

APPENDIX E. PROJECT INFORMATION SHEETS

Project Number	Project Location	Jurisdiction(s)	GFA(s)
1	Main Street (SR 130) from 3000 North to South I-15 Interchange	Cedar City, UDOT	Cedar City GFA
2	SR 289/SUU Loop	Cedar City, UDOT	Cedar City GFA
3	600 South, 800 South, 860 West School Area	Cedar City	Cedar City GFA
4	Cross Hollow Road from SR 56 to Royal Hunte Drive/Providence Court Drive	Cedar City	Cedar City GFA
5	Westview Drive from SR 56 to 2700 South	Cedar City, Iron County	Cedar City GFA, East Iron County GFA
6	SR 56 from Iron Springs Road to Airport Road	Cedar City, UDOT	Cedar City GFA
7	SR 56 and Airport Road Intersection	Cedar City, UDOT	Cedar City GFA
8	SR 56 from Airport Road to Main Street (SR 130)	Cedar City, UDOT	Cedar City GFA
9	Midvalley Road from Lund Highway to Old Highway 91	Enoch City, Iron County	Enoch City GFA, West Iron County GFA
10	SR 130 from 3000 North to Midvalley Road	Enoch City, UDOT	Enoch City GFA
11	SR 130 from Midvalley Road to 6400 North	Enoch City, UDOT	Enoch City GFA
12	4200 North from SR 130 to Half Mile Road	Enoch City	Enoch City GFA
13	3600 North from Bulldog Road to SR 130	Enoch City	Enoch City GFA
14	Old Highway 91 from SR 130 to Midvalley Road	Enoch City	Enoch City GFA
15	Comstock and Pinto intersections with SR 56	Iron County, UDOT	East Iron County GFA, West Iron County GFA
16	SR 56 Rural Local Intersections (7700 West)	Iron County, UDOT	East Iron County GFA
17	SR 56 from Comstock Road to Iron Springs Road	Iron County, UDOT	East Iron County GFA, West Iron County GFA
18	200 South (SR 143) from I-15 to SR 143	Parowan City, UDOT	East Iron County GFA
19	Main Street (SR 274) from I-15 to 300 South	Parowan City, UDOT	East Iron County GFA
20	SR 143 from Dry Lakes Road to Vasels Road	Brian Head Town, Iron County, UDOT	East Iron County GFA
21	Brian Head, SR 143 Intersections (Snowshoe Village Road and Vasels Road)	Brian Head Town, UDOT	East Iron County GFA
22	SR 20 from Burnt Peak Road to Bear Valley Road	Iron County, UDOT	East Iron County GFA
23	SR 56 from 2400 West to Main Street (New Castle)	Iron County, UDOT	West Iron County GFA
24	SR 56 & SR 18 (Beryl Junction)	Iron County, UDOT	West Iron County GFA
25	Bench Road from SR 56 to Newcastle Hills	Iron County	West Iron County GFA
26	SR 56 from Main Street (New Castle) to Comstock Road	Iron County, UDOT	West Iron County GFA, East Iron County GFA
27	Iron Springs Road from SR 56 to Comstock Road	Iron County, Cedar City	West Iron County GFA
28	Lund Highway from SR 56 to Midvalley Road	Iron County, Cedar City	West Iron County GFA
29	Lund Highway from Midvalley Road to 7000 North	Iron County, Cedar City	West Iron County GFA



APPENDIX E.1. CEDAR CITY GFA PROJECT INFORMATION SHEETS



Location: Main Street (SR 130)

Project Extents: 3000 North to South I-15 Interchange **Roadway Classification:** Other Principal Arterial, State

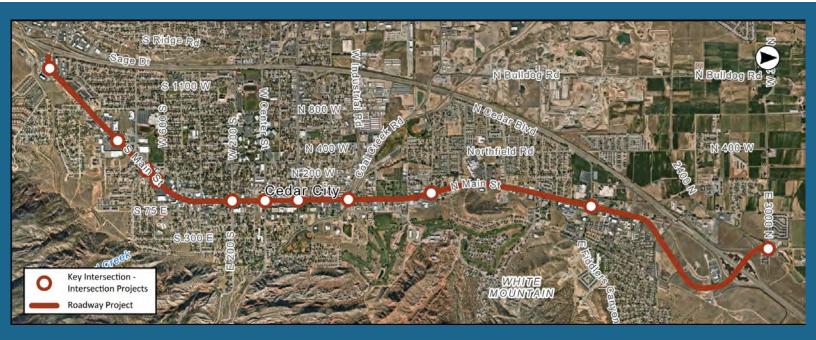
Route

Jurisdiction(s): Cedar City, UDOT Underserved Community: Yes

PROJECT NUMBER: 1

Safety Action Plan GFA(s): Cedar City GFA GFA Emphasis Areas: Intersections, Older

Drivers, Teen Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	6.23
Speed Limit:	30-45 mph
Roadway Lanes:	4
Daily Traffic Volume (AADT):	18,600
Median Type:	TWLTL
Number of Key Intersections	11

Why was this location identified?

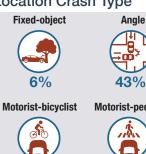
Yes 🗸
Yes 🗸
Yes 🗸
No 🗶
Yes 🗸
Yes 🗸

Left Turn

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	2
Serious Injury Crashes:	15
Minor Injury Crashes:	106
Possible Injury Crashes	131
No Injury/PDO Crashes:	589
Total Crashes:	843
Equivalent Property Damage Crashes:	7,095

Location Crash Type







Head-on Rear-end
2%
30%



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PROJECT NUMBER: 1

LOCATION INFORMATION

Key Intersection Crash History

Intersection Roadway	Total Crashes	Fatal and Serious Injury Crashes	Angle	Left Turn	Rear End	Head On	Sideswipe	Roadway Departure	Pedestrian	Bike
Old Highway 91	24		8	10	12		2	1		
Fir Street	29		14	12	5	2	7	1		
300 West	19		10	2	5		1	3		1
600 South	35	1	17	10	13		3			
200 South	29	1	20	12	9					
Center Street	36	1	14	5	13	1	2	2	2	
200 North (SR 56)	105		57	48	23	2	13	4	2	2
Coal Creek Road	19		8	7	9			1		
1045 North	36	1	14	8	15		3			1
1925 North	41	2	19	16	12	1	3	1	1	
3000 North	52		28	29	14	6	1			1

	Utah Emphasis Areas	
	Aggressive Driving	0%
	Distracted Driving	9%
_	Impaired Driving	1%
Behavioral	Use of Safety Restrains	2%
	Speed Management	5%
	Teen Driving Safety	34%
	Senior Safety	21%
Crash Types	Roadway Departure Crashes	6%
Crash	Intersection Safety	64%
sers	Motorcycle Safety	2%
ulnerable Users	Pedestrian Safety	1%
Vuln	Bicycle Safety	1%

Other Applicable Locations/Scenarios:

 Principal arterial, four lane roadways with a center two-way left-turn limit and speed limits between 30 and 45 mph with numerous driveway access locations and intersections may benefit from similar safety countermeasures. Locations may include SR 56 (200 North) in Cedar City and SR 130 in Enoch City.

- · Pedestrian and bicycle conflicts with vehicles
- Vehicle speeding
- Lack of protected crossings
- High (and increasing) Vehicle traffic volumes
- Access management and control



PROJECT NUMBER: 1



1925 North Intersection Southbound, near Canyon View High School

Notes:

• ROW may need to be acquired to accommodate bicycle lanes and/or turn lanes



Historic Downtown Midblock Crossing at Night



Google Street View image of Southbound Approach 200 South, Typical Signalized Intersection (www.googlemaps.com)



Typical Five-Lane Cross Section, Northbound near Canyon Center Drive



Typical Five-Lane Cross Section, Southbound near Cemetery



Project Description

PROJECT NUMBER: 1

This project recommends a series of safety countermeasures to improve pedestrian, bicyclist, and vehicle mobility while addressing crash trends and community concerns. Sidewalks, buffered bike lanes, and lighting all improve active transportation safety. To improve intersection safety and traffic flow, right-turn lanes on and off Main Street are recommended at several key intersections. High-visibility crosswalk markings are recommended at multiple locations and a pedestrian hybrid beacon at a midblock location near Canyon View High School. Leading Pedestrian Intervals (LPI) at signalized intersections for pedestrians to establish themselves in the crosswalk before vehicle movements are recommended. Additionally, it is recommended that left-turn signal timing be adjusted to Flashing Yellow Arrows at signalized intersection that are permissive only to help reduce the risk of left-turn crashes. A Roadway Safety Audit is recommended for the entire project limits to involve UDOT, the City, and the community in the discussion of additional improvements and safety needs along the corridor. Improvements that will require further evaluation include, center medians, bulbouts, and additional midblock crossing locations.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Sidewalk	DI Sargent Drive to 3000 North and from Interstate Drive to Desert Pines Drive
Buffer Bicycle Lanes	Entire corridor
Highway Lighting	Old Highway 91 to Desert Pines Drive
Road Safety Audit	Entire corridor
Right Turn Lanes, Left Turn Lanes	Old Highway 91 northbound, 800 South north and southbound, 300 West north and southbound, 600 South north and southbound, 200 South all approaches, Center Street north, south, and eastbound, 200 North and southbound, Coal Creek Road south and eastbound, 1045 North and southbound
Left Turn Lanes	Fir Street, 300 West
High-Visibility Crosswalks with RRFB	Midblock between Harding Avenue and Hoover Drive
Leading Pedestrian Intervals	800 South, Center Street, 200 North, and 1925 North
Intersection Control Evaluation	300 South
Flashing Yellow Arrows	200 South, 800 South, Coal Creek Road, 1045 North, and 3000 North
Pedestrian Hybrid Beacon or HAWK	Midblock by Canyon View High School

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install 6 ft. Sidewalk (both sides of roadway)	1.75	MILE	\$761,000	\$1,331,750
Install Buffered Bicycle Lanes (Curb Separated)	6.23	MILE	\$651,000	\$4,055,730
Install Highway Lighting	0.511	MILE	\$300,000	\$153,300
Conduct a Road Safety Audit	1	LOC	\$25,000	\$25,000
Install Right-Turn Lanes	20	LANE	\$127,000	\$2,540,000
Implement Leading Pedestrian Interval (LPI) Signal Timing	4	INT	\$3,000	\$12,000
Perform an Intersection Control Evaluation and Implement	1	INT	\$225,000	\$225,000
Change Left-turn Timing from Permissive Only to Flashing Yellow Arrow	4	INT	\$8,000	\$32,000
Change a 5-section "Doghouse" to Flashing Yellow Arrow	1	INT	\$8,000	\$8,000
Install Pedestrian Hybrid Beacons (PHB) or HAWK	1	EACH	\$250,000	\$250,000
Install Pedestrian Hybrid Beacons (PHB) or HAWK	1	EACH	\$250,000	\$250,000

^{1:} Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

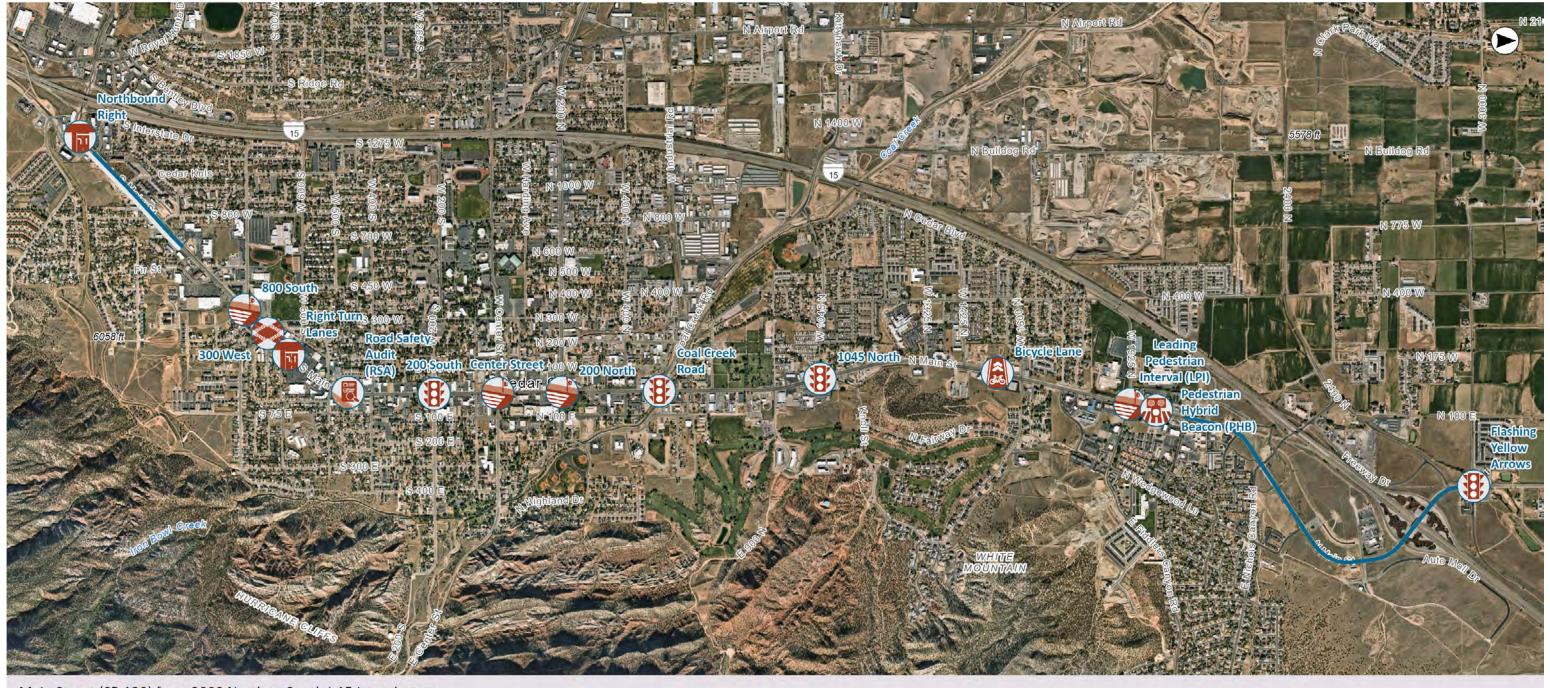
^{3: 20%} of estimated project total toward Safe Streets for All Implementation Grants.

Improvement Subtotal	\$8,632,780
Estimated Construction Cost Total ¹	\$11,729,253
Estimated Project Total ²	\$14,165,000
Local Match ³	\$2.833.000

^{2:} Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/ design.



PROJECT NUMBER: 1



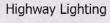
Main Street (SR 130) from 3000 North to South I-15 Interchange

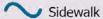


Road Safety Audit (RSA), Entire Corridor



Bike Lanes, **Entire Corridor**





800 South



Leading Pedestrian Interval (LPI)



Flashing Yellow Arrow



North and Southbound Right Turn Lanes

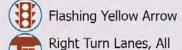
300 West



Intersection Control Evaluation (ICE)



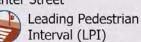
North and Southbound Right Turn Lanes



200 South

Right Turn Lanes, All Approaches

Center Street



Eastbound



Right Turn Lanes, North and Southbound

Leading Pedestrian

200 North

Coal Creek Road



Flashing Yellow Arrow



Right Turn Lanes, South and Eastbound 1045 North



Flashing Yellow Arrow



Right Turn Lanes,
North and Southbound



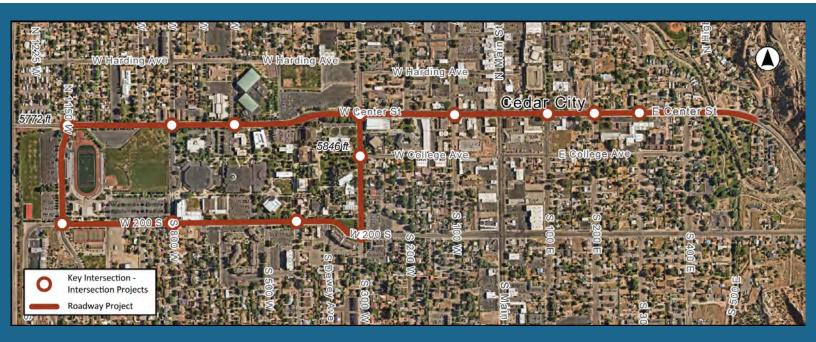
Location: SUU Loop, SR 289

Project Extents: 1150 West to Highland Drive Roadway Classification: Minor Arterial, State Route

Jurisdiction(s): Cedar City, UDOT **Underserved Community: Yes** **PROJECT NUMBER: 2**

Safety Action Plan GFA(s): Cedar City GFA GFA Emphasis Areas: Intersections, Older

Drivers. Teen Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	2.44
Speed Limit:	25-30 mph
Roadway Lanes:	2
Daily Traffic Volume (AADT):	4,500
Median Type:	TWLTL
Number of Key Intersections	13

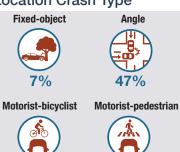
Why was this location identified?

High Crash Network:	Yes 🗸
High Injury Network:	Yes 🗸
Network Screening:	Yes 🗸
Conflict Areas:	No 🗶
Risk Characteristics:	Yes 🗸
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	2
Minor Injury Crashes:	21
Possible Injury Crashes	21
No Injury/PDO Crashes:	108
Total Crashes:	152
Equivalent Property Damage Crashes:	916

Location Crash Type





Left Turn



Head-on 0%

Front to Rear



Sideswipe



Single Vehicle

12%

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PROJECT NUMBER: 2

LOCATION INFORMATION

Key Intersection Crash History

Intersection Roadway	Total Crashes	Fatal and Serious Injury Crashes	Angle	Left Turn	Rear End	Head On	Sideswipe	Roadway Departure	Pedestrian	Bike
1100 West & Thunderbird Way										
1150 West & Center Street	34		19	1	8		2	1		2
800 West & Center Street	5		3	1	2					
600 West & Center Street	3				1					1
300 West & Center Street	14		8	3	3		1	1	2	
Shakespeare Lane & 300 West	6				5					
300 West & Thunderbird Way	7	1	4	1	1		1			
450 West & Thunderbird Way	7				2		1	3		

	Utah Emphasis Areas	
	Aggressive Driving	1%
	Distracted Driving	8%
_	Impaired Driving	3%
Behavioral	Use of Safety Restrains	1%
&	Speed Management	10%
	Teen Driving Safety	43%
	Senior Safety	13%
Crash Types	Roadway Departure Crashes	10%
Crash	Intersection Safety	67%
sers	Motorcycle Safety	3%
'ulnerable Users	Pedestrian Safety	2%
Vuln	Bicycle Safety	3%

Other Applicable Locations/Scenarios:

Minor arterial, state routes (25-30 mph) that serve school locations with a need for improved pedestrian crossing safety may benefit from similar safety countermeasures. Other school locations may include the following. Please note that similar countermeasures may be used for other areas with identified pedestrian crossing needs.

- 100 North and Main Street (SR 274) roadways, (Parowan Elementary and High School)
- 400 South, 500 South, and 450 West roadways (South Elementary)
- 400 North, 600 West, and 500 West roadways (Cedar North Elementary)
- 200 East and East Center Street roadways (Cedar East Elementary)
- 400 West, 1925 North, Fiddlers Canyon, and Wedgewood Lane roadways (Canyon View Middle and High Schools, Fiddler's Canyon Elementary)
- Midvalley Road, Wagon Wheel Drive and Deer Hollow Drive roadways (Enoch Elementary and Three Peaks Elementary)
- 4050 West and surrounding roadways (Iron Springs Elementary)
- Royal Hunte Drive and Cove Drive roadways (Cedar Middle School)

- Roadway Safety Audit previously completed in September 2024
- Roundabout planned at 1150 West and University Boulevard intersection



PROJECT NUMBER: 2



100 West & University Boulevard Crossings

Notes:

- Need additional crossing locations, safer crossings, or Pedestrian refuge islands
- Explore way finding or Pedestrian fences to redirect pedestrians to crossings
- Re-evaluate speeds and on street parking



5000 West Pedestrian Hybrid Beacon



Eastbound SR 14, Crossing to East Cedar Elementary



Pedestrian Crossing University Boulevard



SUU Raised Crossing on 800 West



Project Description

PROJECT NUMBER: 2

This project builds upon recommendations included in a Roadway Safety Audit (RSA) completed by UDOT in September 2024. Proposed roadway safety improvements include medians and pedestrian refuge islands, narrowing lanes to reduce vehicle speeds, and improved pedestrian ramps. Proposed intersection safety improvements include a raised crosswalk at 450 West, high-visibility crosswalks along 1150 West, Leading Pedestrian Intervals (LPI), and improved lighting. Rectangular Rapid Flashing Beacons (RRFBs) are recommended at 300 West & Shakespeare Lane to replace malfunctioning units. Right-turn lanes to reduce congestion at multiple intersections.

These recommendations aim to address concerns related to pedestrian crossings, speeding, insufficient pedestrian crossing times, and traffic movements at four-way stops. Additional recommendations included in the RSA should be considered and implemented.

An improved crossing such as a PHB or a high-visibility crossing with RRFBs should be considered on SR 14 between Main Street and Canyon Park, to facilitate the East Elementary, planned growth and connections north of Center Street, and Coal Creek shared-use path active transportation connections.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Median and Pedestrian Refuge Islands	Surrounding SUU
Lane Narrowing	Surrounding SUU
Highway Lighting	Surrounding SUU
High-Visibility Crosswalk	Thunderbird Way (Dewey Avenue, 450 West, 700 West, 800 West, 1150 West) University Blvd (1150 West, 600 West)
Right Turn Lanes	1150 West & Thunderbird Way and 100 West & Center Street
Leading Pedestrian Intervals	All signalized intersections
Rectangular Rapid Flashing Beacons (RRFB)	300 West & Shakespeare Lane to replace malfunctioning units
Raised Crosswalk	450 West

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install Medians and Pedestrian Refuge Islands	1.08	MILE (URBAN)	\$871,000	\$940,680
Lane Narrowing	1.08	MILE	\$37,000	\$39,960
Install Highway Lighting	1.08	MILE	\$300,000	\$324,000
Install High Visibility Crosswalk Markings and Signage	17	XING	\$7,000	\$119,000
Install Right-Turn Lanes	2	LANE	\$127,000	\$254,000
Implement Leading Pedestrian Interval (LPI) Signal Timing	3	INT	\$3,000	\$9,000
Install Rectangular Rapid Flashing Beacons (RRFB)	1	XING	\$10,000	\$10,000
Install Raised Crosswalk and Signage	1	EACH	\$41,000	\$41,000
Install High-Visibility Crosswalk (including RRFB)	3	XING	\$17,000	\$51,000
Install Bulbouts (2)	1	EACH	\$54,000	\$54,000

1: Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

2: Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/ design.

3: 20% of estimated project total toward Safe Streets for All Implementation Grants.

Improvement Subtotal	\$1,842,640
Estimated Construction Cost Total ¹	\$2,562,564
Estimated Project Total ²	\$2,986,000

Local Match³

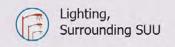
\$597,200

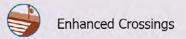


PROJECT NUMBER: 2



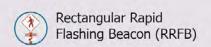
SUU Loop, SR 289 from 1150 West to Highland Drive

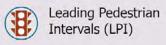






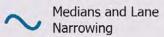
High-Visibility Crossing







Turn Lanes





Location: 600 South

Project Extents: Sage Drive to Main Street (SR 130)

Roadway Classification: Major Collector, Federal Aid Route

Jurisdiction(s): Cedar City **Underserved Community: Yes** **PROJECT NUMBER: 3**

Safety Action Plan GFA(s): Cedar City GFA GFA Emphasis Areas: Intersections, Older

Drivers. Teen Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	1.81
Speed Limit:	25 mph
Roadway Lanes:	2
Daily Traffic Volume (AADT):	6,200
Median Type:	NA
Number of Key Intersections	7

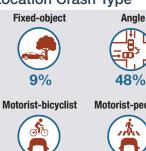
Why was this location identified?

High Crash Network:	Yes 🗸
High Injury Network:	Yes 🗸
Network Screening:	No 🗶
Conflict Areas:	Yes 🗸
Risk Characteristics:	No 🗶
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	5
Minor Injury Crashes:	15
Possible Injury Crashes	14
No Injury/PDO Crashes:	77
Total Crashes:	111
Equivalent Property Damage Crashes:	971

Location Crash Type







Sideswipe

Left Turn

Head-on 2%



Motorist-pedestrian

Front to Rear



Page 1 of 5



PROJECT NUMBER: 3

LOCATION INFORMATION

Key Intersection Crash History

Intersection Roadway	Total Crashes	Fatal and Serious Injury Crashes	Angle	Left Turn	Rear End	Head On	Sideswipe	Roadway Departure	Pedestrian	Bike
Sage Drive	10		3	4	4	1	1	1		
1100 West	22		18	8	3					
860 West	5	1	2	2				1	1	
700 West	3		1				1			
300 West	9	1	6		1			1		1

	Utah Emphasis Areas	
	Aggressive Driving	2%
	Distracted Driving	16%
_	Impaired Driving	0%
Behavioral	Use of Safety Restrains	0%
	Speed Management	8%
	Teen Driving Safety	47%
	Senior Safety	19%
Crash Types	Roadway Departure Crashes	7%
Crash	Intersection Safety	73%
ulnerable Users	Motorcycle Safety	2%
	Pedestrian Safety	3%
Vuln	Bicycle Safety	1%

Other Applicable Locations/Scenarios:

Local or collector streets (25 mph) adjacent or surrounding school areas with school pedestrian traffic to and from school, and crossing the roadways, may benefit from similar safety countermeasures. Other locations school include the following (please note any area with pedestrian traffic seeking improved crossing may benefit from similar countermeasures):

- 400 South, 500 South, and 450 West roadways (South Elementary)
- 400 North, 600 West, and 500 West roadways (Cedar North Elementary)
- 200 East and East Center Street roadways (Cedar East Elementary)
- 400 West, 1925 North, Fiddlers Canyon, and Wedgewood Lane roadways (Canyon View Middle and High Schools, Fiddler's Canyon Elementary)
- Midvalley Road, Wagon Wheel Drive and Deer Hollow Drive roadways (Enoch Elementary and Three Peaks Elementary)
- 4050 West and surrounding roadways (Iron Springs Elementary)
- Royal Hunte Drive and Cove Drive roadways (Cedar Middle School)
- 100 North and Main Street (SR 274) roadways, (Parowan Elementary and High School
- Beryl Highway (Escalante Valley School)

- Eastbound buses turning off of Main Street onto 860 West must slow down suddenly in order to make the turn
- The project includes 860 West and 800 South as they are common bus routes and walking paths for students
- Improved crossings needed.



