top for remodeling. **Riddle** – how is that different than the roof on the Golf Course. **Cox** – they voted for RAP, not the specifics. **Wilkey** - I said I can't prove it, but the ones I talked to that is how they felt. **Cox** – the additional 10% is because of the remodel. We have two new parks and the number of people that use the parks is a much larger portion. **Phillips** – the city also subsidizes the Aquatic Center. **Riddle**- we subsidize everything. **Paul** – we do the library, parks, Aquatic Center, Arena, and Golf Course. **Riddle** – we need to start somewhere, but I don't want to take from the Parks & Rec. if we can make every person that comes through town put money toward that. **Wilkey** - it would be about \$110,000 a year. **Wendy Green** – when they took out the percentage for the sound board it didn't seem like a fair deduction for the arts. It is the city building and they need to be responsible, and they need to be responsible for the maintenance and it shouldn't come out of RAP tax. **Phillips** – I tried to explain, we have a maintenance fund, and it has a balance, and it is used on occasion for improvements there. I think we want to try and support like we are building new parks, rather than take money from them, there are arts that are flourishing. If you look at the \$110,000 that is the allocation USF receives every year, that is a large chunk of change. **Riddle** – if we go the other route with 60/40 the arts get about \$70,000 more. **Wilkey** – in the current ordinance, what is the language of the 10%, is it a shall or will, does it have to go to maintenance. **Paul** - it is not

maintenance; it is preservation and restoration. **Melling** – proposal #2, arts are getting the same amount but without putting the 5% in the preservation fund, the fund now is a little over 4 5 of accumulation. What if we did something like that, but phase into the first option as inflation grows so we pick a dollar amount at the allocation and any amount above that 10% of the allocation is set aside for the Heritage Center sinking fund, it is then not a hit to anyone's budget over last year, but over time there is more money for the Heritage Center? **Phillips** – the people using the facility should be helping. For every ticket sold, put \$1 toward the fund, a user fee to help put into the fund, they aren't all local. **Melling** – that would be for only those that charge admission. **Phillips** – they are creating the wear and tear on the building. I need to see some numbers. **Riddle** – the 10% additional goes toward the sinking fund. **Cox** – that goes to arts exclusively. **Phillips** – that is a real hit on P&R. **Cox** – look at the number of people on the parks and baseball diamonds and other places, that is a much greater spread than it is in the theater, it should be allocated where it is being used. **Paul** - definition of preservation and replacement fund reads as follows "*preservation and replacement fund shall mean a fund established with RAP tax revenue that may be allowed to accumulate over time.*" Let me explain that, when we put the definition in we had a requirement of all the groups that spent RAP tax they had two years to spend it or you had to give it back, so the wordings may be allowed to accumulate over time was a direct reference to that 2-year period to say this fund can build up, it doesn't have that two-year obligation on it. "*it shall only be spent on the preservation and replacement of Cedar City owned cultural facilities or Cedar City owned recreational facilities that would otherwise qualify for the use of RAP Tax funding. All the expenditures from the preservation and replacement funds shall be made only after recommendation by the appropriate RAP Tax board and approval of the Cedar City Council.*" **Riddle** – I hate taking from the parks, that is one of the largest uses in Cedar City and Iron County, the parks, ball fields, any grass facility we have, but we have to start somewhere for the Heritage Theatre. **Wilkey** – I would like it to come from the general fund. **Phillips** – there are looking of allocations of \$300,000, \$500,000, the arts get much less because there are so many organizations. **Ken Nielson** - we could have Little League and soccer groups, all those that use our facilities come and ask RAP, that includes 4-H Clubs at the Arena, Jr. Rodeo, there are a lot of nonprofit groups that could come, we don't because we tackle facilities for them. We don't have them come for their operations. Preservation, we have an eyesore with Park Discovery, what we deal with is not \$10,000, it is our costs, playgrounds and restrooms are expensive. There are things we preserve like the Golf Course irrigation we saved for several years. Park Discovery is to the point where URMA will close it. **Phillips** - when the Little League and Soccer people use the facility, they pay. Do they pay for the lights when they are turned on? **Ken** -no, they do not. **Phillips** – that is the Arts in our facility they have to rent it. **Cox** – what does the \$50 go to? **Ken** - the umpires, etc. If we didn't have Little League and soccer clubs then we would have to provide that service.

Councilmember Melling moved to table until the first meeting in March;

Paul – what is your expectation from staff. We don't know what direction to move. **Melling** – we just need to hash it out amongst ourselves without having a quorum. **Jason** – the recommendation I made based on listening to everyone and having additional discussion, I recommended both staff and council is to leave P&R share of RAP alone 1/3 each and focus on arts their 1/3, they asked us for more operating money, so I recommended instead of preserving 10% let them spend 5% more of their allocation, they want more for operating the arts groups. I recommend leave 1/3 of P&R alone and Arts get more of their 1/3 on the

preservation. There is talk on the renovation of Heritage, but Arts are asking for more money, they are not asking for renovating the Heritage Center. **Paul** – Mr. Cox asked if we ran numbers, no we just got a proposal today. I will use last year's numbers for option one and two.

The motion was seconded by Councilmember Cox; vote unanimous.

CONSIDER A SETTLEMENT AGREEMENT WITH ACCESS FOUNDATION.

RANDALL MCUNE: Randall – this is an agreement with regards to a congregate living organization. They asked for 12 they are allowed 4, it was denied, we discussed going with 8 which appears what a court would think was ok. We offered that for both locations, they have the one in Fiddlers up for sale. We also said it does not establish precedent; any others would have to go through the process. **Phillips** - does it need council approval. **Randall** – yes, it is an agreement. **Wilkey** - we are saying go ahead with the 8. This is procedurally how the council can approve it. Staff has to go with 4, Paul and the BOA said no to the request for 12. **Randall** – the attorney has agreed with 8, but nothing is final until it is signed.

Councilmember Melling moved to approve the settlement agreement with Access Foundation; second by Councilmember Phillips; vote unanimous.

CONSIDER APPROVAL OF FINAL CLOSING DOCUMENTS FOR THE PURCHASE OF 520-ACRE FEET OF WATER. PAUL BITTMENN: Paul – the

transaction for the purchase of the water, we will deposit our funds with the escrow agent, they will hold on to the funds until they get the deeds for the water rights, when they get the deeds for the water rights they will transfer our money to Midvalley Water LLC and then from Midvalley Water LLC to the current owner of the water rights. At the same time, he transfers our money we are going to secure our interest with a note and a trust deed on the water rights. Once everything is fine, it should take a day or two, they will transfer the water rights to Cedar City and release the trust deed. It has been through multiple versions, there is an amendment to the purchase agreement, it says we will secure our interest via a trustee note and when the rights are transferred to us, we will release the funds. **Phillips** - is Midvalley LLC on the State records. **Paul** - they were as a new organization, which is the same people we have been working with. **Wilkey** - what do we do as far as change applications, do we do it after the water is ours, or has it already happened. **Paul** - when the deed transfers the title company files notice with the State Engineer, that is the change application for the rights, but does not change the diversion, we do that, we want to decide where we want to use them and track that on our own. **Wilkey** – we take a risk that the change application can be denied. **Paul** - we know the water right is a good right with a sole source capacity, no defects as far as nonuse, we have built in that there is not any non-use defects. I suppose the State Engineer could do something unexpected and deny us the ability to use it, it has never happened before.

Councilmember Melling moved to approve final closing documents for the purchase of 520-acre feet of water; second by Councilmember Wilkey; vote unanimous.

CLOSED SESSION – REASONABLY IMMINENT LITIGATION: Councilmember Wilkey moved to go into closed session at 7:04 p.m.; second by Councilmember Cox; roll call vote as follows:

Robert Cox - AYE
Tyler Melling - AYE
Scott Phillips - AYE
Ronald Riddle - AYE
Carter Wilkey - AYE

ADJOURN: Councilmember Phillips moved to adjourn at 7:18 p.m.; second by Councilmember Riddle; vote unanimous.

