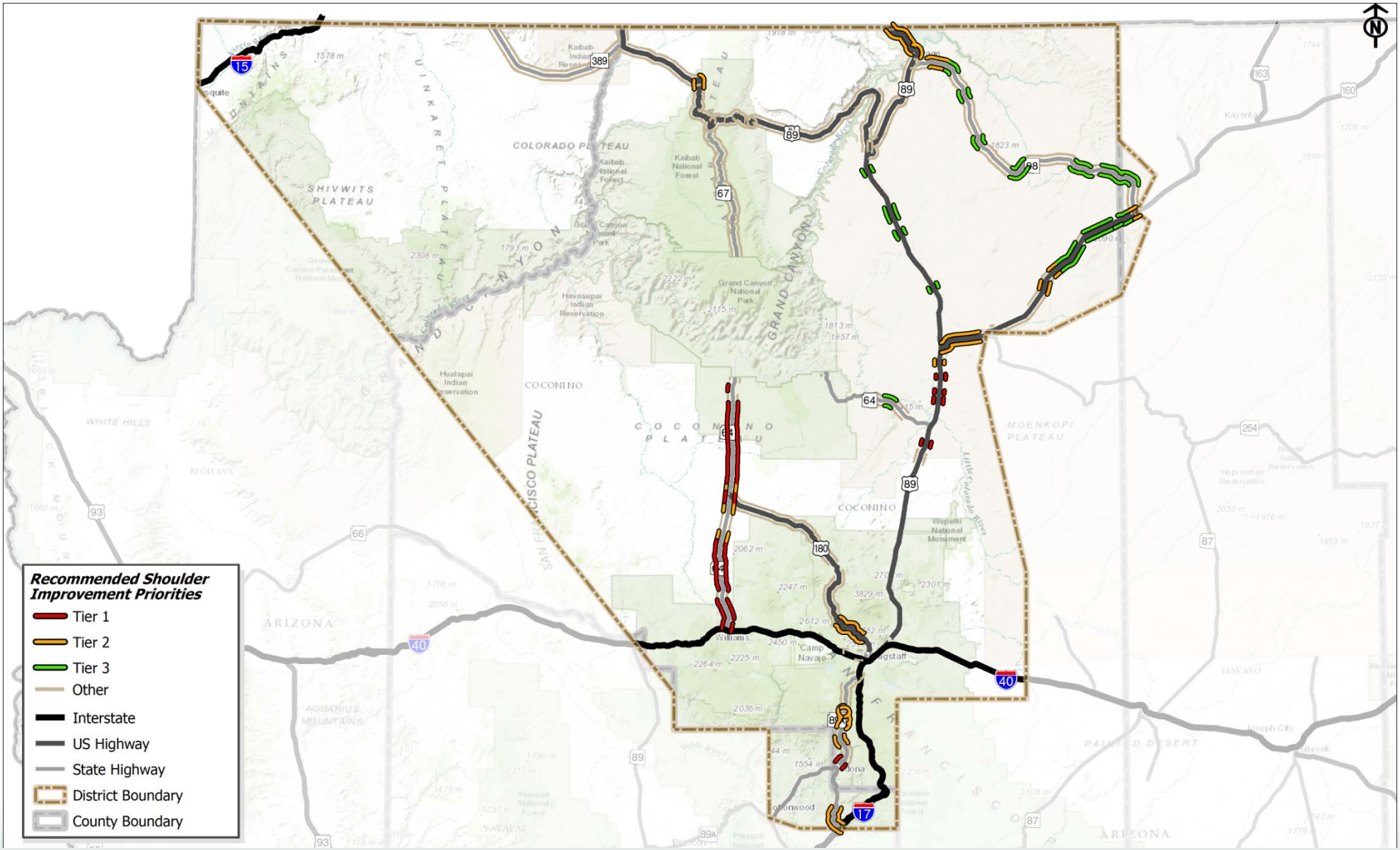
Figure 5.1: Two-Lane Highways - Priority Candidate Locations in Flagstaff District



Globe District

Table 5.3 presents the list of candidate locations for shoulder improvements on two-lane highways in the Globe District. The candidate locations are ranked at the statewide and district level and grouped into three tiers – high, medium, and low priority. Table 5.4 summarizes the priority candidate improvement locations by tier. Figure 5.2 illustrates the prioritization of improvement projects within the District.

Table 5.3: Two-Lane Highways - Candidate Shoulder Improvement Locations in Globe District

Route	Dir	BMP	EMP	Priority Segments: (Segments that exceed LOS and Crash Rate Threshold)*
Globe District				
S 061	Both	353.0	372.0	MP353 - MP356
				MP356 - MP358
				MP358 - MP360
				MP360 - MP362
				MP362 - MP364
				MP364 - MP366
				MP366 - MP368
S 061	Both	374.0	378.9	
S 061	Both	379.6	381.0	
S 061	Both	416.6	430.0	
S 073	Both	310.0	338.0	
S 073	Both	342.0	353.2	MP342 - MP344
				MP348 - MP350
				MP350 - MP352
				MP352 - MP353.2
S 077	Both	138.6	145.2	
S 077	Both	147.3	170.0	
S 077	Both	343.3	343.4	MP343.3 - MP343.4
S 077	Both	353.7	356.5	
S 177	Both	136.5	164.7	MP136.5 - MP140
S 188	Both	218.8	219.6	
S 188	Both	222.9	224.6	
S 188	Westbound	225.7	227.0	
S 188	Both	227.0	232.5	
S 188	Both	236.5	236.6	
S 188	Both	240.8	241.0	
S 188	Both	242.0	257.0	
S 188	Both	260.6	266.6	
S 188	Both	272.9	276.3	