PROJECT NUMBER: 3



600 South and 860 West Crossing

Notes:

- Wide crossing distances
- Faded striping
- On street parking on either side
- "Crossing ahead signage" and speed feedback signs already existing on 600 South



600 South Cross Section



Rectangular Rapid Flashing Beacon Crossing on 600 South at 700 West Intersection



Rectangular Rapid Flashing Beacon Crossing on 800 South



Southbound 860 West, Typical Cross Section



PROJECT NUMBER: 3

Project Description

This project recommends safety countermeasures in the school areas between 600 South, 800 south, and 860 West. Completing sidewalk gaps provides a safe route for pedestrians, particularly students walking to and from Cedar High School. High-visibility crosswalks with Rectangular Rapid Flashing Beacons (RRFBs) are recommended at several locations connecting the high school, seminary building, and technical college to facilitate safe pedestrian crossings. Curb bulb outs should be considered to enhance pedestrian visibility and encourage slower vehicle speeds. To address crash patterns at 1100 West and 600 South, roadway restriping to accommodate left-turn lanes is proposed for the eastbound and westbound approaches of 1100 West and the northbound approach of Sage Drive. Intersection lighting at 1100 West improves nighttime visibility. New or refreshed center and edge line striping on along the entire project is recommended to create a narrower feel for vehicles and help mitigate vehicle speeds in the area, as well as delineate on-street parking vs. travel lanes. These improvements aim to mitigate safety concerns including speeding, pedestrian crossings, and angle or left-turn crashes.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Sidewalk	Surrounding the overpass where there are gaps
Center and edge line striping	Entire corridor
High-Visibility Crosswalk	Sage Drive, near 940 West, 700 West, 450 West, and 860 West
Positive Off-Set at Intersections	1100 West and Sage Drive
Intersection Lighting	1100 West

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install 6 ft. Sidewalk (both sides of roadway)	0.26	MILE	\$761,000	\$197,860
Install 4" Centerline and Edge Line Striping (Paint)	1.77	MILE	\$73,000	\$129,210
Install High-Visibility Crosswalk (including RRFB)	5	XING	\$17,000	\$85,000
Create Positive Off-Set of Existing Left-Turn Lanes (pavement markings and curb work, no widening)	2	INT	\$16,000	\$32,000
Install Intersection Lighting	1	INT	\$35,000	\$35,000
Install Bulbouts (2)	3	EACH	\$54,000	\$162,000

^{1:} Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

^{3: 20%} of estimated project total toward Safe Streets for All Implementation Grants.

Improvement Subtotal	\$641,070
Estimated Construction Cost Total ¹	\$929,555
Estimated Project Total ²	\$1,228,000
Local Match ³	\$245,600

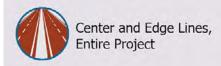
^{2:} Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.



PROJECT NUMBER: 3

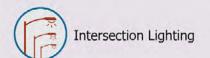


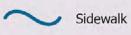
600 South from Sage Drive to Main Street (SR 130)













Location: Cross Hollow Road

Project Extents: SR 56 to Royal Hunte Drive/Providence

Center Drive

Roadway Classification: Minor Arterial, Federal Aid Route

Jurisdiction(s): Cedar City Underserved Community: Yes **PROJECT NUMBER: 4**

Safety Action Plan GFA(s): Cedar City GFA GFA Emphasis Areas: Intersections, Older

Drivers. Teen Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	2.8
Speed Limit:	45 mph
Roadway Lanes:	2
Daily Traffic Volume (AADT):	5,600
Median Type:	NA-TWLTL
Number of Key Intersections	2

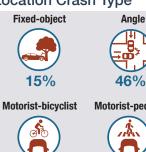
Why was this location identified?

High Crash Network:	Yes 🗸
High Injury Network:	Yes 🗸
Network Screening:	Yes 🗸
Conflict Areas:	Yes 🗸
Risk Characteristics:	No 🗶
Community Feedback:	Yes 🗸

Location Crash History

1
4
4
11
47
67
1,467

Location Crash Type







Left Turn

Head-on 7%



10%





28%

Page 1 of 5



LOCATION INFORMATION

Key Intersection Crash History

PROJECT NUMBER: 4

Intersection Roadway	Total Crashes	Fatal and Serious Injury Crashes	Angle	Left Turn	Rear End	Head On	Sideswipe	Roadway Departure	Pedestrian	Bike
Walmart Driveway	10	1	7	1	1			1		
Silver Silo Driveway	3		1				1	2		

Utah Emphasis Areas Aggressive Driving 1% Distracted Driving 12% Impaired Driving 3% **Behavioral** Use of Safety Restrains 3% Speed Management 18% Teen Driving Safety 31% Senior Safety 25% **Crash Types** Roadway Departure Crashes 22% Intersection Safety 39% Motorcycle Safety 4% **Vulnerable Users** Pedestrian Safety 0% **Bicycle Safety** 1%

Other Applicable Locations/Scenarios:

Minor arterial, higher speed (45 mph), two lane roadways may benefit from similar safety countermeasures. This location includes horizontal curves and higher than typical active transportation use due to the proximity to existing trails. Similar locations include:

- Westview Drive
- Lund Highway
- Old Highway 91
- Iron Springs Road
- SR 56
- · South Mountain Drive

- Many comments regarding the curve near the Silver Silo Bakery
- Comments on the Cross Hollow Trail and the connection to the Roadway
- Bicyclist activity along the entire corridor
- Speeding issues concentrated around the curves and more rural area south of the Silver Silo Bakery



PROJECT NUMBER: 4



Cross Hollow Road, Typical Curve

Notes:

- Pedestrian level lighting along portions of the east side
- Highway lighting near the intersection with SR 56
- Crashes due to adverse roadway conditions



Northbound Approach to Silver Silo Bakery Access



Typical Cross Section Between Walmart and Silver Silo Bakery



Typical Cross Section Northbound Between Silver Silo Bakery and SR 56



Typical Cross Section Southbound Between Silver Silo Bakery and SR 56



PROJECT NUMBER: 4

Project Description

Proposed safety countermeasures to Cross Hollow Road help address vehicle and active transportation safety. Safety countermeasures include a high-visibility crosswalk for a Cross Hollow Trail crossing, delineated bicycle lanes, and curve delineation improvements for roadway curves. Enhanced lighting and roadway delineation like signage, rumble strips, and striping are recommended. Driver feedback speed limit signs may improve speed limit compliance. Medians are recommended in the section of roadway from the Silver Silo to the I-15 interchange for access management purposes.

Note, the current South Cedar Interchange project is planned to improve the Royal Hunte Drive intersection and surround accesses in the area.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Buffered or Striped Bicycle Lanes	Silver Silo Bakery to SR 56
Curve Signage	Near the Silver Silo Bakery curve, and the two curves south.
Driver Feedback Speed Limit Signs	Westbound from Walmart, northbound near the bakery, southbound from SR 56, and eastbound from the bakery
Post Mounted Delineators	From silver silo bakery and southeast
Medians (back-to-back curb)	Silver Silo Bakery to Royal Hunte Drive/Providence Center Drive
Intersection Lighting	Cody Drive and near the Silver Silo Bakery
High-Visibility Crosswalk	At the connection to the Cross Hollow Trail
Centerline and Edge Lines	Silver Silo Bakery to SR 56
Centerline and Edge Lines	Silver Silo Bakery to SR 56

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install Bicycle Lanes	1.35	MILE	\$44,000	\$59,400
Convert Traditional/Buffered Bike Lanes to Separated Lane with Flexible Delineator Posts	1.35	MILE	\$106,000	\$143,100
Install 4" Retroreflective Centerline and Edge Lines	1	MILE	\$96,000	\$96,000
Install and/or Upgrade Curve Signage to Enhanced Delineations	3	CURVE	\$3,000	\$9,000
Install Driver Feedback Speed Limit Signs	4	EACH	\$11,000	\$44,000
Install Post-Mounted Delineators	1.2	MILE	\$4,000	\$4,800
Install Medians (Back-To-Back Curb)	1	MILE	\$654,000	\$654,000
Install Intersection Lighting	2	INT	\$35,000	\$70,000
Install High-Visibility Crosswalk (including RRFB)	1	XING	\$17,000	\$17,000

^{3: 20%} of estimated project total toward Safe Streets for All Implementation Grants.

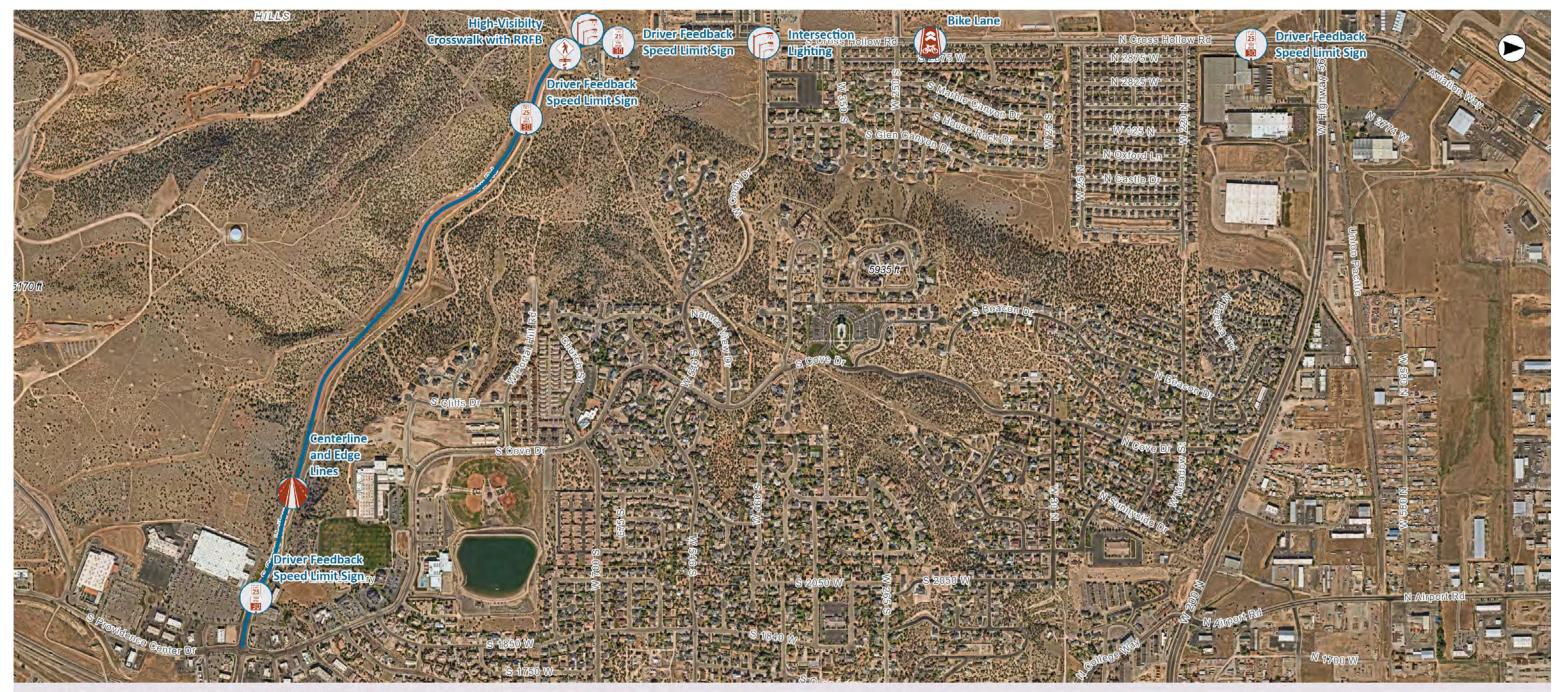
Improvement Subtotal	\$1,097,300	
Estimated Construction Cost Total ¹	\$1,556,355	
Estimated Project Total ²	\$2,055,000	
Local Match ³	\$411,000	

^{1:} Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

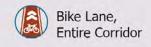
^{2:} Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.

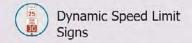


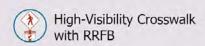
PROJECT NUMBER: 4

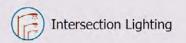


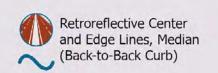
Cross Hollow Road from SR 56 to Royal Hunte Drive/Providence Center Drive

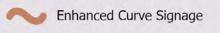














Location: Westview Drive

Project Extents: SR 56 to Old Highway 91

Roadway Classification: Major Collector, Federal Aid Route

Jurisdiction(s): Cedar City, Unincorporated Iron County

Underserved Community: Yes

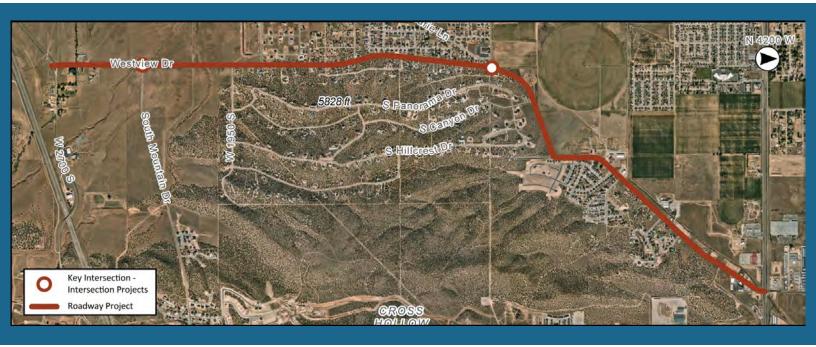
PROJECT NUMBER: 5

Safety Action Plan GFA(s): Cedar City GFA,

East Iron County GFA

GFA Emphasis Areas: Intersections, Older

Drivers, Teen Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	4.51
Speed Limit:	45-50 mph
Roadway Lanes:	2
Daily Traffic Volume (AADT):	2,200
Median Type:	NA
Number of Key Intersections	2

Why was this location identified?

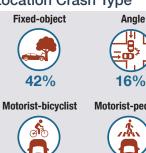
High Crash Network:	Yes 🗸
High Injury Network:	Yes 🗸
Network Screening:	No 🗶
Conflict Areas:	Yes 🗸
Risk Characteristics:	No 🗶
Community Feedback:	Yes 🗸

Left Turn

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	0
Minor Injury Crashes:	8
Possible Injury Crashes	5
No Injury/PDO Crashes:	18
Total Crashes:	31
Equivalent Property Damage Crashes:	226

Location Crash Type







Head-on





16%

Front to Rear Single Vehicle







PROJECT NUMBER: 5

LOCATION INFORMATION

Key Intersection Crash History

Intersection Roadway	Fatal and Serious Injury Crashes	Angle	Left Turn	Rear End	Head On	Sideswipe	Roadway Departure	Pedestrian	Bike
800 South	4			1	1			2	
South Mountain Drive	6		1	1				5	

	Utah Emphasis Areas	
	Aggressive Driving	0%
	Distracted Driving	32%
	Impaired Driving	3%
ehavioral	Use of Safety Restrains	6%
ш	Speed Management	13%
'	Teen Driving Safety	61%
	Senior Safety	23%
Types	Roadway Departure Crashes	39%
Crash Types	Intersection Safety	52%
ers	Motorcycle Safety	0%
ulnerable Users	Pedestrian Safety	0%
Vuln	Bicycle Safety	0%

Other Applicable Locations/Scenarios:

Major collector, higher speed (45-50 mph) roadways may benefit from similar safety countermeasures. This location serves residential areas, has roadway curvature with minimal shoulders, direct driveway accesses and intersections, and is located in a fast growing residential area of the County. Other locations may include:

- Lund Highway
- Iron Springs Road
- Cross Hollow Road
- Old Highway 91
- Midvalley Road
- South Mountain Drive
- Bulldog Road
- 5700 West
- 2400 North
- Airport Road
- 2300 West

- Turn lanes are needed for busier intersections
- Nighttime visibility concerns
- Lack of shoulders and High bicycle traffic
- Consider the quieter sinusoidal rumble strips as opposed to typical grooved rumble strips



PROJECT NUMBER: 5





Notes:



Northbound near South Mountain Drive, Typical Cross Section



Southbound Curves Near 400 South



Southbound near 800 South, Typical Cross Section



Southbound near Center Street



PROJECT NUMBER: 5

Project Description

This project recommends several safety countermeasures to address roadway departures, visibility, and intersection safety concerns. Proposed countermeasures include installing driver feedback speed limit signs to encourage safer speeds, wider shoulders, edge line rumble strips, and wider 6" edge lines to help address roadway departure crashes. Curve warning signage is recommended for four major curves on the corridor. Intersection lighting is also proposed to improve nighttime visibility as many crashes have occurred in dark, unlit conditions. To reduce the risk of angle crashes and highway crossover incidents, turn lanes are recommended at the key intersections.

Note, the Cedar City Transportation Master Plan shows a capital improvement project for Westview Drive of Widen with Bike Lane to be completed 2021-2030.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location		
Driver Feedback Speed Limit Signs	On each major curve		
6" Edge Lines	Full corridor		
Edge Line Rumble Strips	Full corridor		
Curve Signage	All curves along the corridor		
Roadway Widening and TWLTL	Full corridor		
4 ft Paved Shoulder	Full corridor		
Bicycle Lanes	Full corridor		
Left-Turn Lanes	Southbound on South Mountain Drive, northbound on 800 South		
Right-Turn Lanes	Westbound on South Mountain Drive, southbound and eastbound on 800 South		
Intersection Lighting	South Mountain Drive, 1800 South, 1125 South, 800 South, Benson Way		

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install Driver Feedback Speed Limit Signs on Rural Curves	4	EACH	\$11,000	\$44,000
Install 6" Edge Line (Both Sides of Road)	4.51	MILE	\$8,000	\$36,080
Install Edge Line Rumble Strips	4.51	MILE	\$5,000	\$22,550
Install and/or Upgrade Curve Signage to Enhanced Delineations	4	CURVE	\$3,000	\$12,000
Widen Roadway and Install Two-Way Left-Turn Lane	4.51	MILE	\$1,560,000	\$7,035,600
Install 4-ft Paved Shoulder (both sides of roadway)	4.51	MILE	\$709,000	\$3,197,590
Install Bicycle Lanes	4.51	MILE	\$44,000	\$198,440
Install Left-Turn Lanes	2	LANE	\$153,000	\$306,000
Install Right-Turn Lanes	3	LANE	\$127,000	\$381,000
Install Intersection Lighting	5	INT	\$35,000	\$175,000

^{1:} Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

^{3: 20%} of estimated project total toward Safe Streets for All Implementation Grants.

Improvement Subtotal	\$11,408,260
Estimated Construction Cost Total ¹	\$15,476,151
Estimated Project Total ²	\$20,729,000
Local Match ³	\$4,145,800

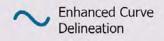
^{2:} Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.



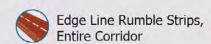
PROJECT NUMBER: 5

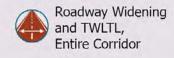


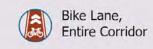
Westview Drive from SR 56 to Old Highway 91

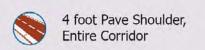


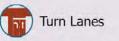
















Location: SR 56

Project Extents: Iron Springs Road to Airport Road Roadway Classification: Other Principal Arterial, State

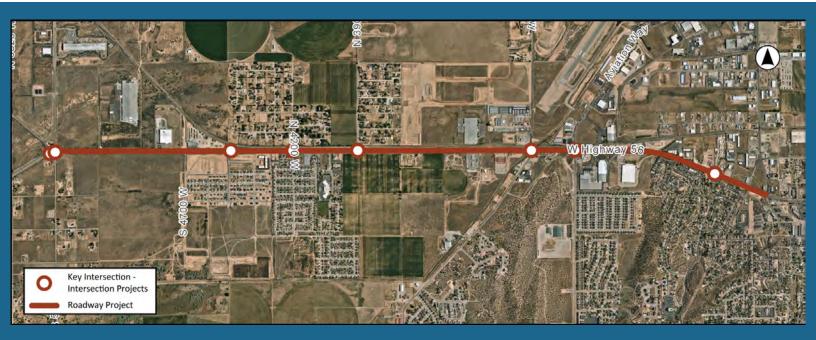
Route

Jurisdiction(s): Cedar City, UDOT **Underserved Community: Yes**

PROJECT NUMBER: 6

Safety Action Plan GFA(s): Cedar City GFA GFA Emphasis Areas: Intersections, Older

Drivers, Teen Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	4.2
Speed Limit:	50 mph
Roadway Lanes:	4
Daily Traffic Volume (AADT):	6,500
Median Type:	TWLTL
Number of Key Intersections	8

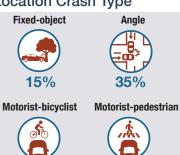
Why was this location identified?

High Crash Network:	Yes 🗸
High Injury Network:	Yes 🗸
Network Screening:	Yes 🗸
Conflict Areas:	Yes 🗸
Risk Characteristics:	Yes 🗸
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	2
Serious Injury Crashes:	9
Minor Injury Crashes:	20
Possible Injury Crashes	30
No Injury/PDO Crashes:	90
Total Crashes:	151
Equivalent Property Damage Crashes:	3,339

Location Crash Type





Left Turn



Head-on



Front to Rear



Single Vehicle



Page 1 of 5



LOCATION INFORMATION

Key Intersection Crash History

PROJECT NUMBER: 6

Intersection Roadway	Total Crashes	Fatal and Serious Injury Crashes	Angle	Left Turn	Rear End	Head On	Sideswipe	Roadway Departure	Pedestrian	Bike
Iron Springs Road	11	3	8	6			1	2		
5300 West	3			1		1		2		
4500 West	3									
4200 West	6	1	3	2	2			1		
3900 West	6	1	4	2	1					
Westview Drive	27	1	11	9	15			1		
Cross Hollow Road	41	2	23	18	9	1	3	1		
Cove Drive	8		3	3	4			1		

	Utah Emphasis Areas	
	Aggressive Driving	1%
	Distracted Driving	8%
_	Impaired Driving	4%
Behavioral	Use of Safety Restrains	5%
	Speed Management	9%
	Teen Driving Safety	35%
	Senior Safety	16%
Crash Types	Roadway Departure Crashes	13%
Crash	Intersection Safety	66%
/ulnerable Users	Motorcycle Safety	1%
	Pedestrian Safety	0%
Vuln	Bicycle Safety	0%

Other Applicable Locations/Scenarios:

State route, two lanes each direction and a center two-way left-turn lane in an suburban to rural area with a 50 mph speed limit type roadways may benefit from similar safety countermeasures. This location serves industrial, commuting, and typical residential traffic. There is planned residential and commercial growth all along and immediately adjacent to the corridor. Similar locations in the County include SR 130 (Main Street) in Cedar City, SR 56/200 North in Cedar City, and SR 130 in Enoch City.

- Planned commercial (industrial) and residential development in the area and immediately adjacent the roadway. The current unsignalized intersections are going to see an increase in traffic.
- Planned residential and regional park development south of SR 56
- Evaluate intersections for traffic signals as development continues.
- Considerations should be taken near the Iron County Elementary School for pedestrian safety and vehicle traffic congestion.
- Increased bicyclist activity in the area.



PROJECT NUMBER: 6



Eastbound SR 56 Near 4700 West

Notes:

- Incomplete sections of sidewalk
- E-scooter observed on the shoulder



E-Scooter using the Shoulder



Incomplete Sidewalk near 4050 West



SR 56 and 4050 West Intersection



Westbound SR 56 near 4700 West



PROJECT NUMBER: 6

Project Description

This project recommends safety countermeasures including driver feedback speed limit signs, in-filling sidewalk gaps, and wider edge lines. Several intersections along SR 56 experience angle, left-turn, and rear-end crashes. To help mitigate these crash types, traffic signal warrants should be evaluated at multiple intersections. Right-turn lanes are recommended on SR 56 at multiple intersections. Installing a painted bicycle lane in the shoulder, as recommended in the Cedar City Active Transportation Plan, improves active transportation facilities in the area.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location				
Driver Feedback Speed Limit Signs	Between 4200 West and 3100 West				
Sidewalk	Segments between 4500 West and 4050 West				
6" Edge Line	Full corridor				
Road Safety Audit	Full corridor				
Bicycle Lanes	Full corridor				
Right-Turn Lanes	Eastbound at Cross Hollow Road, Eastbound at 4200 West, Eastbound at 4050 West, Westbound at 3900 West, Westbound at 4200 West				

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install Driver Feedback Speed Limit Signs	2	EACH	\$11,000	\$22,000
Install 6 ft. Sidewalk (both sides of roadway)	0.352272727	MILE	\$761,000	\$268,080
Install 6" Edge Line (Both Sides of Road)	4.23	MILE	\$8,000	\$33,840
Conduct a Road Safety Audit	1	LOC	\$25,000	\$25,000
Install Bicycle Lanes	4.23	MILE	\$44,000	\$186,120
Install Right-Turn Lanes	5	LANE	\$127,000	\$635,000

^{1:} Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

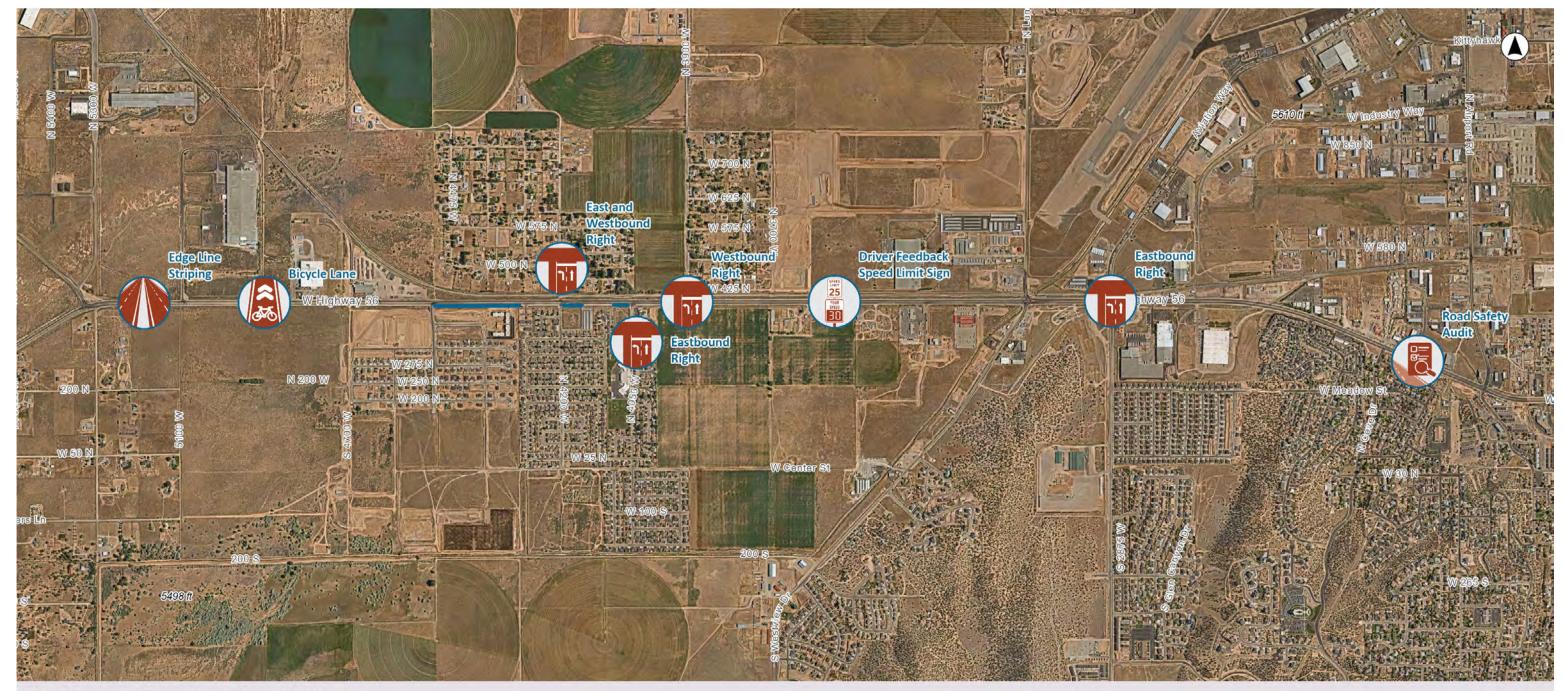
^{3: 20%} of estimated project total toward Safe Streets for All Implementation Grants.