Renon Savage, MMC
City Recorder

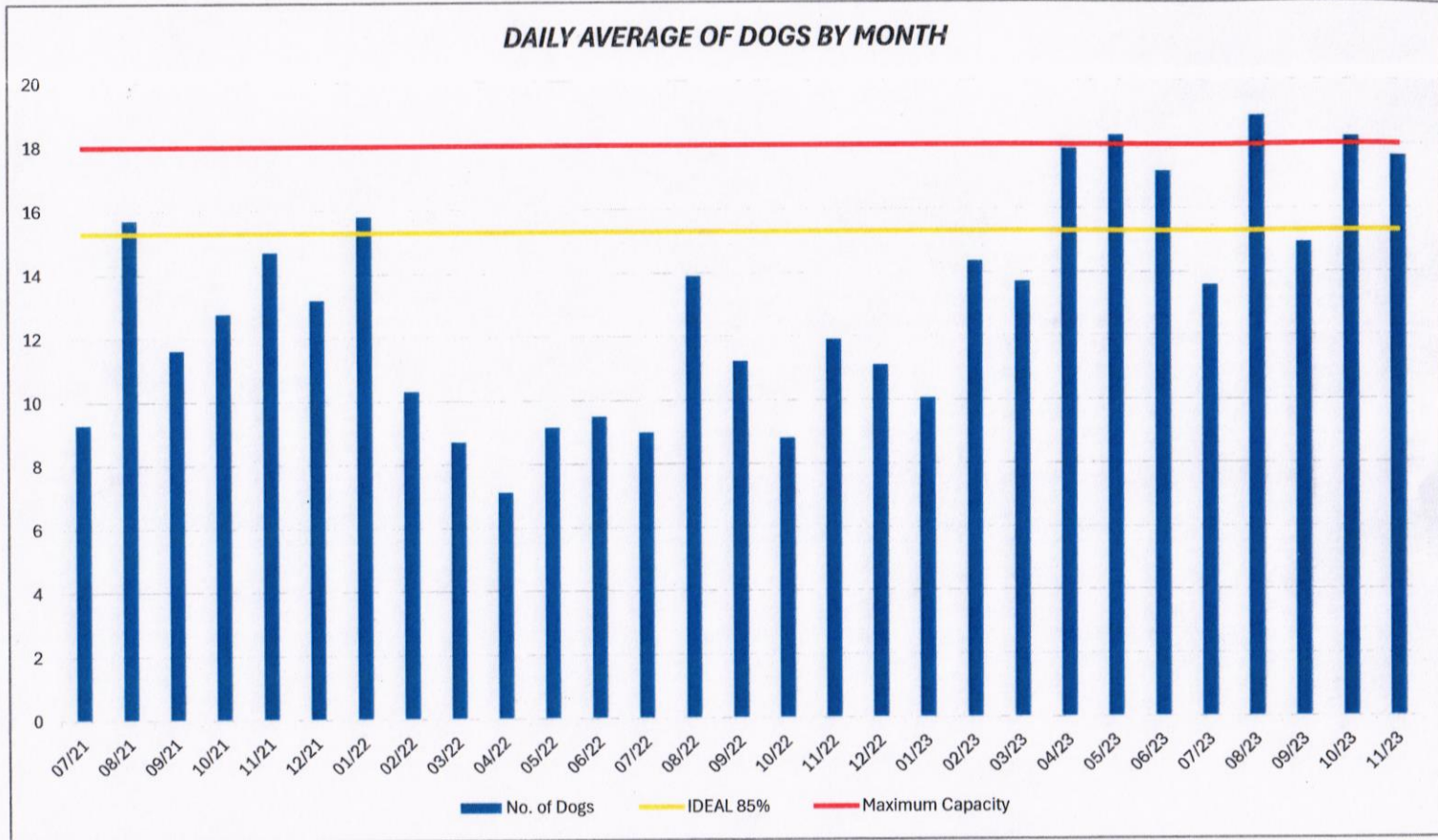
DAILY AVERAGE OF DOGS IN SHELTER

MON/YR	No.	IDEAL	MAXIMUM CAPACITY
07/21	9.29	15	18
08/21	15.71	15	18
09/21	11.63	15	18
10/21	12.77	15	18
11/21	14.7	15	18
12/21	13.19	15	18
01/22	15.81	15	18
02/22	10.32	15	18
03/22	8.71	15	18
04/22	7.13	15	18
05/22	9.16	15	18
06/22	9.5	15	18
07/22	9	15	18
08/22	13.9	15	18
09/22	11.23	15	18
10/22	8.81	15	18
11/22	11.9	15	18
12/22	11.1	15	18
01/23	10.06	15	18
02/23	14.36	15	18
03/23	13.71	15	18
04/23	17.87	15	18
05/23	18.29	15	18
06/23	17.17	15	18
07/23	13.61	15	18
08/23	18.9	15	18
09/23	14.93	15	18
10/23	18.23	15	18
11/23	17.63	15	18
11/23	17.16	15	18

TOTAL KENNEL SPACE

	TOTAL	PERCENT	IDEAL
CATS	50	42.5	85%
DOGS	18	15	

DAILY AVERAGE OF DOGS BY MONTH



PERCENT MONTH AT/ABOVE IDEAL 30.0%
PERCENT MONTH AT/ABOVE MAX 10.3%

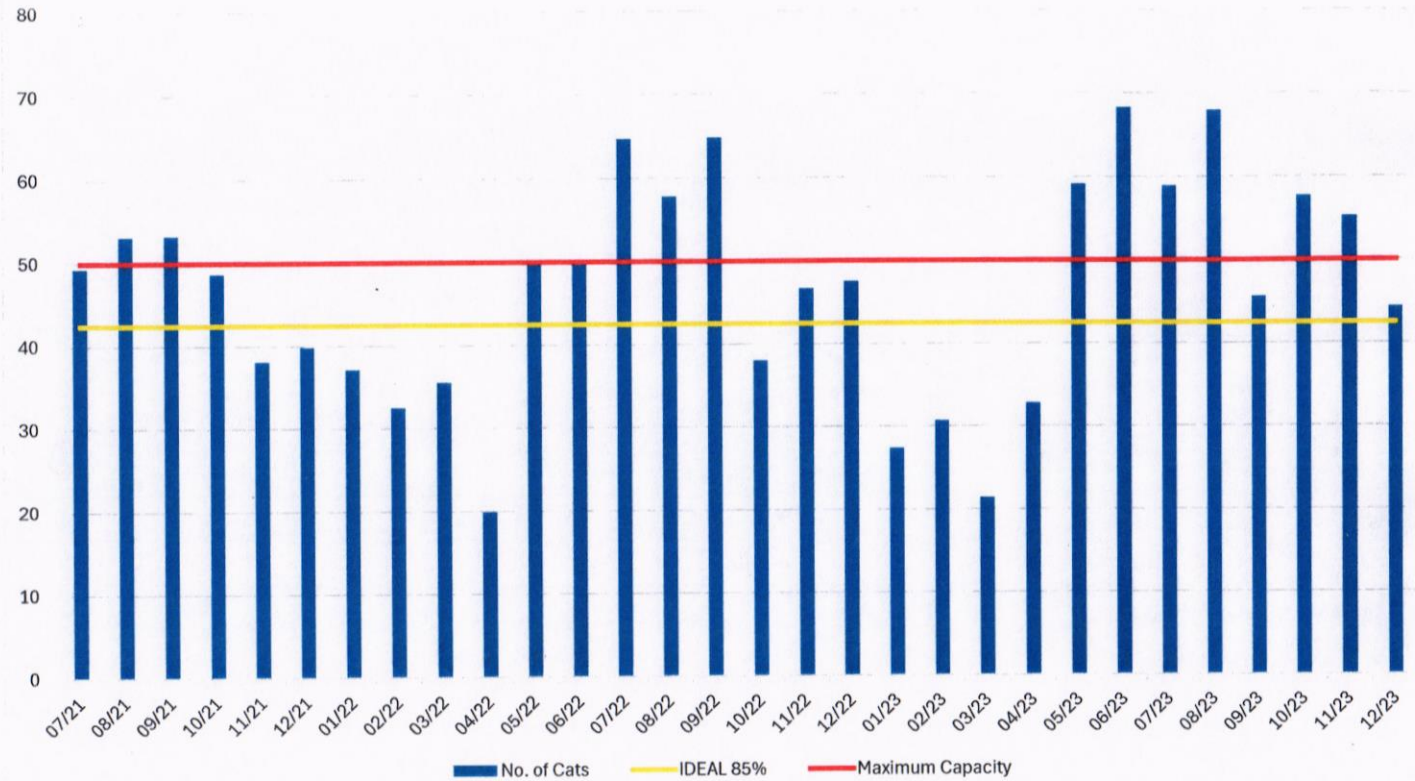
FY 23-24 PERCENT MONTH AT/ABOVE IDEAL 66.7%
FY 23-24 PERCENT MONTH AT/ABOVE MAX 33.3%