Table 5.3: Two-Lane Highways - Candidate Shoulder Improvement Locations in Globe District (Continued)

Route	Dir	BMP	EMP	Priority Segments: (Segments that exceed LOS and Crash Rate Threshold)*
Globe District				
S 260	Both	309.7	338.1	MP309.7 - MP312
				MP312 - MP314
				MP314 - MP316
				MP316 - MP318
				MP318 - MP320
				MP320 - MP322
				MP322 - MP324
				MP324 - MP326
				MP330 - MP332
				MP332 - MP334
				MP334 - MP336
				MP336 - MP338.1
S 260	Eastbound	355.0	358.0	MP355 - MP358
S 260	Both	360.5	398.0	MP360.51 - MP362
S 261	Both	394.0	412.0	
S 273	Both	377.0	397.0	
S 277	Both	306.0	335.6	MP306 - MP308
				MP324 - MP326
S 288	Both	258.0	311.0	
S 373	Both	385.0	390.0	
S 473	Both	0.0	9.0	
SA180	Both	343.0	354.0	
SS277	Both	321.0	322.0	
U 060	Both	227.1	230.2	MP227.1 - MP230.2
U 060	Both	232.7	234.4	MP232.7 - MP234.4
U 060	Both	236.2	241.7	MP236.2 - MP238
				MP238 - MP240
				MP240 - MP241.7
U 060	Both	260.3	262.7	MP260.3 - MP262.7
U 060	Both	275.8	278.9	MP275.8 - MP278.9
U 060	Both	284.0	323.2	MP284 - MP286
				MP286 - MP288
				MP288 - MP290
				MP290 - MP292
				MP292 - MP294
				MP296 - MP298
				MP298 - MP300

Table 5.3: Two-Lane Highways - Candidate Shoulder Improvement Locations in Globe District (Continued)

Route	Dir	BMP	EMP	Priority Segments: (Segments that exceed LOS and Crash Rate Threshold)*
Globe District				
U 060	Both	284.0	323.2	MP300 - MP302
				MP302 - MP304
				MP304 - MP306
				MP306 - MP308
				MP308 - MP310
				MP310 - MP312
				MP312 - MP314
				MP314 - MP316
				MP316 - MP318
				MP318 - MP320
U 060	Both	324.0	327.8	MP324 - MP326
U 060	Both	329.0	338.0	MP332 - MP334
				MP334 - MP336
				MP336 - MP338
U 060	Eastbound	338.0	339.6	
U 060	Both	342.5	371.3	MP342.5 - MP344
				MP344 - MP346
				MP346 - MP348
				MP348 - MP350
				MP350 - MP352.8
				MP352.8 - MP356
				MP358 - MP360
U 060	Both	372.2	383.3	
U 060	Eastbound	391.2	391.9	
U 060	Westbound	394.3	395.4	
U 060	Eastbound	397.9	399.0	
U 070	Both	253.3	254.1	
U 070	Both	255.3	271.0	
U 070	Both	272.7	288.0	MP272.7 - MP276
				MP276 - MP278
				MP278 - MP280
				MP280 - MP282
				MP282 - MP284
				MP286 - MP288
U 180	Both	342.8	358.5	
U 180	Both	364.1	367.6	

Table 5.3: Two-Lane Highways - Candidate Shoulder Improvement Locations in Globe District (Continued)

Route	Dir	BMP	EMP	Priority Segments: (Segments that exceed LOS and Crash Rate Threshold)*
Globe District				
U 180	Both	369.5	394.0	MP382 - MP384
				MP384 - MP386
				MP386 - MP388
U 180	Both	400.0	411.9	
U 180	Both	416.5	418.8	
U 180	Both	423.2	425.2	
U 191	Both	226.0	253.7	
U 191	Both	315.7	346.0	

Priority segments represent segments that
- Have LOS worse than C
- Crash rate greater than "average statewide highway crash rate plus one standard deviation"
District Rankings are Provided in the Following Table

Table 5.4: Two-Lane Highways - Ranking of Priority Candidate Locations in Globe District

Route	Direction	BMP	EMP	Total Points	Tier Level	District Rank	Statewide Rank	Cost Estimate*
U 060	Both	236.2	238.0	77.37	1	1	18	$3,527,992
U 060	Both	238.0	240.0	77.09	1	2	19	$3,433,622
U 060	Both	350.0	352.8	76.25	1	3	22	$2,772,000
U 060	Both	348.0	350.0	75.77	1	4	24	$2,030,394
U 060	Both	342.5	344.0	75.77	1	5	25	$1,535,394
U 060	Both	240.0	241.7	75.26	1	6	29	$554,050
U 060	Both	232.7	234.4	74.39	1	7	34	$2,024,966
U 060	Both	352.8	356.0	74.32	1	8	35	$5,544,000
U 060	Both	227.1	230.2	73.79	1	9	40	$3,515,874
U 060	Both	346.0	348.0	73.68	1	10	41	$2,159,922
U 060	Both	332.0	334.0	70.23	1	11	66	$1,980,000
U 060	Both	324.0	326.0	69.92	1	12	70	$1,980,000
U 060	Both	336.0	338.0	69.79	1	13	71	$1,980,000
S 077	Both	343.3	343.4	69.64	1	14	76	$225,225
U 060	Both	344.0	346.0	69.53	1	15	81	$1,980,000
U 060	Both	290.0	292.0	69.35	1	16	86	$540,000
S 260	Both	334.0	336.0	68.78	1	17	107	$1,980,000
U 060	Both	358.0	360.0	68.56	1	18	111	$3,522,480
U 060	Both	288.0	290.0	67.07	2	19	130	
U 060	Both	334.0	336.0	66.63	2	20	133	
U 060	Both	296.0	298.0	66.45	2	21	135	
U 060	Both	260.3	262.7	65.21	2	22	153	
S 260	Both	330.0	332.0	65.20	2	23	154	
U 060	Both	275.8	278.9	64.63	2	24	162	
U 060	Both	312.0	314.0	64.53	2	25	163	
U 060	Both	306.0	308.0	64.46	2	26	165	
U 060	Both	298.0	300.0	64.37	2	27	168	
S 260	Both	360.5	362.0	64.19	2	28	173	
U 060	Both	308.0	310.0	64.18	2	29	174	
U 060	Both	284.0	286.0	64.18	2	30	175	