Improvement Subtotal	\$1,170,040
Estimated Construction Cost Total ¹	\$1,654,553
Estimated Project Total ²	\$2,178,000
Local Match ³	\$435,600

^{2:} Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.



PROJECT NUMBER: 6



SR 56 from Iron Springs Road to Airport Road

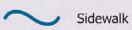














Location: SR 56 & Airport Road Intersection

Project Extents: NA

Intersection Control: Signalized Jurisdiction(s): Cedar City, UDOT **Underserved Community: Yes**

PROJECT NUMBER: 7

Safety Action Plan GFA(s): Cedar City GFA GFA Emphasis Areas: Intersections, Older

Drivers, Teen Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Intersection Characteristics

Intersection Control Type:	Signalized		
Speed Limits (major, minor):	35 mph, 40 mph		
Approaches:	4		
Daily Entering Volume:	21,000		
Turn Lanes (Y/N):	Yes		
Lighting:	Yes		

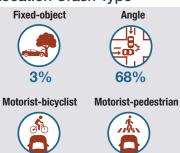
Why was this location identified?

High Crash Network:	Yes 🗸
High Injury Network:	Yes 🗸
Network Screening:	Yes 🗸
Conflict Areas:	Yes 🗸
Risk Characteristics:	Yes 🗸
Community Feedback:	Yes 🗸

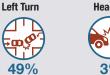
Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	4
Minor Injury Crashes:	12
Possible Injury Crashes	9
No Injury/PDO Crashes:	44
Total Crashes:	69
Equivalent Property Damage Crashes:	738

Location Crash Type









Front to Rear





Sideswipe

Single Vehicle

3%



LOCATION INFORMATION

PROJECT NUMBER: 7

Utah Emphasis Areas								
Behavioral			Crash Types	Vulnerable Users				
1% Impaired Driving	6% Distracted Driving	22% Teen Driving Safety	0% Aggressive	7% Roadway Departure Crashes	1% Motorcycle Safety	0% Pedestrian Safety		
1% Speed Management	1% Use of Safety Restraints	22% Senior Safety	Driving	90% Intersection Safety	0% Bicycle Safety			

Other Applicable Locations/Scenarios:

Multi-lane signalized intersections with existing turn lanes and long distance pedestrian crossings may benefit from similar safety countermeasures. Similar locations include:

- Existing signalized intersections along SR 56 (Aviation Way, Cove Drive, 3100 West, 300 West, etc.)
- Existing signalized intersections along SR 130/Main Street (200 South, 1045 North, etc.)

- Left-turn crashes were common (including those disregarding the signal)
- Sight distance concerns for turning vehicles



PROJECT NUMBER: 7



Eastbound Signal Heads

Notes:



Southbound Approach on Airport Road



Maverik Access Driveway on Airport Road



Eastbound Approach on SR 56



Northbound Approach on College Way



PROJECT NUMBER: 7

Project Description

Proposed safety countermeasures are targeted to address the high number of left-turn and angle related crashes at this intersection. Adjusting the left-turn signal timing from permissive-protected to protected only phasing reduces left-turn conflicts and driver hesitation. Installing an extended time push button on the crosswalks crossing SR 56 help improve pedestrian safety for users that may need extra time to cross five lanes of traffic on SR 56. It is also proposed to convert the existing all-movement access (southern access to Maverik) to a right-in, right-out only type access driveway. An Intersection Control Evaluation is recommended to identify additional issues and solutions for this location.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Protected Left Turn Phasing	SR 56 & Airport Road
Extended Time Pushbutton	SR 56 & Airport Road
Right-in-Right-out Access Treatment	Maverik driveway north of SR 56 & Airport Road

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Change left-turn Timing from Permissive to Protected	1	INT	\$8,000	\$8,000
Install a Extended Time Pushbutton	4	EACH	\$500	\$2,000
Right-in-Right-out Access Treatment	1	DRIVEW	\$11,000	\$11,000

1: Includes mobilization (10%0, traffic control (5%), items not estimated / contingency (30%). Mobilization is 10% =/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000

2: Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/ design

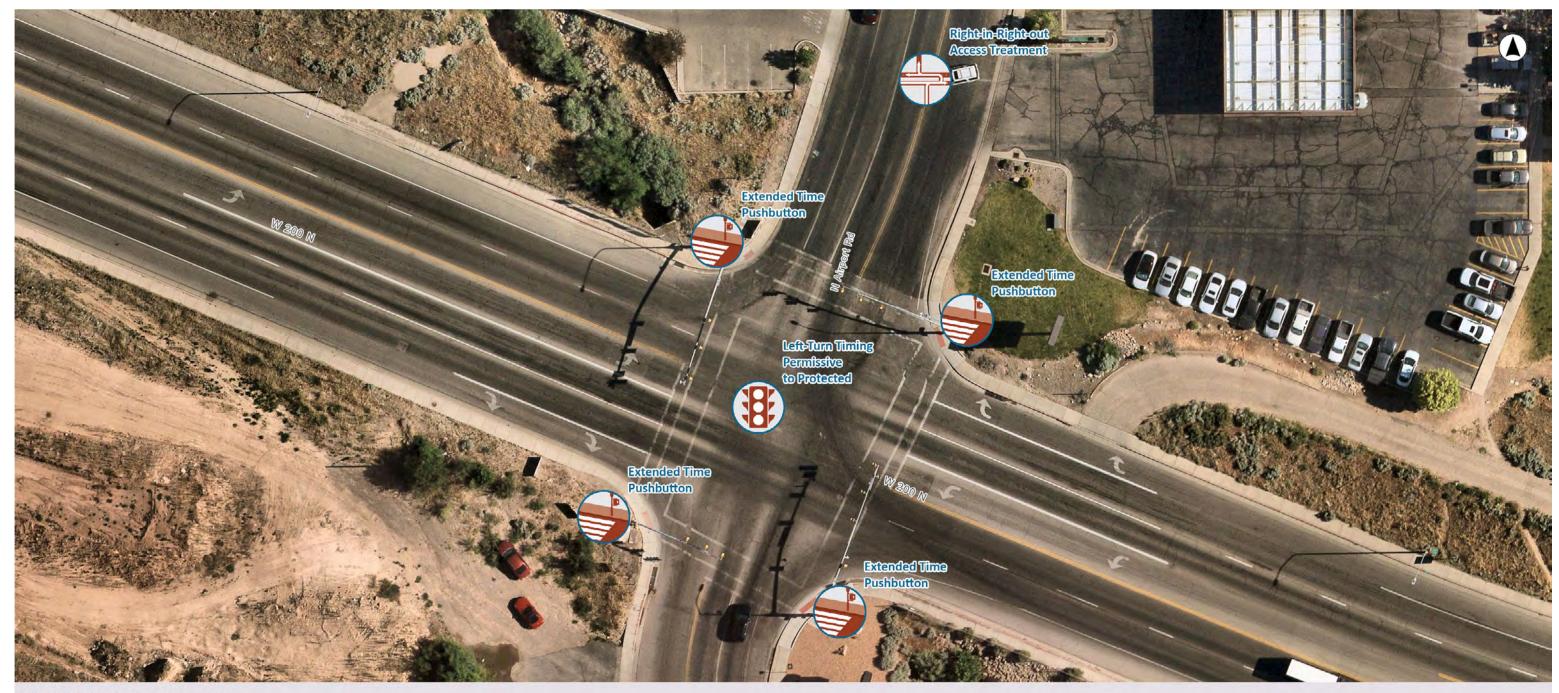
3: 20% of estimated project total toward Safe Streets for All implementation grants

Improvement Subtotal	\$21,000
Estimated Construction Cost Total ¹	\$30,850
Estimated Project Total ²	\$36,000
Local Match³	\$7,200

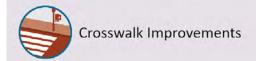
SAFETY ACTION PLAN FOR ALL IRON COUNTY

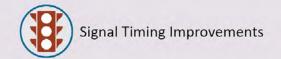
LOCATION RECOMMENDATIONS

PROJECT NUMBER: 7



SR 56 & Airport Road Intersection









LOCATION CHARACTERISTICS

Location: SR 56

Project Extents: Airport Road to Main Street (SR 130) Roadway Classification: Other Principal Arterial, State

Route

Jurisdiction(s): Cedar City, UDOT **Underserved Community: Yes** **PROJECT NUMBER: 8**

Safety Action Plan GFA(s): Cedar City GFA **GFA Emphasis Areas:** Intersections, Older

Drivers. Teen Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	1.34
Speed Limit:	35 mph
Roadway Lanes:	4
Daily Traffic Volume (AADT):	16,100
Median Type:	TWLTL
Number of Key Intersections	12

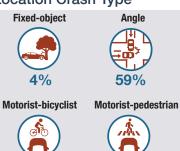
Why was this location identified?

Yes 🗸
Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	2
Minor Injury Crashes:	32
Possible Injury Crashes	34
No Injury/PDO Crashes:	147
Total Crashes:	215
Equivalent Property Damage Crashes:	1,302

Location Crash Type





Sideswipe





Front to Rear



26%



LOCATION INFORMATION

Key Intersection Crash History

PROJECT NUMBER: 8

Intersection Roadway	Total Crashes	Fatal and Serious Injury Crashes	Angle	Left Turn	Rear End	Head On	Sideswipe	Roadway Departure	Pedestrian	Bike
1600 West	6		4	4	1					
1550 West	6		5	4	1					
1400 West	30		13	11	13		1	1	1	
1150 West	8		5	4	3					
1100 West	14		11	6	2		1			
1050 West	7		5	3	1		1			
1000 West	10	1	7	4			2	1	1	
800 West	25		15	7	7	1	2	1		
700 West	10		6	3	2	1				
400 West	6		1	1	2		1	2		
300 West	30	1	16	3	10		2		1	1
100 West	20		15	5	2	1				2

Utah Emphasis Areas Aggressive Driving 0% Distracted Driving 13% Impaired Driving 1% **Behavioral** Use of Safety Restrains 0% Speed Management 2% Teen Driving Safety 30% Senior Safety 18% **Crash Types** Roadway Departure Crashes 3% Intersection Safety 81% Motorcycle Safety 1% **Vulnerable Users** Pedestrian Safety 1%

Bicycle Safety

1%

Other Applicable Locations/Scenarios:

State route, two lanes each direction and a center two-way left-turn lane in an urban area with a 35 mph speed limit type roadways may benefit from similar safety countermeasures. In addition to typical vehicle and pedestrian traffic, this location serves schools and commercial areas with numerous access driveways. Similar locations in the County include SR 130 (Main Street) in Cedar City and SR 130 in Enoch City

Comments, Feedback, Ongoing Projects:

- · Desire for additional and better visible crosswalks
- Concern of Vehicle speed in the area
- Concerns with all the Access driveways and turning vehicles into and out of those locations
- Vegetation noted as an issue on the sidewalks
- No designated space for bicyclists



EXISTING CONDITIONS

PROJECT NUMBER: 8



1225 West Crossing

Notes:

 Almost every minor street intersection has Pedestrian ramps but No marked crosswalks



1225 West Intersection Curbed Median, Westbound



Eastbound 35 MPH Speed Limit and Driveways



Pedestrian Ramp to the Sidewalk



Westbound Queue near 1150 West and Turning Vehicles



PROJECT NUMBER: 8

Project Description

This project includes various safety countermeasures and includes recommendations from the Cedar City Active Transportation Plan. Recommendations include medians and pedestrian refuge islands, curbed center medians, bulbouts, and extended time pushbuttons to improve crossings and limit vehicle conflict points. High-visibility crosswalks and painted bicycle lanes are also recommended. Adjusting left-turn signal timing to flashing yellow arrows or protected at intersections along the corridor help mitigate angle and left turn crashes.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Medians and Pedestrian Refuge Islands	600 West
Road Safety Audit	Full corridor
Medians (Back-To-Back Curb)	Eastbound and westbound approaches of the following: 800 West, 300 West, Main Street
Bicycle Lanes	Full corridor
Pedestrian Hybrid Beacon or HAWK	600 West
Flashing Yellow Arrow	800 West, 300 West
Protected Left-Turn Timing	1400 West
Extended Time Pushbutton	Each signalized intersection
Bulbouts	600 West
High-Visibility Crosswalk	1000 West
Pedestrian Refuge Island	1000 West

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install Medians and Pedestrian Refuge Islands	0.07	MILE (URBAN)	\$871,000	\$60,970
Conduct a Road Safety Audit	1	LOC	\$25,000	\$25,000
Install Medians (Back-To-Back Curb)	0.321969697	MILE	\$654,000	\$210,568
Install Bicycle Lanes	1.34	MILE	\$44,000	\$58,960
Install Pedestrian Hybrid Beacons (PHB) or HAWK	1	EACH	\$250,000	\$250,000
Change left-turn timing from permissive only to Flashing Yellow Arrow	2	INT	\$8,000	\$16,000
Change left-turn Timing from Permissive to Protected	1	INT	\$8,000	\$8,000
Install a Extended Time Pushbutton	6	EACH	\$500	\$3,000
Install Bulbouts (2)	1	EACH	\$54,000	\$54,000
Install High-Visibility Crosswalk (including RRFB)	1	XING	\$17,000	\$17,000
Install Pedestrian Refuge Island	1	EACH	\$75,000	\$75,000
Install Pedestrian Refuge Island	1	EACH	\$75,000	\$75,000

^{1:} Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

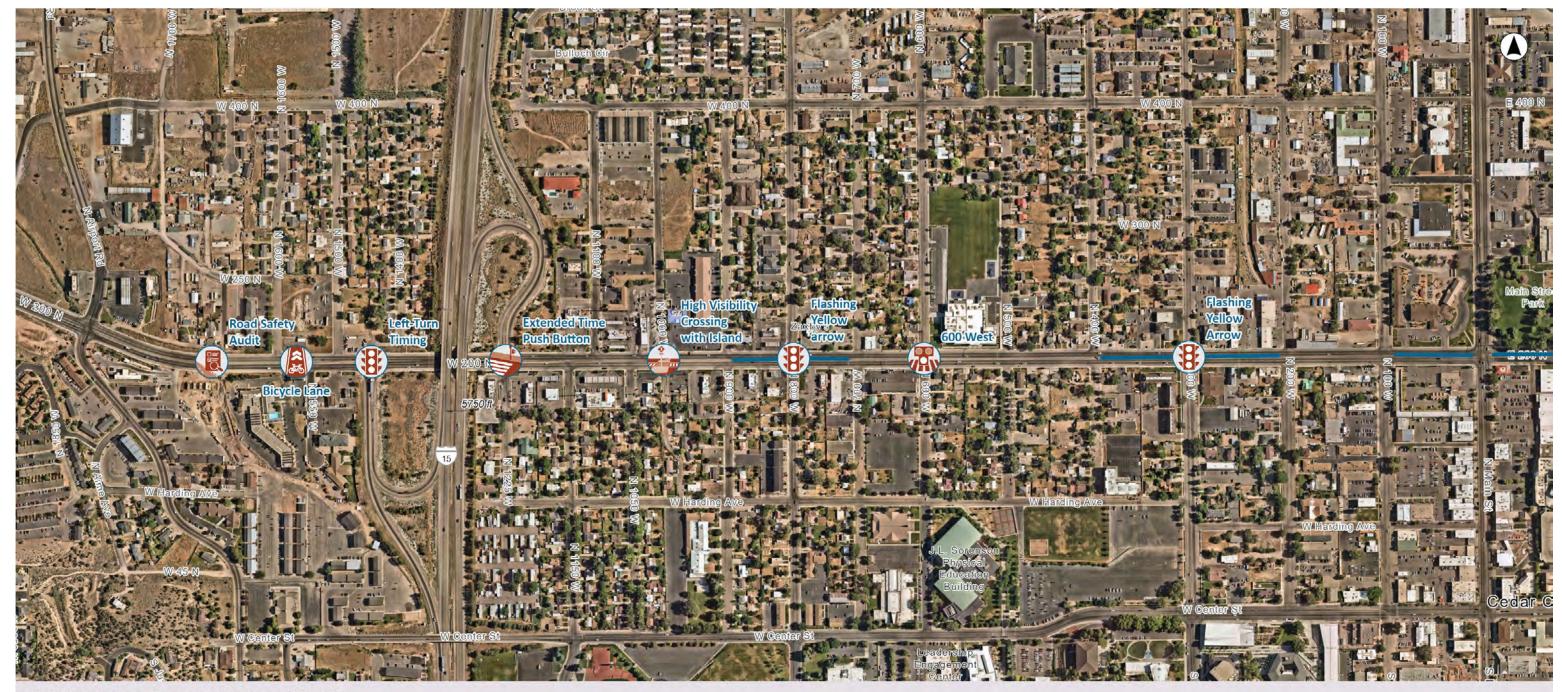
^{3: 20%} of estimated project total toward Safe Streets for All Implementation Grants.

Improvement Subtotal	\$778,498
Estimated Construction Cost Total ¹	\$1,125,973
Estimated Project Total ²	\$1,312,000
Local Match ³	\$262,400

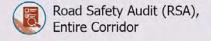
^{2:} Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.

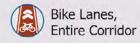


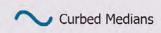
PROJECT NUMBER: 8

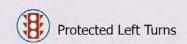


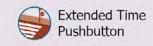
SR 56 from Airport Road to Main Street (SR 130)

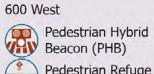


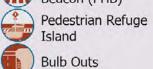














APPENDIX E.2. ENOCH CITY GFA PROJECT INFORMATION SHEETS



LOCATION CHARACTERISTICS

Location: Midvalley Road

Project Extents: Lund Highway to Old Highway 91

Roadway Classification: Major Collector, Federal Aid Route

Jurisdiction(s): Enoch City, Unincorporated Iron County

Underserved Community: Yes

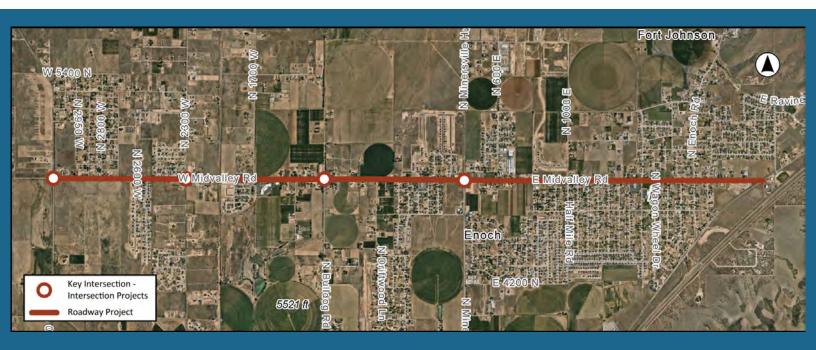
PROJECT NUMBER: 9

Safety Action Plan GFA(s): Enoch City GFA,

West Iron County GFA

GFA Emphasis Areas: Safety Restraints,

Intersections, Older Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	5.18
Speed Limit:	35 mph
Roadway Lanes:	2
Daily Traffic Volume (AADT):	4,000
Median Type:	NA
Number of Key Intersections	4

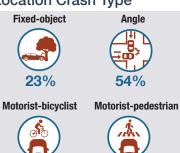
Why was this location identified?

Yes 🗸
No 🗶
No 🗶
Yes 🗸
No 🗶
Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	2
Serious Injury Crashes:	3
Minor Injury Crashes:	5
Possible Injury Crashes	13
No Injury/PDO Crashes:	25
Total Crashes:	48
Equivalent Property Damage Crashes:	2,258

Location Crash Type





Sideswipe

Head-on 4%



4%

Front to Rear



Single Vehicle

31%

Page 1 of 5



PROJECT NUMBER: 9

LOCATION INFORMATION

Key Intersection Crash History

Intersection Roadway	Total Crashes	Fatal and Serious Injury Crashes	Angle	Left Turn	Rear End	Head On	Sideswipe	Roadway Departure	Pedestrian	Bike
Lund Highway	7	1	7	1						
2300 West	4		2		1					
Bulldog Road	3		2	1		1				
SR 130	17	3	13	4	1	1		1		

	Utah Emphasis Areas	
	Aggressive Driving	0%
	Distracted Driving	10%
_	Impaired Driving	6%
Behavioral	Use of Safety Restrains	6%
	Speed Management	6%
	Teen Driving Safety	29%
	Senior Safety	15%
Crash Types	Roadway Departure Crashes	19%
Crash	Intersection Safety	75%
sers	Motorcycle Safety	0%
'ulnerable Users	Pedestrian Safety	0%
Vuln	Bicycle Safety	0%

Other Applicable Locations/Scenarios:

Major collector, 35 mph speed limit, two-lane roadways may benefit from similar safety countermeasures. This location serves schools, commercial, and residential areas. Other locations may include:

- Lund Highway
- Airport Road
- Westview Drive
- Iron Springs Road
- 200 South (Parowan)
- South Mountain Drive
- Old Highway 91

Comments, Feedback, Ongoing Projects:

- Traffic queuing at the Lund Highway intersection
- Consider a signal or all-way stop intersection at Lund Highway and Midvalley Road; warrant studies are recommended
- School improvements should be prioritized near Three Peaks and Enoch Elementary
- Drainage and utility conflicts for potential curb and gutter on both sides of the roadway
- Vehicle speeding concerns on the corridor
- Need pavement markings and striping refreshed



EXISTING CONDITIONS

PROJECT NUMBER: 9

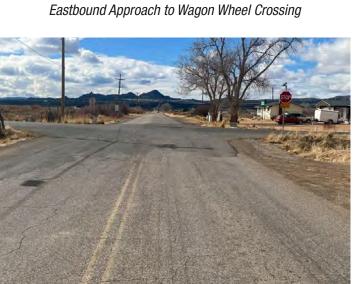


Eastbound Approach to 2700 West

Notes:

• Consider the potential of a two way left turn lane where there is right of way





Westbound Approach to Lund Highway Intersection



Eastbound near Three Peaks Elementary School



Westbound Cross Section and Unpaved Shoulder



PROJECT NUMBER: 9

Project Description

This project recommends safety countermeasures including driver feedback speed limit signs, enhanced visibility crosswalks with RRFB signage, and raised crosswalks aimed at mitigating speeds in the school area. A combination of bicycle lanes and paved 4-ft shoulders is recommended to provide pedestrian and bicycle facilities. The project includes filling sidewalk gaps connecting existing sidewalk and paved shoulder on undeveloped sections of Midvalley Road. Refreshed pavement markings, stop-controlled intersection improvements, and intersection lighting is recommended at key locations on the corridor.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Driver Feedback Speed Limit Signs	1810 East westbound, Deer Hollow Drive eastbound and westbound
Bicycle Lanes	Full corridor
Sidewalk	Completing gaps around developments
4 ft Paved Shoulder	Completing gaps where there is not development
Center and Edge Line Striping	Full corridor
Intersection Lighting	Lund Highway
Stop-Control Signage	2300 West, Bulldog Lane
High-Visibility Crosswalk	Wagon Wheel Drive School Crossing
Raised Crosswalk	Wagon Wheel Drive School Crossing

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install Driver Feedback Speed Limit Signs	3	EACH	\$11,000	\$33,000
Install Bicycle Lanes	5.14	MILE	\$44,000	\$226,160
Install 6 ft. Sidewalk (both sides of roadway)	1	MILE	\$761,000	\$761,000
Install 4-ft Paved Shoulder (both sides of roadway)	2.2	MILE	\$709,000	\$1,559,800
Install 4" Centerline and Edge Line Striping (Paint)	5.14	MILE	\$73,000	\$375,220
Install Intersection Lighting	1	INT	\$35,000	\$35,000
Stop-Control Intersection Signage	2	INT	\$4,000	\$8,000
Install High-Visibility Crosswalk (including RRFB)	1	XING	\$17,000	\$17,000
Install Raised Crosswalk and Signage	1	EACH	\$41,000	\$41,000

^{1:} Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

^{3: 20%} of estimated project total toward Safe Streets for All Implementation Grants.

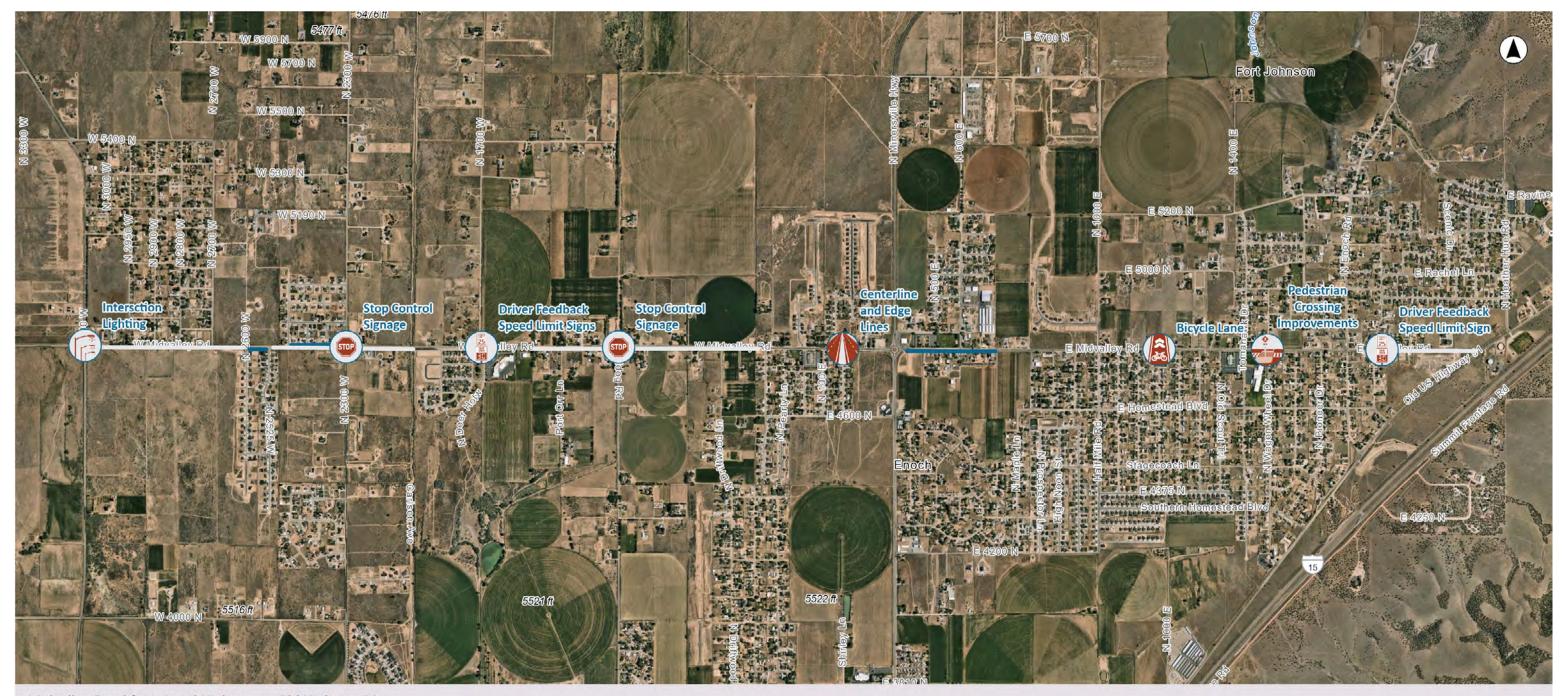
Improvement Subtotal	\$3,056,180
Estimated Construction Cost Total ¹	\$4,200,843
Estimated Project Total ²	\$5,546,000
Local Match ³	\$1,109,200

^{2:} Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.