DAILY AVERAGE OF CATS IN SHELTER

MON/YR	No.	IDEAL	MAXIMUM CAPACITY
07/21	49.32	42.5	50
08/21	53.16	42.5	50
09/21	53.27	42.5	50
10/21	48.68	42.5	50
11/21	38.17	42.5	50
12/21	39.9	42.5	50
01/22	37.16	42.5	50
02/22	32.54	42.5	50
03/22	35.55	42.5	50
04/22	19.93	42.5	50
05/22	49.68	42.5	50
06/22	50.07	42.5	50
07/22	64.71	42.5	50
08/22	57.81	42.5	50
09/22	64.83	42.5	50
10/22	38.06	42.5	50
11/22	46.7	42.5	50
12/22	47.55	42.5	50
01/23	27.43	42.5	50
02/23	30.71	42.5	50
03/23	21.45	42.5	50
04/23	32.83	42.5	50
05/23	59.16	42.5	50
06/23	68.3	42.5	50
07/23	58.97	42.5	50
08/23	68	42.5	50
09/23	45.6	42.5	50
10/23	57.74	42.5	50
11/23	55.23	42.5	50
12/23	44.39	42.5	50

TOTAL KENNEL SPACE			
	TOTAL	PERCENT	IDEAL
CATS	50	42.5	85%
DOGS	18	15	

DAILY AVERAGE OF CATS BY MONTH



PERCENT MONTH AT/ABOVE IDEAL 63.3%
 PERCENT MONTH AT/ABOVE MAX 40.0%

FY 23-24 PERCENT MONTH AT/ABOVE IDEAL 100.0%
 FY 23-24 PERCENT MONTH AT/ABOVE MAX 71.4%

Report Criteria:

Detail report.
Invoices with totals above \$0 included.
Paid and unpaid invoices included.

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
A-1 GLASS					
I021554	CCPD - WINDSHIELD / DODGE DURAN	01/17/2024	10-70-252 EQUIPMENT MAINTENANCE	521.73	
I021821	CCPD - WINDSHIELD / FORD F150-TO	02/05/2024	10-70-252 EQUIPMENT MAINTENANCE	710.44	
Total A-1 GLASS:				1,232.17	
ACES - ANIMAL CARE EQUIPMENT & SERV					
117845	CC A/S - CAT CARRIER	12/22/2023	10-76-450 SPECIAL PUBLIC SAFETY SUPPLIES	434.45	
Total ACES - ANIMAL CARE EQUIPMENT & SERV:				434.45	
AED EVERYWHERE INC					
26875	CCC-CCUT - AED BATTERY & PADS	02/05/2024	10-42-262 BUILDING & GROUND MAINTENANCE	242.91	
Total AED EVERYWHERE INC:				242.91	
ALL SECURE LOCK & ALARM					
22951	CCFD - KEY FOBS	01/31/2024	10-73-262 BUILDING & GROUND MAINTENANCE	350.00	
22951	CCPD - KEY FOBS	01/31/2024	10-70-458 SMALL TOOLS	350.00	
Total ALL SECURE LOCK & ALARM:				700.00	
ALLSTAR FIRE EQUIPMENT					
252967	CCFD - BOOTS	01/11/2024	10-73-451 UNIFORM ALLOWANCE	1,232.00	
Total ALLSTAR FIRE EQUIPMENT:				1,232.00	
ALSCO - AMERICAN LINEN SUPPLY					
LSTG1107876	6051 - FLT UNIFORM SERV	01/30/2024	10-78-451 UNIFORM SERVICE	23.01	
LSTG1108631	005510 - WWTP UNIFORM SERV Y24	02/02/2024	53-56-451 UNIFORM SERVICE	30.05	
LSTG1108903	6051 - SW UNIFORM SERVICES	02/06/2024	55-40-451 UNIFORM SERVICE	23.36	
LSTG1109700	005510 - WWTP UNIFORM SERV Y24	02/09/2024	53-56-451 UNIFORM SERVICE	31.01	
Total ALSCO - AMERICAN LINEN SUPPLY:				107.43	
BAKER & TAYLOR					
2038061877	415754 L102673 4-CHILDREN BOOKS	01/25/2024	10-87-483 BOOKS-CHILDREN	38.63	
2038061877	415754 L102673 4-YOUNG ADULT BOO	01/25/2024	10-87-482 BOOKS-YOUNG ADULT	132.26	
2038061877	415754 L102673 4-BOOKS	01/25/2024	10-87-481 BOOKS-GENERAL COLLECTION	557.02	
Total BAKER & TAYLOR:				727.91	
BARNEY BROS ELECTRIC INC					
14742	CC GLOF - ELECTRICAL REPAIR MAIN	12/20/2023	28-40-480 SPECIAL DEPARTMENT SUPPLIES	631.04	
14866	CC WTR - ELECTRICAL WORK Y24	02/08/2024	51-40-255 WATER SYSTEM MAINTENANCE	125.00	
Total BARNEY BROS ELECTRIC INC:				756.04	
BEST WESTERN COTTONTREE INN					
7926091	CCPD - 0002493 A.CONDIE 1/15-1/18/2	01/31/2024	10-70-233 TRAVEL & TRAINING-PATROL	347.46	
Total BEST WESTERN COTTONTREE INN:				347.46	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
BIG TOMS PEST CONTROL LLC					
47467	6681 - LBRY PEST CONTROL / ANNUA	02/01/2024	10-87-262 BUILDING & GROUND MAINTENANCE	1,350.00	
Total BIG TOMS PEST CONTROL LLC:				1,350.00	
BLUE STAKES OF UTAH					
UT202400022	CEDARC - JAN 24 NOTIFICATIONS	01/31/2024	61-40-310 PROF & TECH SERVICES	383.66	
Total BLUE STAKES OF UTAH:				383.66	
BOWEN COLLINS & ASSOCIATES					
33569	ENG SVCS - GRND WTR EXP PROJ-T	01/15/2024	51-40-711 CAP OUTLAY-WELLS	956.65	
Total BOWEN COLLINS & ASSOCIATES:				956.65	
BROADVOICE					
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	10-41-280 TELEPHONE	421.38	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	10-44-280 TELEPHONE	74.42	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	10-60-280 TELEPHONE	49.63	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	10-70-280 TELEPHONE	1,290.42	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	51-40-280 TELEPHONE	99.21	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	52-55-280 TELEPHONE	24.79	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	53-56-280 TELEPHONE	148.84	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	10-92-280 TELEPHONE	148.84	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	20-40-280 TELEPHONE	223.26	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	22-40-280 TELEPHONE	24.79	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	24-40-280 TELEPHONE	74.42	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	28-40-280 TELEPHONE	99.21	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	30-40-280 TELEPHONE	24.79	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	10-81-280 TELEPHONE	223.26	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	10-83-280 TELEPHONE	99.21	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	10-84-280 TELEPHONE	24.79	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	10-85-280 TELEPHONE	49.63	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	10-87-280 TELEPHONE	148.84	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	10-90-280 TELEPHONE	24.79	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	10-73-280 TELEPHONE	223.26	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	10-75-280 TELEPHONE	99.21	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	10-76-280 TELEPHONE	49.63	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	10-77-280 TELEPHONE	49.63	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	10-78-280 TELEPHONE	74.42	
662725 FEB 2024	9328 - FEB 2024 PHONE SERVICE	02/01/2024	10-79-280 TELEPHONE	49.63	
Total BROADVOICE:				3,820.30	
CANDACE NICOLE REID					
FEB 2024	CCC - PUBLIC DEFENDER 23/24	02/29/2024	10-44-310 PROF & TECH SERVICES	4,958.33	
JAN 2024	CCC - PUBLIC DEFENDER 23/24	01/31/2024	10-44-310 PROF & TECH SERVICES	4,958.33	
Total CANDACE NICOLE REID:				9,916.66	
CEDAR CITY COCA COLA					
768821	15484 - CONCESSIONS COKE	12/07/2023	20-40-482 MERCHANDISE-CONCESSIONS	340.90	
Total CEDAR CITY COCA COLA:				340.90	
CEDAR CITY MUSIC ARTS					
B/O WINTER 2023	CCMA - WINTER B/O RECEIPTS	02/09/2024	10-23322 SUSPENSE-CEDAR CITY MUSIC ARTS	8,501.25	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
Total CEDAR CITY MUSIC ARTS:				8,501.25	
CENTRAL IRON CNTY WTR CONSERV DIST					
JAN 2024 WWTP	4002574 - CC WWTP WATER SERV Y2	01/31/2024	52-55-270 UTILITIES-SEWER COLLECTION	77.39	
Total CENTRAL IRON CNTY WTR CONSERV DIST:				77.39	
CHEMTECH-FORD					
24B0024	CC WWTP - LAB ANALYSIS 23/24	02/12/2024	53-56-313 TESTING	57.00	
Total CHEMTECH-FORD:				57.00	
CRANE TECH INC					
40732	CC WWTP - CHLORINE HOIST CNTRL	01/29/2024	53-56-252 EQUIPMENT MAINTENANCE	361.50	
Total CRANE TECH INC:				361.50	
CREATIVE PRODUCT SOURCING INC					
156601	CCPD - DARE BOOKS	02/06/2024	10-70-640 LIQUOR ENFORCEMENT	187.50	
Total CREATIVE PRODUCT SOURCING INC:				187.50	
CURTIS & SONS					
CM40536	C29937 - CCFD - HELMETS	01/05/2024	10-73-452 PROTECTIVE CLOTHING	(1,134.00)	
INV757501CR	C29937 - CCFD - SILICONE CREDIT	10/20/2023	10-73-252 EQUIPMENT MAINTENANCE	(87.06)	
INV781351	C29937 - CCFD - TOOL BRACKETS	01/10/2024	10-73-450 SPECIAL PUBLIC SAFETY SUPPLIES	780.82	
INV787873	C4202 - CCPD PANTS	01/31/2024	10-70-620 UNIFORM PURCHASE	444.46	
INV789671	C29937 - CCFD - HELMETS	02/06/2024	10-73-452 PROTECTIVE CLOTHING	1,134.00	
Total CURTIS & SONS:				1,138.22	
DOUG HUNT CONSTRUCTION					
502	CCC - SO MAIN STREET LIGHTS - CO	02/09/2024	57-40-730 CAP OUTLAY-IMPROVEMENTS	37,905.00	
Total DOUG HUNT CONSTRUCTION:				37,905.00	
ECONOMIC DEVELOPMENT CORP-UTAH					
11217	CCC - 2024 EDC ANNUAL INVESTMEN	01/16/2024	10-60-210 SUBSCRIPTIONS & MEMBERSHIPS	8,906.00	
Total ECONOMIC DEVELOPMENT CORP-UTAH:				8,906.00	
ERO STOUT CONSTRUCTION INC					
CNT 109	CC WTR - N TANK RECOATING #8	02/08/2024	51-40-722 CAP OUTLAY-CEDAR CANYON TANK	74,005.00	
Total ERO STOUT CONSTRUCTION INC:				74,005.00	
GARFIELD COUNTY SHERIFF'S OFFC					
3081B JAIL INK	CCPD - SWAT PACKAGE / J.HILL	10/31/2022	10-70-243 TACT TEAM EQUIPMENT	71.50	
Total GARFIELD COUNTY SHERIFF'S OFFC:				71.50	
GREG A BARTIN					
2024	CCFD - FIRE HOSE FLAGS	02/02/2024	10-73-450 SPECIAL PUBLIC SAFETY SUPPLIES	300.00	
Total GREG A BARTIN:				300.00	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
HD SUPPLY FACILITIES MAINTENANCE, LTD					
INV00254603	702564 - INFLATABLE PIPE PLUG & PO	01/23/2024	53-56-252 EQUIPMENT MAINTENANCE	955.69	
INV00260292	702564 - SLUDGE BLANKET SAMPLER	01/29/2024	53-56-252 EQUIPMENT MAINTENANCE	334.91	
Total HD SUPPLY FACILITIES MAINTENANCE, LTD:				1,290.60	
HEALTH EQUITY-HSA					
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	10-41-132 EMPLOYEE INSURANCE	18.00	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	54-40-132 EMPLOYEE INSURANCE	6.75	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	55-40-132 EMPLOYEE INSURANCE	4.50	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	61-40-132 EMPLOYEE INSURANCE	(2.25)	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	24-40-132 EMPLOYEE INSURANCE	4.50	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	28-40-132 EMPLOYEE INSURANCE	15.20	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	30-40-132 EMPLOYEE INSURANCE	2.25	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	51-40-132 EMPLOYEE INSURANCE	27.00	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	52-55-132 EMPLOYEE INSURANCE	9.00	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	53-56-132 EMPLOYEE INSURANCE	15.75	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	10-84-132 EMPLOYEE INSURANCE	.00	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	10-85-132 EMPLOYEE INSURANCE	.00	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	10-87-132 EMPLOYEE INSURANCE	6.75	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	10-90-132 EMPLOYEE INSURANCE	6.45	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	10-92-132 EMPLOYEE INSURANCE	6.75	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	20-40-132 EMPLOYEE INSURANCE	6.19	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	10-76-132 EMPLOYEE INSURANCE	2.25	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	10-77-132 EMPLOYEE INSURANCE	2.25	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	10-78-132 EMPLOYEE INSURANCE	9.00	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	10-79-132 EMPLOYEE INSURANCE	18.00	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	10-81-132 EMPLOYEE INSURANCE	15.75	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	10-83-132 EMPLOYEE INSURANCE	18.00	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	10-42-132 EMPLOYEE INSURANCE	.56	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	10-44-132 EMPLOYEE INSURANCE	6.75	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	10-60-132 EMPLOYEE INSURANCE	4.50	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	10-70-132 EMPLOYEE INSURANCE	82.95	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	10-73-132 EMPLOYEE INSURANCE	18.00	
4T9NQ79	CCC - 36976 HSA FEB 24	02/01/2024	10-75-132 EMPLOYEE INSURANCE	6.75	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	61-40-132 EMPLOYEE INSURANCE	.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	30-40-132 EMPLOYEE INSURANCE	50.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	51-40-132 EMPLOYEE INSURANCE	246.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	52-55-132 EMPLOYEE INSURANCE	270.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	53-56-132 EMPLOYEE INSURANCE	280.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	54-40-132 EMPLOYEE INSURANCE	150.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	55-40-132 EMPLOYEE INSURANCE	110.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	10-87-132 EMPLOYEE INSURANCE	125.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	10-90-132 EMPLOYEE INSURANCE	86.15	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	10-92-132 EMPLOYEE INSURANCE	.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	20-40-132 EMPLOYEE INSURANCE	100.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	24-40-132 EMPLOYEE INSURANCE	50.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	28-40-132 EMPLOYEE INSURANCE	180.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	10-78-132 EMPLOYEE INSURANCE	.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	10-79-132 EMPLOYEE INSURANCE	92.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	10-81-132 EMPLOYEE INSURANCE	60.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	10-83-132 EMPLOYEE INSURANCE	357.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	10-84-132 EMPLOYEE INSURANCE	.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	10-85-132 EMPLOYEE INSURANCE	46.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	10-60-132 EMPLOYEE INSURANCE	.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	10-70-132 EMPLOYEE INSURANCE	938.28	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	10-73-132 EMPLOYEE INSURANCE	125.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	10-75-132 EMPLOYEE INSURANCE	125.00	