** Planning level cost estimates were developed for Tier 1 candidate locations only. Cost Estimates developed based on typical per-mile/foot construction costs for widening and are expressed in 2015 dollars and have not been field verified. Costs associated with acquiring right-of-way, widening culverts, and environmental mitigation are not included in estimates. Due to topographical or other physical constraints adjustment factors may need to be applied to the cost estimates to account for increased construction costs. During project implementation, the costs for each project may vary; therefore, during the design phase a detailed analysis should be performed to determine actual costs. Unless otherwise noted, the recommended projects are not yet funded.*

Table 5.4: Two-Lane Highways - Ranking of Priority Candidate Locations in Globe District (Continued)

Route	Direction	BMP	EMP	Total Points	Tier Level	District Rank	Statewide Rank	Cost Estimate*
U 060	Both	316.0	318.0	64.02	2	31	180	
U 060	Both	302.0	304.0	63.67	2	32	187	
U 060	Both	318.0	320.0	63.38	2	33	199	
S 260	Both	336.0	338.1	63.07	2	34	202	
U 060	Both	286.0	288.0	61.55	2	35	222	
S 260	Both	318.0	320.0	61.32	2	36	223	
U 060	Both	310.0	312.0	60.80	2	37	230	
U 060	Both	292.0	294.0	60.56	2	38	232	
U 060	Both	304.0	306.0	60.38	2	39	235	
S 260	Both	332.0	334.0	60.18	2	40	238	
S 260	Both	322.0	324.0	59.80	2	41	244	
S 260	Both	324.0	326.0	59.44	2	42	250	
U 070	Both	278.0	280.0	59.07	2	43	253	
U 060	Both	314.0	316.0	58.85	2	44	257	
U 060	Both	300.0	302.0	58.81	2	45	259	
U 070	Both	280.0	282.0	58.06	2	46	266	
S 260	Both	316.0	318.0	57.90	2	47	268	
S 260	Both	314.0	316.0	57.83	2	48	269	
S 260	Eastbound	355.0	358.0	57.80	2	49	270	
S 260	Both	312.0	314.0	57.30	2	50	277	
S 260	Both	320.0	322.0	57.09	2	51	281	
S 277	Both	306.0	308.0	55.77	2	52	292	
U 070	Both	276.0	278.0	55.52	3	53	297	
S 260	Both	309.7	312.0	55.00	3	54	303	
S 073	Both	342.0	344.0	53.29	3	55	317	
U 070	Both	272.7	276.0	53.24	3	56	319	
S 073	Both	352.0	353.2	52.11	3	57	323	
U 070	Both	282.0	284.0	50.90	3	58	330	
S 061	Both	356.0	358.0	50.08	3	59	334	