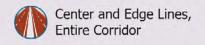
SAFETY ACTION PLAN FOR ALL IRON COUNTY

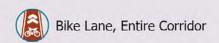
LOCATION RECOMMENDATIONS

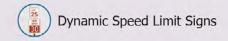
PROJECT NUMBER: 9

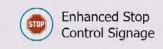


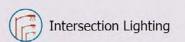
Midvalley Road from Lund Highway to Old Highway 91

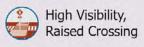


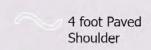


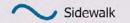














LOCATION CHARACTERISTICS

Location: SR 130

Project Extents: 3000 North to Midvalley Road

Roadway Classification: Other Principal Arterial, State

Route

Jurisdiction(s): Enoch City, UDOT **Underserved Community: Yes** **PROJECT NUMBER: 10**

Safety Action Plan GFA(s): Enoch City GFA **GFA Emphasis Areas:** Safety Restraints,

Intersections, Older Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	2.3
Speed Limit:	55 mph
Roadway Lanes:	2
Daily Traffic Volume (AADT):	10,900
Median Type:	TWLTL
Number of Key Intersections	4

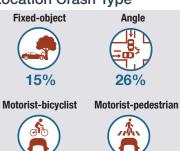
Why was this location identified?

High Crash Network:	Yes 🗸
High Injury Network:	Yes 🗸
Network Screening:	No 🗶
Conflict Areas:	Yes 🗸
Risk Characteristics:	Yes 🗸
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	2
Minor Injury Crashes:	5
Possible Injury Crashes	8
No Injury/PDO Crashes:	19
Total Crashes:	34
Equivalent Property Damage Crashes:	381

Location Crash Type







Sideswipe

12%

Head-on 0%



Front to Rear



32% **Single Vehicle**



26%

Page 1 of 5



PROJECT NUMBER: 10

LOCATION INFORMATION

Key Intersection Crash History

Intersection Roadway	Total Crashes	Fatal and Serious Injury Crashes	Angle	Left Turn	Rear End	Head On	Sideswipe	Roadway Departure	Pedestrian	Bike
4200 North	3		2	1			1			
Blue Sky Drive South	3		2	1						
Blue Sky Drive North	4				1		1	1		
4600 North	3	1			1			1		1

	Utah Emphasis Areas	
	Aggressive Driving	0%
	Distracted Driving	12%
_	Impaired Driving	0%
Behavioral	Use of Safety Restrains	12%
	Speed Management	6%
	Teen Driving Safety	50%
	Senior Safety	6%
Crash Types	Roadway Departure Crashes	15%
Crash	Intersection Safety	56%
sers	Motorcycle Safety	3%
ulnerable Users	Pedestrian Safety	0%
Vulr	Bicycle Safety	3%

Other Applicable Locations/Scenarios:

Principal arterial, two-lane with a center two-way left-turn lane, higher speed (55 mph) roadways may benefit from similar safety countermeasures. This location serves residential, commercial, and active transportation traffic and is a primary connecting route used for commuting between Cedar City and Enoch City. Other locations may include:

- Midvalley Road
- Lund Highway
- Iron Springs Road
- SR 56
- Cross Hollow Road
- Westview Drive

Comments, Feedback, Ongoing Projects:

- Large residential developments are planned for the area and adjacent to SR 130.
- Trail feasibility study may determine a trail/path should be located on SR 130 or Old Highway 91.
- Vehicle speeding along the corridor.
- Increased pedestrian and bicycle activity along the corridor



EXISTING CONDITIONS

PROJECT NUMBER: 10



Notes:

Blue Sky North Drive Intersection with SR 130



Northbound Approaching 4200 North



Northbound Cross Section near Cottonwood Lane



Northbound near 3850 North



Southbound near Blue Sky South Drive



PROJECT NUMBER: 10

Project Description

This project recommends several safety countermeasures to improve visibility, address roadway departure type crashes, and increase driver awareness. Proposed improvements include installing intersection lighting, delineators and retroreflective pavement striping, and driver feedback speed limit signs. Additionally, intersection ahead signs are recommended to improve driver awareness and reduce the risk of angle-related crashes.

Note, the Enoch City Transportation Master Plan lists plans for SR 130 (to be completed between 2021-2030) as a widened roadway with a separated path. The current cross-section of the road is one lane in each direction and a two-way left-turn lane, with right-turn lanes at some intersecting roadways.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Post-Mounted Delineators	Entire corridor
Driver Feedback Speed Limit Signs	Northbound and Southbound approaches of 3800 North
Sidewalk	Entire corridor
Bicycle Lanes	Entire corridor
2 ft Paved Shoulder	Entire corridor
Stop-Control Signage	4200 South, Blue Sky Drive South, Blue Sky Drive North, 4600 North
Right-Turn Lanes	Southbound acceleration lane at Thoroughbred Way, northbound acceleration lane at Blue Sky Drive North
Intersection Lighting	4200 South, Blue Sky Drive South, Blue Sky Drive North, 4600 North

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install Post-Mounted Delineators	2.3	MILE	\$4,000	\$9,200
Install Driver Feedback Speed Limit Signs	2	EACH	\$11,000	\$22,000
Install 6 ft. Sidewalk (both sides of roadway)	2.3	MILE	\$761,000	\$1,750,300
Install Bicycle Lanes	2.3	MILE	\$44,000	\$101,200
Install 4-ft Paved Shoulder (both sides of roadway)	2.3	MILE	\$709,000	\$1,630,700
Install 4" Retroreflective Centerline and Edge Lines	2.3	MILE	\$96,000	\$220,800
Stop-Control Intersection Signage	4	INT	\$4,000	\$16,000
Install Right-Turn Lanes	2	LANE	\$127,000	\$254,000
Install Intersection Lighting	4	INT	\$35,000	\$140,000

^{1:} Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

^{3: 20%} of estimated project total toward Safe Streets for All Implementation Grants.

Improvement Subtotal	\$4,144,200
Estimated Construction Cost Total ¹	\$5,669,670
Estimated Project Total ²	\$7,006,000
Local Match ³	\$1,401,200

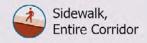
^{2:} Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.

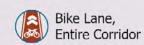


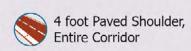
PROJECT NUMBER: 10

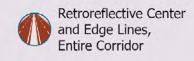


SR 130 from 3000 North to Midvalley Road



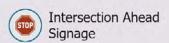


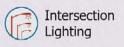


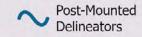














LOCATION CHARACTERISTICS

Location: SR 130

Project Extents: Midvalley Road to 6400 North Roadway Classification: Minor Arterial, State Route

Jurisdiction(s): Enoch City, UDOT **Underserved Community: Yes** **PROJECT NUMBER: 11**

Safety Action Plan GFA(s): Enoch City GFA,

East Iron County GFA

GFA Emphasis Areas: Safety Restraints,

Intersections, Older Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	2.15
Speed Limit:	55 mph
Roadway Lanes:	2
Daily Traffic Volume (AADT):	2,800
Median Type:	NA
Number of Key Intersections	1

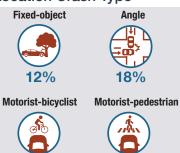
Why was this location identified?

High Crash Network:	Yes 🗸
High Injury Network:	No 🗶
Network Screening:	Yes 🗸
Conflict Areas:	Yes 🗸
Risk Characteristics:	Yes 🗸
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	0
Minor Injury Crashes:	1
Possible Injury Crashes	4
No Injury/PDO Crashes:	12
Total Crashes:	17
Equivalent Property Damage Crashes:	72

Location Crash Type







Left Turn

Head-on 0%



Front to Rear



Single Vehicle



82%



PROJECT NUMBER: 11

LOCATION INFORMATION

Key Intersection Crash History

Intersection Roadway	Total Crashes	Fatal and Serious Injury Crashes	Angle	Left Turn	Rear End	Head On	Sideswipe	Roadway Departure	Pedestrian	Bike
6400 North	5							1		

	Utah Emphasis Areas	
	Aggressive Driving	0%
	Distracted Driving	12%
_	Impaired Driving	0%
Behavioral	Use of Safety Restrains	18%
•	Speed Management	6%
	Teen Driving Safety	0%
	Senior Safety	12%
Crash Types	Roadway Departure Crashes	29%
Crash	Intersection Safety	12%
sers	Motorcycle Safety	0%
'ulnerable Users	Pedestrian Safety	6%
Vuln	Bicycle Safety	0%

Other Applicable Locations/Scenarios:

Minor arterial, higher speed (55 mph), two lane roadways may benefit from similar safety countermeasures. This location includes horizontal curves with narrow shoulders and a number of minor road connections. Similar locations include:

- Westview Drive
- Lund Highway
- Old Highway 91
- Iron Springs Road
- SR 56
- South Mountain Drive
- Cross Hollow Road
- 5700 West

Comments, Feedback, Ongoing Projects:

- Recommendations to align with the Enoch City Active Transportation Plan
- Some improvements identified may be led by Planned development in the area
- Consider sinusoidal rumble strips for areas near residential or Planned residential.
- Sight distance at intersections is difficult.



EXISTING CONDITIONS

PROJECT NUMBER: 11



Northbound approaching 5600 North and curves





Northbound Curves



Northbound Typical Roadway Cross Section



Southbound Approaching Curve Between 6400 North and 5600 North



Southbound near 5600 North



PROJECT NUMBER: 11

Project Description

This project recommends several safety countermeasures to enhance roadway visibility, alert drivers to roadway departures, and improve intersection operations. Proposed enhancements include installing a 4-foot paved shoulder with edge line rumble strips, to alert drivers of roadway departures and provide additional space for recovery and bicycles. Turn lanes at 5600 North and 6400 North are recommended to address public concerns and separate speed differentials of vehicles. Intersection lighting is recommended to improve nighttime visibility and reduce the frequency of crashes occurring in dark, unlit conditions. Additionally, a driver speed feedback sign southbound before entering the curve, along with installing curve signage on each approach alerting drivers of their speed and upcoming roadway configuration is recommended.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location		
2 ft Paved Shoulder	Full corridor		
Edge Line Rumble Strips	Full corridor		
Curve Signage	Curves along corridor		
Driver Feedback Speed Limit Signs	Southbound approaching first horizontal curve		
Right-Turn Lanes	5600 North and 6400 North		
Left-Turn Lanes	Southbound at 5600 North		
Intersection Lighting	6400 North		

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install 4-ft Paved Shoulder (both sides of roadway)	2.15	MILE	\$709,000	\$1,524,350
Install Edge Line Rumble Strips	2.15	MILE	\$5,000	\$10,750
Install and/or Upgrade Curve Signage to Enhanced Delineations	2	CURVE	\$3,000	\$6,000
Install Driver Feedback Speed Limit Signs	1	EACH	\$11,000	\$11,000
Install Right-Turn Lanes	2	LANE	\$127,000	\$254,000
Install Left-Turn Lanes	1	LANE	\$153,000	\$153,000
Install Intersection Lighting	1	INT	\$35,000	\$35,000

^{1:} Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

^{3: 20%} of estimated project total toward Safe Streets for All Implementation Grants.

Improvement Subtotal	\$1,994,100
Estimated Construction Cost Total ¹	\$2,767,035
Estimated Project Total ²	\$3,374,000
Local Match ³	\$674,800

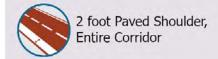
^{2:} Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.

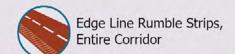


PROJECT NUMBER: 11

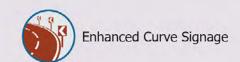


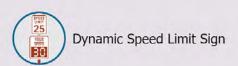
SR 130 from Midvalley Road to 6400 North















LOCATION CHARACTERISTICS

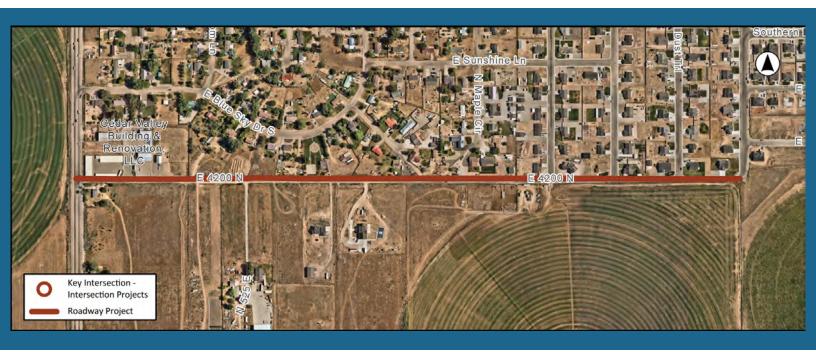
Location: 4200 North

Project Extents: SR 130 to Half Mile Road Roadway Classification: Local, Local Route

Jurisdiction(s): Enoch City **Underserved Community: Yes** **PROJECT NUMBER: 12**

Safety Action Plan GFA(s): Enoch City GFA **GFA Emphasis Areas:** Safety Restraints,

Intersections, Older Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	0.75
Speed Limit:	25 mph
Roadway Lanes:	2
Daily Traffic Volume (AADT):	400
Median Type:	NA
Number of Key Intersections	0

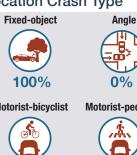
Why was this location identified?

High Crash Network:	No 🗶
High Injury Network:	No 🗶
Network Screening:	No 🗶
Conflict Areas:	No 🗶
Risk Characteristics:	No 🗶
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	0
Minor Injury Crashes:	0
Possible Injury Crashes	1
No Injury/PDO Crashes:	1
Total Crashes:	2
Equivalent Property Damage Crashes:	11

Location Crash Type







Left Turn





Motorist-bicyclist



Front to Rear

0% Single Vehicle

100%

Page 1 of 5



LOCATION INFORMATION

PROJECT NUMBER: 12

Utah Emphasis Areas							
	Beha	vioral	Crash Types	Vulnerab	le Users		
50% Impaired Driving	0% Distracted Driving	0% Teen Driving Safety	0% Aggressive	100% Roadway Departure Crashes	0% Motorcycle Safety	0% Pedestrian Safety	
50% Speed Management	0% Use of Safety Restraints	O% Senior Safety	Driving	50% Intersection Safety	0º Bicy Saf	<i>r</i> cle	

Other Applicable Locations/Scenarios:

4200 North is a local roadway, 25 mph that serves primarily residential areas but connects to a major arterial. This location is representative of many locations throughout the County and cities/towns within. Other local, residential neighborhood type roadways with future planned residential growth immediately surrounding may benefit from similar safety countermeasures.

Comments, Feedback, Ongoing Projects:

- Need for a consistent Cross section for the Roadway
- New developments Planned to the south
- Noted by the community as an area of Concern in regards to speeding and anticipated future traffic volumes



EXISTING CONDITIONS

PROJECT NUMBER: 12



Eastbound near Gold Dust Trail

Notes:

 Existing northbound turn lane with SR 130, consider westbound right turn lane from 4200 North



Eastbound near Prospector Lane



Northbound Right Turn Lane onto 4200 North



Westbound Approaching SR 130



Westbound near High Noon Street



PROJECT NUMBER: 12

Project Description

This project recommends installing 4" reflective centerline and edge lines to improve lane visibility and installing driver speed feedback signs for driver awareness of vehicle speeding. Infilling sidewalk gaps on the north side of the roadway is also recommended. This segment was identified in community outreach as a typical local roadway with high vehicle speeding activity and growth potential with future developments nearby.

Note, the Enoch City Transportation Master Plan lists future plans for 4200 North as a new roadway with a side path. The current cross-section of the road is 28 feet of pavement for travel lanes and a separated 6 foot sidewalk on the north side of the roadway.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Retroreflective Center and Edge Lines	Full corridor
Sidewalk	525 East to High Noon Street
Driver Feedback Speed Limit Signs	High Noon Street and Triple Deuce Circle

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install 4" Retroreflective Centerline and Edge Lines	0.77	MILE	\$96,000	\$73,920
Install 6 ft. Sidewalk (both sides of roadway)	0.185	MILE	\$761,000	\$140,785
Install Driver Feedback Speed Limit Signs	2	EACH	\$11,000	\$22,000

^{1:} Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

^{3: 20%} of estimated project total toward Safe Streets for All Implementation Grants.

Improvement Subtotal	\$236,705
Estimated Construction Cost Total ¹	\$343,232
Estimated Project Total ²	\$454,000
Local Match ³	\$90,800

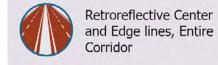
^{2:} Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.

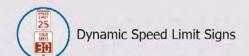


PROJECT NUMBER: 12



4200 North from SR 130 to Half Mile Road









LOCATION CHARACTERISTICS

Location: 3600 North

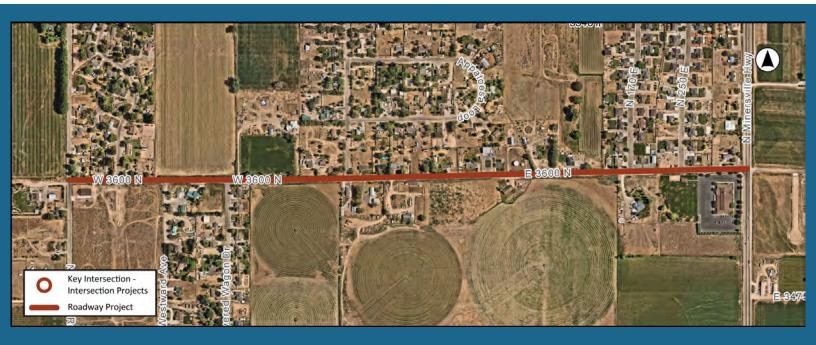
Project Extents: Bulldog Road to SR 130

Roadway Classification: Minor Collector, Federal Aid Route

Jurisdiction(s): Enoch City **Underserved Community: Yes** **PROJECT NUMBER: 13**

Safety Action Plan GFA(s): Enoch City GFA **GFA Emphasis Areas:** Safety Restraints,

Intersections, Older Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	1.02
Speed Limit:	30 mph
Roadway Lanes:	2
Daily Traffic Volume (AADT):	3,100
Median Type:	NA
Number of Key Intersections	0

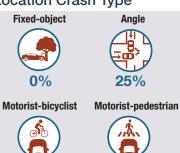
Why was this location identified?

High Crash Network:	Yes 🗸
High Injury Network:	No 🗶
Network Screening:	No 🗶
Conflict Areas:	Yes 🧹
Risk Characteristics:	No 🗶
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	0
Minor Injury Crashes:	1
Possible Injury Crashes	1
No Injury/PDO Crashes:	2
Total Crashes:	4
Equivalent Property Damage Crashes:	32

Location Crash Type





Left Turn

Sideswipe





Front to Rear



Single Vehicle

50%



25%



LOCATION INFORMATION

Key Intersection Crash History

PROJECT NUMBER: 13

Intersection Roadway	Total Crashes	Fatal and Serious Injury Crashes	Angle	Left Turn	Rear End	Head On	Sideswipe	Roadway Departure	Pedestrian	Bike

Utah Emphasis Areas Aggressive Driving 0% **Distracted Driving** 25% Impaired Driving 0% **Behavioral** Use of Safety Restrains 0% Speed Management 0% Teen Driving Safety 50% Senior Safety 0% **Crash Types** Roadway Departure Crashes 0% Intersection Safety 75%

Motorcycle Safety

Pedestrian Safety

Bicycle Safety

Vulnerable Users

0%

0%

25%

Other Applicable Locations/Scenarios:

3600 North is a minor collector, 30 mph roadway that serves primarily residential areas but also churches and schools and connects to a major arterial. This location is representative of many locations throughout the County and cities/towns within. Other minor collector roadways that connect residential and other uses, with future planned growth immediately surrounding may benefit from similar safety countermeasures.

Comments, Feedback, Ongoing Projects:

- · Adjacent areas are Planned for residential growth
- School buses travel this route to and from the School
- Serves School transport for kids walking, biking, and vehicles dropping-off/picking-up.



EXISTING CONDITIONS

PROJECT NUMBER: 13



Notes:

Eastbound Approaching SR 130



Eastbound near Driftwood Lane



Westbound Between SR 130 and 250 East



Westbound near Driftwood Lane



PROJECT NUMBER: 13

Project Description

This project recommends installing driver feedback speed limit signs to encourage safer speeds and retroreflective centerline and edge lines to improve nighttime visibility and lane guidance. These enhancements aim to address safety concerns by increasing driver awareness and reducing vehicle speeds. A 4-ft paved shoulder and bike lanes is recommended to improve bicyclist safety. This segment was identified in community outreach as a typical collector roadway with high vehicle speeding activity and growth potential from nearby developments.

Note, the Enoch City Transportation Master Plan lists future plans for 3600 North as a widened roadway with a bicycle lane. The current cross-section of the road is 28 feet of pavement for travel lanes and separated 6 foot sidewalk on the north side of the roadway.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Driver Feedback Speed Limit Signs	Cottonwood Drive and 250 East
Retroreflective Center and Edge Lines	Full corridor
4 ft Paved Shoulder	Full corridor
Bicycle Lanes	Full corridor

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install Driver Feedback Speed Limit Signs	2	EACH	\$11,000	\$22,000
Install 4" Retroreflective Centerline and Edge Lines	1.02	MILE	\$96,000	\$97,920
Install 4-ft Paved Shoulder (both sides of roadway)	1.02	MILE	\$709,000	\$723,180
Install Bicycle Lanes	1.02	MILE	\$44,000	\$44,880

^{1:} Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

^{3: 20%} of estimated project total toward Safe Streets for All Implementation Grants.

Improvement Subtotal	\$887,980
Estimated Construction Cost Total ¹	\$1,273,773
Estimated Project Total ²	\$1,732,000
Local Match ³	\$346,400

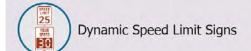
^{2:} Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.

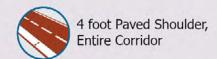


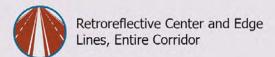
PROJECT NUMBER: 13

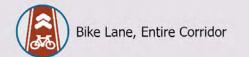


3600 North from Bulldog Road to SR 130











LOCATION CHARACTERISTICS

Location: Old Highway 91

Project Extents: SR 130 to Midvalley Road

Roadway Classification: Major Collector, Federal Aid Route

Jurisdiction(s): Enoch City **Underserved Community: Yes** **PROJECT NUMBER: 14**

Safety Action Plan GFA(s): Enoch City GFA **GFA Emphasis Areas:** Safety Restraints,

Intersections, Older Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	3.37
Speed Limit:	45-55 mph
Roadway Lanes:	2
Daily Traffic Volume (AADT):	6,100
Median Type:	NA
Number of Key Intersections	2

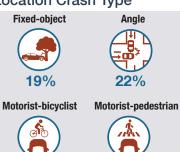
Why was this location identified?

High Crash Network:	Yes 🗸
High Injury Network:	Yes 🗸
Network Screening:	No 🗶
Conflict Areas:	No 🗶
Risk Characteristics:	No 🗶
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	1
Minor Injury Crashes:	1
Possible Injury Crashes	3
No Injury/PDO Crashes:	22
Total Crashes:	27
Equivalent Property Damage Crashes:	163

Location Crash Type





Sideswipe

11%







Front to Rear



Single Vehicle

37%

Page 1 of 5



PROJECT NUMBER: 14

LOCATION INFORMATION

Key Intersection Crash History

Intersection Roadway	Total Crashes	Fatal and Serious Injury Crashes	Angle	Left Turn	Rear End	Head On	Sideswipe	Roadway Departure	Pedestrian	Bike
Summit Frontage Road	5		2	1	1					
Heather Hue Road	3		2		1					

	Utah Emphasis Areas	
	Aggressive Driving	4%
Behavioral	Distracted Driving	4%
	Impaired Driving	0%
	Use of Safety Restrains	4%
	Speed Management	11%
	Teen Driving Safety	48%
	Senior Safety	11%
Crash Types	Roadway Departure Crashes	19%
Crash	Intersection Safety	30%
/ulnerable Users	Motorcycle Safety	4%
	Pedestrian Safety	0%
Vuln	Bicycle Safety	0%

Other Applicable Locations/Scenarios:

Major collector, higher speed (45-55 mph), two-lane roadways may benefit from similar safety countermeasures. This location has higher traffic volumes (compared to other areas within the County) due to being a major connection between Cedar City and Enoch City, and sees more bicyclists than typical. Other locations may include:

- Lund Highway
- SR 271 between Paragonah and Parowan
- Airport Road
- Westview Drive
- Iron Springs Road

- Midvalley Road
- 200 South (Parowan)
- Old Highway 91 (Summit, Kanarraville)
- South Mountain Drive
- Bench Road

Comments, Feedback, Ongoing Projects:

- There is a current trail (shared-use path) feasibility study for Enoch to Cedar City via a portion of Old Highway 91. The study will help identify the route for a trail connecting to Cedar City.
- A planned mill and fill pavement reconstruction for Old Highway 91 is planned for the near term (before 2027), helping to address pavement condition and striping concerns heard in the Safety Action Plan outreach.
- No current crossing at the Enoch City recreational Complex
- Expected growth due to the ice rink, veterans museum, and housing developments in the area
- High bicycle activity along the roadway
- Vehicle speeding issues



EXISTING CONDITIONS

PROJECT NUMBER: 14



Google Street View image of Northbound Approach to Heather Hue Road and Enoch Rec Complex

Notes:

- Several skewed intersections with side streets
- Right of way potentially need to widen the Roadway or provide bicycle lanes



Google Street View image of Southbound Approach to Midvalley Road



Southbound at Enoch Road



Google Street View image of Typical Cross Section Southbound



Typical Cross Section



PROJECT NUMBER: 14

Project Description

Safety countermeasures are aimed to help address vehicle and bicycle safety by separating movements for users. Proposed improvements include a shared-use path along Old Highway 91, shoulder widening, and striping for a bicycle lane. Intersection turn lanes are proposed to separate slowing vehicles from through traffic vehicles. Skewed approaches to Old Highway 91 are recommend to be realigned. A high-visibility crossing with RRFBs is proposed between the existing trail and the Enoch Rec Complex near Heather Hue Road.