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BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	10-76-132 EMPLOYEE INSURANCE	50.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	10-77-132 EMPLOYEE INSURANCE	25.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	10-41-132 EMPLOYEE INSURANCE	45.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	10-42-132 EMPLOYEE INSURANCE	.00	
BNKKGFO - 2-2-24	CCC - 36976 HSA 2-2-24 CNTRB / BNK	02/02/2024	10-44-132 EMPLOYEE INSURANCE	.00	
Total HEALTH EQUITY-HSA:				3,822.03	
IHC WORKMED					
CC3483509	1041137-DRUG TESTING Y24	02/01/2024	10-41-137 DRUG TESTING	187.00	
CC3483509	1041137-EMPLOYEE HEALTH Y24	02/01/2024	10-41-138 EMPLOYEE HEALTH	438.00	
Total IHC WORKMED:				625.00	
INTERMOUNTAIN FARMERS					
1020321993	730181 - PARK FERTILIZER & SUPPLIE	02/12/2024	10-83-480 SPECIAL DEPARTMENT SUPPLIES	7,358.82	
Total INTERMOUNTAIN FARMERS:				7,358.82	
IRON COUNTY AUDITOR					
JAN 2024 LANDFIL	CCC LANDFILL REM - JAN 2024	02/01/2024	55-21312 COUNTY REMITTANCE PAYABLE	39,036.55	
Total IRON COUNTY AUDITOR:				39,036.55	
IRON COUNTY LANDFILL					
JAN 2024	LF-0003-LNDFL,BIOSOLIDS JAN 24	02/05/2024	10-42-270 UTILITIES	7.59	
JAN 2024	LF-0003-LNDFL,BIOSOLIDS JAN 24	02/05/2024	10-76-270 UTILITIES	7.53	
JAN 2024	LF-0003-LNDFL,BIOSOLIDS JAN 24	02/05/2024	10-87-270 UTILITIES-LIBRARY	15.06	
JAN 2024	LF-0003-LNDFL,BIOSOLIDS JAN 24	02/05/2024	10-90-270 UTILITIES-CROSS HOLLOWES EVENTS	18.83	
JAN 2024	LF-0003-LNDFL,BIOSOLIDS JAN 24	02/05/2024	10-92-270 UTILITIES-HERITAGE CENTER	18.83	
JAN 2024	LF-0003-LNDFL,BIOSOLIDS JAN 24	02/05/2024	24-40-270 UTILITIES-AIRPORT	26.36	
JAN 2024	LF-0003-LNDFL,BIOSOLIDS JAN 24	02/05/2024	28-40-270 UTILITIES	18.83	
JAN 2024	LF-0003-LNDFL,BIOSOLIDS JAN 24	02/05/2024	61-40-270 UTILITIES-PUBLIC WORKS FACILIT	7.53	
JAN 2024	LF-0003-LNDFL,BIOSOLIDS JAN 24	02/05/2024	53-56-270 UTILITIES-SEWER PLANT	7,449.42	
JAN 2024	LF-0003-LNDFL,BIOSOLIDS JAN 24	02/05/2024	53-56-270 UTILITIES-SEWER PLANT	203.50	
Total IRON COUNTY LANDFILL:				7,773.48	
JENKINS OIL COMPANY					
0578376	204 - FUEL	02/01/2024	10-79-251 GAS & OIL	2,744.10	
0579398	216 - FUEL / ARENA	01/18/2024	10-90-251 GAS & OIL	1,088.31	
Total JENKINS OIL COMPANY:				3,832.41	
JONES PAINT & GLASS INC					
CCI0094948	C3050-CC - CCCATS - BUS STOP PAN	02/06/2024	22-40-252 EQUIPMENT MAINTENANCE	351.55	
Total JONES PAINT & GLASS INC:				351.55	
JVIATION INC					
PTIN0001041	CCARPT - AIP47 #3 FENCE RELOCATI	12/27/2023	43-40-723 CAPITAL OUTLAY-FENCE	12,262.37	
PTIN0001043	CCARPT - AIP44 RFR#8 PAVEMENT M	12/27/2023	43-40-731 CAP OUTLAY-ACCESS ROAD	5,465.25	
Total JVIATION INC:				17,727.62	
KLW CUSTOMS LLC					
0630	CC ARENA - BUILD JUDGES STAND	02/02/2024	10-90-740 CAP OUTLAY-EQUIPMENT	1,500.00	