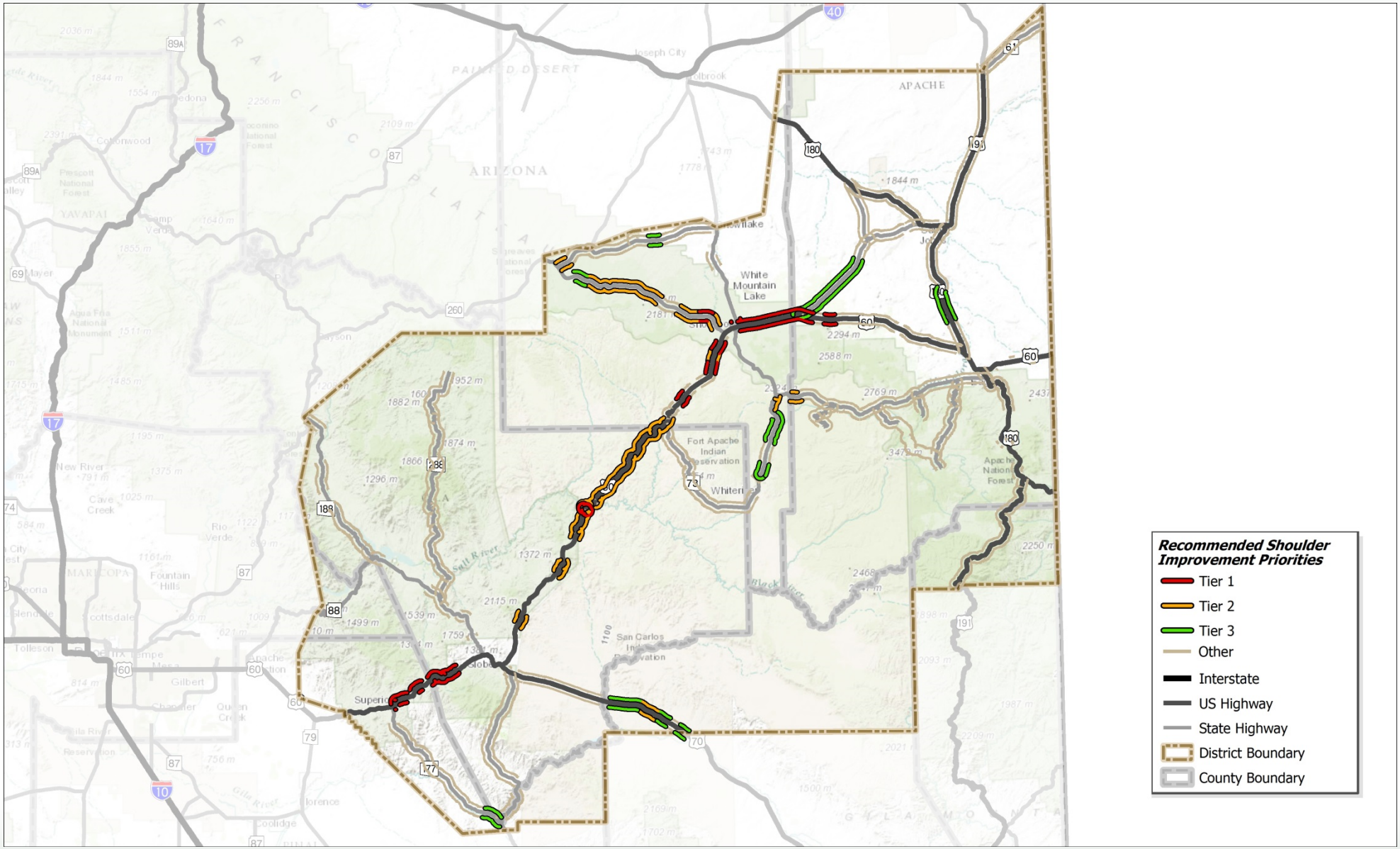
** Planning level cost estimates were developed for Tier 1 candidate locations only. Cost Estimates developed based on typical per-mile/foot construction costs for widening and are expressed in 2015 dollars and have not been field verified. Costs associated with acquiring right-of-way, widening culverts, and environmental mitigation are not included in estimates. Due to topographical or other physical constraints adjustment factors may need to be applied to the cost estimates to account for increased construction costs. During project implementation, the costs for each project may vary; therefore, during the design phase a detailed analysis should be performed to determine actual costs. Unless otherwise noted, the recommended projects are not yet funded.*

Table 5.4: Two-Lane Highways - Ranking of Priority Candidate Locations in Globe District (Continued)

Route	Direction	BMP	EMP	Total Points	Tier Level	District Rank	Statewide Rank	Cost Estimate*
S 061	Both	358.0	360.0	49.54	3	60	338	
S 073	Both	348.0	350.0	49.50	3	61	339	
S 061	Both	353.0	356.0	49.40	3	62	340	
U 070	Both	286.0	288.0	49.07	3	63	344	
S 073	Both	350.0	352.0	48.94	3	64	346	
S 061	Both	360.0	362.0	48.84	3	65	347	
U 180	Both	382.0	384.0	48.46	3	66	355	
S 061	Both	364.0	366.0	48.40	3	67	357	
S 061	Both	366.0	368.0	48.30	3	68	359	
S 061	Both	362.0	364.0	48.27	3	69	362	
U 180	Both	384.0	386.0	47.89	3	70	365	
S 277	Both	324.0	326.0	47.62	3	71	367	
S 177	Both	136.5	140.0	47.51	3	72	368	
U 180	Both	386.0	388.0	45.71	3	73	371	

** Planning level cost estimates were developed for Tier 1 candidate locations only. Cost Estimates developed based on typical per-mile/foot construction costs for widening and are expressed in 2015 dollars and have not been field verified. Costs associated with acquiring right-of-way, widening culverts, and environmental mitigation are not included in estimates. Due to topographical or other physical constraints adjustment factors may need to be applied to the cost estimates to account for increased construction costs. During project implementation, the costs for each project may vary; therefore, during the design phase a detailed analysis should be performed to determine actual costs. Unless otherwise noted, the recommended projects are not yet funded.*

Figure 5.2: Two-Lane Highways - Priority Candidate Locations in Globe District



Holbrook District

Table 5.5 presents the list of candidate locations for shoulder improvements on two-lane highways in the Holbrook District. The candidate locations are ranked at the statewide and district level and grouped into three tiers – high, medium, and low priority. Table 5.6 summarizes the priority candidate improvement locations by tier. Figure 5.3 illustrates the prioritization of improvement projects within the District.

Table 5.5: Two-Lane Highways - Candidate Shoulder Improvement Locations in Holbrook District

Route	Dir	BMP	EMP	Priority Segments: (Segments that exceed LOS and Crash Rate Threshold)*
Holbrook District				
S 077	Both	361.2	387.8	MP366 - MP368
				MP370 - MP372
				MP372 - MP374
				MP374 - MP376
				MP376 - MP378
				MP378 - MP380
				MP384 - MP386
				MP386 - MP387.8
S 077	Both	395.1	401.1	
S 077	Both	402.2	408.0	
S 087	Both	292.5	317.0	
S 087	Both	322.1	342.0	
S 087	Both	346.0	406.0	
S 099	Both	27.0	42.0	
S 099	Both	52.7	72.0	
S 264	Both	322.8	408.1	MP376 - MP378
				MP378 - MP380
				MP380 - MP382
				MP382 - MP384
				MP384 - MP386
				MP388 - MP390
S 264	Both	409.0	465.7	MP442 - MP444
				MP444 - MP446
				MP446 - MP448
				MP448 - MP450