Note, there is a current trail feasibility study for Enoch to Cedar City via a portion of Old Highway 91. The study will help identify the route for a trail connecting to Cedar City. Additionally, it is assumed a mill and fill pavement reconstruction will occur on Old Highway 91 in the near term (before 2027) helping to address pavement condition and striping concerns heard in the Safety Action Plan outreach.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
12 ft Shared-use Path	Full corridor
4 ft Paved Shoulders	Full corridor
Bicycle Lanes	Full corridor
Realigned Intersection	Wagon Wheel Drive, Heather Hue Road, Southern Homestead Boulevard
Left-Turn Lanes	Midvalley Road and 1810 East
Right-Turn Lanes	Midvalley Road, 1810 East, Enoch Road, Southern Homestead Boulevard, and Wagon Wheel Drive
High-Visibility Crosswalk	Near Heather Hue Road to the Enoch Rec Complex

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install a Separated 12 ft. Shared-use Path	3.37	MILE	\$627,000	\$2,112,990
Install 4-ft Paved Shoulder (both sides of roadway)	3.37	MILE	\$709,000	\$2,389,330
Install Bicycle Lanes	3.37	MILE	\$44,000	\$148,280
Realign Intersection Approach to Reduce or Eliminate Skew	2	LEG	\$329,000	\$658,000
Install Left-Turn Lanes	2	LANE	\$153,000	\$306,000
Install Right-Turn Lanes	5	LANE	\$127,000	\$635,000
Install High-Visibility Crosswalk (including RRFB)	1	XING	\$17,000	\$17,000

^{1:} Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

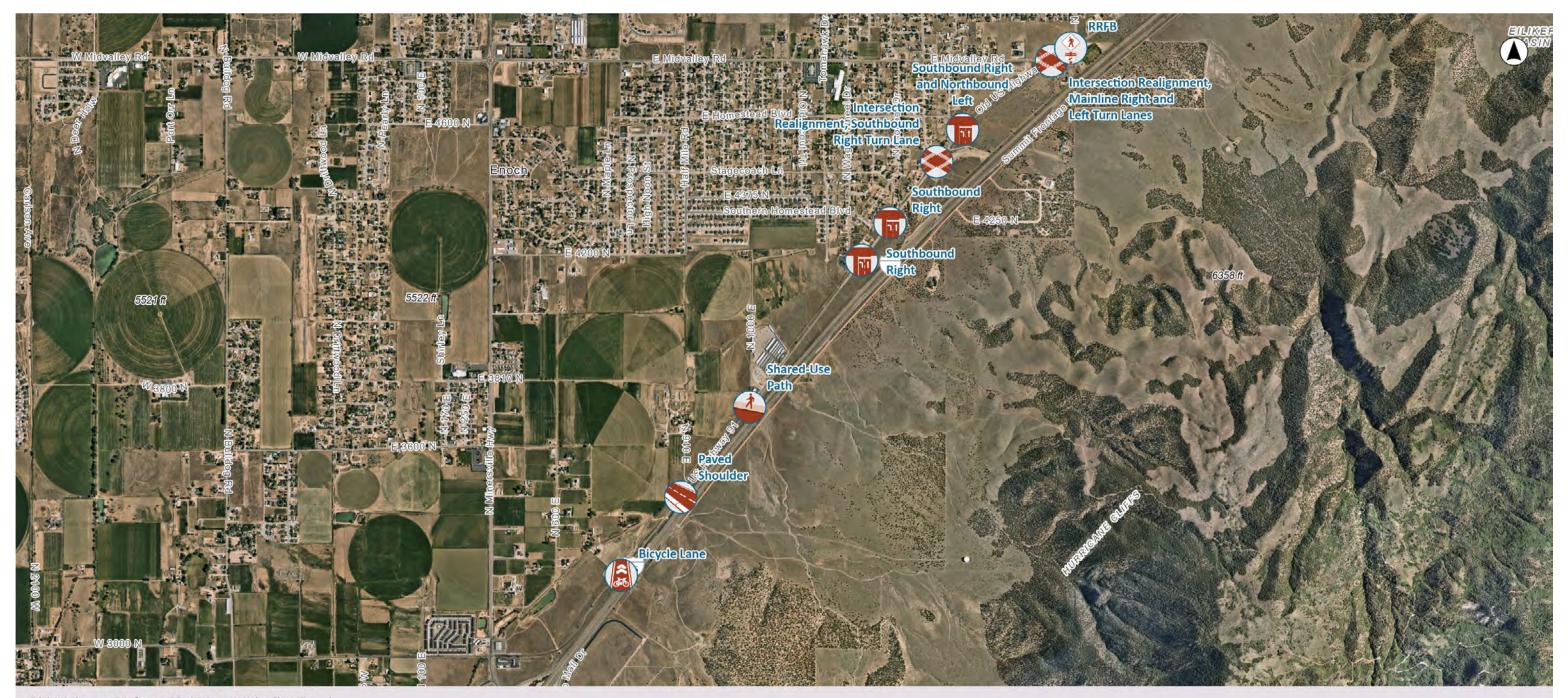
^{3: 20%} of estimated project total toward Safe Streets for All Implementation Grants.

Improvement Subtotal	\$6,266,600
Estimated Construction Cost Total ¹	\$8,534,910
Estimated Project Total ²	\$11,467,000
Local Match ³	\$2,293,400

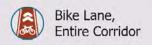
^{2:} Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.

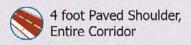


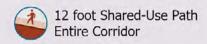
PROJECT NUMBER: 14

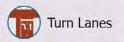


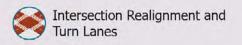
Old Highway 91 from SR 130 to Midvalley Road

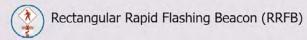














APPENDIX E.3. EAST IRON COUNTY GFA PROJECT INFORMATION SHEETS



LOCATION CHARACTERISTICS

Location: Comstock Road and Pinto Road

Project Extents: Comstock Road & SR 56 and Pinto Road &

SR 56

Intersection Control: Two-way Stop Controlled Jurisdiction(s): Unincorporated Iron County, UDOT

Underserved Community: Yes

PROJECT NUMBER: 15

Safety Action Plan GFA(s): East Iron County

GFA, West Iron County GFA

GFA Emphasis Areas: Roadway Departures,

Speed-Related, Motorcycles



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Intersection Characteristics

Intersection Control Type:	Two-way Stop Controlled
Speed Limits (major, minor):	65 mph, 35 mph
Approaches:	3
Daily Entering Volume:	3,500
Turn Lanes (Y/N):	No
Lighting:	No

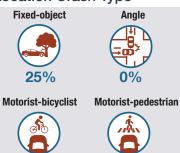
Why was this location identified?

High Crash Network:	No 🗶
High Injury Network:	No 🗶
Network Screening:	No 🗶
Conflict Areas:	Yes 🗸
Risk Characteristics:	Yes 🗸
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	1
Minor Injury Crashes:	0
Possible Injury Crashes	0
No Injury/PDO Crashes:	3
Total Crashes:	4
Equivalent Property Damage Crashes:	95

Location Crash Type













0%

Front to Rear



Single Vehicle



Page 1 of 5



LOCATION INFORMATION

PROJECT NUMBER: 15

Utah Emphasis Areas						
	Behav	vioral		Crash Types	Vulnerab	le Users
0% Impaired Driving	0% Distracted Driving	0% Teen Driving Safety	0% Aggressive	25% Roadway Departure Crashes	0% Motorcycle Safety	0% Pedestrian Safety
25% Speed Management	0% Use of Safety Restraints	25% Senior Safety	Driving	50% Intersection Safety	0º Bicy Saf	rcle

Other Applicable Locations/Scenarios:

Other skewed intersections with a high-speed, rural, two-lane highway or along a curve may benefit from similar safety countermeasures. Locations include intersections with the following roadways:

- SR 56 (Bumblebee Drive, 9300 West, 8900 West, 7700 West, etc.)
- Iron Springs Road
- Lund Highway
- Old Highway 91
- SR 130 North of Enoch City
- SR 18

Comments, Feedback, Ongoing Projects:

- Shift changes at the mines cause congestion
- Limited sight distance and difficulty turning onto SR 56
- Blind turn into Pinto from SR 56



EXISTING CONDITIONS

PROJECT NUMBER: 15



Comstock Road intersection with SR 56

Notes:

 Consider deceleration and acceleration lanes to separate vehicles making turning /merging movements from the main travel lanes



Eastbound Approach to Comstock Road Intersection



Looking East from the Pinto Road Intersection



Looking west on SR 56 from the Pinto Road intersection



Westbound at Comstock Road Intersection



PROJECT NUMBER: 15

Project Description

Safety countermeasures are recommended at the intersections of Pinto Road and Comstock Road with SR 56. Pinto Road approaches SR 56 at a skew - removing obstacles and clearing and grubbing the area will help improve sight distance. A proposed westbound right-turn lane at Comstock Road and eastbound right-turn lane at Pinto will separate speed differentials of vehicles turning from the higher speed through movement lanes. An eastbound acceleration lane from Comstock to SR 56 will also help vehicles accepting less than ideal gaps in traffic and give them space to accelerate. Improvements to the curves include installing transverse rumble strips and pavement marking and upgrading or refreshing the chevron signs with retroreflectivity or speed activated flashers to catch motorists' attention. Intersection lighting at Comstock Road is recommended to illuminate the mail boxes and trash pick up area at this intersection. These improvements aim to address the high number of run-off the road crashes and risk characteristics of high speed roadways and curves.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Transverse Rumble Strips	Comstock Road and Pinto Road
Curve Signage	Comstock Road and Pinto Road
In-Lane Curve Warnings	Comstock Road and Pinto Road
Speed Activated Flashers on Chevrons	Between Comstock Road and Pinto Road
Right-Turn Lanes	Westbound into Comstock Road, eastbound into Pinto Road
Clear and Grub	Comstock Road and Pinto Road
Intersection Lighting	Comstock Road
Acceleration Lane	Eastbound from Pinto Road

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install Transverse Rumble Strips Prior to Curve	2	CURVE	\$1,000	\$2,000
Install and/or Upgrade Curve Signage to Enhanced Delineations	2	CURVE	\$3,000	\$6,000
Install In-Lane Curve Warning Pavement Markings	2	CURVE	\$3,000	\$6,000
Install Speed Activated Flashers on Chevron Signs	6	EACH	\$6,000	\$36,000
Install Right-Turn Lanes	2	LANE	\$127,000	\$254,000
Clear and Grub	2	LEG	\$1,000	\$2,000
Install Intersection Lighting	1	INT	\$35,000	\$35,000
Acceleration Lane	1	LANE	\$153,000	\$153,000

^{1:} Includes mobilization (10%0, traffic control (5%), items not estimated / contingency (30%). Mobilization is 10% =/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000

^{3: 20%} of estimated project total toward Safe Streets for All implementation grants

Improvement Subtotal	\$494,000
Estimated Construction Cost Total ¹	\$716,300
Estimated Project Total ²	\$985,000
Local Match ³	\$197,000

^{2:} Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/ design

SAFETY ACTION PLAN FOR ALL IRON COUNTY

LOCATION RECOMMENDATIONS
PROJECT NUMBER: 15

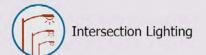


Comstock Road and Pinto Road











Clear and Grub



Enhance Curve Delineation, Speed Activated Chevrons, In-Lane Curve Warnings



LOCATION CHARACTERISTICS

Location: SR 56 Rural, Local Skewed Intersections

Project Extents: 7700 West, 6300 West

Intersection Control: Two-way Stop Controlled Jurisdiction(s): Unincorporated Iron County, UDOT

Underserved Community: No

PROJECT NUMBER: 16

Safety Action Plan GFA(s): East Iron County

GFA

GFA Emphasis Areas: Roadway Departures,

Speed-Related, Motorcycles



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Intersection Characteristics

Intersection Control Type:	Two-way Stop Controlled
intersection control type.	TWO-Way Stop Controlled
Speed Limits (major, minor):	65 mph, 25 mph
Approaches:	3
Daily Entering Volume:	3,800
Turn Lanes (Y/N):	No
Lighting:	No

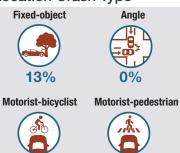
Why was this location identified?

High Crash Network:	No 🗶
High Injury Network:	Yes 🗸
Network Screening:	Yes 🗸
Conflict Areas:	Yes 🗸
Risk Characteristics:	Yes 🗸
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	2
Minor Injury Crashes:	2
Possible Injury Crashes	0
No Injury/PDO Crashes:	4
Total Crashes:	8
Equivalent Property Damage Crashes:	227

Location Crash Type







13%





Front to Rear



Single Vehicle



Page 1 of 5



LOCATION INFORMATION

PROJECT NUMBER: 16

Utah Emphasis Areas								
Behavioral Crash Types Vulnerable Users								
0% Impaired Driving	25% Distracted Driving	50% Teen Driving Safety	0% Aggressive	38% Roadway Departure Crashes	0% Motorcycle Safety	0% Pedestrian Safety		
25% Speed Management	13% Use of Safety Restraints	0% Senior Safety	Driving	Intersection Safety	0º Bicy Saf	rcle		

Other Applicable Locations/Scenarios:

Minor road approaches to a two-lane, high speed (55-65 mph) rural type arterial may benefit from similar safety countermeasures. This intersection is common throughout the County in rural areas. This location mimics improvements in place at the SR 56 and 5700 West intersection. Other applicable locations include:

- Multiple intersections with SR 56 (Bumblebee Road, Comstock Road, Main Street in Newcastle, etc.)
- Intersections with SR 130 north of Enoch City (6400 North, etc.)
- Intersections to Lund Highway, Iron Springs Road, SR 143, SR 18, SR 14, Old Highway 91, etc.

Comments, Feedback, Ongoing Projects:

- Turning onto or off of SR 56 feels scary due to vehicles traveling at high speeds
- Intersections can "sneak up on" drivers if they are not attentive



EXISTING CONDITIONS

PROJECT NUMBER: 16



Notes:

6300 West Approach to SR 56



7700 West, Aerial View



Northbound 7700 West Approach to SR 56



Turning from 6300 West to SR 56 Eastbound



Westbound SR 56 Approaching 6300 West



PROJECT NUMBER: 16

Project Description

At skewed intersections with SR 56 safety countermeasure can include right- and left- turn lanes to separate traffic movements and address turning and rear-end crash types. Intersection lighting is also recommended to improve nighttime visibility and address crashes occurring in dark, unlit conditions. The intersection of 7700 West may also be realigned to eliminate the skew with SR 56. Intersection ahead signage is proposed at each intersection.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Left-Turn Lanes	Westbound at 6300 West, westbound at 7700 West
Intersection Lighting	6300 West
Right-Turn Lanes	Westbound at 6300 West, eastbound at 7700 West
Realigned Intersection	7700 West

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install Left-Turn Lanes	2	LANE	\$153,000	\$306,000
Install Intersection Lighting	1	INT	\$35,000	\$35,000
Install Right-Turn Lanes	2	LANE	\$127,000	\$254,000
Realign Intersection Approach to Reduce or Eliminate Skew	1	LEG	\$329,000	\$329,000
Upgrade Signs and Pavement Markings (Paved Approach)	4	LEG	\$3,000	\$12,000

1: Includes mobilization (10%0, traffic control (5%), items not estimated / contingency (30%). Mobilization is 10% =/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000

2: Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design

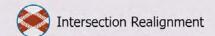
3: 20% of estimated project total toward Safe Streets for All implementation grants

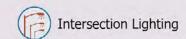
Improvement Subtotal	\$936,000
Estimated Construction Cost Total ¹	\$1,338,600
Estimated Project Total ²	\$1,760,000
Local Match ³	\$352,000

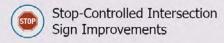
PROJECT NUMBER: 16

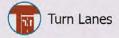


SR 56 Rural, Local Skewed Intersections: 7700 West, 6300 West











LOCATION CHARACTERISTICS

Location: SR 56

Project Extents: Iron Springs Road to Comstock Road Roadway Classification: Minor Collector, State Route Jurisdiction(s): Unincorporated Iron County, UDOT Underserved Community: Social Vulnerability Index

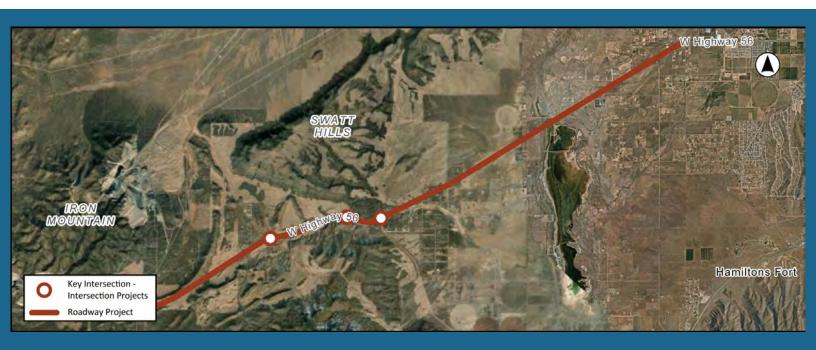
PROJECT NUMBER: 17

Safety Action Plan GFA(s): East Iron County

GFA, West Iron County GFA

GFA Emphasis Areas: Roadway Departures,

Speed-Related, Motorcycles



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	11.91
Speed Limit:	65 mph
Roadway Lanes:	4
Daily Traffic Volume (AADT):	2,300
Median Type:	NA-TWLTL
Number of Key Intersections	3

Why was this location identified?

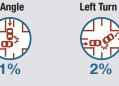
High Crash Network:	Yes 🗸
High Injury Network:	Yes 🗸
Network Screening:	Yes 🗸
Conflict Areas:	Yes 🗸
Risk Characteristics:	Yes 🗸
Community Feedback:	Yes 🗸
Conflict Areas: Risk Characteristics:	Yes ✓ Yes ✓

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	3
Minor Injury Crashes:	9
Possible Injury Crashes	8
No Injury/PDO Crashes:	72
Total Crashes:	92
Equivalent Property Damage Crashes:	605

Location Crash Type







Head-on
0%



Front to Rear



Single Vehicle



Page 1 of 5



PROJECT NUMBER: 17

LOCATION INFORMATION

Key Intersection Crash History

Intersection Roadway	Total Crashes	Fatal and Serious Injury Crashes	Angle	Left Turn	Rear End	Head On	Sideswipe	Roadway Departure	Pedestrian	Bike
11600 West	4							2		
Bumblebee Drive (west)	3		1					1		
Bumblebee Drive (east)										

	Utah Emphasis Areas	
	Aggressive Driving	1%
	Distracted Driving	2%
_	Impaired Driving	1%
Behavioral	Use of Safety Restrains	3%
	Speed Management	15%
	Teen Driving Safety	15%
	Senior Safety	13%
Crash Types	Roadway Departure Crashes	20%
Crash	Intersection Safety	5%
sers	Motorcycle Safety	2%
'ulnerable Users	Pedestrian Safety	0%
Vuln	Bicycle Safety	0%

Other Applicable Locations/Scenarios:

Minor arterial, two-lane, higher speed (65 mph) roadways in a rural setting may benefit from similar safety countermeasures. This location includes vertical climbing and horizontal roadway curvature for vehicles to navigate. Other locations may include:

- Other portions of SR 56
- SR 143
- SR 20
- SR 130 north of Enoch City
- Old Highway 91

Comments, Feedback, Ongoing Projects:

- Increasing popularity for bicyclists.
- Many curves to navigate at high speeds.
- Vehicles speeding through canyons and curves.
- High number of animal related crashes; consider the need for additional signage or animal fencing.
- Concerns with crashes occurring in dark, unlit conditions.



EXISTING CONDITIONS

PROJECT NUMBER: 17



Bus Stop Warning Signage

Notes:

- Bus stops:
- East of Bumblebee Dive
- Beryl Fire department
- 2400 West



Iron Springs Road Southbound



Typical SR 56 Cross Section Eastbound



Typical SR 56 Cross Section Westbound



Westbound Approaching Curves



PROJECT NUMBER: 17

Project Description

This project recommends safety countermeasures on SR 56 to help address roadway departure, nighttime visibility issues, and intersection safety concerns. Proposed countermeasures include edge line rumble strips, shoulder widening, and centerline rumble strips to help address roadway departure crash types. Curve signage (chevron signs) should be installed or updated before curves both eastbound and westbound. Additionally, intersection lighting is recommended to improve visibility and reduce the risk of crashes occurring in dark, unlit conditions. Westbound left-turn and eastbound right-turn lanes are proposed at Bumblebee Drive to separate vehicles making those movements.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Edge Line Rumble Strips	Full corridor
2 ft Paved Shoulders	Full corridor (2 miles of shoulder pre-existing)
Centerline Rumble Strips	Full corridor
Curve Signage	Eastbound and westbound on curves near Bumblebee Drive
Climbing Lane	MP 46.2 to MP 45.2
Intersection Lighting	Bumblebee Drive
Left-Turn Lanes	Westbound at Bumblebee Drive
Right-Turn Lanes	Eastbound at Bumblebee Drive

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install Edge Line Rumble Strips	12.07	MILE	\$5,000	\$60,350
Install 4-ft Paved Shoulder (both sides of roadway)	10	MILE	\$709,000	\$7,090,000
Install Centerline Rumble Strips	12	MILE	\$5,000	\$60,000
Install and/or Upgrade Curve Signage to Enhanced Delineations	4	CURVE	\$3,000	\$12,000
Widen Roadway to Install Climbing Lane	1	MILE	\$1,070,000	\$1,070,000
Install Intersection Lighting	1	INT	\$35,000	\$35,000
Install Left-Turn Lanes	1	LANE	\$153,000	\$153,000
Install Right-Turn Lanes	1	LANE	\$127,000	\$127,000

^{1:} Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

^{3: 20%} of estimated project total toward Safe Streets for All Implementation Grants.

Improvement Subtotal	\$8,607,350
Estimated Construction Cost Total ¹	\$11,694,923
Estimated Project Total ²	\$13,625,000
Local Match ³	\$2,725,000

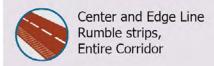
^{2:} Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.



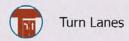
PROJECT NUMBER: 17

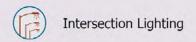


SR 56 from Iron Springs Road to Comstock Road

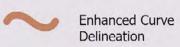














LOCATION CHARACTERISTICS

Location: 200 South (SR 143)

Project Extents: I-15 to Main Street/SR 143

Roadway Classification: Minor Arterial, State Route

Jurisdiction(s): Parowan City, UDOT **Underserved Community: No**

PROJECT NUMBER: 18

Safety Action Plan GFA(s): East Iron County

GFA

GFA Emphasis Areas: Roadway Departures,

Speed-Related, Motorcycles



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	2.14
Speed Limit:	50-40 mph
Roadway Lanes:	2
Daily Traffic Volume (AADT):	3,600
Median Type:	TWLTL
Number of Key Intersections	1

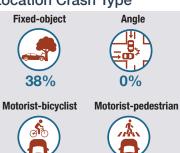
Why was this location identified?

High Crash Network:	Yes 🗸
High Injury Network:	No 🗶
Network Screening:	No 🗶
Conflict Areas:	Yes 🗸
Risk Characteristics:	Yes 🗸
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	0
Minor Injury Crashes:	1
Possible Injury Crashes	1
No Injury/PDO Crashes:	6
Total Crashes:	8
Equivalent Property Damage Crashes:	36

Location Crash Type







25%

Left Turn

Head-on 0%



Front to Rear



Single Vehicle



Page 1 of 5



PROJECT NUMBER: 18

LOCATION INFORMATION

Key Intersection Crash History

Intersection Roadway	Total Crashes	Fatal and Serious Injury Crashes	Angle	Left Turn	Rear End	Head On	Sideswipe	Roadway Departure	Pedestrian	Bike
NB I-15 Off Ramp	5				1		1	3		

	Utah Emphasis Areas	
	Aggressive Driving	0%
	Distracted Driving	13%
	Impaired Driving	0%
Behavioral	Use of Safety Restrains	25%
	Speed Management	38%
	Teen Driving Safety	13%
	Senior Safety	13%
Crash Types	Roadway Departure Crashes	50%
Crash	Intersection Safety	13%
sers	Motorcycle Safety	0%
ulnerable Users	Pedestrian Safety	0%
Vuln	Bicycle Safety	0%

Other Applicable Locations/Scenarios:

State Route, minor arterial roadways with a center two-way left-turn lane and a 40-50 mph speed limit may benefit from similar safety countermeasures. This location serves a mix of traffic including local, visitors, and vehicles passing through to a destination (in this case Brian Head). Other locations may include:

- SR 14, Cedar City
- Midvalley Road, Enoch City
- · Old Highway 91 through Summit and Kanarraville
- SR 271, Paragonah Town

Comments, Feedback, Ongoing Projects:

- Recommendations are similar to those identified in the Parowan Active Transportation Plan (2024)
- Sidewalk infill project in progress from the Grace Christian Church to 1000 West
- Desire for improved traffic counts in peak winter/ski season
- Consider a speed limit study
- Priorities are as follow: complete the south sidewalk first. After, lane additions, crossing improvements, and the path along the north side of the roadway.
- 200 South from Main Street to SR 143 also required improvements and is identified as a long-term project. It is currently used too often as a cut-through from Main Street to SR 143 Canyon Road



EXISTING CONDITIONS

PROJECT NUMBER: 18



Eastbound Approaching Main Street (SR 130)

Notes:

 200 South from Main Street to SR 143 also required improvements and is identified as a long-term project. It is currently used too often as a cutthrough from Main Street to SR 143 Canyon Road



Eastbound at Main Street (SR 130) Intersection



End of South Sidewalk



Three-Lane Cross Section



Two-Lane Cross Section



PROJECT NUMBER: 18

Project Description

This project builds upon concepts and recommendations for 200 South (SR 143) found in the Parowan Active Transportation Plan (2024). Proposed safety countermeasures include filling sidewalk gaps, adding a shared use path, and roadway widening with a two way left turn lane and new edge line striping. Intersection improvements include high-visibility crosswalks, lighting, and flashing beacons on crosswalks at key intersections on the corridor. Pedestrian refuge islands, raised crosswalk, and bulb-outs at the entering intersections from each side of the corridor are recommended to create a gateway to the City and alert motorists of pedestrian activity.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
12 ft Shared-use Path	Entire corridor
Retroreflective center and edge lines	Entire corridor
Sidewalk	1000 West to Phillips 66 Station
Roadway Widening and TWLTL	Main Street to 400 West
High-Visibility Crosswalk	Frontage Road Intersection, 1375 West, 1000 West, 500 West, 200 West, Main Street
Pedestrian Refuge Island	Main Street, Frontage Road
Rectangular Rapid Flashing Beacon (RRFB)	Frontage Road Intersection, 1375 West, 1000 West, 500 West, 200 West, Main Street
Bulbouts	Main Street, Frontage Road
Raised Crosswalk	Main Street, Frontage Road

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install a Separated 12 ft. Shared-use Path	2.14	MILE	\$627,000	\$1,341,780
Install 4" Retroreflective Centerline and Edge Lines	2.14	MILE	\$96,000	\$205,440
Install 6 ft. Sidewalk (both sides of roadway)	0.4	MILE	\$761,000	\$304,400
Widen Roadway and Install Two-Way Left-Turn Lane	0.5	MILE	\$1,560,000	\$780,000
Install High-Visibility Crosswalk (including lighting)	6	XING	\$38,000	\$228,000
Install Pedestrian Refuge Island	2	EACH	\$75,000	\$150,000
Install Rectangular Rapid Flashing Beacons (RRFB)	6	XING	\$10,000	\$60,000
Install Bulbouts (2)	2	EACH	\$54,000	\$108,000
Install Raised Crosswalk and Signage	2	EACH	\$41,000	\$82,000

^{1:} Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

^{3: 20%} of estimated project total toward Safe Streets for All Implementation Grants.