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Total KLV CUSTOMS LLC:				1,500.00	
LAIRD CAMPBELL					
HC240207	CC HRT - STEINWAY TUNING / CCMA	02/07/2024	10-92-252 EQUIPMENT MAINTENANCE	100.00	
HC240209	CC HRT - STEINWAY TUNING / IRISH T	02/09/2024	10-92-252 EQUIPMENT MAINTENANCE	100.00	
Total LAIRD CAMPBELL:				200.00	
LENSLOCK INC					
136-244	CCPD - EQUIP & SVC CONTRACT	02/01/2024	10-70-312 COMPUTER & TECH SERVICES	457.92	
Total LENSLOCK INC:				457.92	
LEXISNEXIS					
3094915711	424VCP2H3 - SUBSCRIPTION Y24	01/31/2024	10-44-210 SUBSCRIPTIONS & MEMBERSHIPS	308.00	
Total LEXISNEXIS:				308.00	
MARSHALL & EVANS ELECTRIC					
8931	CC PRKNG GRG - TROUBLESHOOT/R	01/29/2024	10-79-260 MAINTENANCE-STREET LIGHTS	7,087.58	
8958	CC STR - STREET LIGHT REPAIR - DE	02/06/2024	10-79-260 MAINTENANCE-STREET LIGHTS	21,805.00	
8959	CC STR - BLUE STAKE 18 S MAIN	02/06/2024	10-79-260 MAINTENANCE-STREET LIGHTS	140.00	
8960	CC STR - EMERGENCY REPLACE BEN	02/06/2024	10-79-260 MAINTENANCE-STREET LIGHTS	3,076.00	
8961	CC STR - REPAIR DAMAGED ASSMBL	02/06/2024	10-79-260 MAINTENANCE-STREET LIGHTS	6,800.00	
8962	CC STR - REPAIR DAMAGED POLE/BA	02/06/2024	10-79-260 MAINTENANCE-STREET LIGHTS	12,300.00	
Total MARSHALL & EVANS ELECTRIC:				51,208.58	
M-B COMPANIES INC					
278921	133305 - SWEEPER PARTS	01/17/2024	10-78-930 INVENTORY	2,030.42	
Total M-B COMPANIES INC:				2,030.42	
MELLING GRANITE					
3311	CC ARENA - RESTROOM COUNTERTO	01/18/2024	10-90-262 BUILDING & GROUND MAINTENANCE	8,952.40	
Total MELLING GRANITE:				8,952.40	
MIDWEST VETERINARY SUPPLY INC					
21410112-000	49748 - MEDICAL SUPPLIES	02/05/2024	10-76-450 SPECIAL PUBLIC SAFETY SUPPLIES	233.68	
Total MIDWEST VETERINARY SUPPLY INC:				233.68	
MJB - CEDAR CITY LLC					
001	CCC - OVERPAYMENT MJB WATER RI	02/12/2024	51-40-712 CAP OUTLAY-WATER RIGHTS	5,477.19	
Total MJB - CEDAR CITY LLC:				5,477.19	
MONSTER INK & DESIGN					
5159	CCPD - EMBROIDERY PD UNIFORMS	02/02/2024	10-70-451 UNIFORM MAINTENANCE	378.00	
5160	CCPD - A/S EMBROIDERY	02/02/2024	10-76-620 UNIFORM PURCHASE	40.00	
Total MONSTER INK & DESIGN:				418.00	
MOSDELL SANITATION INC					
JAN 2024 AQUATIC	0692 - DUMP FEE AQUATICS Y24	01/31/2024	20-40-262 BUILDING & GROUND MAINTENANCE	150.00	
JAN 2024 PRK/CM	1077 - DUMP FEE PARKS/CMTRY Y24	01/31/2024	10-83-262 BUILDING & GROUND MAINTENANCE	458.93	

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Total MOSDELL SANITATION INC:				608.93	
MOUNTAIN ALARM					
4324934	FPCEC11 - ARPT ALARM F,M,A 2024	02/01/2024	24-40-262 BUILDING & GROUND MAINTENANCE	180.00	
Total MOUNTAIN ALARM:				180.00	
MOUNTAIN WEST COMPUTERS					
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	52-55-312 COMPUTER & TECH SERVICES	51.97	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	53-56-312 COMPUTER & TECH SERVICES	181.90	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	20-40-312 COMPUTER & TECH SERVICES	103.94	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	22-40-312 COMPUTER & TECH SERVICES	25.99	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	24-40-312 COMPUTER & TECH SERVICES	129.93	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	28-40-312 COMPUTER & TECH SERVICES	129.93	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	30-40-312 COMPUTER & TECH SERVICES	51.97	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	51-40-312 COMPUTER & TECH SERVICES	129.93	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	10-83-312 COMPUTER & TECH SERVICES	233.87	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	10-84-312 COMPUTER & TECH SERVICES	25.99	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	10-85-312 COMPUTER & TECH SERVICES	51.97	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	10-87-312 COMPUTER & TECH SERVICES	207.89	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	10-90-312 COMPUTER & TECH SERVICE	51.97	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	10-92-312 COMPUTER & TECH SERVICES	103.94	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	10-75-312 COMPUTER & TECH SERVICES	155.91	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	10-76-312 COMPUTER & TECH SERVICES	51.97	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	10-77-312 COMPUTER & TECH SERVICES	77.96	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	10-78-312 COMPUTER & TECH SERVICES	51.97	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	10-79-312 COMPUTER & TECH SERVICES	77.96	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	10-81-312 COMPUTER & TECH SERVICES	259.86	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	10-41-312 COMPUTER & TECH SERVICES	571.67	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	10-44-312 COMPUTER & TECH SERVICES	103.94	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	10-60-312 COMPUTER & TECH SERVICES	129.93	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	10-70-312 COMPUTER & TECH SERVICES	1,507.17	
81793	CCC - FEB 24 IT SUPPORT	01/31/2024	10-73-312 COMPUTER & TECH SERVICES	363.80	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	51-40-312 COMPUTER & TECH SERVICES	49.00	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	52-55-312 COMPUTER & TECH SERVICES	25.00	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	53-56-312 COMPUTER & TECH SERVICES	83.00	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	10-92-312 COMPUTER & TECH SERVICES	50.00	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	20-40-312 COMPUTER & TECH SERVICES	50.00	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	22-40-312 COMPUTER & TECH SERVICES	12.50	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	24-40-312 COMPUTER & TECH SERVICES	58.00	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	28-40-312 COMPUTER & TECH SERVICES	53.50	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	30-40-312 COMPUTER & TECH SERVICES	25.00	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	10-81-312 COMPUTER & TECH SERVICES	120.50	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	10-83-312 COMPUTER & TECH SERVICES	81.00	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	10-84-312 COMPUTER & TECH SERVICES	12.50	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	10-85-312 COMPUTER & TECH SERVICES	25.00	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	10-87-312 COMPUTER & TECH SERVICES	77.50	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	10-90-312 COMPUTER & TECH SERVICE	25.00	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	10-73-312 COMPUTER & TECH SERVICES	148.00	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	10-75-312 COMPUTER & TECH SERVICES	75.00	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	10-76-312 COMPUTER & TECH SERVICES	20.50	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	10-77-312 COMPUTER & TECH SERVICES	33.00	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	10-78-312 COMPUTER & TECH SERVICES	25.00	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	10-79-312 COMPUTER & TECH SERVICES	37.50	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	10-41-312 COMPUTER & TECH SERVICES	274.50	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	10-44-312 COMPUTER & TECH SERVICES	45.50	
81794	CCC - FEB 24 0365,EXCHANGE	01/31/2024	10-60-312 COMPUTER & TECH SERVICES	49.00	