Table 5.5: Two-Lane Highways - Candidate Shoulder Improvement Locations in Holbrook District (Continued)

Route	Dir	BMP	EMP	Priority Segments: (Segments that exceed LOS and Crash Rate Threshold)*
Holbrook District				
S 264	Both	409.0	465.7	MP450 - MP452
				MP452 - MP454
				MP454 - MP456
				MP456 - MP458
				MP458 - MP460
				MP460 - MP462
				MP462 - MP464
				MP464 - MP465.7
S 377	Both	0.0	33.0	
S 564	Both	374.0	383.0	
U 064	Both	465.0	469.5	
U 160	Both	362.0	394.0	MP364 - MP366
				MP366 - MP368
				MP368 - MP370
				MP370 - MP372
				MP372 - MP374
				MP374 - MP376
				MP376 - MP378
				MP378 - MP380
				MP380 - MP382
				MP382 - MP384
				MP384 - MP386
				MP386 - MP388
				MP388 - MP390
				MP390 - MP392
				MP392 - MP394
U 160	Both	396.0	436.0	MP398 - MP400
				MP400 - MP402
U 160	Eastbound	436.0	438.0	
U 160	Both	438.0	470.8	MP438 - MP440
				MP440 - MP442
				MP442 - MP444
				MP444 - MP446
				MP446 - MP448
				MP448 - MP450
				MP450 - MP452

Table 5.5: Two-Lane Highways - Candidate Shoulder Improvement Locations in Holbrook District (Continued)

Route	Dir	BMP	EMP	Priority Segments: (Segments that exceed LOS and Crash Rate Threshold)*
Holbrook District				
U 160	Both	438.0	470.8	MP452 - MP454
				MP454 - MP456
				MP456 - MP458
				MP458 - MP460
				MP460 - MP462
				MP462 - MP464
U 163	Both	396.4	416.0	MP396.37 - MP400
				MP404 - MP406
				MP406 - MP408
U 180	Both	307.0	311.1	
U 191	Both	346.0	364.9	
U 191	Both	374.0	411.6	
U 191	Southbound	417.1	419.2	
U 191	Both	420.0	446.5	MP430 - MP432
				MP444 - MP446.5
U 191	Both	447.5	510.0	MP447.5 - MP450
				MP454 - MP456
				MP460 - MP462

Priority segments represent segments that
- Have LOS worse than C
- Crash rate greater than "average statewide highway crash rate plus one standard deviation"
District Rankings are Provided in the Following Table

Table 5.6: Two-Lane Highways - Ranking of Priority Candidate Locations in Holbrook District

Route	Direction	BMP	EMP	Total Points	Tier Level	District Rank	Statewide Rank	Cost Estimate*
S 264	Both	458.0	460.0	78.76	1	1	8	$3,465,000
S 264	Both	456.0	458.0	78.55	1	2	9	$3,465,000
S 264	Both	460.0	462.0	78.44	1	3	11	$3,465,000
S 264	Both	464.0	465.7	78.37	1	4	13	$2,945,250
S 264	Both	454.0	456.0	78.29	1	5	14	$3,465,000
S 264	Both	462.0	464.0	78.18	1	6	15	$3,465,000
S 264	Both	452.0	454.0	77.97	1	7	16	$3,465,000
S 264	Both	442.0	444.0	77.64	1	8	17	$3,465,000
S 264	Both	450.0	452.0	75.72	1	9	26	$3,781,470
S 264	Both	444.0	446.0	74.79	1	10	31	$3,557,914
U 191	Both	447.5	450.0	74.62	1	11	32	$3,937,500
S 264	Both	448.0	450.0	73.90	1	12	38	$3,465,000
S 077	Both	386.0	387.8	73.27	1	13	43	$1,811,700
S 264	Both	446.0	448.0	71.63	1	14	52	$4,049,606
U 160	Both	390.0	392.0	71.50	1	15	53	$1,850,394
U 160	Both	448.0	450.0	70.83	1	16	58	$1,800,000
U 160	Both	392.0	394.0	70.36	1	17	64	$1,800,000
U 160	Both	382.0	384.0	69.95	1	18	69	$1,800,000
U 160	Both	446.0	448.0	69.70	1	19	73	$1,800,000
U 160	Both	378.0	380.0	69.58	1	20	78	$1,800,000
U 160	Both	440.0	442.0	69.55	1	21	80	$1,800,000
S 264	Both	380.0	382.0	69.44	1	22	83	$3,780,000
S 264	Both	378.0	380.0	69.36	1	23	85	$3,780,000
U 160	Both	374.0	376.0	69.31	1	24	87	$1,800,000
U 160	Both	380.0	382.0	69.27	1	25	88	$1,800,000
U 160	Both	376.0	378.0	69.21	1	26	91	$1,800,000
U 191	Both	454.0	456.0	69.14	1	27	92	$3,150,000
U 160	Both	370.0	372.0	69.13	1	28	93	$1,800,000
U 160	Both	460.0	462.0	69.10	1	29	95	$1,980,000
U 160	Both	450.0	452.0	69.10	1	30	97	$1,800,000
U 160	Both	442.0	444.0	69.06	1	31	98	$1,800,000
U 160	Both	366.0	368.0	69.05	1	32	99	$1,800,000
U 160	Both	368.0	370.0	68.97	1	33	100	$1,800,000