Improvement Subtotal	\$3,259,620
Estimated Construction Cost Total ¹	\$4,475,487
Estimated Project Total ²	\$5,214,000
Local Match ³	\$1,042,800

^{2:} Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.



PROJECT NUMBER: 18



200 South (SR 143) from I-15 to Main Street/SR 143



Retroreflective Center and Edge Lines, Entire Corridor



Shared-Use Path, **Entire Corridor**

Frontage Road



Pedestrian Refuge Island, Raised Crossing



High Visibility Crosswalk with RRFB



Bulb Outs

1375 West



High Visibility Crosswalk with RRFB

1000 West



High Visibility Crosswalk with RRFB 500 West



High Visibility Crosswalk with RRFB 200 West



High Visibility Crosswalk with RRFB

Main Street



Pedestrian Refuge Island, Raised Crossing



High Visibility Crosswalk with RRFB



Bulb Outs



Roadway Widening





LOCATION CHARACTERISTICS

Location: Main Street (SR 274) **Project Extents:** I-15 to 300 South

Roadway Classification: Minor Arterial, State Route

Jurisdiction(s): Parowan City, UDOT Underserved Community: No

PROJECT NUMBER: 19

Safety Action Plan GFA(s): East Iron County

GFA

GFA Emphasis Areas: Roadway Departures,

Speed-Related, Motorcycles



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	1.36
Speed Limit:	30 mph
Roadway Lanes:	2
Daily Traffic Volume (AADT):	2,700
Median Type:	TWLTL
Number of Key Intersections	0

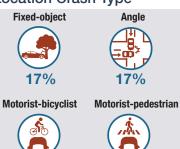
Why was this location identified?

High Crash Network:	Yes 🗸
High Injury Network:	No 🗶
Network Screening:	No 🗶
Conflict Areas:	No 🗶
Risk Characteristics:	Yes 🗸
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	0
Minor Injury Crashes:	1
Possible Injury Crashes	2
No Injury/PDO Crashes:	3
Total Crashes:	6
Equivalent Property Damage Crashes:	43

Location Crash Type







33%

Left Turn





Front to Rear



Single Vehicle





LOCATION INFORMATION

PROJECT NUMBER: 19

Utah Emphasis Areas						
	Beha	vioral		Crash Types	Vulnerable Users	
0% Impaired Driving	33% Distracted Driving	67% Teen Driving Safety	0% Aggressive	33% Roadway Departure Crashes	0% Motorcycle Safety	0% Pedestrian Safety
17% Speed Management	0% Use of Safety Restraints	17% Senior Safety	Driving	50% Intersection Safety	0º Bicy Saf	rcle

Other Applicable Locations/Scenarios:

State Routes or similar types of roadways that serve as Main Street for smaller or rural communities with pedestrian use may benefit from similar safety countermeasures. This location serves both a school area (High School with students crossing the road often) and the business-focused part of the City. Other similar locations throughout the County may include:

- Main Street (SR 271), Paragonah Town
- Old Highway 91, Kanarraville
- SR 143, Brian Head
- Midvalley Road, Enoch City
- SR 14, Cedar City
- Main Street (SR 130), Cedar City

Comments, Feedback, Ongoing Projects:

- Recommendations are similar to those identified in the Parowan Active Transportation Plan (2024); intent to create a pedestrian priority zone from 400 North to 200 South
- High number of crossing pedestrians to the High School, restaurant, pools, parks, fairgrounds, etc.
- Speeding vehicles in the area
- Need additional crossings south of center Street
- Brian Head and resorts are expecting and planning for growth and visitorship in the future, most of those people pass through Parowan Main Street.



EXISTING CONDITIONS

PROJECT NUMBER: 19



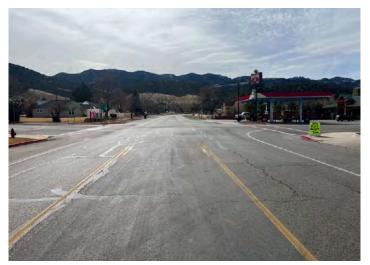
100 North Crossing near Parowan High School

Notes:

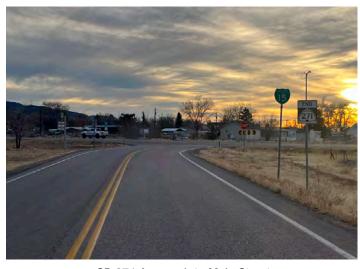
 Pedestrians observed crossing at unmarked locations



200 North Crossing



Northbound Approach to 200 South



SR 271 Approach to Main Street



Typical Cross Section with On Street Parking



PROJECT NUMBER: 19

Project Description

This project builds upon concepts and recommendations for Main Street (SR 274) found in the Parowan Active Transportation Plan (2024). The safety countermeasures are intended to create a pedestrian priority zone on Main Street (400 North to 200 South) in Parowan, including gateway type intersections and improvements to capture motorist's attention. Intersection improvements include high visibility crosswalks, bulbouts, pedestrian hybrid beacons or rectangular rapid-flashing beacons, refuge islands, and lighting. Re-aligning the skewed approach of SR 271 to SR 274 and repainting edge line striping are also recommended.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Retroreflective Center and Edge Lines	Entire corridor
High-Visibility Crosswalk	400 North, 300 North, 200 North, 100 North, 100 South, 200 South
Pedestrian refuge Island	400 North, 200 South
Rectangular Rapid Flashing Beacon (RRFB)	400 North, 100 North, 200 South
Raised Crosswalk	400 North, 200 South
Bulbouts	400 North, 200 North, 100 North, Center Street, 200 South
Pedestrian Hybrid Beacon or HAWK	Center Street
Realign Intersection	Intersection of SR 271 and SR 274

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install 4" Retroreflective Centerline and Edge Lines	1.36	MILE	\$96,000	\$130,560
Install High-Visibility Crosswalk (including lighting)	6	XING	\$38,000	\$228,000
Install Pedestrian Refuge Island	2	EACH	\$75,000	\$150,000
Install Rectangular Rapid Flashing Beacons (RRFB)	3	XING	\$10,000	\$30,000
Install Raised Crosswalk and Signage	2	EACH	\$41,000	\$82,000
Install Bulbouts (2)	10	EACH	\$54,000	\$540,000
Install Pedestrian Hybrid Beacons (PHB) or HAWK	1	EACH	\$250,000	\$250,000
Realign Intersection Approach to Reduce or Eliminate Skew	1	LEG	\$329,000	\$329,000

^{1:} Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

^{3: 20%} of estimated project total toward Safe Streets for All Implementation Grants.

Improvement Subtotal	\$1,739,560
Estimated Construction Cost Total ¹	\$2,423,406
Estimated Project Total ²	\$2,824,000
Local Match ³	\$564,800

^{2:} Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.



PROJECT NUMBER: 19



Main Street (SR 274) from I-15 to 300 South



Retroreflective Center and Edge Lines, Entire Corridor



Intersection Approach Realignment

200 South



Raised Crosswalk Refuge Island

100 South



High Visibility Crosswalk



Center Street Pedestrian Hybrid Beacon (PHB)



Bulb Outs

100 North



High Visibility Crosswalk with RRFB **Bulb Outs**

200 North



High Visibility Crosswalk



Bulb Outs

300 North



High Visibility Crosswalk



400 North

Raised Crosswalk with Refuge Island



Rectangular Rapid Flashing Beacon (RRFB)



Bulb Outs



LOCATION CHARACTERISTICS

Location: SR 143

Project Extents: Dry Lakes Road to Vasels Road Roadway Classification: Minor Arterial, State Route

Jurisdiction(s): Brian Head, Unincorporated Iron County, UDOT

Underserved Community: No

PROJECT NUMBER: 20

Safety Action Plan GFA(s): East Iron County

GFA

GFA Emphasis Areas: Roadway Departures,

Speed-Related, Motorcycles



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	5.4
Speed Limit:	50 mph
Roadway Lanes:	2
Daily Traffic Volume (AADT):	1,000
Median Type:	NA
Number of Key Intersections	0

Why was this location identified?

High Crash Network:	Yes 🗸
High Injury Network:	No 🗶
Network Screening:	Yes 🗸
Conflict Areas:	No 🗶
Risk Characteristics:	Yes 🗸
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	1
Minor Injury Crashes:	2
Possible Injury Crashes	2
No Injury/PDO Crashes:	17
Total Crashes:	22
Equivalent Property Damage Crashes:	168

Location Crash Type





Left Turn

0%





Front to Rear



Single Vehicle



73%

Page 1 of 5



LOCATION INFORMATION

PROJECT NUMBER: 20

Utah Emphasis Areas						
Behavioral				Crash Types	Vulnerab	le Users
0% Impaired Driving	0% Distracted Driving	9% Teen Driving Safety	0% Aggressive	64% Roadway Departure Crashes	0% Motorcycle Safety	0% Pedestrian Safety
41% Speed Management	Use of Safety Restraints	9% Senior Safety	Driving	0% Intersection Safety	0º Bicy Saf	<i>r</i> cle

Other Applicable Locations/Scenarios:

Two-lane, higher speed (50 mph) roadways in a canyon setting with curves and minimal shoulders may benefit from similar safety countermeasures. Within Brian Head, the roadway serves as Main Street including multiple driveway accesses and minor road intersections. Other locations may include:

- SR 20
- SR 14
- SR 56
- Old Highway 91

Comments, Feedback, Ongoing Projects:

- Recommendations similar to those identified in the Brian Head Commercial Corridor Transportation Study (2022)
- Brian Head and Resort are forecasting and planning for large increases the number of annual visitors
- Improvements should be coordinated closely with the identified intersection improvements within Brian Head Town
- Brian Head and resorts are expecting and planning for growth and visitorship in the future



EXISTING CONDITIONS

PROJECT NUMBER: 20



ATV Trail Connection

Notes:

• Severe S curve, Consider dynamic curve warning signage



Curve Advisory Speed Limit



Northbound S Curve



S Curve Advisory Speed Limit



Typical Cross Section



PROJECT NUMBER: 20

Project Description

This project builds upon the Brian Head Commercial Corridor Transportation Study completed in 2022 and also includes areas of SR 143 between Parowan and Brian Head. The SR 143 safety countermeasures include installing concrete barrier and enhancing delineation for curves to help address run off the road crashes that are common in areas of SR 143. The recommendations also includes widening the roadway for a center two-way left-turn lane from Vasels Road to Steam Engine Drive and Navajo Lodge to Hunter Ridge Drive, including shoulder improvements (widening and landscaping rocks) for the length of the Town. These improvements aim to improve access management, pedestrian safety, reduce vehicle speeds, and improve mobility in Brian Head Town for all users.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Curve Signage	The S curve and any curves less than ~90 degrees
Concrete Barrier	MP 11.6-MP 11.9 and MP 12.1-MP 12.7
Extend Unpaved Shoulder 2 ft	Vasels Road to Hunter Ridge Drive
6" Edge Lines	Vasels Road to Hunter Ridge Drive
Roadway Widening and TWLTL	Vasels Road to Steam Engine Drive and Navajo Lodge to Hunter Ridge Drive

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install and/or Upgrade Curve Signage to Enhanced Delineations	8	CURVE	\$3,000	\$24,000
Install Concrete Barrier	0.9	MILE	\$915,000	\$823,500
Extend Unpaved Shoulder 2 ft. (both sides of roadway)	1.2	MILE	\$27,000	\$32,400
Install 6" Edge Line (Both Sides of Road)	1.2	MILE	\$8,000	\$9,600
Widen Roadway and Install Two-Way Left-Turn Lane	0.9	MILE	\$1,560,000	\$2,800,000

1: Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

2: Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.

3: 20% of estimated project total toward Safe Streets for All Implementation Grants.

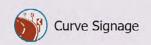
Improvement Subtotal	\$3,689,500
Estimated Construction Cost Total ¹	\$5,055,825
Estimated Project Total ²	\$5,891,000
Local Match ³	\$1,178,200

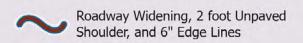


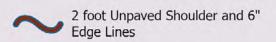
PROJECT NUMBER: 20

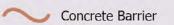


SR 143 from Dry Lakes Road to Vasels Road











LOCATION CHARACTERISTICS

Location: Brian Head, SR 143 Intersections

Project Extents: Snowshoe Village Road and Vasels Road

Intersection Control: Two-way Stop Controlled

Jurisdiction(s): Brian Head Town, UDOT **Underserved Community: No**

PROJECT NUMBER: 21

Safety Action Plan GFA(s): East Iron County GFA **GFA Emphasis Areas:** Roadway Departures,

Speed-Related, Motorcycles



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Intersection Characteristics

Intersection Control Type:	Two-way Stop Controlled
Speed Limits (major, minor):	50 mph, 25 mph
Approaches:	3
Daily Entering Volume:	1,700
Turn Lanes (Y/N):	No
Lighting:	Yes

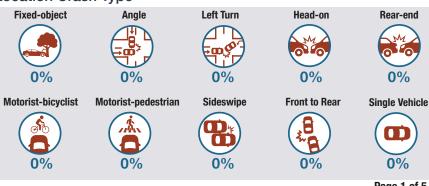
Why was this location identified?

High Crash Network:	No 🗶
High Injury Network:	No 🗶
Network Screening:	No 🗶
Conflict Areas:	No 🗶
Risk Characteristics:	Yes 🗸
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	0
Minor Injury Crashes:	0
Possible Injury Crashes	0
No Injury/PDO Crashes:	0
Total Crashes:	0
Equivalent Property Damage Crashes:	0

Location Crash Type





LOCATION INFORMATION

PROJECT NUMBER: 21

Utah Emphasis Areas							
Behavioral			Crash Types	Vulnerable Users			
0% Impaired Driving	0% Distracted Driving	0% Teen Driving Safety	0% Aggressive	0% Roadway Departure Crashes	0% Motorcycle Safety	0% Pedestrian Safety	
0% Speed Management	0% Use of Safety Restraints	0% Senior Safety	Driving	0% Intersection Safety	0% Bicy Safe	cle	

Other Applicable Locations/Scenarios:

Other intersections located along a Main Street of a rural or smaller town, higher speed, gateway-type intersections to a pedestrian and active transportation area may benefit from similar safety countermeasures. Also two-lane roadways in a Main Street setting that require improved pedestrian crossings. Other locations may include:

- 200 South (SR 143), Parowan City
- Main Street (SR 274), Parowan City
- Main Street (SR 271), Paragonah Town
- Main Street (Old Highway 91), Kanarraville
- SR 14. Cedar City
- High pedestrian areas on two-lane roadways (Schools, commercial areas, etc.)

Comments, Feedback, Ongoing Projects:

- Recommendations similar to those identified in the Brian Head Commercial Corridor Transportation Study (2022)
- Brian Head and Resort are forecasting and planning for large increases the number of annual visitors
- Improvements should be coordinated closely with the identified roadway segment improvements identified in Brian Head Town and portions of SR 143 in the canyon.
- Brian Head and resorts are expecting and planning for growth and visitorship in the future



EXISTING CONDITIONS

PROJECT NUMBER: 21



Navajo Lodge Entrance

Notes:

• Intersections with difficult Sight distance due to hills, curves, etc.



Northbound near Vasels Road



Snowshow Village Road



Southbound near Vasels Road



Typical Cross Section and Pedestrian in Shoulder



PROJECT NUMBER: 21

Project Description

This project builds upon the Brian Head Commercial Corridor Transportation Study completed in 2022. The proposed safety countermeasures include converting traditional intersections to roundabouts at the Navajo Lodge intersection (Snowshoe Village Road) and South Loop Road (Vasels Road). In addition, driver feedback speed limit signs can accompany the roadway in approach to the roundabouts. These improvements serve as gateways to Brian Head Town to slow motorists and capture motorists attention. These improvements aim to address pedestrian safety, vehicle speeding, and serve as gateways to Brian Head Town.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
High-Visibility Crosswalk	In construction
Bulbouts	In construction
Roundabout	Snowshoe Village Road, South Loop Road
Rectangular Rapid Flashing Beacon (RRFB)	Snowshoe Village Road, South Loop Road
Install Driver Feedback Speed Limit Signs	Snowshoe Village Road, South Loop Road

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install Driver Feedback Speed Limit Signs	2	EACH	\$11,000	\$22,000
Convert Existing Intersection to Modern Roundabout (Single Lane)	2	INT	\$1,900,000	\$3,800,000

1: Includes mobilization (10%0, traffic control (5%), items not estimated / contingency (30%). Mobilization is 10% =/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000

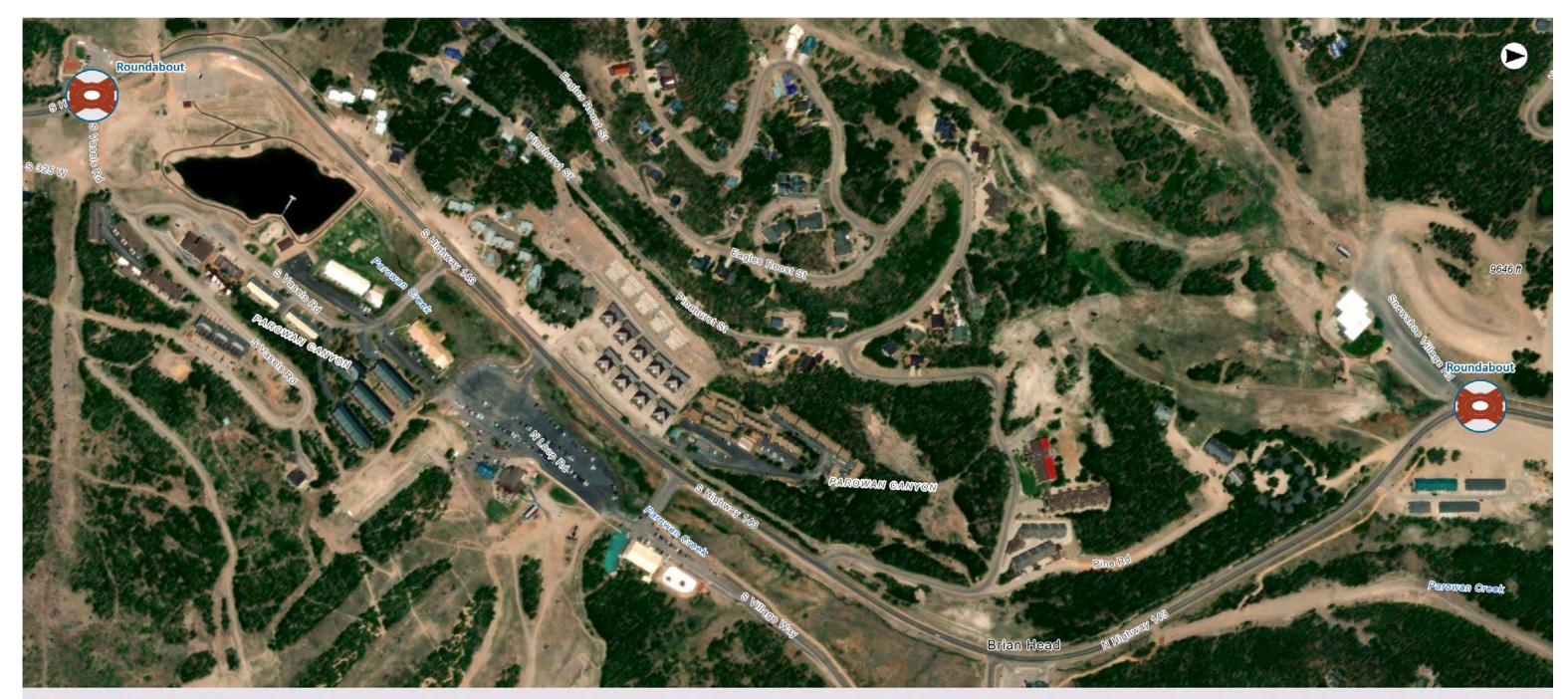
2: Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design

3: 20% of estimated project total toward Safe Streets for All implementation grants

Improvement Subtotal	\$3,822,000
Estimated Construction Cost Total ¹	\$5,234,700
Estimated Project Total ²	\$6,299,000
Local Match ³	\$1,259,800

LOCATION RECOMMENDATIONS

PROJECT NUMBER: 21



Brian Head, SR 143 Intersections





LOCATION CHARACTERISTICS

Location: SR 20

Project Extents: Burnt Peak Road to Bear Valley Road **Roadway Classification:** Other Principal Arterial, State

Route

Jurisdiction(s): Unincorporated Iron County, UDOT

Underserved Community: No

PROJECT NUMBER: 22

Safety Action Plan GFA(s): East Iron County

GFA

GFA Emphasis Areas: Roadway Departures,

Speed-Related, Motorcycles



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	4.74
Speed Limit:	35-65 mph
Roadway Lanes:	4
Daily Traffic Volume (AADT):	2,500
Median Type:	Passing lanes
Number of Key Intersections	0

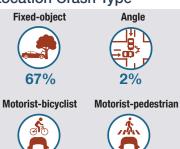
Why was this location identified?

High Crash Network:	Yes 🗸
High Injury Network:	Yes 🗸
Network Screening:	Yes 🗸
Conflict Areas:	No 🗶
Risk Characteristics:	Yes 🗸
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	3
Serious Injury Crashes:	6
Minor Injury Crashes:	13
Possible Injury Crashes	3
No Injury/PDO Crashes:	61
Total Crashes:	86
Equivalent Property Damage Crashes:	3493

Location Crash Type





Left Turn

0% 1

Head-on



Front to Rear



Single Vehicle

91%

Page 1 of 5



LOCATION INFORMATION

PROJECT NUMBER: 22

Utah Emphasis Areas						
	Beha	vioral		Crash Types	Vulnerat	ole Users
3% Impaired Driving	1% Distracted Driving	14% Teen Driving Safety	0% Aggressive	66% Roadway Departure Crashes	9% Motorcycle Safety	1% Pedestrian Safety
59% Speed Management	1% Use of Safety Restraints	9% Senior Safety	Driving	2% Intersection Safety	Bic Sai	% ycle fety

Other Applicable Locations/Scenarios:

High-speed curved roadways, particularly in mountainous areas such as this location may benefit from similar safety countermeasures:

- SR 143 between Parowan to Brian Head
- SR 14 east of Cedar City
- SR 56 west portion of the County

Comments, Feedback, Ongoing Projects:

- Existing Eastbound driver speed limit feedback signs but none in the westbound direction
- Speed limit to be evaluated and the reduced speed limit extended to include additional curves in the Roadway
- Motorcycle speeding prevalent
- · Area has had improvements in the past



EXISTING CONDITIONS

PROJECT NUMBER: 22



Google Street View image of Curve Advisory Speed Limit





Google Street View image of Guardrail and Chevrons



Google Street View image of Passing Lane Cross Section



Google Street View image of Southbound Curve Warnings



SR 20 Curves



PROJECT NUMBER: 22

Project Description

This project recommends safety countermeasures to help address curve-related, roadway departure, and speeding-related crashes. Countermeasures include installing dynamic (speed-activated) flashing beacons on chevron and curve warning signs, driver feedback speed limit signs to encourage safer speeds, and in-lane curve warning pavement markings to provide additional visual guidance for drivers. Transverse rumble strips are recommended before curves to alert drivers to reduce speed. Additionally, a high-friction surface treatment is proposed on curves to improve traction and reduce the likelihood of skidding. The 35 MPH reduced speed limit may be extended to include additional curved portions of the roadway experiencing high crash totals and injuries.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Driver Feedback Speed Limit Signs	Southbound on major curve, eastbound on first curve, westbound beginning of curves, northbound straightaway
In-lane Curve Warning Pavement Markings	All curves on corridor
Transverse Rumble Strips Prior to Curves	All curves on corridor
Guardrail	MP 9.5 - MP 9.75
High Friction Surface Treatment	All curves on corridor
Speed Activated Flashers on Chevron Signs	All curves on corridor

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install Driver Feedback Speed Limit Signs	4	EACH	\$11,000	\$44,000
Install In-Lane Curve Warning Pavement Markings	16	CURVE	\$3,000	\$48,000
Install Transverse Rumble Strips Prior to Curve	16	CURVE	\$1,000	\$16,000
Install Guardrail	0.25	MILE	\$188,000	\$47,000
Install High Friction Surface Treatment (HFST) on Curve	8	CURVE	\$53,000	\$424,000
Install Speed Activated Flashers on Chevron Signs	8	EACH	\$6,000	\$48,000

1: Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

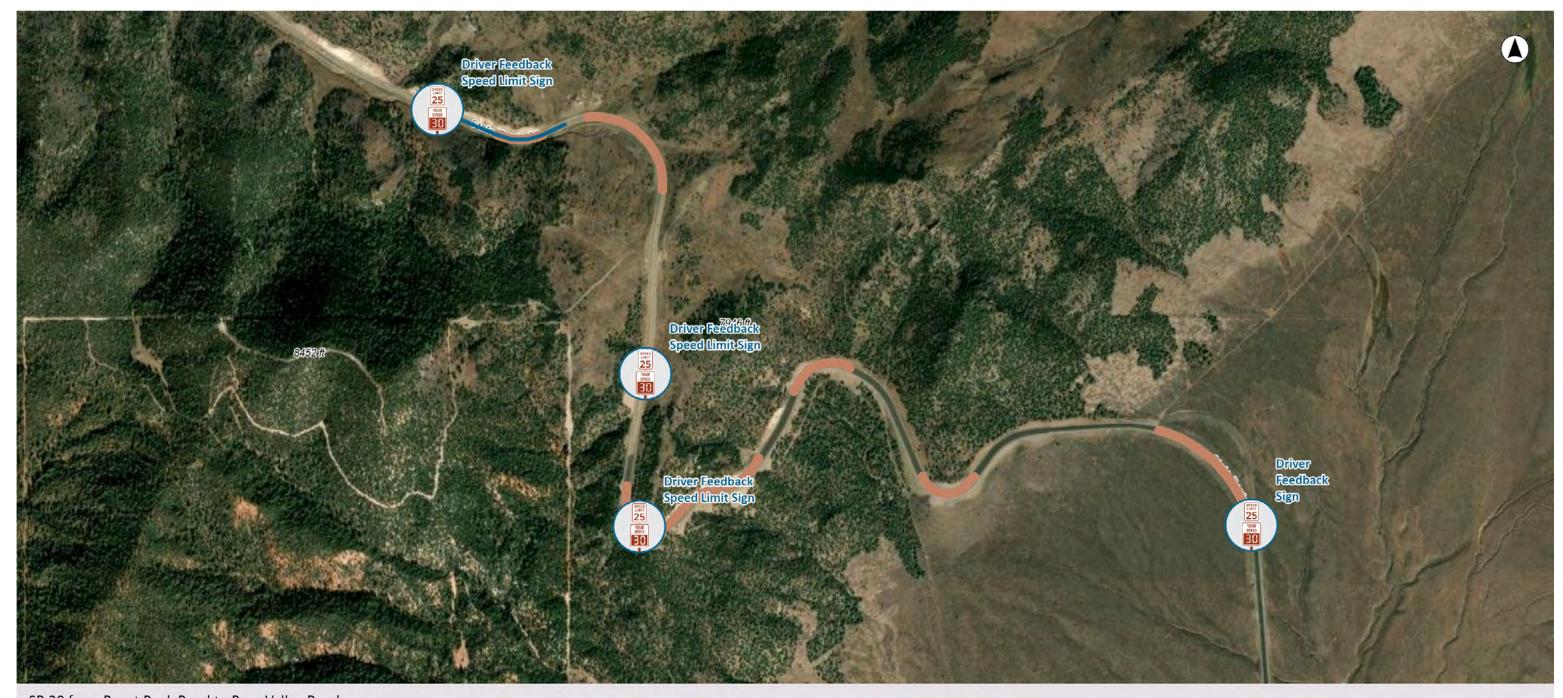
2: Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.

