



ROAD SAFETY AUDIT: 5500 WEST IN HOOPER CITY

5/21/2026

PREPARED FOR:



SUBMITTED BY:



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1. INTRODUCTION

Hooper City, Utah, submitted a request to the Wasatch Front Regional Council (WFRC) to conduct a Road Safety Audit along 5500 West. WFRC approved this request and retained METHODS Consulting as a third-party consultant to perform a Road Safety Audit with WFRC and staff from Hooper City, including city council members, engineers, and planners in November 2025. This report summarizes the existing conditions of the project area, observations made in the field, and short-, medium-, and long-term recommendations.

Road Safety Audit Definition

According to the Federal Highway Administration (FHWA), a **Road Safety Audit (RSA)** is a formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for safety improvements for all road users.

Figure 1: Summary of What RSAs Are and Are Not

<u>RSAs are:</u>	<u>RSAs are not:</u>
♦ Focused on road safety ♦ A formal examination ♦ Proactive in nature ♦ Conducted by a multidisciplinary team ♦ Conducted by a team that is independent of the operations, design, or ownership of the facility ♦ Conducted by a qualified team ♦ Broad enough to consider the safety of all road users of the facility ♦ Qualitative in nature	♦ A means to evaluate the design of a facility ♦ A check of compliance with standards ♦ A means of ranking or justifying one project over another ♦ A means of rating one design option over another ♦ A redesign of a project ♦ A crash investigation (although the crash history of an existing facility is reviewed by an RSA team)

Road Safety Audit Meetings and Process

As noted above, the RSA process is conducted in accordance with FHWA guidelines. **Figure 2** outlines the steps involved in an RSA.

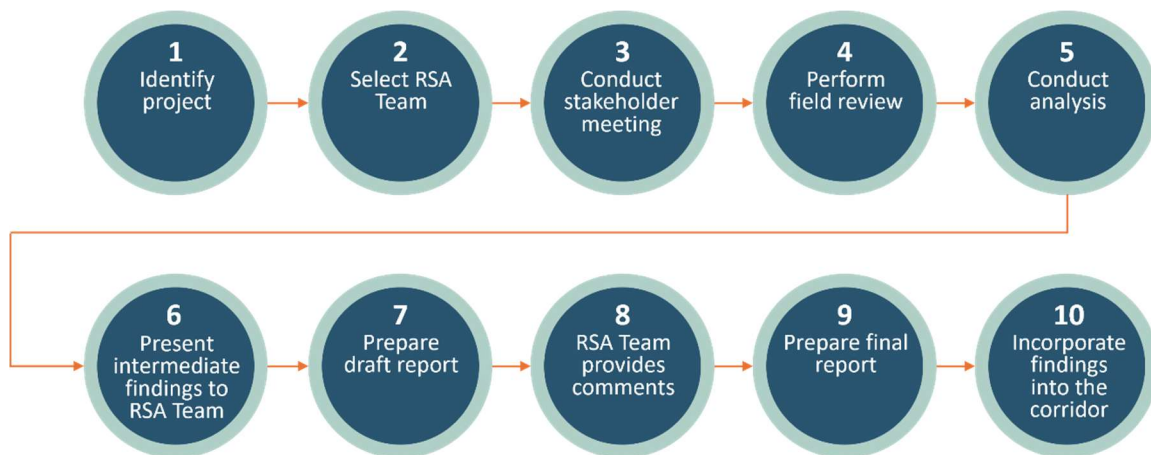


Figure 2: Key Steps in a Road Safety Audit

Stakeholders and points of contact participate throughout the process, particularly during key meetings. The kick-off meeting introduced concept of an RSA, its process, and the responsibilities of the point of contact. At the organization meeting, WFRC staff, METHODS staff, and the point of contact identified the following locations for the field review:

- 4600 South
- 5100 South / culvert crossing
- 5500 South (Sinclair, new all-way stop)

At the stakeholder meeting the RSA process was introduced, key features of the corridor were presented, and the plan for the field review was outlined. At the field review, observations were made at the locations outlined above. Key takeaways from the field review are included in the Appendix. The consultant team presented the identified key concerns and potential solutions at the intermediate meeting.

Project Team and Field Review

RSAs require an independent, qualified, and multidisciplinary team of experts. Team members should act independently of the project owner/design team and have the freedom, ability, and comfort to comment frankly on potentially controversial safety issues. Having a combination of skills and experience in different areas is also helpful to ensure the most critical aspects of the project are addressed¹.

The 5500 West RSA's team included 13 members, identified in Table 1 with the elements of the audit for which they were present. Erica Wygonik of METHODS Consulting was the RSA team leader.

¹ FHWA Road Safety Audit Guidelines, Publication No. FHWA-SA-06-06, page 27

Table 1: RSA Team Members and Attendance

Name	Agency	AM Peak Hour Review	Stakeholder Meeting	Field Review	PM Peak Hour Review	Intermediate Results Meeting
Sheri Bingham	Hooper City		X	X		X
Jared Hancock	Hooper City		X	X		X
Jase McCormick	Hooper City		X	X		
Ray Hancock	Hooper City		X	X		X
Taylor Staffer	Hooper City		X	X		X
Nick Manning	Sinclair Gas Station		X	X		
Carrie Jacobson	UDOT		X	X		
Wayne Bennion	WFRC		X	X		X
Kip Billings	WFRC		X	X		
Fariba Soltani	WFRC		X	X		
Erica Wygonik (team leader)	METHODS (Consultant)	X	X	X	X	X
Ian MacGregor	METHODS (Consultant)	X	X	X		X
Jeremy Searle	METHODS (Consultant)		X	X		

The team gathered for a stakeholder meeting at Hooper City Civic Center Hall at 9:00 am on November 18, 2025, then held a field review, driving the corridor and making stops at key locations to discuss and observe together. METHODS also observed the corridor including specific observations at the 5500 South intersection during the school drop-off time and during the evening peak hour. After the formal field review was over, METHODS collected speed data and made additional observations throughout the corridor. Findings and analysis from these observations are included in this report.

Following the field review and additional observations, METHODS met with members of the RSA team to discuss a list of short-, medium-, and long-term recommendations to include in the final report.

2. PROJECT CONTEXT

The total length of the study corridor is the 2.3-mile segment between 4200 South and 6100 South. The project corridor is located west of I-15 and east of 5900 West (SR-37). 5500 West is a north-south road, shown in [Figure 3](#). It is a federal-aid eligible road (3363)². Most of the existing land use surrounding 5500 West is low- or medium-density residential. Near 5500 South, there is some limited industrial and the Sinclair gas station. The first phase of the West Davis Highway (SR-177), south of the project area, is anticipated to begin construction in 2026. Volumes along 5500 West are anticipated to increase when this phase is completed. However, volumes along 5500 West are expected

² Federal-aid eligible roads are roads the Federal-Aid Highway Program supports with financial assistance for the nation's highway network, which includes locally owned roads. <https://www.fhwa.dot.gov/federal-aidessentials/federalaid.cfm>

to decrease as future phases of the West Davis Highway (SR-177) are completed in 5-10 years.