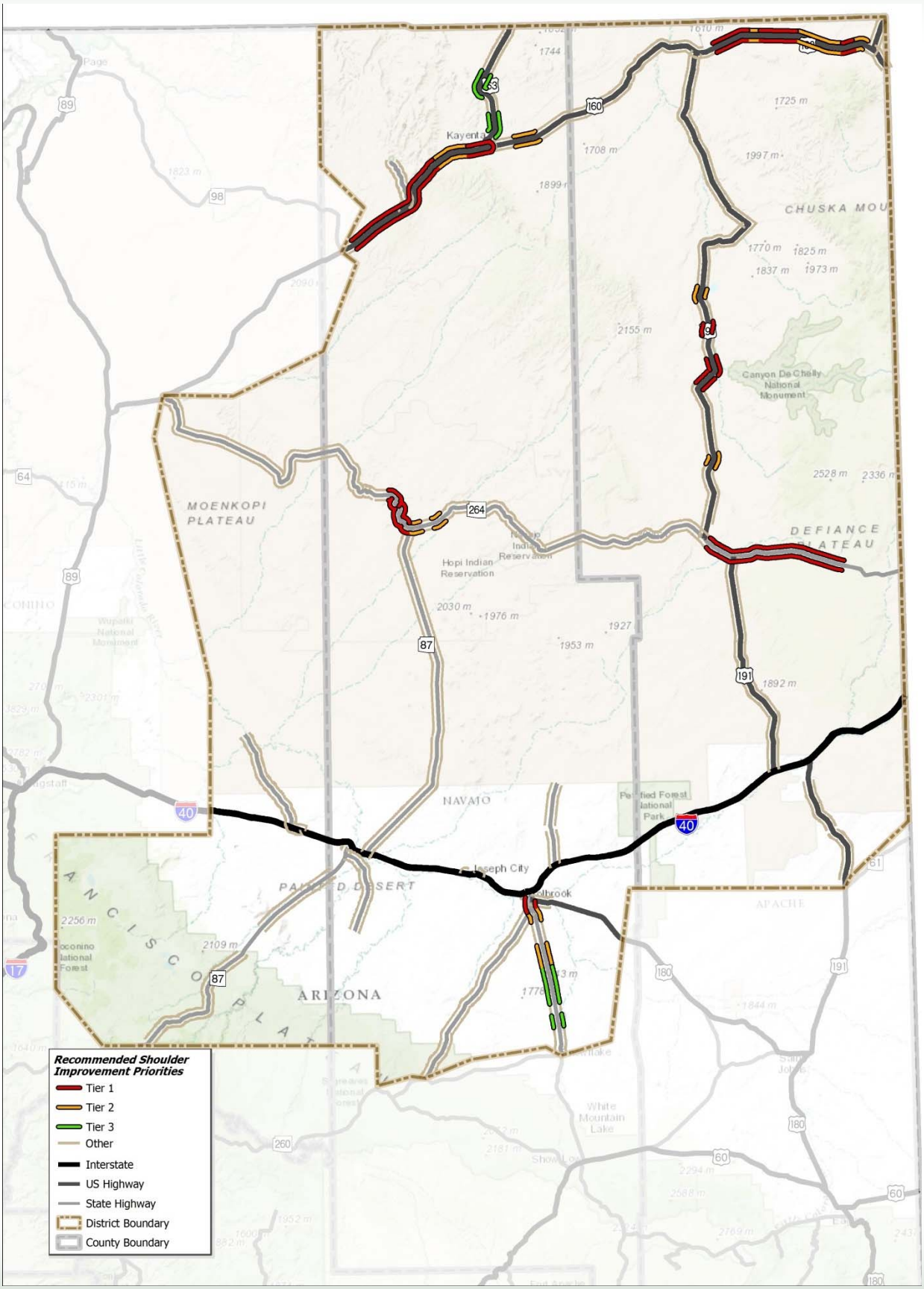
** Planning level cost estimates were developed for Tier 1 candidate locations only. Cost Estimates developed based on typical per-mile/foot construction costs for widening and are expressed in 2015 dollars and have not been field verified. Costs associated with acquiring right-of-way, widening culverts, and environmental mitigation are not included in estimates. Due to topographical or other physical constraints adjustment factors may need to be applied to the cost estimates to account for increased construction costs. During project implementation, the costs for each project may vary; therefore, during the design phase a detailed analysis should be performed to determine actual costs. Unless otherwise noted, the recommended projects are not yet funded.*

Table 5.6: Two-Lane Highways - Ranking of Priority Candidate Locations in Holbrook District (Continued)

Route	Direction	BMP	EMP	Total Points	Tier Level	District Rank	Statewide Rank	Cost Estimate*
U 160	Both	438.0	440.0	68.85	1	34	103	$1,800,000
S 264	Both	382.0	384.0	68.80	1	35	105	$3,780,000
U 191	Both	444.0	446.5	68.59	1	36	109	$3,937,500
U 160	Both	364.0	366.0	68.56	1	37	110	$1,800,000
U 160	Both	372.0	374.0	68.55	1	38	112	$1,800,000
S 264	Both	376.0	378.0	68.52	1	39	113	$3,780,000
U 191	Both	430.0	432.0	68.25	2	40	116	
S 264	Both	384.0	386.0	68.09	2	41	118	
U 160	Both	444.0	446.0	67.17	2	42	129	
U 160	Both	458.0	460.0	66.29	2	43	136	
U 160	Both	456.0	458.0	65.76	2	44	142	
U 160	Both	452.0	454.0	65.40	2	45	146	
S 264	Both	388.0	390.0	65.40	2	46	147	
U 160	Both	454.0	456.0	65.23	2	47	152	
U 160	Both	388.0	390.0	64.95	2	48	156	
U 160	Both	462.0	464.0	64.45	2	49	166	
U 160	Both	386.0	388.0	63.39	2	50	198	
S 077	Both	384.0	386.0	63.20	2	51	201	
S 077	Both	376.0	378.0	62.63	2	52	210	
U 191	Both	460.0	462.0	61.24	2	53	226	
U 160	Both	384.0	386.0	61.01	2	54	227	
U 160	Both	398.0	400.0	58.60	2	55	263	
S 077	Both	378.0	380.0	58.27	2	56	264	
U 160	Both	400.0	402.0	56.09	2	57	287	
S 077	Both	372.0	374.0	54.10	3	58	313	
S 077	Both	366.0	368.0	52.42	3	59	321	
S 077	Both	374.0	376.0	51.64	3	60	326	
U 163	Both	396.4	400.0	51.57	3	61	327	
U 163	Both	406.0	408.0	49.95	3	62	336	
U 163	Both	404.0	406.0	49.10	3	63	342	
S 077	Both	370.0	372.0	48.47	3	64	354	