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81794	CCC - FEB 24 O365,EXCHANGE	01/31/2024	10-70-312 COMPUTER & TECH SERVICES	572.00	
81898	CCPD - TONER	02/07/2024	10-76-240 OFFICE SUPPLIES & EXPENSE	116.00	
Total MOUNTAIN WEST COMPUTERS:				6,976.83	
MOUNTAINLAND SUPPLY LLC					
S105948630.001	9372 - ADS PIPE	02/07/2024	54-40-253 INFRASTRUCTURE MAINTENANCE	13,838.46	
Total MOUNTAINLAND SUPPLY LLC:				13,838.46	
MUNICIPALH2O.COM					
13056	CC WWTP - EPA COMPLIANCE SERV	02/01/2024	53-56-310 PROF & TECH SERVICES	350.00	
Total MUNICIPALH2O.COM:				350.00	
NATALIE TOWNSEND CMHC PC					
20240119	CCPD - MENTAL HEALTH SERVICES	01/19/2024	10-70-954 STATE GRANT-FIRST RESPONDER MH	1,575.00	
Total NATALIE TOWNSEND CMHC PC:				1,575.00	
NORTH FIELD IRRIGATION CO					
2023 ASSESSMEN	CCC - 2023 NF IRRIGATION ASSESS	01/12/2024	51-40-315 IRRIGATION EXPENSE	2,550.40	
Total NORTH FIELD IRRIGATION CO:				2,550.40	
NUCO2					
75723245	446694 - BULK CO2 POOL Y24	01/31/2024	20-40-254 CHEMICALS	478.96	
75863871	446694 - BULK CO2 POOL Y24	02/12/2024	20-40-254 CHEMICALS	256.84	
Total NUCO2:				735.80	
PLAYAWAY PRODUCTS LLC					
452618	CC LBRY - BOOKS	02/02/2024	10-87-481 BOOKS-GENERAL COLLECTION	48.74	
Total PLAYAWAY PRODUCTS LLC:				48.74	
POINT EMBLEMS					
15982	CCPD - HASHES	01/30/2024	10-70-620 UNIFORM PURCHASE	395.00	
Total POINT EMBLEMS:				395.00	
PRECISION EXCAVATING LLC					
10	CCC - I-15 STRM DRN IMPROVEMENT	01/31/2024	10-79-738 CAP OUTLAY-STORMWATER	52,162.31	
Total PRECISION EXCAVATING LLC:				52,162.31	
PREMIER TRUCK GROUP					
77846079	77512686 - SWEEPER REPAIRS	01/30/2024	10-78-930 INVENTORY	7,490.94	
Total PREMIER TRUCK GROUP:				7,490.94	
PREMIER VEHICLE INSTALLATION					
42845	CCPD - RADAR CERTIFICATIONS	12/01/2023	10-70-254 MAINTENANCE-RADARS	315.00	
43037	CCPD - RADAR CERTIFICATION	12/22/2023	10-70-254 MAINTENANCE-RADARS	50.50	
43350	CCPD - LIDAR REPAIR	02/02/2024	10-70-254 MAINTENANCE-RADARS	126.00	
Total PREMIER VEHICLE INSTALLATION:				491.50	