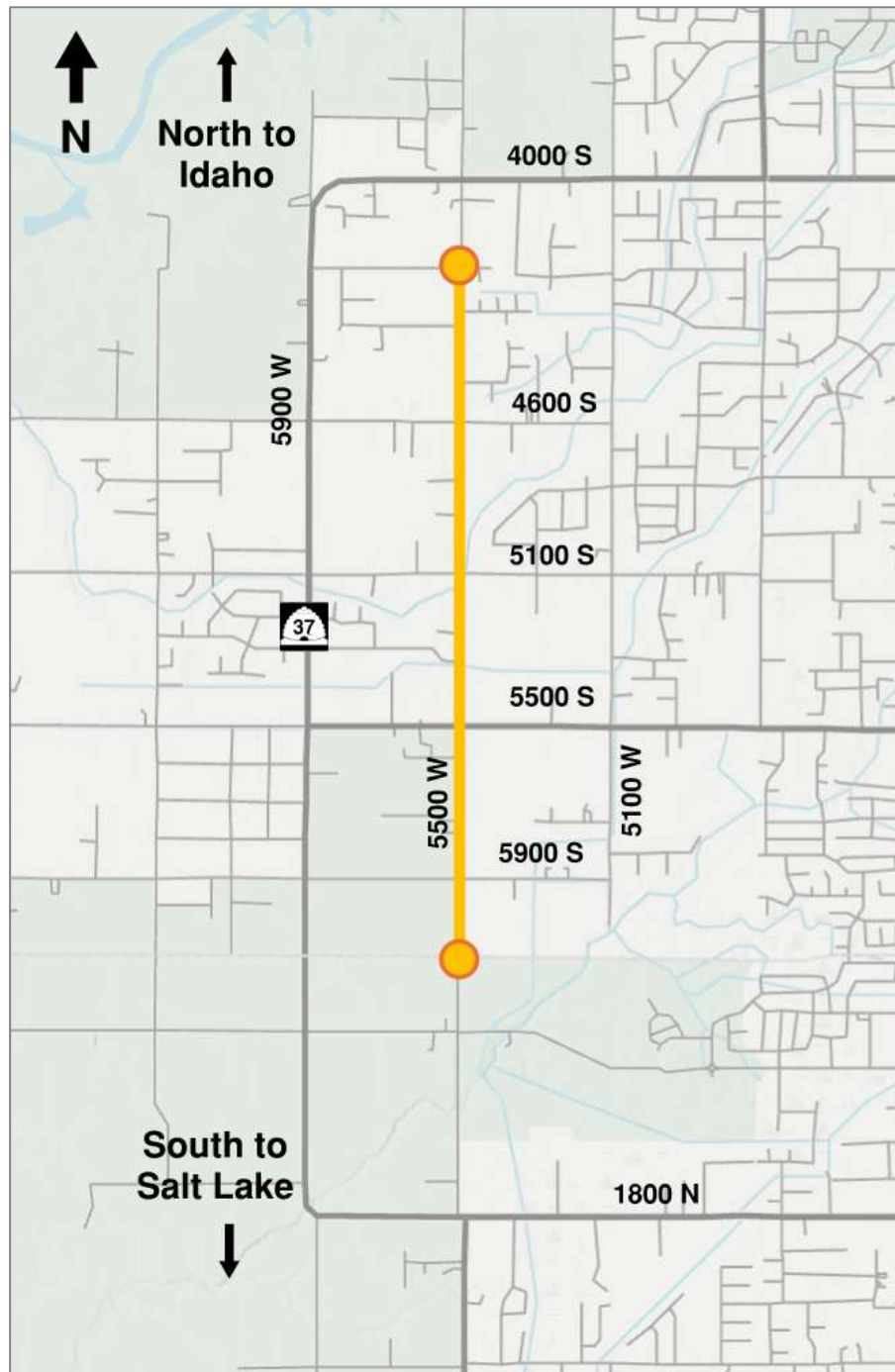


Figure 3: Project Location

WFRC Comprehensive Safety Action Plan

The WFRC Comprehensive Safety Action Plan (CSAP) was completed in 2024. This plan presents strategies to reduce roadway fatalities and serious injuries in the WFRC region. The 4200 South & 5500 West and 5500 West & 5500 South (SR-97) intersections were identified in the plan. Safety measures identified in the plan are shown in **Figure 4**.

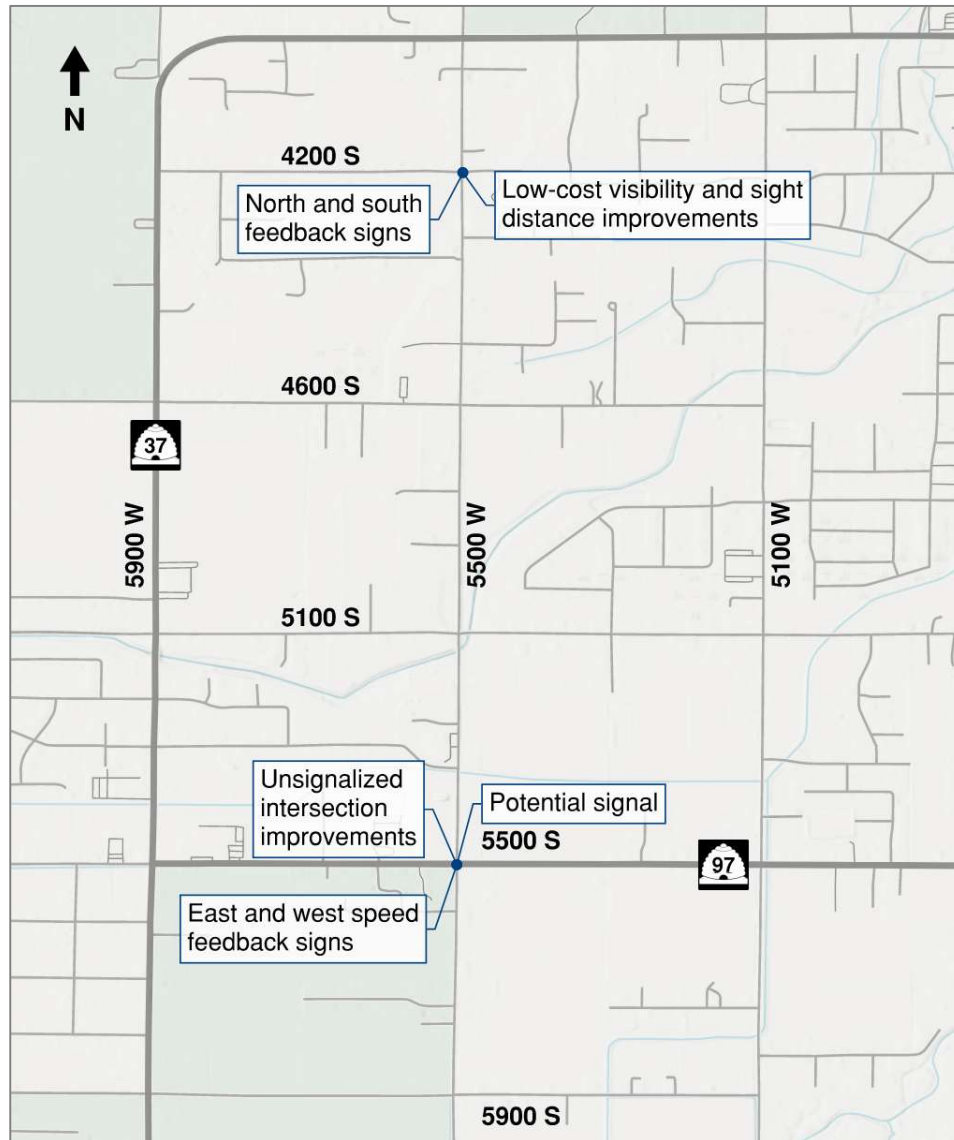


Figure 4: Safety Measures Identified in WFRC CSAP

3. EXISTING CONDITIONS

The study corridor is the 2.3-mile segment between 6100 South and 4200 South.

Roadway Cross Section

Currently, different segments of the corridor vary in cross sections, as shown in **Figure 5**.