3: 20% of estimated project total toward Safe Streets for All Implementation Grants.

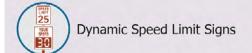
Improvement Subtotal	\$627,000
Estimated Construction Cost Total ¹	\$909,150
Estimated Project Total ²	\$1,060,000
Local Match ³	\$212,000

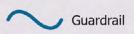


PROJECT NUMBER: 22



SR 20 from Burnt Peak Road to Bear Valley Road







Enhanced Curve Signage



APPENDIX E.4. WEST IRON COUNTY GFA PROJECT INFORMATION SHEETS



LOCATION CHARACTERISTICS

Location: SR 56

Project Extents: 2400 West to Main Street (New Castle) Roadway Classification: Minor Arterial, Major Collector,

State Route

Jurisdiction(s): Unincorporated Iron County, UDOT

Underserved Community: Yes

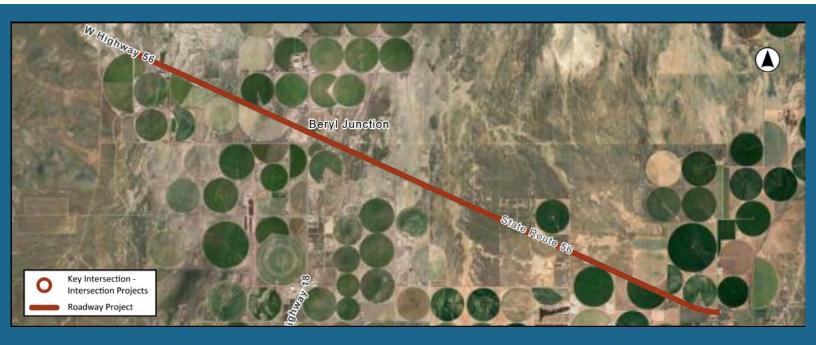
PROJECT NUMBER: 23

Safety Action Plan GFA(s): West Iron County

GFA

GFA Emphasis Areas: Roadway Departures,

Speed-Related, Teen Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	9.71
Speed Limit:	65 mph
Roadway Lanes:	2
Daily Traffic Volume (AADT):	1,100
Median Type:	NA
Number of Key Intersections	0

Why was this location identified?

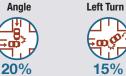
High Crash Network:	Yes 🗸
High Injury Network:	No 🗶
Network Screening:	Yes 🗸
Conflict Areas:	Yes 🗸
Risk Characteristics:	Yes 🗸
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	0
Minor Injury Crashes:	2
Possible Injury Crashes	6
No Injury/PDO Crashes:	12
Total Crashes:	20
Equivalent Property Damage Crashes:	111

Location Crash Type











Sideswipe



Front to Rear Single Vehicle



Page 1 of 5



LOCATION INFORMATION

PROJECT NUMBER: 23

Utah Emphasis Areas						
Behavioral			Crash Types	Vulnerat	ole Users	
5% Impaired Driving	5% Distracted Driving	20% Teen Driving Safety	0% Aggressive	40% Roadway Departure Crashes	0% Motorcycle Safety	0% Pedestrian Safety
10% Speed Management	0% Use of Safety Restraints	10% Senior Safety	Driving	Intersection Safety	Bic	% ycle fety

Other Applicable Locations/Scenarios:

Minor arterial, two-lane, higher speed (65 mph) roadways with minimal shoulders in a rural setting may benefit from similar safety countermeasures. Other locations may include:

- Other portions of SR 56
- SR 18
- Lund Highway
- Iron Springs Road
- SR 130 north of Enoch City
- Old Highway 91
- SR 271

Comments, Feedback, Ongoing Projects:

- Steep shoulders; additional feel or work may be required for widening shoulders
- Vehicles speeding through the area
- More major intersections feel less safe due to vehicle speeds
- Concerns regarding buses and school children; currently stop and load/unload kids directly on SR 56
- High number of animal related crashes; consider the need for additional signage or animal fencing



EXISTING CONDITIONS

PROJECT NUMBER: 23

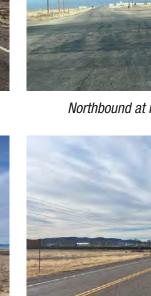


Notes:

Bar V Road Intersection



Eastbound at Beryl Junction



Northbound at Newcastle Main Street Intersection



Typical Cross Section



Westbound at Beryl Junction



PROJECT NUMBER: 23

Project Description

This project includes safety countermeasures on SR 56 to address speeding and roadway departure related crashes. Proposed improvements include installing 4-foot paved shoulders for additional vehicle recovery space. Installing edge line rumble strips also help address run off the road crashes and wider edge lines are recommended to enhance visibility. Additionally, driver feedback speed limit signs are proposed near Beryl Junction and the intersection of SR 56 and Newcastle Main Street to address concerns about speeding. Paved bus-stop pullouts are included along the corridor based on feedback received - exact locations will need to be determined in coordination with the school.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
2 ft Paved Shoulder	Full corridor
Edge Line Rumble Strips	Full corridor
Driver Feedback Speed Limit Signs	Eastbound and westbound near Beryl Junction, eastbound and westbound near Newcastle Main Street
6" Edge Line	Full corridor
Bus Pullouts	Will be determined in coordination with the school.

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install 4-ft Paved Shoulder (both sides of roadway)	9.71	MILE	\$709,000	\$6,884,390
Install Edge Line Rumble Strips	9.71	MILE	\$5,000	\$48,550
Install Driver Feedback Speed Limit Signs	2	EACH	\$11,000	\$22,000
Install 6" Edge Line (Both Sides of Road)	9.71	MILE	\$8,000	\$77,680
Install Paved Bus Pullout	6	EACH	\$20,000	\$120,000

1: Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

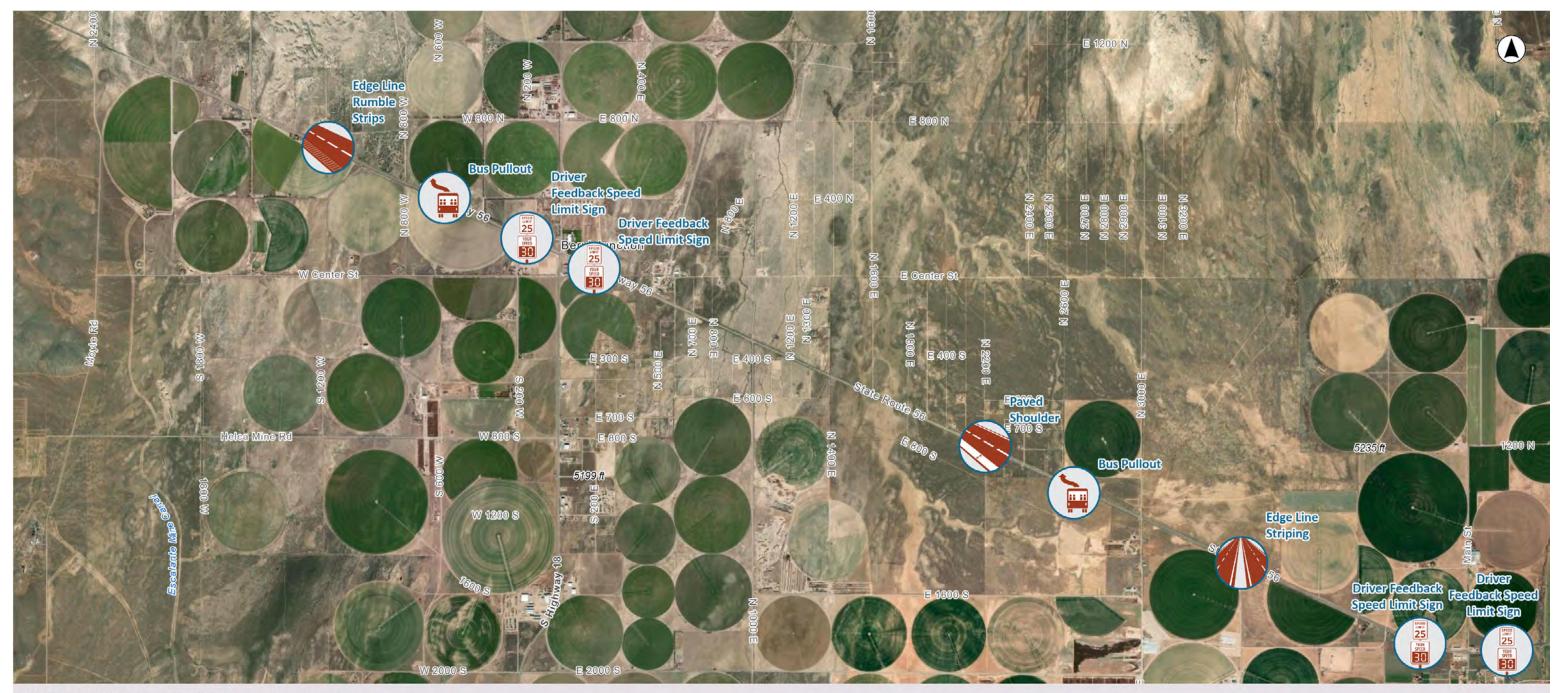
2: Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.

3: 20% of estimated project total toward Safe Streets for All Implementation Grants.

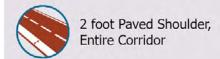
Improvement Subtotal	\$7,152,620
Estimated Construction Cost Total ¹	\$9,731,037
Estimated Project Total ²	\$11,537,000
Local Match ³	\$2,307,400



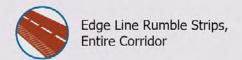
PROJECT NUMBER: 23

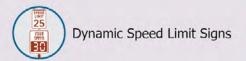


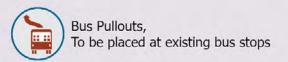
SR 56 from 2400 West to Main Street (New Castle)













LOCATION CHARACTERISTICS

Location: Beryl Junction

Project Extents: SR 56 & SR 18

Intersection Control: Two-way Stop Controlled Jurisdiction(s): Unincorporated Iron County, UDOT

Underserved Community: Yes

PROJECT NUMBER: 24

Safety Action Plan GFA(s): West Iron County GFA GFA Emphasis Areas: Roadway Departures, Speed-

Related, Teen Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Intersection Characteristics

Intersection Control Type:	Two-way Stop Controlled	
Speed Limits (major, minor):	major, minor): 65 mph, 65 mph	
Approaches:	4	
Daily Entering Volume:	2,000	
Turn Lanes (Y/N):	Yes	
Lighting:	Yes	

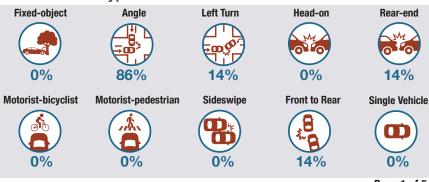
Why was this location identified?

High Crash Network:	Yes 🗸
High Injury Network:	Yes 🗸
Network Screening:	Yes 🗸
Conflict Areas:	No 🗶
Risk Characteristics:	Yes 🗸
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	0
Minor Injury Crashes:	1
Possible Injury Crashes	0
No Injury/PDO Crashes:	6
Total Crashes:	7
Equivalent Property Damage Crashes:	26

Location Crash Type





LOCATION INFORMATION

PROJECT NUMBER: 24

Utah Emphasis Areas						
Behavioral			Crash Types	Vulnerab	le Users	
0% Impaired Driving	14% Distracted Driving	14% Teen Driving Safety	0% Aggressive	0% Roadway Departure Crashes	0% Motorcycle Safety	0% Pedestrian Safety
0% Speed Management	0% Use of Safety Restraints	14% Senior Safety	Driving	Intersection Safety	0º Bicy Saf	rcle

Other Applicable Locations/Scenarios:

- Two-way, stop-controlled intersections of two higher speed rural (two-lane) highways may benefit from similar improvements.
- There are many locations similar to this throughout the County. SR 56, SR 130, Iron Springs Road, etc. all have many minor roadway intersections.

Comments, Feedback, Ongoing Projects:

- Nighttime visibility concerns
- · Concerns with vehicles pulling out in front of others that are traveling too fast
- Major intersection to the school (bus traffic)



EXISTING CONDITIONS

PROJECT NUMBER: 24



Aerial View

Notes:

- Lacking shoulders
- Consider a Rural intersection Conflict Warning system



Eastbound at Beryl Junction



Northbound at Beryl Junction



Southbound on Beryl Highway



Westbound at Beryl Junction



PROJECT NUMBER: 24

Project Description

Lower-cost rural stop controlled intersection countermeasures include installing secondary stop signs, 'Stop Ahead' signs, beacons, transverse rumble strips, and accompanying pavement markings indicating that an intersection is ahead. Transverse rumble strips on approaches to the intersection provide a physical alert to drivers approaching the intersection that a stop is upcoming. Additional lighting improves visibility at night and retroreflective strips on sign posts may also be included. Turn lanes are recommended to help separate vehicle speed differentials for vehicles traveling through and making a turn. A Rural Intersection Control Warning System (RICWS) should be considered at the junction to provide advanced warning to vehicles on SR 56 of any slow or stopped vehicles entering SR 56 from the intersection.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Intersection Lighting	Highway 56 and Highway 18
Transverse Rumble Strips on Minor Approaches	Southbound Approach
Upgraded Signs and Pavement Markings	Northbound and Southbound Approaches
RICWS	Highway 56 and Highway 21
Right-Turn Lanes	Westbound Approach

Opinion of Probable Cost

feasibility study/ design

3: 20% of estimated project total toward Safe Streets for All implementation grants

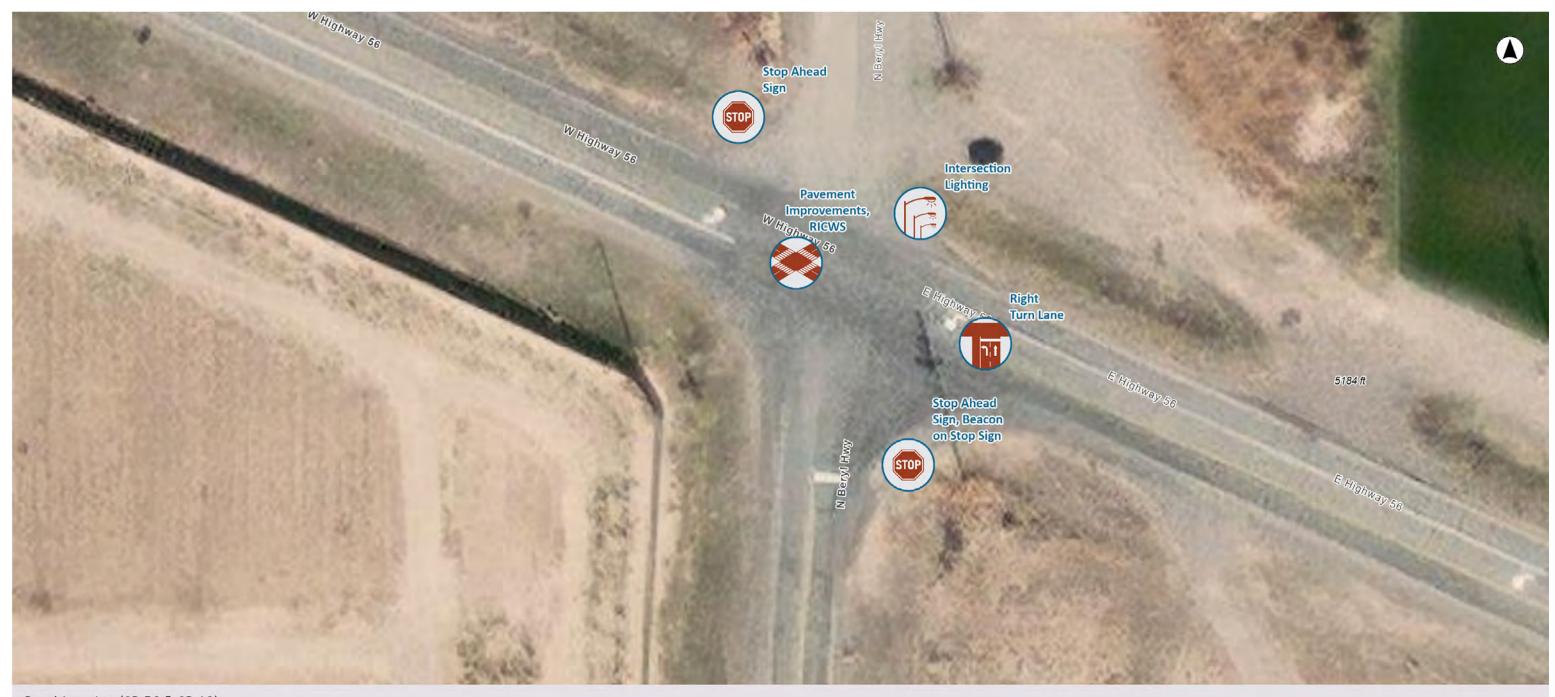
Improvement	QTY.	Unit	Unit Price	Item Cost
Install Intersection Lighting	1	INT	\$35,000	\$35,000
Install Transverse Rumble Strips on Minor Approach	1	LEG	\$1,000	\$1,000
Upgrade Signs and Pavement Markings (Paved Approach)	4	LEG	\$3,000	\$12,000
Install Second Stop Sign and Stop Ahead Sign	2	LEG	\$1,500	\$3,000
Install Beacon on Stop Sign	1	EACH	\$5,000	\$5,000
Install Right-Turn Lanes	1	LANE	\$127,000	\$127,000
Install a Rural Intersection Control Warning System (RICWS)	1	INT	\$100,000	\$100,000
1: Includes mobilization (10%0, traffic control (5%), items not estimated / contingency (30%). Mobilization is 10% =/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000 2: Includes preconstruction engineering/design (12%) and construction engineering/		Improve	ment Subtotal	\$283,000
		Estimated Construction Cost Total ¹		
		Estimated Project Total ²		
management (15%). Utilities and right of way not included and should be evaluate during				

\$105,800

Local Match³



PROJECT NUMBER: 24



Beryl Junction (SR 56 & SR 18)

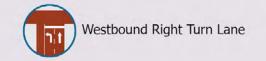


Systemic Low-Cost Stop-Controlled Intersection Countermeasures

- Upgraded Signs

- Refresh Pavement Markings
 Transverse Rumble Strips on Minor Approaches
 Rural Intersection Control Warning Systems (RICWS)

Stop Sign Advanced Warnings







LOCATION CHARACTERISTICS

Location: Main Street/Bench Road

Project Extents: SR 56 to Newcastle Hills

Roadway Classification: Minor Arterial, Federal Aid Route

Jurisdiction(s): Unincorporated Iron County

Underserved Community: Yes

PROJECT NUMBER: 25

Safety Action Plan GFA(s): West Iron County

GFA

GFA Emphasis Areas: Roadway Departures,

Speed-Related, Teen Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	2.63
Speed Limit:	30 mph
Roadway Lanes:	2
Daily Traffic Volume (AADT):	1,100
Median Type:	NA
Number of Key Intersections	0

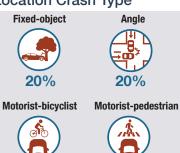
Why was this location identified?

High Crash Network:	Yes 🗸
High Injury Network:	No 🗶
Network Screening:	No 🗶
Conflict Areas:	No 🗶
Risk Characteristics:	No 🗶
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	0
Minor Injury Crashes:	0
Possible Injury Crashes	1
No Injury/PDO Crashes:	4
Total Crashes:	5
Equivalent Property Damage Crashes:	14

Location Crash Type











20%

Front to Rear 20%

Single Vehicle

60%

Page 1 of 5



LOCATION INFORMATION

PROJECT NUMBER: 25

Utah Emphasis Areas						
Behavioral Crash Types Vulnerable Users						
0% Impaired Driving	0% Distracted Driving	60% Teen Driving Safety	0% Aggressive	40% Roadway Departure Crashes	0% Motorcycle Safety	0% Pedestrian Safety
0% Speed Management	0% Use of Safety Restraints	0% Senior Safety	Driving	20% Intersection Safety	0º Bicy Saf	rcle

Other Applicable Locations/Scenarios:

Minor arterial roadways (30 mph speed limit) that transverse through both residential and rural areas may benefit from similar safety countermeasures. Similar locations include:

- Airport Road
- Westview Drive
- Iron Springs Road
- Midvalley Road
- 200 South (Parowan)
- Old Highway 91
- South Mountain Drive

Comments, Feedback, Ongoing Projects:

- Concerns with lack of or faded roadway paint striping
- High vehicle speeds in the area, particularly as vehicles use Bench Road as a cutoff between SR 18 and Newcastle (don't slow down once they enter Newcastle)
- High number of animal related crashes south of Newcastle. Wildlife fencing may be considered.



EXISTING CONDITIONS

PROJECT NUMBER: 25



Bench Road Cross Section

Notes:

• Existing light at 300 South



Cross Section near 300 South



Northbound Approaching Bench Road Curves



Northbound Approaching SR 56



Northbound Curve near 300 South



PROJECT NUMBER: 25

Project Description

This project recommends safety countermeasures to mitigate vehicle speeds and roadway departure crashes. Driver feedback speed limit signs are recommended to regulate the transitioning speeds in and out of Newcastle. As the gateway to Newcastle from the south, enhanced lighting is recommended at 300 South. Along the curves of Bench Road wider edge lines and extending the unpaved shoulder may help mitigate severe roadway departure crashes.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Driver Feedback Speed Limit Signs	Entering Newcastle from SR 56, south of 300 South (both directions)
6" Edge Line	300 South to end of project limits
Extend Unpaved Shoulder 2 ft	300 South to end of project limits
Intersection Lighting	300 South

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install Driver Feedback Speed Limit Signs	3	EACH	\$11,000	\$33,000
Install 6" Edge Line (Both Sides of Road)	1.7	MILE	\$8,000	\$13,600
Extend Unpaved Shoulder 2 ft. (both sides of roadway)		MILE	\$27,000	\$45,900
Install Intersection Lighting	1	INT	\$35,000	\$35,000

1: Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

2: Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.

3: 20% of estimated project total toward Safe Streets for All Implementation Grants.

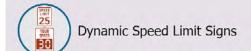
Improvement Subtotal	\$127,500
Estimated Construction Cost Total ¹	\$184,875
Estimated Project Total ²	\$245,000
Local Match ³	\$49,000



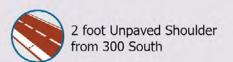
PROJECT NUMBER: 25

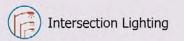


Main Street/Bench Road from SR 56 to Newcastle Hills











LOCATION CHARACTERISTICS

Location: SR 56

Project Extents: Comstock Road to Main Street (New Castle)

Roadway Classification: Minor Arterial, State Route Jurisdiction(s): Unincorporated Iron County, UDOT

Underserved Community: Yes

PROJECT NUMBER: 26

Safety Action Plan GFA(s): West Iron County

GFA, East Iron County GFA

GFA Emphasis Areas: Roadway Departures,

Speed-Related, Teen Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	12.52
Speed Limit:	65 mph
Roadway Lanes:	2
Daily Traffic Volume (AADT):	2,300
Median Type:	NA
Number of Key Intersections	0

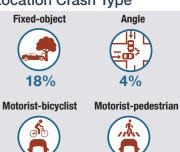
Why was this location identified?