** Planning level cost estimates were developed for Tier 1 candidate locations only. Cost Estimates developed based on typical per-mile/foot construction costs for widening and are expressed in 2015 dollars and have not been field verified. Costs associated with acquiring right-of-way, widening culverts, and environmental mitigation are not included in estimates. Due to topographical or other physical constraints adjustment factors may need to be applied to the cost estimates to account for increased construction costs. During project implementation, the costs for each project may vary; therefore, during the design phase a detailed analysis should be performed to determine actual costs. Unless otherwise noted, the recommended projects are not yet funded.*

Figure 5.3: Two-Lane Highways - Priority Candidate Locations in Holbrook District



Kingman District

Table 5.7 presents the list of candidate locations for shoulder improvements on two-lane highways in the Kingman District. The candidate locations are ranked at the statewide and district level and grouped into three tiers – high, medium, and low priority. Table 5.8 summarizes the priority candidate improvement locations by tier. Figure 5.4 illustrates the prioritization of improvement projects within the District.

Table 5.7: Two-Lane Highways - Candidate Shoulder Improvement Locations in Kingman District

Route	Dir	BMP	EMP	Priority Segments: (Segments that exceed LOS and Crash Rate Threshold)*
Kingman District				
S 066	Both	104.8	105.8	
S 066	Both	80.3	80.9	
S 066	Both	86.0	90.0	
S 089	Both	362.0	363.7	MP362 - MP363.7
S 095	Both	162.0	176.9	MP162 - MP164
				MP164 - MP166
				MP166 - MP168
				MP168 - MP170
				MP170 - MP172
				MP172 - MP174
				MP174 - MP176.9
S 095	Both	190.0	192.0	MP190 - MP192
S 095	Both	194.5	196.0	MP194.5 - MP196
S 095	Both	226.0	227.3	MP226 - MP227.3
S 096	Both	0.0	22.0	
S 097	Both	156.1	166.0	
U 093	Both	101.7	103.6	MP101.7 - MP103.6
U 093	Both	106.6	109.1	MP106.6 - MP109.1
U 093	Both	116.4	119.4	MP116.4 - MP119.4
U 093	Both	121.3	124.4	MP121.3 - MP124.4
U 093	Both	161.6	182.7	MP161.6 - MP164
				MP164 - MP166
				MP166 - MP168
				MP168 - MP170
				MP170 - MP172
				MP172 - MP174
				MP174 - MP176
				MP176 - MP178
				MP178 - MP180
				MP180 - MP182.7

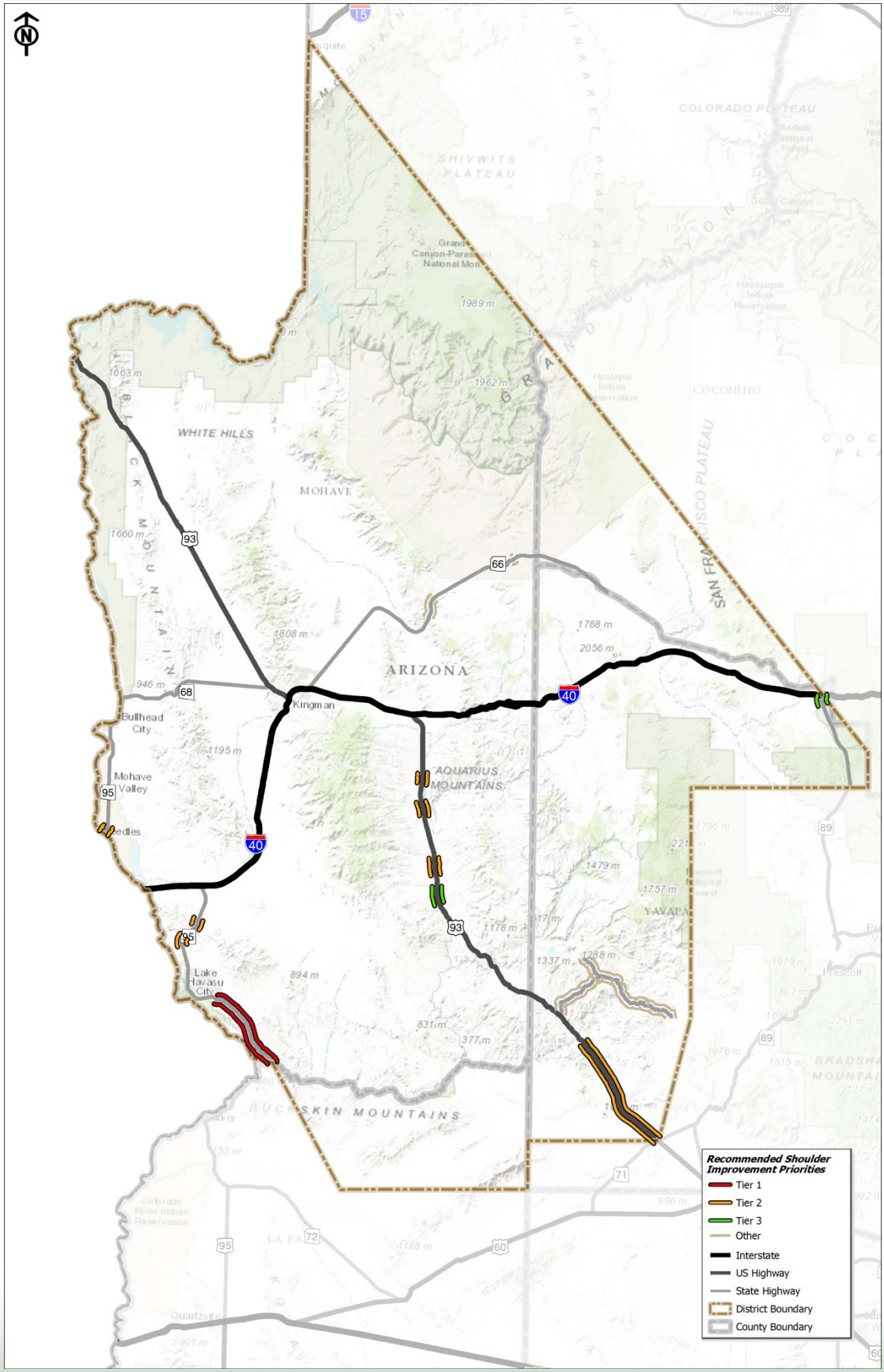
Priority segments represent segments that
- Have LOS worse than C
- Crash rate greater than "average statewide highway crash rate plus one standard deviation"
- District Rankings are provided in the following table