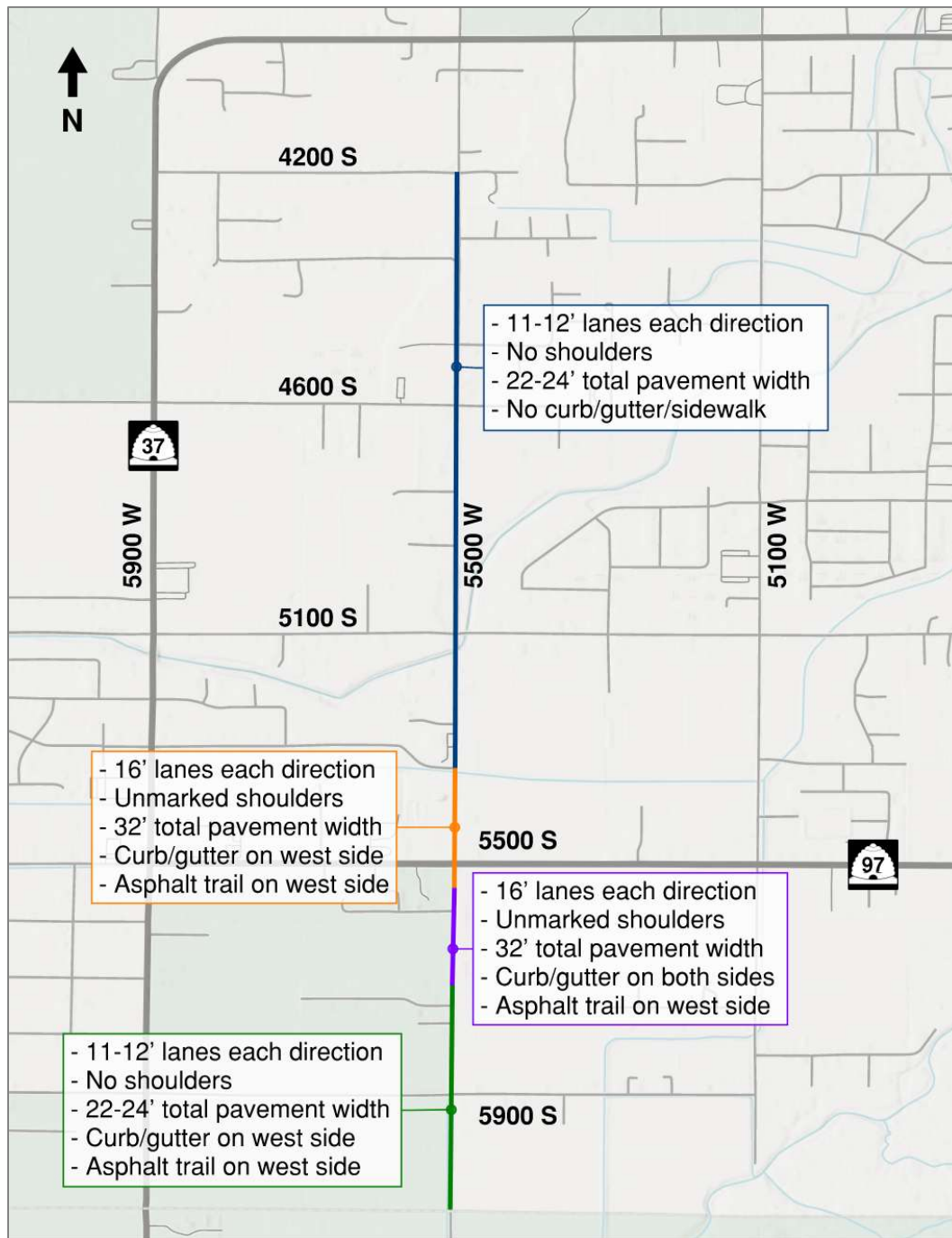


Figure 5: Existing Roadway Cross Sections

Volumes

The annual average daily traffic volume (AADT) was reported by UDOT as 1,000 vehicles per day in 2024. Volumes are higher near 5500 South (SR-97) as it is a larger UDOT roadway, and there is a gas station on the corner of this intersection. UDOT completed traffic signal studies at this intersection in 2020 and in 2024. Volumes did not warrant a signal in either year. However, the turning movement counts suggest that the AADT is higher than 1,000 vehicles per day. The peak hour volumes from these studies are shown in **Figure 6**.

Key

XX (XX) – AM Peak Hour (PM Peak Hour)

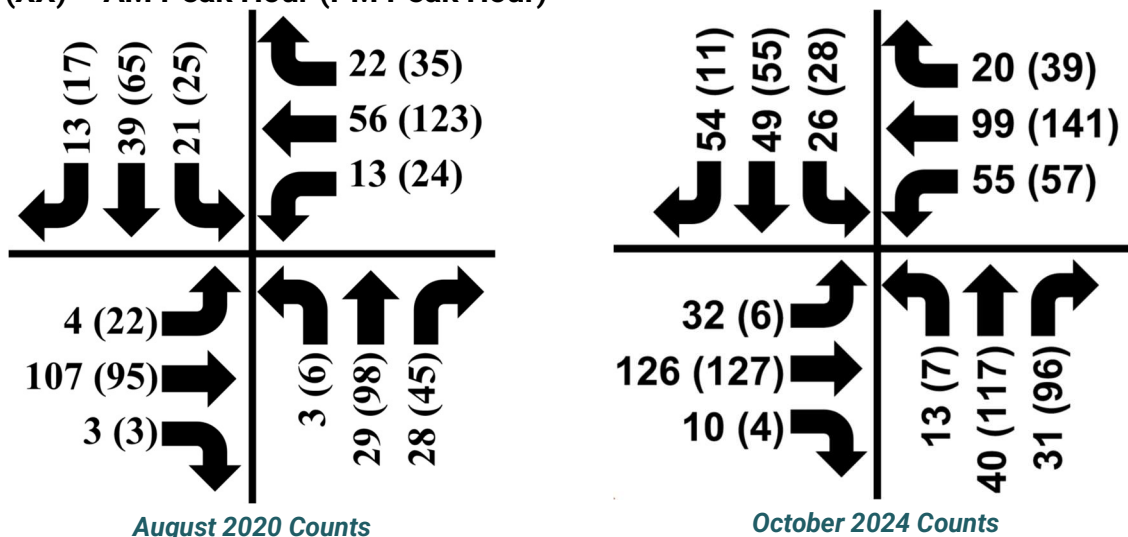


Figure 6: 5500 West & 5500 South (SR-97) Turning Movement Counts

Speeds

The speed limit was reduced to 30 mph along the study corridor in the last year. Prior to this change, the posted speed limit was 40 mph north of 5500 South and 30 mph south of 5500 South. Speed data was collected the day of the RSA site visit near 5100 South during free flow conditions outside of peak hours. The 85th percentile speed was **40 mph** in both the northbound and southbound directions.

Crash Summary

Crash data was obtained from the UDOT Traffic and Safety Division. Crash data may be protected under 23 USC 407. Data from the most recent five full years (January 2020 to December 2024) was used. Crashes are shown in **Figure 7**.