High Crash Network:	Yes 🗸
High Injury Network:	No 🗶
Network Screening:	Yes 🗸
Conflict Areas:	Yes 🗸
Risk Characteristics:	Yes 🗸
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	1
Minor Injury Crashes:	3
Possible Injury Crashes	7
No Injury/PDO Crashes:	39
Total Crashes:	50
Equivalent Property Damage Crashes:	260

Location Crash Type











Front to Rear



Single Vehicle



Page 1 of 5



LOCATION INFORMATION

PROJECT NUMBER: 26

Utah Emphasis Areas						
Behavioral Crash Types Vulnerable Users						
2% Impaired Driving	4% Distracted Driving	4% Teen Driving Safety	0% Aggressive	20% Roadway Departure Crashes	0% Motorcycle Safety	0% Pedestrian Safety
4% Speed Management	2% Use of Safety Restraints	8% Senior Safety	Driving	8% Intersection Safety	0º Bicy Saf	cle

Other Applicable Locations/Scenarios:

Minor arterial, two-lane, higher speed (65 mph) roadways with minimal shoulders in a rural setting may benefit from similar safety countermeasures. This location includes vertical climbing and horizontal roadway curvature for vehicles to navigate. Other locations may include:

- Other portions of SR 56
- SR 143
- SR 20
- SR 130 north of Enoch City
- Old Highway 91

Comments, Feedback, Ongoing Projects:

- · Increasing popularity for bicyclists
- Many curves to navigate at high speeds
- · Concerns regarding buses and school children
- Vehicles speeding through canyons and curves
- High number of animal related crashes; consider the need for additional signage or animal fencing
- · Concerns with crashes occurring in dark, unlit conditions



EXISTING CONDITIONS

PROJECT NUMBER: 26



Notes:

Curve Warnings





Typical Cross Section



Eastbound Approaching Comstock Road



Westbound Passing Areas



PROJECT NUMBER: 26

Project Description

Sections of SR 56 have recently been resurfaced, but additional safety countermeasures including shoulder widening, edge line rumble strips, and wider edge lines are recommended. Infilling centerline rumble strips are also recommended. Upgraded curve signage is recommend throughout the corridor especially in locations surrounding Comstock Road and Pinto Road. A passing lane westbound from milepost 44 to mile post 43 is recommended to mitigate passing and speeding through the canyon. Driver feedback speed limit signs are also recommended to address speeding. Intersection lighting is recommended at Main Street (Newcastle) and near milepost 42 where there is an unpaved electrical energy facility access and nighttime crashes have occurred. A bus pull out may also be paved near New Castle for the local school buses.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
2 ft Paved Shoulder	Full corridor
6" Edge Line	Full corridor
Edge Line Rumble Strips	Full corridor (approximately 2.5 miles of pre-existing rumble strips)
Centerline Rumble Strips	Wherever not present
Curve Signage	All curves on the corridor
Driver Feedback Speed Limit Signs	Newcastle Main Street
Bus Pullouts	In coordination with school district
Climbing Lanes	MP 44-43
Intersection Lighting	Newcastle Main Street

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install 4-ft Paved Shoulder (both sides of roadway)	12.52	MILE	\$709,000	\$8,876,680
Install 6" Edge Line (Both Sides of Road)	12.52	MILE	\$8,000	\$100,160
Install Edge Line Rumble Strips	10	MILE	\$5,000	\$50,000
Install Centerline Rumble Strips	2	MILE	\$5,000	\$10,000
Install and/or Upgrade Curve Signage to Enhanced Delineations	10	CURVE	\$3,000	\$30,000
Install Driver Feedback Speed Limit Signs	1	EACH	\$11,000	\$11,000
Install Paved Bus Pullout	2	EACH	\$20,000	\$40,000
Widen Roadway to Install Climbing Lane	1	MILE	\$1,070,000	\$1,070,000
Install Intersection Lighting	1	INT	\$35,000	\$35,000

^{1:} Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

^{3: 20%} of estimated project total toward Safe Streets for All Implementation Grants.

Improvement Subtotal	\$10,222,840
Estimated Construction Cost Total ¹	\$13,875,834
Estimated Project Total ²	\$16,266,000
Local Match³	\$3,253,200

^{2:} Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.

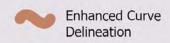
SAFETY ACTION PLAN FOR ALL IRON COUNTY

LOCATION RECOMMENDATIONS

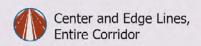
PROJECT NUMBER: 26

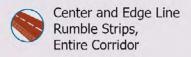


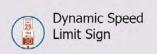
SR 56 from Comstock Road to Main Street (New Castle)

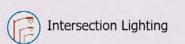


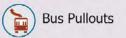


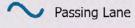














LOCATION CHARACTERISTICS

Location: Iron Springs Road

Project Extents: SR 56 to Comstock Road

Roadway Classification: Major Collector, Federal Aid Route

Jurisdiction(s): Unincorporated Iron County, Cedar City

Underserved Community: Yes

PROJECT NUMBER: 27

Safety Action Plan GFA(s): West Iron County

GFA

GFA Emphasis Areas: Roadway Departures,

Speed-Related, Teen Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	5.17
Speed Limit:	55 mph
Roadway Lanes:	2
Daily Traffic Volume (AADT):	1,900
Median Type:	NA
Number of Key Intersections	0

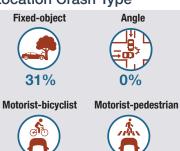
Why was this location identified?

High Crash Network:	Yes 🗸
High Injury Network:	No 🗶
Network Screening:	Yes 🗸
Conflict Areas:	No 🗶
Risk Characteristics:	No 🗶
Community Feedback:	Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	0
Minor Injury Crashes:	1
Possible Injury Crashes	2
No Injury/PDO Crashes:	10
Total Crashes:	13
Equivalent Property Damage Crashes:	50

Location Crash Type













Sideswipe

Front to Rear Single Vehicle







LOCATION INFORMATION

PROJECT NUMBER: 27

Utah Emphasis Areas								
	Beha	vioral	Crash Types	Vulnerab	le Users			
0% Impaired Driving	8% Distracted Driving	0% Teen Driving Safety	0% Aggressive	38% Roadway Departure Crashes	0% Motorcycle Safety	0% Pedestrian Safety		
8% Speed Management	0% Use of Safety Restraints	O% Senior Safety	Driving	8% Intersection Safety	0º Bicy Saf	<i>r</i> cle		

Other Applicable Locations/Scenarios:

Major Collector, higher speed (55 mph), two lane roadways that connect many residential areas and have adjacent growth planned may benefit from similar safety countermeasures. This location has an increase growth in the immediate surroundings. Similar locations include:

- SR 130 in Enoch
- Westview Drive
- Lund Highway
- Old Highway 91
- South Mountain Drive

Comments, Feedback, Ongoing Projects:

- A lot of planned industrial growth; anticipating higher truck traffic than typical
- Vehicle speeding in the area
- Turns from or to Iron Springs are difficult to complete
- Access management should be implemented
- Nighttime visibility concerns.
- High number of animal related crashes; consider animal fencing in areas
- Bicyclist use along Iron Springs Road mixing with high speed vehicle traffic.



EXISTING CONDITIONS

PROJECT NUMBER: 27

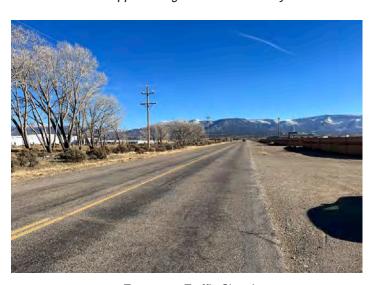


Notes:

Iron Springs & SR 56 Intersection



Northbound Approaching Bowman's Cowboy Kitchen



Temporary Traffic Signal



Typical Approaches to Intersections



Typical Cross Section (2)



PROJECT NUMBER: 27

Project Description

Safety countermeasures identified for Iron Springs Road include driver feedback speed limit signs, wider edge lines with rumble strips, and shoulder widening. Along the curves, post-mounted delineators and upgraded curve signage is recommended. At multiple intersections with minor streets intersection lighting and turn lanes are recommended to increase visibility and separate slowing vehicles from mainline traffic. The area is experience residential and commercial (industrial growth) and access management as development continues will be beneficial to enhance safety for all users.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Driver Feedback Speed Limit Signs	5300 West
6" Edge Line	Full corridor
4 ft Paved Shoulder	Full corridor
Edge Line Rumble Strips	Full corridor
Post-Mounted Delineators	Full corridor
Curve Signage	All curves along corridor
Intersection Lighting	6400 West, 6300 West, Iron Springs Resort RV Park Intersection
Right-Turn Lanes	Bowman's Cowboy Kitchen Intersection, 5600 West, New Development Access
Left-Turn Lanes	5600 West, New Development Access, 6300 West, Paiute Avenue

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install Driver Feedback Speed Limit Signs	2	EACH	\$11,000	\$22,000
Install 6" Edge Line (Both Sides of Road)	5.15	MILE	\$8,000	\$41,200
Install 4-ft Paved Shoulder (both sides of roadway)	5.15	MILE	\$709,000	\$3,651,350
Install Edge Line Rumble Strips	5.15	MILE	\$5,000	\$25,750
Install Post-Mounted Delineators	5.15	MILE	\$4,000	\$20,600
Install and/or Upgrade Curve Signage to Enhanced Delineations	6	CURVE	\$3,000	\$18,000
Install Intersection Lighting	3	INT	\$35,000	\$105,000
Install Right-Turn Lanes	3	LANE	\$127,000	\$381,000
Install Left-Turn Lanes	4	LANE	\$153,000	\$612,000

^{1:} Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

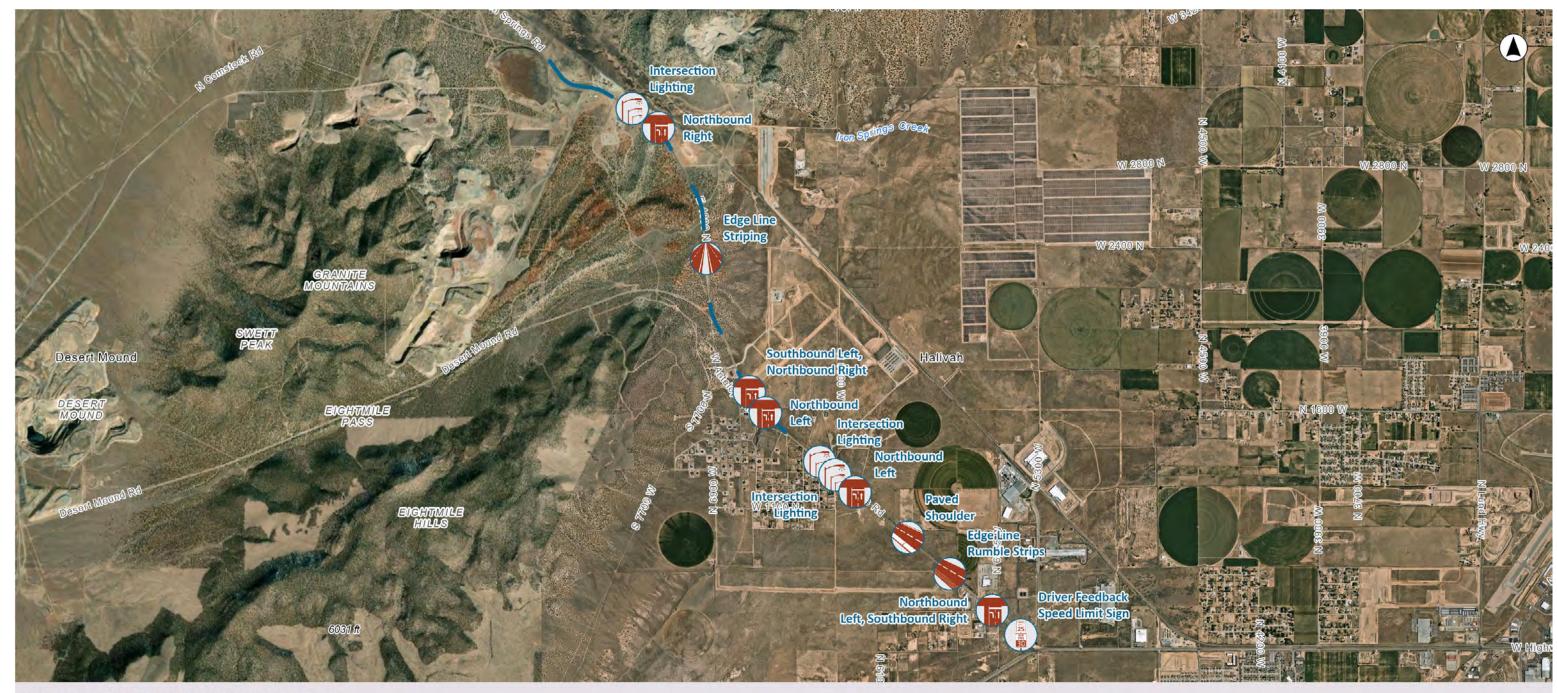
^{3: 20%} of estimated project total toward Safe Streets for All Implementation Grants.

Improvement Subtotal	\$4,876,900
Estimated Construction Cost Total ¹	\$6,658,815
Estimated Project Total ²	\$8,790,000
Local Match³	\$1,758,000

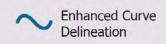
^{2:} Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.

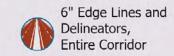


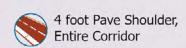
PROJECT NUMBER: 27

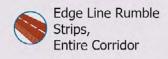


Iron Springs Road from SR 56 to Comstock Road

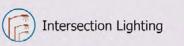


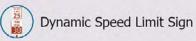














LOCATION CHARACTERISTICS

Location: Lund Highway

Project Extents: SR 56 to Midvalley Road

Roadway Classification: Local, Federal Aid Route Jurisdiction(s): Unincorporated Iron County, Cedar City

Underserved Community: Yes

PROJECT NUMBER: 28

Safety Action Plan GFA(s): West Iron County

GFA, Cedar City GFA

GFA Emphasis Areas: Roadway Departures,

Speed-Related, Teen Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	5.51
Speed Limit:	50 mph
Roadway Lanes:	2
Daily Traffic Volume (AADT):	2,900
Median Type:	NA
Number of Key Intersections	4

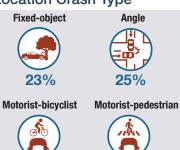
Why was this location identified?

Yes 🗸
Yes 🗸
No 🗶
No 🗶
No 🗶
Yes 🗸

Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	2
Minor Injury Crashes:	7
Possible Injury Crashes	8
No Injury/PDO Crashes:	31
Total Crashes:	48
Equivalent Property Damage Crashes:	432

Location Crash Type





Sideswipe





17%



Single Vehicle



Page 1 of 5



PROJECT NUMBER: 28

LOCATION INFORMATION

Key Intersection Crash History

Intersection Roadway	Total Crashes	Fatal and Serious Injury Crashes	Angle	Left Turn	Rear End	Head On	Sideswipe	Roadway Departure	Pedestrian	Bike
500 North	3				2			1		
1600 North	14		11	3		1		2		
Acacia Lane	3			1						
4000 North	3	1			1					

	Utah Emphasis Areas	
	Aggressive Driving	2%
	Distracted Driving	15%
_	Impaired Driving	0%
Behavioral	Use of Safety Restrains	0%
	Speed Management	10%
	Teen Driving Safety	27%
	Senior Safety	13%
Crash Types	Roadway Departure Crashes	25%
Crash	Intersection Safety	46%
/ulnerable Users	Motorcycle Safety	4%
	Pedestrian Safety	0%
Vulr	Bicycle Safety	0%

Other Applicable Locations/Scenarios:

Major Collector, higher speed (50 mph), two lane roadways that connect many residential areas and have adjacent growth planned may benefit from similar safety countermeasures. This location has an increase growth in the immediate surroundings. Similar locations include:

- SR 130 in Enoch
- Westview Drive
- Iron Springs Road
- Old Highway 91
- South Mountain Drive
- Cross Hollow Road
- 2300 West
- Bulldog Road
- Airport Road

Comments, Feedback, Ongoing Projects:

- Area has a lot of residential growth planned and currently in construction
- All way stop or signal warrant at the intersection with Midvalley Road
- High vehicle speeds through the area
- Popular road bicycling route
- Nighttime visibility concerns
- Intersection with 1600 North becoming very busy



EXISTING CONDITIONS

PROJECT NUMBER: 28



Notes:

Cross Section north of 1775 North



Cross Section north of SR 56



Northbound Approaching Acacia Lane



Curves north of 2800 North



Northbound Approaching Midvalley Road



PROJECT NUMBER: 28

Project Description

This project includes safety countermeasures to mitigate speeding, roadway departure, and intersection related crashes. Improvements typical to rural highways include shoulder widening, wider edge line striping, and edge line rumble strips. Driver feedback speed limit signs and advanced stop-controlled intersection may help mitigate vehicle speeds along the roadway. Additional intersection lighting and transverse rumble strips on the minor approaches are recommended to increase driver awareness at intersections with Lund Highway.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Driver Feedback Speed Limit Signs	Between: Midvalley Road & 4000 North, 4000 North & 2800 North (2 signs), 2800 North & 2400 North, 2400 North & 1600 North, 1600 North & Highway 56
4 ft Paved Shoulders	Entire corridor
6" Edge Lines	Entire corridor
Edge Line Rumble Strips	Entire corridor
Bicycle Lanes	Highway 56 to 1600 North
Intersection Lighting	Pointe West Way, 1600 North, Sycamore Lane/1775 North, 2400 North, 2800 North, 4000 North
Stop-Control Signage	Pointe West Way, 1600 North, Sycamore Lane/1775 North, 2400 North, 2800 North, 4000 North
Transverse Rumble Strips on Minor Approaches	1600 North, 2800 North, 4000 North

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install Driver Feedback Speed Limit Signs	6	EACH	\$11,000	\$66,000
Install 4-ft Paved Shoulder (both sides of roadway)	5.56	MILE	\$709,000	\$3,942,040
Install 6" Edge Line (Both Sides of Road)	5.56	MILE	\$8,000	\$44,480
Install Edge Line Rumble Strips	5.56	MILE	\$5,000	\$27,800
Install Bicycle Lanes	1.45	MILE	\$44,000	\$63,800
Install Edge Line Rumble Strips	5.56	MILE	\$5,000	\$27,800
Install Intersection Lighting	6	INT	\$35,000	\$210,000
Stop-Control Intersection Signage	6	INT	\$4,000	\$24,000
Install Transverse Rumble Strips on Minor Approach	6	LEG	\$1,000	\$6,000

^{1:} Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

^{3: 20%} of estimated project total toward Safe Streets for All Implementation Grants.

Improvement Subtotal	\$4,411,920
Estimated Construction Cost Total ¹	\$6,031,092
Estimated Project Total ²	\$7,962,000
Local Match ³	\$1,592,400

^{2:} Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/design.



PROJECT NUMBER: 28



Lund Highway from SR 56 to Midvalley Road



4 foot Paved Shoulder, **Entire Corridor**



6" Edge Lines, Entire Corridor



Edge Line Rumble Strips, Entire Corridor



Dynamic Speed Limit Signs



Bike Lane



Pointe W Way



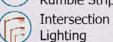
Intersection Lighting



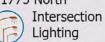
Intersection Ahead Signage 1600 North



Transverse Rumble Strips



Intersection Ahead Signage 1775 North





Intersection Ahead Signage 2400 North



Intersection Lighting



Intersection Ahead Signage 2800 North



Transverse Rumble Strips



Intersection Lighting



Intersection Ahead Signage 4000 North



Transverse Rumble Strips Intersection



Intersection Ahead Signage

Lighting



LOCATION CHARACTERISTICS

Location: Lund Highway

Project Extents: Midvalley Road to 8000 North

Roadway Classification: Minor Collector, Federal Aid Route

Jurisdiction(s): Unincorporated Iron County, Cedar City

Underserved Community: Yes

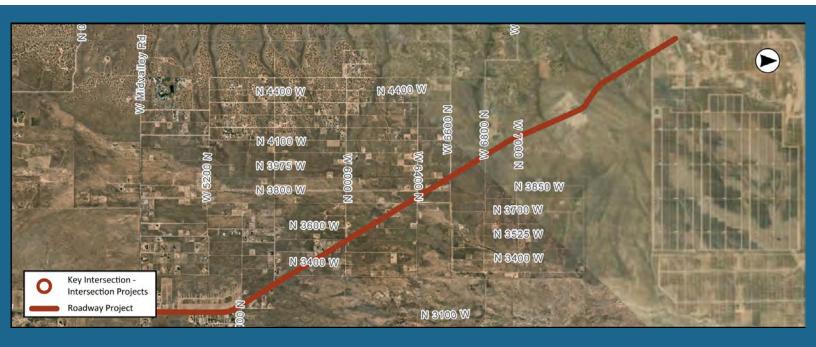
PROJECT NUMBER: 29

Safety Action Plan GFA(s): West Iron County

GFA

GFA Emphasis Areas: Roadway Departures,

Speed-Related, Teen Drivers



LOCATION INFORMATION & SAFETY ANALYSIS SUMMARY

Improvement Location Information & Safety Analysis Summary

Segment Characteristics

Length:	4.62
Speed Limit:	50 mph
Roadway Lanes:	2
Daily Traffic Volume (AADT):	400
Median Type:	NA
Number of Key Intersections	0

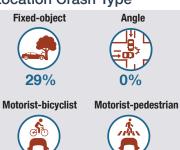
Why was this location identified?

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Location Crash History

Crash Severity (2019 - 2023)	
Fatal Crashes:	0
Serious Injury Crashes:	1
Minor Injury Crashes:	2
Possible Injury Crashes	0
No Injury/PDO Crashes:	4
Total Crashes:	7
Equivalent Property Damage Crashes:	135

Location Crash Type











Sideswipe

Front to Rear



Single Vehicle



Page 1 of 5



LOCATION INFORMATION

PROJECT NUMBER: 29

Utah Emphasis Areas						
Behavioral			Crash Types	Vulnerab	le Users	
0% Impaired Driving	14% Distracted Driving	29% Teen Driving Safety	0% Aggressive	71% Roadway Departure Crashes	0% Motorcycle Safety	0% Pedestrian Safety
71% Speed Management	0% Use of Safety Restraints	0% Senior Safety	Driving	0% Intersection Safety	0º Bicy Saf	rcle

Other Applicable Locations/Scenarios:

Minor collector, higher speed (40 or 50 mph), two lane roadways may benefit from similar safety countermeasures. This location includes horizontal curves and numerous access driveways or minor road intersections. Similar locations include:

- Westview Drive
- Old Highway 91
- Iron Springs Road
- 2300 West
- Airport Road
- Bulldog Road
- Bench Road
- SR 271

- SR 18
- SR 56
- Old Iron Town Road
- Comstock Road
- Bumblebee Lane

Comments, Feedback, Ongoing Projects:

- Roadway traffic is increasing due to growth in the area
- Speeding along the corridor
- · Shoulders often used for walking or bicyclists
- · Visibility limited at intersections



EXISTING CONDITIONS

PROJECT NUMBER: 29



Notes:

Chevron Signs



Curve near 5300 North



Northbound from 5400 North



Curve Warnings north of 7000 North



Typical Cross Section



PROJECT NUMBER: 29

Project Description

Safety countermeasures to encourage safer speeds transversing curves include driver feedback speed limit signs in both directions. Widening shoulders, installing edge line rumble strips, and installing wider edge line striping help mitigate roadway departure crashes. Several unpaved roadways intersect Lund Highway at an angle and may benefit from additional signage or delineation at intersections. Delineating each access allows vehicles traveling on Lund Highway to better anticipate intersecting traffic. Installing (and upgrading existing) curve signage at the curves north of 7000 North is proposed. As development continues to grow in the area, more stop-controlled intersection countermeasures or turn lanes should be considered.

Note, improvements for the Midvalley Road and Lund Highway intersection are included on the Midvalley Road project information sheet.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Recommended Improvements	Location
Driver Feedback Speed limit Signs	5400 North curve
4 ft Paved Shoulder	Entire corridor
6" Edge Lines	Entire Corridor
Post-Mounted Delineators	Entire Corridor
Edge Line Rumble Strips	Entire corridor
Curve Signage	Both curves north of 7000 North

Opinion of Probable Cost

Improvement	QTY.	Unit	Unit Price	Item Cost
Install Driver Feedback Speed Limit Signs on Rural Curves	2	EACH	\$11,000	\$22,000
Install 4-ft Paved Shoulder (both sides of roadway)	4.62	MILE	\$709,000	\$3,275,580
Install 6" Edge Line (Both Sides of Road)	4.62	MILE	\$8,000	\$36,960
Install Post-Mounted Delineators	4.62	MILE	\$4,000	\$18,480
Install Edge Line Rumble Strips	4.62	MILE	\$5,000	\$23,100
Install and/or Upgrade Curve Signage to Enhanced Delineations	2	CURVE	\$3,000	\$6,000

1: Includes mobilization, traffic control (5%), and items not estimated / contingency (30%). Mobilization is 10% +/- of the subtotal with minimum of \$2,500 and a maximum of \$75,000.

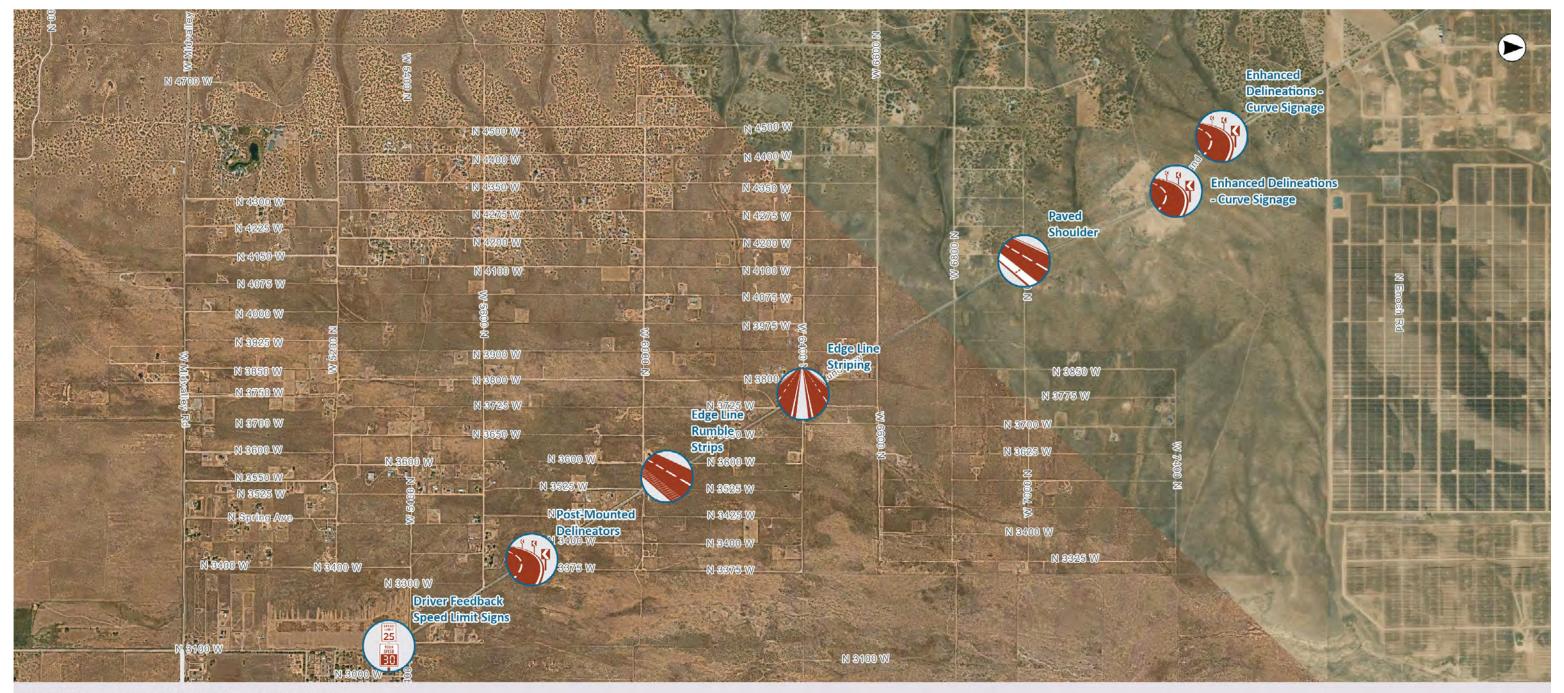
2: Includes preconstruction engineering/design (12%) and construction engineering/management (15%). Utilities and right of way not included and should be evaluate during feasibility study/ design.

3: 20% of estimated project total toward Safe Streets for All Implementation Grants.

Improvement Subtotal	\$3,382,120
Estimated Construction Cost Total ¹	\$4,640,862
Estimated Project Total ²	\$6,126,000
Local Match³	\$1,225,200



PROJECT NUMBER: 29



Lund Highway from Midvalley Road to 8000 North