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PRESTON'S SHREDDING					
54041013124	CCC - FY24 SHREDDING	01/31/2024	10-41-240 OFFICE SUPPLIES & EXPENSE	80.00	
Total PRESTON'S SHREDDING:				80.00	
PROQUEST INFORMATION & LEARNING					
70828837	165823 - HERITAGE QUEST LIBRARY 2	02/01/2024	10-87-487 ELECTRONIC SUBSCRIPTIONS	1,500.75	
Total PROQUEST INFORMATION & LEARNING:				1,500.75	
QUALITY ELECTRICAL SYSTEMS INC					
0000003963	000224 - WWTP EFFLUENT PUMP, VF	01/30/2024	53-56-740 CAP OUTLAY-EQUIPMENT	11,163.60	
Total QUALITY ELECTRICAL SYSTEMS INC:				11,163.60	
REIDHEAD FOREST MANAGEMENT LLC					
655628	CC PARK - WOOD FIBER CHIPS	01/30/2024	10-83-480 SPECIAL DEPARTMENT SUPPLIES	1,800.00	
Total REIDHEAD FOREST MANAGEMENT LLC:				1,800.00	
RHINEHART OIL COMPANY LLC					
IN-900473-24	114513 - WTR FUEL & OIL	01/31/2024	51-40-251 GAS & OIL	1,196.11	
Total RHINEHART OIL COMPANY LLC:				1,196.11	
ROCKY RIDGE ROCK INC					
95336	CC SW - CHRISTMAS TREE DUMPSTE	01/03/2024	55-40-610 SUNDRY	800.00	
95549	CC SW - CHRISTMAS TREE DUMPSTE	01/10/2024	55-40-610 SUNDRY	600.00	
95640	CC SW - CHRISTMAS TREE DUMPSTE	01/16/2024	55-40-610 SUNDRY	800.00	
Total ROCKY RIDGE ROCK INC:				2,200.00	
RUSH TRUCK CENTERS					
3035644464	187984 - COOLANT HOSE	01/12/2024	10-78-930 INVENTORY	73.90	
3035696581	187984 - FAN & FAN CLUTCH	01/16/2024	10-78-930 INVENTORY	1,425.00	
3035720940	187984 - BELT TENSIONERS & IDLERS	01/16/2024	10-78-930 INVENTORY	951.00	
3035823681	187984 - BELT TENSIONER	01/25/2024	10-78-930 INVENTORY	641.00	
3035864664	187984 - AIR TANK CABLE	01/29/2024	10-78-930 INVENTORY	87.80	
Total RUSH TRUCK CENTERS:				3,178.70	
SCHINDLER ELEVATOR CORPORATION					
9170255768	702303 - CCC ELEVATOR MAINT ARPT	01/31/2024	24-40-262 BUILDING & GROUND MAINTENANCE	107.12	
9170255768	702303 - CCC ELEVATOR MAINT AQT	01/31/2024	20-40-262 BUILDING & GROUND MAINTENANCE	107.12	
9170255768	702303 - CCC ELEVATOR MAINT CO Y	01/31/2024	10-42-262 BUILDING & GROUND MAINTENANCE	107.12	
9170255768	702303 - CCC ELEVATOR MAINT HC Y	01/31/2024	10-92-262 BUILDING & GROUND MAINTENANCE	322.39	
9170255768	702303 - CCC ELEVATOR MAINT PRK	01/31/2024	56-41-262 BUILDING & GROUND MAINTENANCE	213.21	
Total SCHINDLER ELEVATOR CORPORATION:				856.96	
SCHOLZEN PRODUCTS COMPANY					
1028297-00	100592 - MISC SUPPLIES	01/24/2024	51-40-255 WATER SYSTEM MAINTENANCE	638.00	
6757438-01	100592 - MISC SUPPLIES	01/05/2024	51-40-255 WATER SYSTEM MAINTENANCE	270.16	
6766634-00	100592 - MISC SUPPLIES	01/05/2024	51-40-255 WATER SYSTEM MAINTENANCE	5,778.00	
6797445-00	100592 - MISC SUPPLIES	01/05/2024	51-40-255 WATER SYSTEM MAINTENANCE	846.54	
6799503-00	100592 - MISC SUPPLIES	01/16/2024	51-40-255 WATER SYSTEM MAINTENANCE	595.56	
6801350-00	100592 - MISC SUPPLIES	01/23/2024	51-40-255 WATER SYSTEM MAINTENANCE	188.53	
6802578-00	100592 - MISC SUPPLIES	01/29/2024	51-40-255 WATER SYSTEM MAINTENANCE	15.16	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
Total SCHOLZEN PRODUCTS COMPANY:				8,331.95	
SIDDONS MARTIN EMERGENCY GROUP LLC					
321-0000007331	1252784 - PRESSURE GOVERNOR E1	01/19/2024	10-73-252 EQUIPMENT MAINTENANCE	7,378.99	
Total SIDDONS MARTIN EMERGENCY GROUP LLC:				7,378.99	
SKAGGS PUBLIC SAFETY EQUIPMENT					
450_A_192517_5	270427 - CCFD - PANTS & SOCKS	11/29/2023	10-73-451 UNIFORM ALLOWANCE	366.30	
450_A_196916_3	270427 - CCFD - SOCKS RETURN	11/29/2023	10-73-451 UNIFORM ALLOWANCE	(129.54)	
450_A_196916_5	270427 - CCFD - CLASS A HAT	02/05/2024	10-73-451 UNIFORM ALLOWANCE	98.65	
450_A_212239_1	103035 - CCPD - SHIRTS / PANTS	01/26/2024	10-70-620 UNIFORM PURCHASE	2,071.45	
450_A_212239_2	103035 - CCPD - PANTS	01/30/2024	10-70-620 UNIFORM PURCHASE	211.20	
450_A_212239_3	103035 - CCPD - SHIRTS	02/01/2024	10-70-620 UNIFORM PURCHASE	256.60	
Total SKAGGS PUBLIC SAFETY EQUIPMENT:				2,874.66	
SOUTH CENTRAL COMMUNICATIONS					
FEB 2024	9192600 - FEB 2024 INTERNET	02/01/2024	10-41-280 TELEPHONE	81.31	
FEB 2024	9192600 - FEB 2024 INTERNET	02/01/2024	10-70-280 TELEPHONE	25.00	
FEB 2024	9192600 - FEB 2024 INTERNET	02/01/2024	52-55-280 TELEPHONE	125.00	
FEB 2024	9192600 - FEB 2024 INTERNET	02/01/2024	53-56-280 TELEPHONE	125.00	
FEB 2024	9192600 - FEB 2024 INTERNET	02/01/2024	10-41-610 SUNDRY	10.35	
FEB 2024	9192600 - FEB 2024 INTERNET	02/01/2024	10-77-280 TELEPHONE	43.73	
FEB 2024	9192600 - FEB 2024 INTERNET	02/01/2024	10-83-280 TELEPHONE	21.86	
FEB 2024	9192600 - FEB 2024 INTERNET	02/01/2024	10-90-280 TELEPHONE	21.86	
FEB 2024	9192600 - FEB 2024 INTERNET	02/01/2024	10-92-280 TELEPHONE	70.00	
FEB 2024	9192600 - FEB 2024 INTERNET	02/01/2024	28-40-280 TELEPHONE	31.24	
FEB 2024	9192600 - FEB 2024 INTERNET	02/01/2024	51-40-280 TELEPHONE	125.00	
Total SOUTH CENTRAL COMMUNICATIONS:				680.35	
SOUTHERN UTAH LUMBER					
2402-018953	8100 - MISC SUPPLIES	02/07/2024	10-79-410 SPECIAL DEPARTMENT SUPPLIES	69.94	
Total SOUTHERN UTAH LUMBER:				69.94	
SOUTHWEST PLUMBING SUPPLY					
S4631877.001	113 - FIRE HYDRANT PARTS	01/25/2024	51-40-255 WATER SYSTEM MAINTENANCE	299.69	
Total SOUTHWEST PLUMBING SUPPLY:				299.69	
SOUTHWEST UTAH PUBLIC HEALTH DEPT					
369531	CC WTR - WATER SAMPLES	02/01/2024	51-40-255 WATER SYSTEM MAINTENANCE	850.00	
Total SOUTHWEST UTAH PUBLIC HEALTH DEPT:				850.00	
STANDARD RESTAURANT EQUIP CO.					
STG2355438	36062 - TRASH CAN LINERS / MOP	12/27/2023	61-40-261 JANITORIAL SUPPLIES	211.13	
STG2357365	36062 - TRASH CAN LINERS	01/29/2024	61-40-261 JANITORIAL SUPPLIES	30.67	
STG2357851	36062 - PAPER TOWEL DISPENSER	02/06/2024	10-42-261 JANITORIAL SUPPLIES	222.00	
Total STANDARD RESTAURANT EQUIP CO.:				463.80	
STATE BUREAU OF INVESTIGATION					
24S0000036	TF - C.DOUGLAS OT	12/15/2023	76-40-111 OVERTIME-PERM	138.00	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
Total STATE BUREAU OF INVESTIGATION:				138.00	
STATE OF UTAH FUEL NETWORK					
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	10-42-251 GAS & OIL	46.94	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	10-60-251 GAS & OIL	143.08	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	10-70-251 GAS & OIL	9,512.76	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	54-40-251 GAS & OIL	2,225.78	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	55-40-251 GAS & OIL	6,070.58	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	24-40-251 GAS & OIL	532.45	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	28-40-251 GAS & OIL	49.92	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	30-40-251 GAS & OIL	49.49	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	51-40-251 GAS & OIL	2,661.48	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	52-55-251 GAS & OIL	991.82	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	53-56-251 GAS & OIL	1,236.66	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	10-81-251 GAS & OIL	155.05	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	10-83-251 GAS & OIL	1,877.41	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	10-84-251 GAS & OIL	39.83	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	10-85-251 GAS & OIL	152.76	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	10-90-251 GAS & OIL	180.06	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	22-40-251 GAS & OIL	1,680.39	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	10-73-251 GAS & OIL	1,816.99	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	10-75-251 GAS & OIL	423.07	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	10-76-251 GAS & OIL	518.28	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	61-40-251 GAS & OIL	247.84	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	10-78-251 GAS & OIL	55.10	
F2407E00743	CCC - JAN 2024 VEHICLE FUEL	02/01/2024	10-79-251 GAS & OIL	8,766.14	
Total STATE OF UTAH FUEL NETWORK:				39,433.88	
SUNROC CORPORATION					
19006*02	CEDCI - HUNTER GLENN SWR OUTFA	01/29/2024	52-55-730 CAP OUTLAY-IMPROVEMENTS	194,426.86	
Total SUNROC CORPORATION:				194,426.86	
SWRCA					