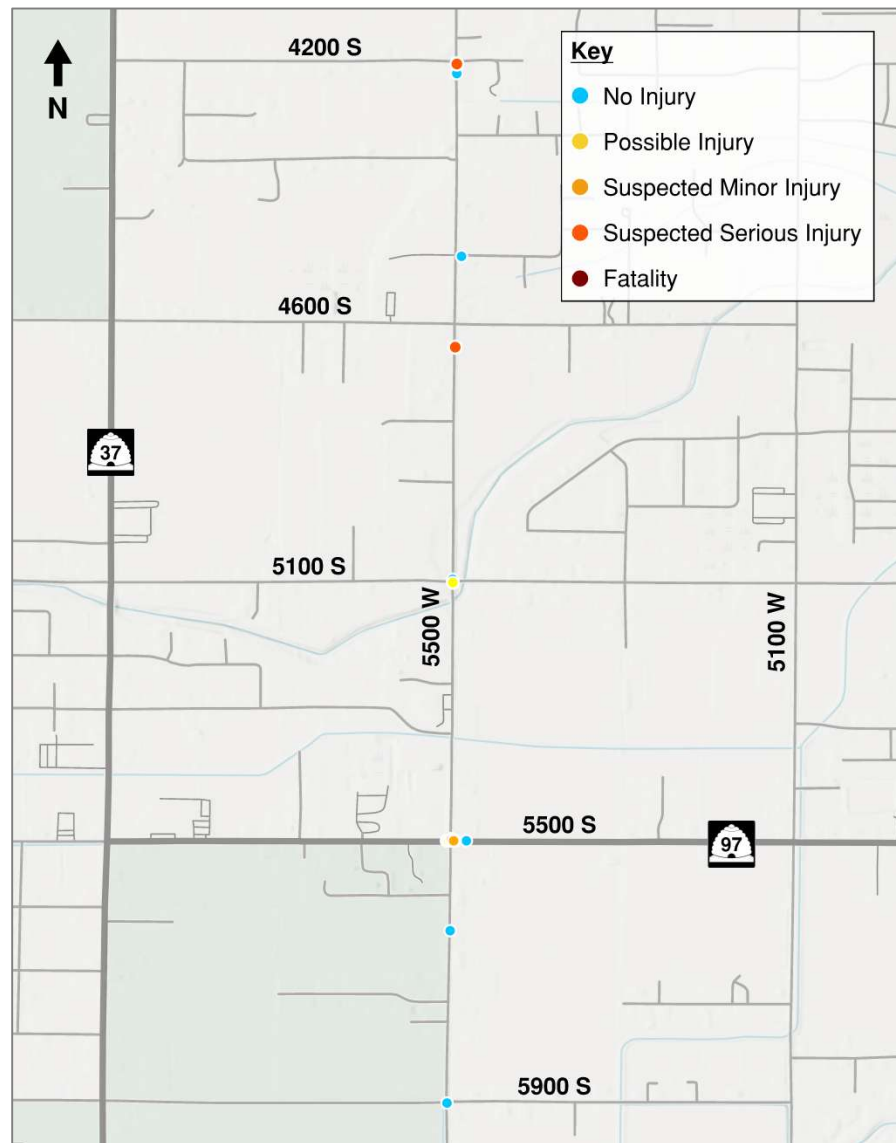


Figure 7: Crash Summary

Notable Crash History Findings Along the Study Corridor

- ◆ 35 crashes were reported along 5500 West between 2020 and 2024.
- ◆ 25 crashes were reported at the 5500 South (Sinclair) intersection. Of these crashes, 20 were angle crashes.
- ◆ Two serious injury crashes were reported on the corridor in the most recent validated five-year period. One involved a sideswipe of vehicles going opposite directions; the other was a single vehicle roadway departure.
- ◆ No reported crashes involved a pedestrian or cyclist during the analysis period.

4. FINDINGS AND MEASURES FOR CONSIDERATION

During the RSA stakeholder meeting, field review, and intermediate results meetings, the project team members discussed their collective knowledge and experience with the corridor, observed the corridor together at various stopping points, and identified possible improvements. The following sections summarize these findings and measures for consideration, based on observations made during the field review and available data. Measures for consideration are identified as **short-**, **medium-**, or **long-term**.

A summary map of all location-specific insights and issues is shown in **Figure 8**. Insights are not necessarily safety concerns, but observations or background information that inform recommended safety measures. Issues are safety concerns which the suggested measures intend to address.

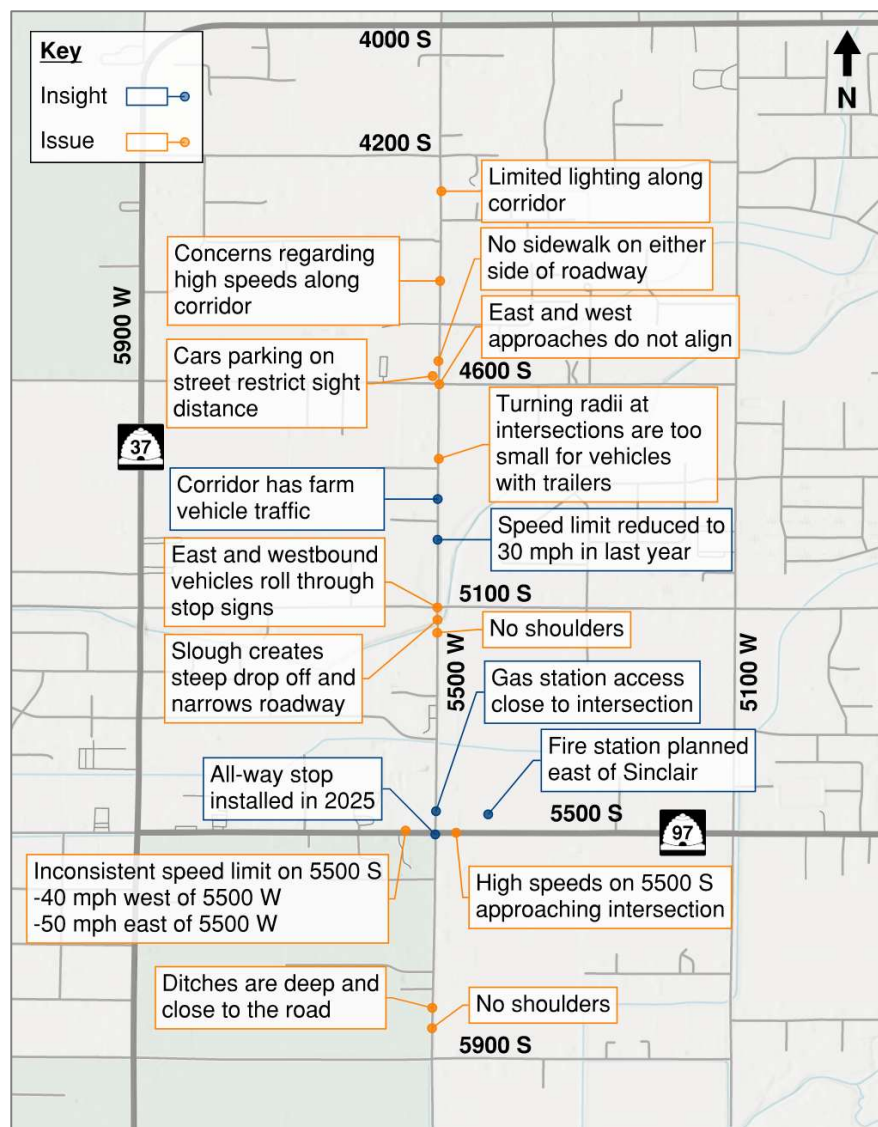


Figure 8: Insights and Issues Summary

Corridor-Wide

Insight: The first phase of the West Davis Highway (SR-177) is expected to increase traffic on the study corridor. A reduction in traffic on 5500 West is anticipated when future phases of the West Davis Highway (SR-177) are completed in 5-10 years.

Insight: A two-way-left-turn lane is unlikely to be installed on 5500 West.

Insight: The speed limit on 5500 West was reduced to 30 mph in the last year. Prior to this change, the posted speed limit north of 5500 South was 40 mph, and the posted speed limit south of 5500 South was 30 mph.

Issue #1: Intersections are not readily visible for drivers, and limited lighting along the corridor contributes to this issue.

Short-Term Measure: Install stop bars on side streets to make intersections more visible.

- **To advance**

Medium-Term Measure: Consider additional lighting, particularly at intersections.

- **To advance**

Long-Term Measure: Install special emphasis crosswalks and ADA ramps at shared-use path crossings, particularly 5300 South, 5500 South, 5600 South, 5725 South, and 5900 South.

- **To advance**

Issue #2: There is no shoulder striping along the corridor, and portions of the centerline are faded.



Short-Term Measure: Consider edge striping to help differentiate the edge of the roadway and repaint the centerline.

- **To advance**

Long-Term Measure: Consider center or edge rumble strips.

- **Not to advance – Rumble strips along 5500 West can increase the noise in the community, though sinusoidal rumble strips can result in less noise. Based on the crash history, only one crash has been recorded involving a vehicle drifting into the opposing lane. If additional crashes of this nature are reported, sinusoidal centerline rumble strips should be considered.**

Issue #3: 85th percentile observed speeds exceeded the posted speed by 10 MPH.

Short-Term Measure: Install a driver feedback sign, especially near the park and where speed limit has been lowered.

- **To advance**

Long-Term Measure: Consider planting trees in the park strip, between the shared-use path and the road. Trees can appear to constrain the roadway, slow traffic, and provide a sense of safety to shared-use path users.

- **To advance**

Issue #4: Farm equipment traffic uses 5500 West, and turning radii at intersections are too small for vehicles with trailers.

Short-Term Measure: At locations with frequent farm vehicle use, install striped bulb-outs at intersections instead of curbed ones to allow larger vehicles to safely turn.

- **To advance**

4600 South

Issue #1: Cars parking on the street restrict sight distance. Cars park here to access Hooper North Park, which has limited parking.



Long-Term Measure: Update the 5500 West cross section at the park. The cross section can include on-street parking, bulb-outs at 4550 South and 4600 South to prevent vehicles from parking at the intersections, and crosswalks with supportive

treatments across 5500 West, 4550 South, and 4600 South. Speed feedback signs can also be installed near the park.

- **To advance – bulb outs can be created with paint or textured treatments or mountable curbing to allow vehicles with trailers to still be able to make wider turns.**

Issue #2: The eastbound and westbound approaches of 4600 South do not align.

Short-Term Measure: Paint stop bars on the eastbound and westbound approaches.

- **To advance**

Long-Term Measure: Align approaches. This will likely include widening the west leg of 4600 South to the south.

- **To advance**

Issue #3: There is no sidewalk on the east or west sides of 5500 West near the park.

Medium-Term Measure: Install sidewalks

- **To advance**

Issue #4: There is inadequate lighting near this location on the corridor.

Medium-Term Measure: Install lighting

- **To advance**

5100 South

Issue #1: There is a slough near the intersection in the clear zone. In addition, it limits construction. As a result, there are no shoulders on this section of the corridor.



Short-Term Measure: Consider edge striping to help differentiate the edge of the roadway.

- **To advance**

Long-Term Measure: Install a guardrail on the east side of the road to prevent vehicles from entering the slough.

- **Not to advance – Wide farm equipment uses this roadway and could hit and damage a guardrail.**

Long-Term Measure: Install piped irrigation at this location and flatten the side slope.

- **To advance**

Issue #2: Vehicles either ignore or roll through the east and westbound stop signs.



Short-Term Measure: Install stop bars on side streets to make intersections more visible.

- **To advance**

Short-Term Measure: Separate the stop sign from street signs, as well as implementing other multiple low-cost countermeasures such as double stop signs and stop ahead signs, and LED flashers.

- **To advance**

Issue #3: The trail on the east side of this intersection ends with no connection to the shared-use path south of 5300 South.



Long-Term Measure: Extend active transportation network south to connect to existing shared-use path on the west side of 5500 West.

- **To advance**

Issue #4: There is inadequate lighting near this location on the corridor.

Medium-Term Measure: Install lighting

- **To advance**

Issue #5: There is speeding at this location.

Short-Term Measure: Install a driver feedback sign.

- **To advance**

5500 South (SR-97)

Insight: The all-way stop at this intersection was installed in 2025.

Issue #1: Vehicles on 5500 South (SR-97) are approaching the intersection too fast as they have not adjusted to the new traffic control. The posted speed limit on 5500 South (SR-97) is 50 mph east of 5500 West and 40 mph west of 5500 West.



Short-Term Measure: Implement additional low-cost countermeasures such as double stop signs and stop ahead signs, and LED flashers.

- **To advance**

Medium-Term Measure: Install a special emphasis crosswalk for the shared-use path crossing on the west side of the intersection, increasing pedestrian visibility.

- **To advance**

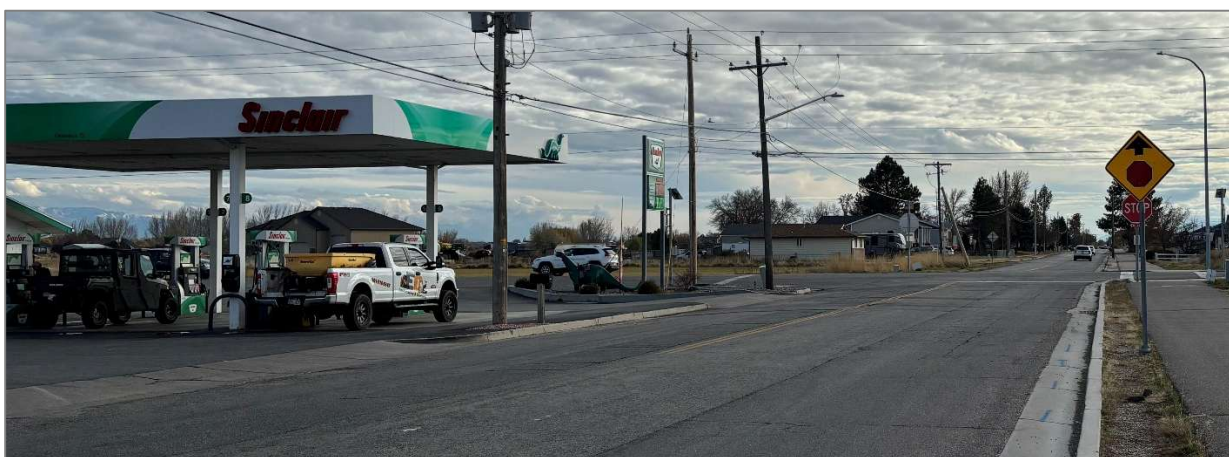
Long-Term Measure: Move the existing or add additional transverse rumble strips on 5500 South (SR-97) further from the intersection so drivers have more warning to reduce their speed approaching the stop signs.

- **To advance**

Long-Term Measure: Implement a roundabout at this location. An Intersection Control Evaluation (ICE) study completed by UDOT in 2020 determined that a single lane roundabout was determined to have the highest life-cycle benefit-cost.

- **To advance**

Issue #2: Accesses to the Sinclair gas station are close to the intersection.



Long-Term Measure: In accordance with best practices, close or limit access to the gas station as much as possible, particularly the south access to 5500 West.

- **To advance**

5900 South

Issue #1: There is a steep slough on the east side of the roadway in the clear zone. There are currently plans to fill the slough on the east side of the road and widen the road to the east.



Short-Term Measure: Consider edge striping to help differentiate the edge of the roadway.

- **To advance**

Long-Term Measure: Install a guardrail on the east side of the road to prevent vehicles from entering the slough.

- **Not to advance – Wide farm equipment uses this roadway and could hit and damage a guardrail.**

Long-Term Measure: Continue with plans to install piped irrigation at this location. Currently, plans are for construction to begin in 2027.

- **To advance**

Issue #2: Intersection is unexpected.



Short-Term Measure: Implement low-cost countermeasures such as double stop signs and stop ahead signs, and LED flashers.

- **To advance**

Short-Term Measure: Install stop bars on the east and westbound approaches.

- **To advance**

Medium-Term Measure: Consider lighting at intersection.

- **To advance**

Issue #3: There is not a marked crosswalk along 5500 W, while there is shared-use path north and south of 5900 South on the west side.

Medium-Term Measure: Install a special emphasis crosswalk for the shared-use path crossing on the west side of the intersection, increasing pedestrian visibility.

- **To advance**

Benefit-Cost Analysis

The following tables show the cost estimate, expected crash reduction, and benefit-cost ratio of each improvement. These are high-level estimates, based on the best available information. Cost estimates rely on current unit costs, available project estimates, or estimates from similar projects.

Due to the limited crash history, METHODS estimated the safety costs in the study area using both predictive modeling and the observed crash data. The estimates relied on the observed crash history unless the crash history was relatively limited. In those instances, the values from the predictive modeling were used. When predictive modeling was used, AADTs were developed using UDOT 2024 AADT information, estimated from turning movements, or estimated from similar roads or surrounding land use. In both cases, crash modification factors (CMFs) from the Utah CMF database, the WFRC CSAP, and CMF Clearinghouse were applied to each measure when there was an applicable equivalent countermeasure. Not all measures have an equivalent countermeasure for various reasons. The lower the CMF, the greater reduction in crashes a countermeasure is expected to produce.