2024 DUES	2024 SWRCA MEMBERSHIP DUES R.S	02/01/2024	10-41-210 SUBSCRIPTIONS & MEMBERSHIPS	20.00	
Total SWRCA:				20.00	
SYSKO LAS VEGAS INC					
417228289	291385 - CONCESSIONS AQUATIC	02/06/2024	20-40-482 MERCHANDISE-CONCESSIONS	1,382.28	
Total SYSKO LAS VEGAS INC:				1,382.28	
TALISA MYERS					
12	CCC - ECON DEV - MAIN ST DIRECTO	02/08/2024	10-60-950 STATE GRANT-MAINSTREET PROGRAM	240.00	
Total TALISA MYERS:				240.00	
THE KEY MAKER LOCKSMITH SERVICE					
35630	CCPD - SERVICE CALL	01/22/2024	10-70-310 PROF & TECH SERVICES	258.00	
Total THE KEY MAKER LOCKSMITH SERVICE:				258.00	
THE LINCOLN NATIONAL LIFE INSURANCE CO					
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	10-41-132 EMPLOYEE INSURANCE	327.12	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	10-42-132 EMPLOYEE INSURANCE	7.38	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	10-44-132 EMPLOYEE INSURANCE	(77.57)	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	10-60-132 EMPLOYEE INSURANCE	108.19	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	10-70-132 EMPLOYEE INSURANCE	1,620.95	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	52-55-132 EMPLOYEE INSURANCE	143.25	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	53-56-132 EMPLOYEE INSURANCE	299.71	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	54-40-132 EMPLOYEE INSURANCE	84.23	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	55-40-132 EMPLOYEE INSURANCE	103.19	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	61-40-132 EMPLOYEE INSURANCE	23.39	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	10-92-132 EMPLOYEE INSURANCE	(60.46)	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	20-40-132 EMPLOYEE INSURANCE	76.75	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	24-40-132 EMPLOYEE INSURANCE	(70.27)	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	28-40-132 EMPLOYEE INSURANCE	155.40	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	30-40-132 EMPLOYEE INSURANCE	33.98	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	51-40-132 EMPLOYEE INSURANCE	382.43	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	10-81-132 EMPLOYEE INSURANCE	292.92	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	10-83-132 EMPLOYEE INSURANCE	245.32	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	10-84-132 EMPLOYEE INSURANCE	25.84	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	10-85-132 EMPLOYEE INSURANCE	67.00	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	10-87-132 EMPLOYEE INSURANCE	128.31	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	10-90-132 EMPLOYEE INSURANCE	40.78	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	10-73-132 EMPLOYEE INSURANCE	125.74	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	10-75-132 EMPLOYEE INSURANCE	132.39	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	10-76-132 EMPLOYEE INSURANCE	24.78	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	10-77-132 EMPLOYEE INSURANCE	73.77	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	10-78-132 EMPLOYEE INSURANCE	156.76	
4654933308 - FEB	1777486 - LIFE, LTD INSURANCE	01/11/2024	10-79-132 EMPLOYEE INSURANCE	335.30	
Total THE LINCOLN NATIONAL LIFE INSURANCE CO:				4,806.58	
THE PARTRIDGE PSYCHOLOGICAL GROUP					
5615	CCPD - PRE-EMP EVAL D.ANDERSON,	01/24/2024	10-70-310 PROF & TECH SERVICES	852.00	
Total THE PARTRIDGE PSYCHOLOGICAL GROUP:				852.00	
THE PRINT SHOPPE					
1440	CCC - CHECK STUBS FOR DIRECT DE	01/26/2024	10-41-240 OFFICE SUPPLIES & EXPENSE	282.00	
1442	CCC - EMPLOYEE DIRECTORY (YEAR	01/29/2024	10-41-240 OFFICE SUPPLIES & EXPENSE	248.50	
Total THE PRINT SHOPPE:				530.50	
TONGS FIRE EXTINGUISHER SALES AND SERV					
6670	CCPD - FIRE EXT RECHARGE	02/01/2024	10-70-252 EQUIPMENT MAINTENANCE	59.00	
Total TONGS FIRE EXTINGUISHER SALES AND SERV:				59.00	
UNCLE KIMS COATINGS					
AZ-NSD11083	CC ARENA - CONCRETE COATING DE	02/06/2024	10-90-262 BUILDING & GROUND MAINTENANCE	5,601.60	
Total UNCLE KIMS COATINGS:				5,601.60	
UNIFIRST CORPORATION					
2310018856	1895629 - UNIFORM SERVICE	02/01/2024	10-83-451 UNIFORM SERVICE	70.70	
2310019390	1895629 - UNIFORM SERVICE	02/08/2024	10-83-451 UNIFORM SERVICE	75.03	
Total UNIFIRST CORPORATION:				145.73	
UPPER CASE PRINTING INK					
1416	CCC - NEWSLETTER PRINTING	02/05/2024	10-41-221 NEWSLETTER	616.44	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
Total UPPER CASE PRINTING INK:				616.44	
UTAH HIGHWAY PATROL					
WF R.HORTON 2.7.	CCHP - WITNESS FEES - Y24	02/07/2024	10-44-620 WITNESS FEES	18.50	
Total UTAH HIGHWAY PATROL:				18.50	
UTAH ORDINANCE COMPLIANCE ASSOC					
UOCA - LISTER, VA	CCPD - ASSOC DUES 2024 - LISTER, V	02/06/2024	10-70-233 TRAVEL & TRAINING-PATROL	150.00	
Total UTAH ORDINANCE COMPLIANCE ASSOC:				150.00	
UTAH RISK MGMT MUTUAL ASSN					
2024-000034	2024-000034 - FY24 CYBER INSURAN	02/05/2024	10-41-510 INSURANCE & SURETY BOND	3,526.84	
2024-000034	2024-000034 - FY24 CYBER INSURAN	02/05/2024	20-40-510 INSURANCE & SURETY BONDS	251.04	
2024-000034	2024-000034 - FY24 CYBER INSURAN	02/05/2024	22-40-510 INSURANCE & SURETY BONDS	35.78	
2024-000034	2024-000034 - FY24 CYBER INSURAN	02/05/2024	24-40-510 INSURANCE & SURETY BONDS	83.64	
2024-000034	2024-000034 - FY24 CYBER INSURAN	02/05/2024	28-40-510 INSURANCE & SURETY BONDS	151.84	
2024-000034	2024-000034 - FY24 CYBER INSURAN	02/05/2024	30-40-510 INSURANCE & SURETY BONDS	61.49	
2024-000034	2024-000034 - FY24 CYBER INSURAN	02/05/2024	51-40-510 INSURANCE & SURETY BONDS	860.93	
2024-000034	2024-000034 - FY24 CYBER INSURAN	02/05/2024	52-55-510 INSURANCE & SURETY BONDS	297.25	
2024-000034	2024-000034 - FY24 CYBER INSURAN	02/05/2024	53-56-510 INSURANCE & SURETY BONDS	463.32	
2024-000034	2024-000034 - FY24 CYBER INSURAN	02/05/2024	54-40-510 INSURANCE & SURETY BONDS	122.01	
2024-000034	2024-000034 - FY24 CYBER INSURAN	02/05/2024	55-40-510 INSURANCE & SURETY BONDS	116.83	
2024-000034	2024-000034 - FY24 CYBER INSURAN	02/05/2024	51-40-510 INSURANCE & SURETY BONDS	20.20	
2024-000034	2024-000034 - FY24 CYBER INSURAN	02/05/2024	76-40-510 INSURANCE & SURETY BONDS	7.62	
Total UTAH RISK MGMT MUTUAL ASSN:				5,998.79	
VISA					
1.12.24	ULCT CRE	3701 CCVISA - CCC - LOCAL OFFICIAL	01/12/2024	10-41-325 YOUTH CITY COUNCIL	(60.00)
1.16.24	BUCA DI B	3701 CCVISA - CCC - LOCAL OFFICIAL	01/16/2024	10-41-325 YOUTH CITY COUNCIL	543.62
1.16.24	ULCT CRE	3701 CCVISA - CCC - LOCAL OFFICIAL	01/16/2024	10-41-325 YOUTH CITY COUNCIL	(60.00)
1.8.24	ULCT	3701 CCVISA - CCC - LOCAL OFFICIAL	01/08/2024	10-41-325 YOUTH CITY COUNCIL	270.00
1.8.24	ULCT-	3701 CCVISA - CCC - LOCAL OFFICIAL	01/08/2024	10-41-325 YOUTH CITY COUNCIL	700.00
12.28.23	HOTELS.	3701 CCVISA - CCC - LOCAL OFFICIAL	12/28/2023	10-41-325 YOUTH CITY COUNCIL	1,242.56
Total VISA:				2,636.18	
WAXIE SANITARY SUPPLY					
82208619	129252 - JANITORIAL SUPPLIES ANIM	01/09/2024	10-76-261 JANITORIAL SUPPLIES	207.22	
82211369	129252 - JANITORIAL SUPPLIES ANIM	01/10/2024	10-76-261 JANITORIAL SUPPLIES	487.59	
82230538	129252 - JANITORIAL SUPPLIES ANIM	01/19/2024	10-76-261 JANITORIAL SUPPLIES	267.69	
82254690	129252 - JANITORIAL SUPPLIES AREN	01/31/2024	10-90-262 BUILDING & GROUND MAINTENANCE	295.14	
82278824	129252 - CLEANING SUPL AQUATICS	02/12/2024	20-40-261 JANITORIAL SUPPLIES	343.34	
Total WAXIE SANITARY SUPPLY:				1,600.98	
WEST HAVEN CONSTRUCTION					
328	CC PRKS - PICKLEBALL CONCRETE P	01/23/2024	10-83-734 CAP OUTLAY-BALL PARKS	3,000.00	
331	CC CMTRY - CONCRETE - STAIRS,SID	02/06/2024	10-83-732 CAP OUTLAY-CEMETERY	10,500.00	
Total WEST HAVEN CONSTRUCTION:				13,500.00	
WHEELER MACHINERY COMPANY					
SS000466114	015002 - FILTER KIT	12/15/2023	10-78-930 INVENTORY	643.74	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
Total WHEELER MACHINERY COMPANY:				643.74	
Grand Totals:				710,051.62	

Dated: _____
Mayor: _____
City Council: _____

City Recorder: Renon Savage
City Treasurer: Rhean Carlson

Report Criteria:
Detail report.
Invoices with totals above \$0 included.
Paid and unpaid invoices included.