The following table summarizes the improvements with their CMF, cost estimate, and benefit-cost ratio. A benefit-cost ratio (B/C) above 1 means the benefit of a countermeasure is greater than the cost of that countermeasure. The benefit values used to determine the final B/C ratio are based on a 20-year analysis. The cost of a countermeasure is factored based on its service life. Complete calculations for each improvement are included in the Appendix.

Table 2: Benefit-Cost Analysis Summary³

ID	Location	Measure	CMF	20-Year Benefit	20-Year Cost	Benefit-Cost Ratio (B/C)
SHORT TERM						
S-1	Corridor Wide	Stop bars on side streets	0.950	\$1,967,000	\$2,000	983.50
S-2	Corridor Wide	Edge & centerline striping	0.917	\$9,143,000	\$77,000	118.74
S-3	Corridor Wide	Driver feedback signs	0.950	\$1,967,000	\$316,000	6.22
S-4	5100 South	Edge line striping	0.962	\$106,000	\$700	151.43
S-5	5100 South	Stop bars on side streets	0.950	\$138,000	\$200	690.00
S-6	5100 South	Separate stop sign and street sign	0.902	\$173,000	\$2,000	86.50
S-7	5100 South	Driver feedback signs	0.950	\$89,000	\$105,000	0.85
S-8	5500 South	Low cost countermeasures (Double stop signs, stop ahead signs, LED flashers, stop ahead striping)	0.90	\$1,279,000	\$100,000	12.79
S-9	5900 South	Low cost countermeasures (Double stop signs, stop ahead signs, LED flashers, stop ahead striping)	0.90	\$276,000	\$100,000	2.76
S-10	5900 South	Edge line striping	0.962	\$106,000	\$2,000	53.00
MEDIUM TERM						
M-1	Corridor Wide	Lighting	0.957	\$1,223,000	\$1,059,000	1.15
M-2	4600 South	Install sidewalks on either side of the park	0.994	\$21,000	\$154,000	0.14
M-3	4600 South	Intersection lighting	0.982	\$59,000	\$50,000	1.18
M-4	5100 South	Intersection lighting	0.982	\$33,000	\$50,000	0.66
M-5	5500 South	Special emphasis crosswalk	0.998	\$35,000	\$25,000	1.40
M-6	5900 South	Intersection lighting	0.982	\$51,000	\$50,000	1.02
M-7	5900 South	Special emphasis crosswalk	0.998	\$7,000	\$25,000	0.28
LONG TERM						
L-1	Corridor Wide	Special emphasis crosswalks	0.998	\$71,000	\$127,000	0.56
L-2	Corridor Wide	Center rumble strip	0.917	\$2,375,000	\$20,000	118.75
L-3	Corridor Wide	Trees in the park strip to act as traffic calming	0.929	\$2,018,000	\$200,000	10.09
L-4	4600 South	Bulbouts (painted)	0.920	\$257,000	\$1,000	257.00
L-5	4600 South	Align approaches by paving south side of west leg	0.801	\$640,000	\$350,000	1.83
L-6	4600 South	Crosswalk with supportive treatment	0.998	\$8,000	\$117,000	0.07
L-7	5100 South	Fill slough and flatten side slope	0.922	\$138,000	\$57,000	2.42
L-8	5100 South	Extend AT network to connect to shared-use path on west side	0.992	\$14,000	\$250,000	0.06
L-9	5500 South	Extend rumble strips	0.838	\$2,250,000	\$300	7500.00
L-10	5500 South	Roundabout	0.313	\$9,552,000	\$4,772,000	2.00
L-11	5500 South	Close or limit Sinclair accesses	0.950	\$695,000	\$7,000	99.29
L-12	5900 South	Continue with plans to pipe irrigation and fill slough	0.922	\$214,000	\$33,000	6.48

³ Lower CMFs indicate a countermeasure is expected to result in a larger reduction in crashes.

5. RECOMMENDATIONS

The following is a summary of recommendations based on known operations, safety, and geometry along the study corridor and the preliminary evaluation of the measures described above.

Table 3: Recommendations

ID	Location	Measure	Recommended?	Details
SHORT TERM				
S-1	Corridor Wide	Stop bars on side streets	Yes	-
S-2	Corridor Wide	Edge & centerline striping	Yes	-
S-3	Corridor Wide	Driver feedback signs	Yes	-
S-4	5100 South	Edge line striping	Yes	-
S-5	5100 South	Stop bars on side streets	Yes	-
S-6	5100 South	Separate stop sign and street sign	Yes	-
S-7	5100 South	Driver feedback signs	Not at this time	B/C < 1
S-8	5500 South	Low cost countermeasures (Double stop signs, stop ahead signs, LED flashers, stop ahead striping)	Yes	Coordination required with UDOT
S-9	5900 South	Low cost countermeasures (Double stop signs, stop ahead signs, LED flashers, stop ahead striping)	Yes	-
S-10	5900 South	Edge line striping	Yes	-
MEDIUM TERM				
M-1	Corridor Wide	Lighting	Yes	-
M-2	4600 South	Install sidewalks on either side of the park	Not at this time	B/C < 1
M-3	4600 South	Intersection lighting	Yes	-
M-4	5100 South	Intersection lighting	Not at this time	B/C < 1
M-5	5500 South	Special emphasis crosswalk	Yes	Coordination required with UDOT
M-6	5900 South	Intersection lighting	Yes	-
M-7	5900 South	Special emphasis crosswalk	Yes	Recommended to align with UDOT policy for shared-use path crossings, B/C < 1
LONG TERM				
L-1	Corridor Wide	Special emphasis crosswalks	Yes	Recommended to align with UDOT policy for shared-use path crossings, B/C < 1
L-2	Corridor Wide	Center rumble strip	Yes	Should be considered if additional cross over crashes are reported; sinusoidal rumble strips are preferred to minimize noise.
L-3	Corridor Wide	Trees in the park strip to act as traffic calming	Yes	-
L-4	4600 South	Bulbouts (painted)	Yes	Painted bulbouts are recommended instead of concrete bulbouts as this will have less impact on farm vehicles.
L-5	4600 South	Align approaches by paving south side of west leg	Yes	-
L-6	4600 South	Crosswalk with supportive treatment	Not at this time	B/C < 1
L-7	5100 South	Fill slough and flatten side slope	Yes	-
L-8	5100 South	Extend AT network to connect to shared-use path on west side	Not at this time	B/C < 1
L-9	5500 South	Extend rumble strips	Yes	Coordination required with UDOT
L-10	5500 South	Roundabout	Yes	Coordination required with UDOT
L-11	5500 South	Close or limit Sinclair accesses	Yes	Coordination required with Sinclair
L-12	5900 South	Continue with plans to pipe irrigation and fill slough	Yes	Construction planned for 2027

6. APPENDIX

A. SUMMARY OF ISSUES

B. DETAILED BENEFIT-COST CALCULATION TABLE

Appendix A: SUMMARY OF ISSUES

The following list of issues is a compilation of the project team's observations during the RSA field review on November 18, 2025, the experience of City officials, and the crash history and volumes discussed in Section 3 Existing Conditions.

Entire Corridor

- Not enough lighting
 - a. People want it at intersections
 - b. RMP can put lights on existing poles
- High speeds
- Turn radii are too small for vehicles with trailers
- Cyclists use edge of road, especially for races in the summer
- West Davis Corridor will increase traffic on 5500 W (5+ year project)
 - a. Will be busy until 177 is built (5-10) years

4000 (Not in study area)

- Participates indicated sight distance issues for NB/SB vehicles at intersection
 - a. Field review by METHODS did not observe issues when pulled within 15' of traveled way. Stop bar is very far back.

4600 S

- Cars parked on street restrict sight distance
- Not enough parking
- Needs to be better lit
- No sidewalk on west or east sides
- Doesn't align – striped to align it
- Lots of big trailers with farm equipment; wider radii should be universal

5100 S

- No shoulders (water crossing)
- Roadway departure crashes may be underreported
- Vehicles rolling through or ignoring EB/WB stop signs
- Bad crash Summer 2025
- Lighting
- Rumble strips
- Speeds seem higher than 30 mph

- Can street signs be on Stop Signs? Can we add reflectors?
- The slew is a pinch point and has a steep drop off
- Kids use motor vehicles on non-motorized trail
- There were excessive queues during construction

5500 S (SR-97) (Sinclair Gas Station)

- High speeds on 5500 S (SR-97)
- Accesses to gas station are too close to intersection but community members say it works ok.
- Trucks access via 5500 S
- People are generally happy with the 4-way stop. Lighting would help
- Probably a signal in the future
- Stop ahead signs?
- RRFB when 4-way installed
- The speed limit changes here a few times → there is a desire for a 40 MPH speed limit, but UDOT will require Hooper to pay for speed management measures and enforcement and then will likely only consider 45 mph.
- A fire station is planned for a few parcels east of the intersection on the north side; will need its own access
- Smiths at 4700 W & 5500 S
- Tax return sign potential sight distance issue
- UTA stop was removed due to lack of activity
- Unlikely to have TWLTL on 5500 W

5900 S

- No shoulders
- No crossings
- Ditches are deep and proximate

Appendix B: Detailed Benefit-Cost Calculation Table

			CMF										Predicted												
ID	Location	Measure	Fatal	SI	Minor Injury	Possible Injury	PDO	Overall CMF	Type	Cost per crash	# of Crashes	# w/ Treatment	Crashes avoided	Annual Crash Costs	Safety Benefit per Year	Fatal	SI	Minor Injury	Possible Injury	PDO	# of Crashes	Fatal w/ Treatment	SI w/ Treatment		
SHORT TERM																									
S-1	Corridor Wide	Stop bars on side streets	0.950	0.950	0.950	0.950	0.950	0.950	2U	\$274,067	2.802	2.662	0.140	\$767,936	\$38,397	0	0.4	1.4	1.2	4	7	0.00	0.38		
S-2	Corridor Wide	Edge & centerline striping	1.000	0.760	0.760	0.760	1.000	0.917	2U	\$274,067	2.802	2.569	0.233	\$767,936	\$63,843	0	0.4	1.4	1.2	4	7	0.00	0.30		
S-3	Corridor Wide	Driver feedback signs	0.950	0.950	0.950	0.950	0.950	0.950	2U	\$274,067	2.802	2.662	0.140	\$767,936	\$38,397	0	0.4	1.4	1.2	4	7	0.00	0.38		
S-4	5100 South	Edgeline striping	0.962	0.962	0.962	0.962	0.962	0.962	4ST	\$186,804	0.993	0.955	0.038	\$185,497	\$7,123	0	0	0	0.2	0.4	0.6	0.00	0.00		
S-5	5100 South	Stop bars on side streets	0.950	0.950	0.950	0.950	0.950	0.950	4ST	\$186,804	0.993	0.943	0.050	\$185,497	\$9,275	0	0	0	0.2	0.4	0.6	0.00	0.00		
S-6	5100 South	Separate stop sign and street sign	1.000	0.850	0.850	0.850	0.930	0.902	4ST	\$186,804	0.638	0.576	0.062	\$119,181	\$11,634	0	0	0	0.2	0.4	0.6	0.00	0.00		
S-7	5100 South	Driver feedback signs	0.950	0.950	0.950	0.950	0.950	0.950	4ST	\$186,804	0.638	0.606	0.032	\$119,181	\$5,959	0	0	0	0.2	0.4	0.6	0.00	0.00		
S-8	5500 South	Low cost countermeasures (Double stop signs, stop ahead signs, LED flashers, stop ahead striping)	0.90	0.90	0.90	0.90	0.90	0.90	4ST	\$186,804	3.261	2.935	0.326	\$609,169	\$60,917	0	0	1.4	1	2.6	5	0.00	0.00		
S-9	5900 South	Low cost countermeasures (Double stop signs, stop ahead signs, LED flashers, stop ahead striping)	0.90	0.90	0.90	0.90	0.90	0.90	4ST	\$186,804	0.993	0.894	0.099	\$185,497	\$18,550	0	0	0	0	0.2	0.2	0.00	0.00		
S-10	5900 South	Edgeline striping	0.962	0.962	0.962	0.962	0.962	0.962	4ST	\$186,804	0.993	0.955	0.038	\$185,497	\$7,123	0	0	0	0	0.2	0.2	0.00	0.00		
MEDIUM TERM																									
M-1	Corridor Wide	Lighting	0.949	0.949	0.949	0.949	0.962	0.957	2U	\$274,067	2.802	2.68	0.12	\$767,936	\$32,907	0	0.4	1.4	1.2	4	7	0.00	0.38		
M-2	4600 South	Install sidewalks on either side of the park	0.994	0.994	0.994	0.994	0.994	0.994	4ST	\$186,804	1.158	1.15	0.01	\$216,319	\$1,406	0	0	0	0	0	0	0.00	0.00		
M-3	4600 South	Intersection lighting	0.947	0.947	0.947	0.947	1.000	0.982	4ST	\$186,804	1.158	1.14	0.02	\$216,319	\$3,972	0	0	0	0	0	0	0.00	0.00		
M-4	5100 South	Intersection lighting	0.947	0.947	0.947	0.947	1.000	0.982	4ST	\$186,804	0.638	0.63	0.01	\$119,181	\$2,189	0	0	0	0.2	0.4	0.6	0.00	0.00		
M-5	5500 South	Special emphasis crosswalk	0.998	0.998	0.998	0.998	0.998	0.998	4ST	\$186,804	3.261	3.25	0.01	\$609,169	\$1,523	0	0	1.4	1	2.6	5	0.00	0.00		
M-6	5900 South	Intersection lighting	0.947	0.947	0.947	0.947	1.000	0.982	4ST	\$186,804	0.993	0.97	0.02	\$185,497	\$3,406	0	0	0	0	0.2	0.2	0.00	0.00		
M-7	5900 South	Special emphasis crosswalk	0.998	0.998	0.998	0.998	0.998	0.998	4ST	\$186,804	0.993	0.99	0.00	\$185,497	\$464	0	0	0	0	0.2	0.2	0.00	0.00		
LONG TERM																									
L-1	Corridor Wide	Special emphasis crosswalks	0.998	0.998	0.998	0.998	0.998	0.998	2U	\$274,067	2.802	2.795	0.01	\$767,936	\$1,920	0	0.4	1.4	1.2	4	7	0.00	0.40		
L-2	Corridor Wide	Center rumble strip	0.917	0.917	0.917	0.917	0.917	0.917	2U	\$274,067	2.802	2.569	0.23	\$767,936	\$63,892	0	0.4	1.4	1.2	4	7	0.00	0.37		
L-3	Corridor Wide	Trees in the park strip (speed calming) (586 & 589)	1.000	0.890	0.890	0.890	0.950	0.929	2U	\$274,067	2.802	2.604	0.20	\$767,936	\$54,304	0	0.4	1.4	1.2	4	7	0.00	0.36		
L-4	4600 South	Bulbouts (painted)	0.920	0.920	0.920	0.920	0.920	0.920	4ST	\$186,804	1.158	1.065	0.09	\$216,319	\$17,306	0	0	0	0	0	0	0.00	0.00		
L-5	4600 South	align approaches (paving deteriorated shoulder)	0.982	0.929	0.929	0.929	0.733	0.801	4ST	\$186,804	1.158	0.928	0.23	\$216,319	\$43,010	0	0	0	0	0	0	0.00	0.00		
L-6	4600 South	Crosswalk with supportive treatment	0.998	0.998	0.998	0.998	0.998	0.998	4ST	\$186,804	1.158	1.155	0.00	\$216,319	\$541	0	0	0	0	0	0	0.00	0.00		
L-7	5100 South	Fill slough and flatten side slope	0.922	0.922	0.922	0.922	0.922	0.922	4ST	\$186,804	0.638	0.588	0.05	\$119,181	\$9,260	0	0	0	0.2	0.4	0.6	0.00	0.00		
L-8	5100 South	Extend trail to the south to connect to trail on west side	0.992	0.992	0.992	0.992	0.992	0.992	4ST	\$186,804	0.638	0.633	0.00	\$119,181	\$918	0	0	0	0.2	0.4	0.6	0.00	0.00		
L-9	5500 South	Extend rumble strips	0.710	0.710	0.710	0.860	0.860	0.838	4ST	\$186,804	3.261	2.733	0.53	\$609,169	\$98,652	0	0	1.4	1	2.6	5	0.00	0.00		
L-10	5500 South	Roundabout	0.130	0.130	0.130	0.130	0.410	0.313	4ST	\$186,804	3.261	1.019	2.24	\$609,169	\$418,733	0	0	1.4	1	2.6	5	0.00	0.00		
L-11	5500 South	Close or limit Sinclair accesses	0.950	0.950	0.950	0.950	0.950	0.950	4ST	\$186,804	3.261	3.098	0.16	\$609,169	\$30,458	0	0	1.4	1	2.6	5	0.00	0.00		
L-12	5900 South	Continue with plans to pipe irrigation and fill gully (11203)	0.922	0.922	0.922	0.922	0.922	0.922	4ST	\$186,804	0.993	0.92	0.08	\$185,497	\$14,413	0	0	0	0	0.2	0.2	0.00	0.00		

Appendix B: Detailed Benefit-Cost Calculation Table

			Observed												
ID	Location	Measure	Minor Injury w/ Treatment	Possible Injury w/ Treatment	PDO w/ Treatment	# w/ Treatment	Crashes Avoided	Annual Crash Costs	Annual Crash Cost w/ Treatment	Safety Benefit per Year	20-year analysis period, 3% rate	Cost	Service Life (Years)	20-year Cost	Benefit-Cos t Ratio (B/C)
SHORT TERM															
S-1	Corridor Wide	Stop bars on side streets	1.33	1.14	3.80	6.65	0.35	\$2,644,920	\$2,512,674	\$132,246	\$1,967,000	\$400	3	\$2,000	983.50
S-2	Corridor Wide	Edge & centerline striping	1.06	0.91	4.00	6.28	0.72	\$2,644,920	\$2,030,395	\$614,525	\$9,143,000	\$14,600	3	\$77,000	118.74
S-3	Corridor Wide	Driver feedback signs	1.33	1.14	3.80	6.65	0.35	\$2,644,920	\$2,512,674	\$132,246	\$1,967,000	\$60,000	3	\$316,000	6.22
S-4	5100 South	Edgeline striping	0.00	0.19	0.38	0.58	0.02	\$51,520	\$49,542	\$1,978	\$106,000	\$140	3	\$700	151.43
S-5	5100 South	Stop bars on side streets	0.00	0.19	0.38	0.57	0.03	\$51,520	\$48,944	\$2,576	\$138,000	\$40	3	\$200	690.00
S-6	5100 South	Separate stop sign and street sign	0.00	0.17	0.37	0.54	0.06	\$51,520	\$44,467	\$7,053	\$173,000	\$1,500	15	\$2,000	86.50
S-7	5100 South	Driver feedback signs	0.00	0.19	0.38	0.57	0.03	\$51,520	\$48,944	\$2,576	\$89,000	\$20,000	3	\$105,000	0.85
S-8	5500 South	Low cost countermeasures (Double stop signs, stop ahead signs, LED flashers, stop ahead striping)	1.26	0.90	2.34	4.50	0.50	\$859,660	\$773,694	\$85,966	\$1,279,000	\$19,000	3	\$100,000	12.79
S-9	5900 South	Low cost countermeasures (Double stop signs, stop ahead signs, LED flashers, stop ahead striping)	0.00	0.00	0.18	0.18	0.02	\$4,220	\$3,798	\$422	\$276,000	\$19,000	3	\$100,000	2.76
S-10	5900 South	Edgeline striping	0.00	0.00	0.19	0.19	0.01	\$4,220	\$4,058	\$162	\$106,000	\$400	3	\$2,000	53.00
MEDIUM TERM															
M-1	Corridor Wide	Lighting	1.33	1.14	3.85	6.70	0.30	\$2,644,920	\$2,510,580	\$82,210	\$1,223,000	\$850,000	15	\$1,059,000	1.15
M-2	4600 South	Install sidewalks on either side of the park	0.00	0.00	0.00	0.00	0.00	\$0	\$0	\$0	\$21,000	\$154,000	20	\$154,000	0.14
M-3	4600 South	Intersection lighting	0.00	0.00	0.00	0.00	0.00	\$0	\$0	\$0	\$59,000	\$40,000	15	\$50,000	1.18
M-4	5100 South	Intersection lighting	0.00	0.19	0.40	0.59	0.01	\$51,520	\$49,245	\$2,058	\$33,000	\$40,000	15	\$50,000	0.66
M-5	5500 South	Special emphasis crosswalk	1.40	1.00	2.59	4.99	0.01	\$859,660	\$857,511	\$2,335	\$35,000	\$7,800	5	\$25,000	1.40
M-6	5900 South	Intersection lighting	0.00	0.00	0.20	0.20	0.00	\$4,220	\$4,220	\$686	\$51,000	\$40,000	15	\$50,000	1.02
M-7	5900 South	Special emphasis crosswalk	0.00	0.00	0.20	0.20	0.00	\$4,220	\$4,209	\$93	\$7,000	\$7,800	5	\$25,000	0.28
LONG TERM															
L-1	Corridor Wide	Special emphasis crosswalks	1.40	1.20	3.99	6.98	0.02	\$2,644,920	\$2,638,308	\$4,796	\$71,000	\$39,000	5	\$127,000	0.56
L-2	Corridor Wide	Center rumble strip	1.28	1.10	3.67	6.42	0.58	\$2,644,920	\$2,424,863	\$159,617	\$2,375,000	\$11,500	10	\$20,000	118.75
L-3	Corridor Wide	Trees in the park strip (speed calming) (586 & 589)	1.25	1.07	3.80	6.51	0.49	\$2,644,920	\$2,359,043	\$135,663	\$2,018,000	\$200,000	20	\$200,000	10.09
L-4	4600 South	Bulbouts (painted)	0.00	0.00	0.00	0.00	0.00	\$0	\$0	\$0	\$257,000	\$100	3	\$1,000	257.00
L-5	4600 South	align approaches (paving deteriorated shoulder)	0.00	0.00	0.00	0.00	0.00	\$0	\$0	\$0	\$640,000	\$350,000	20	\$350,000	1.83
L-6	4600 South	Crosswalk with supportive treatment	0.00	0.00	0.00	0.00	0.00	\$0	\$0	\$0	\$8,000	\$36,000	5	\$117,000	0.07
L-7	5100 South	Fill slough and flatten side slope	0.00	0.18	0.37	0.55	0.05	\$51,520	\$47,517	\$8,709	\$138,000	\$67,000	25	\$57,000	2.42
L-8	5100 South	Extend trail to the south to connect to trail on west side	0.00	0.20	0.40	0.60	0.00	\$51,520	\$51,123	\$863	\$14,000	\$250,000	20	\$250,000	0.06
L-9	5500 South	Extend rumble strips	0.99	0.86	2.24	4.19	0.81	\$859,660	\$650,898	\$151,260	\$2,250,000	\$200	10	\$300	7500.00
L-10	5500 South	Roundabout	0.18	0.13	1.07	1.56	3.44	\$859,660	\$127,117	\$642,031	\$9,552,000	\$5,588,000	25	\$4,772,000	2.00
L-11	5500 South	Close or limit Sinclair accesses	1.33	0.95	2.47	4.75	0.25	\$859,660	\$816,677	\$46,701	\$695,000	\$7,000	20	\$7,000	99.29
L-12	5900 South	Continue with plans to pipe irrigation and fill gully (11203)	0.00	0.00	0.18	0.18	0.02	\$4,220	\$3,892	\$2,903	\$214,000	\$39,000	25	\$33,000	6.48