Table 5.8: Two-Lane Highways - Ranking of Priority Candidate Locations in Kingman District

Route	Direction	BMP	EMP	Total Points	Tier Level	District Rank	Statewide Rank	Cost Estimate*
S 095	Both	164.0	166.0	81.16	1	1	2	$2,160,000
S 095	Both	162.0	164.0	80.95	1	2	3	$2,160,000
S 095	Both	166.0	168.0	80.41	1	3	4	$2,160,000
S 095	Southbound	168.0	170.0	74.10	1	4	37	$1,183,700
S 095	Both	170.0	172.0	72.51	1	5	46	$2,281,576
S 095	Both	174.0	176.9	71.40	1	6	54	$2,762,528
S 095	Both	172.0	174.0	68.62	1	7	108	$2,298,110
U 093	Both	176.0	178.0	67.75	2	8	120	
U 093	Both	161.6	164.0	67.60	2	9	123	
U 093	Both	172.0	174.0	66.66	2	10	132	
S 095	Both	194.5	196.0	65.63	2	11	144	
S 095	Both	226.0	227.3	63.61	2	12	190	
U 093	Both	170.0	172.0	63.50	2	13	192	
U 093	Both	164.0	166.0	63.46	2	14	194	
U 093	Both	174.0	176.0	63.44	2	15	195	
U 093	Both	166.0	168.0	63.41	2	16	197	
U 093	Both	116.4	119.4	63.03	2	17	203	
U 093	Both	168.0	170.0	62.88	2	18	206	
U 093	Both	106.6	109.1	62.80	2	19	207	
S 095	Both	190.0	192.0	62.41	2	20	212	
U 093	Both	178.0	180.0	60.15	2	21	239	
U 093	Both	101.7	103.6	59.41	2	22	251	
U 093	Both	180.0	182.7	58.10	2	23	265	
S 089	Both	362.0	363.7	55.56	3	24	296	
U 093	Both	121.3	124.4	54.51	3	25	308	

** Planning level cost estimates were developed for Tier 1 candidate locations only. Cost Estimates developed based on typical per-mile/foot construction costs for widening and are expressed in 2015 dollars and have not been field verified. Costs associated with acquiring right-of-way, widening culverts, and environmental mitigation are not included in estimates. Due to topographical or other physical constraints adjustment factors may need to be applied to the cost estimates to account for increased construction costs. During project implementation, the costs for each project may vary; therefore, during the design phase a detailed analysis should be performed to determine actual costs. Unless otherwise noted, the recommended projects are not yet funded.*

Figure 5.4: Two-Lane Highways - Priority Candidate Locations in Kingman District



Phoenix Maintenance District

Table 5.9 presents the list of candidate locations for shoulder improvements on two-lane highways in the Phoenix Maintenance District. The candidate locations are ranked at the statewide and district level and grouped into three tiers – high, medium, and low priority. Table 5.10 summarizes the priority candidate improvement locations by tier. Figure 5.5 illustrates the prioritization of improvement projects within the District.

Table 5.9: Two-Lane Highways - Candidate Shoulder Improvement Locations in Phoenix Maintenance District

Route	Dir	BMP	EMP	Priority Segments: (Segments that exceed LOS and Crash Rate Threshold)*
Phoenix Maintenance District				
S 088	Both	196.2	220	MP200 - MP202
				MP202 - MP204
				MP204 - MP206
				MP206 - MP208
				MP208 - MP210
				MP210 - MP212
				MP212 - MP214
				MP218 - MP220
S 587	Both	219.5	224	MP219.5 - MP222
				MP222 - MP224

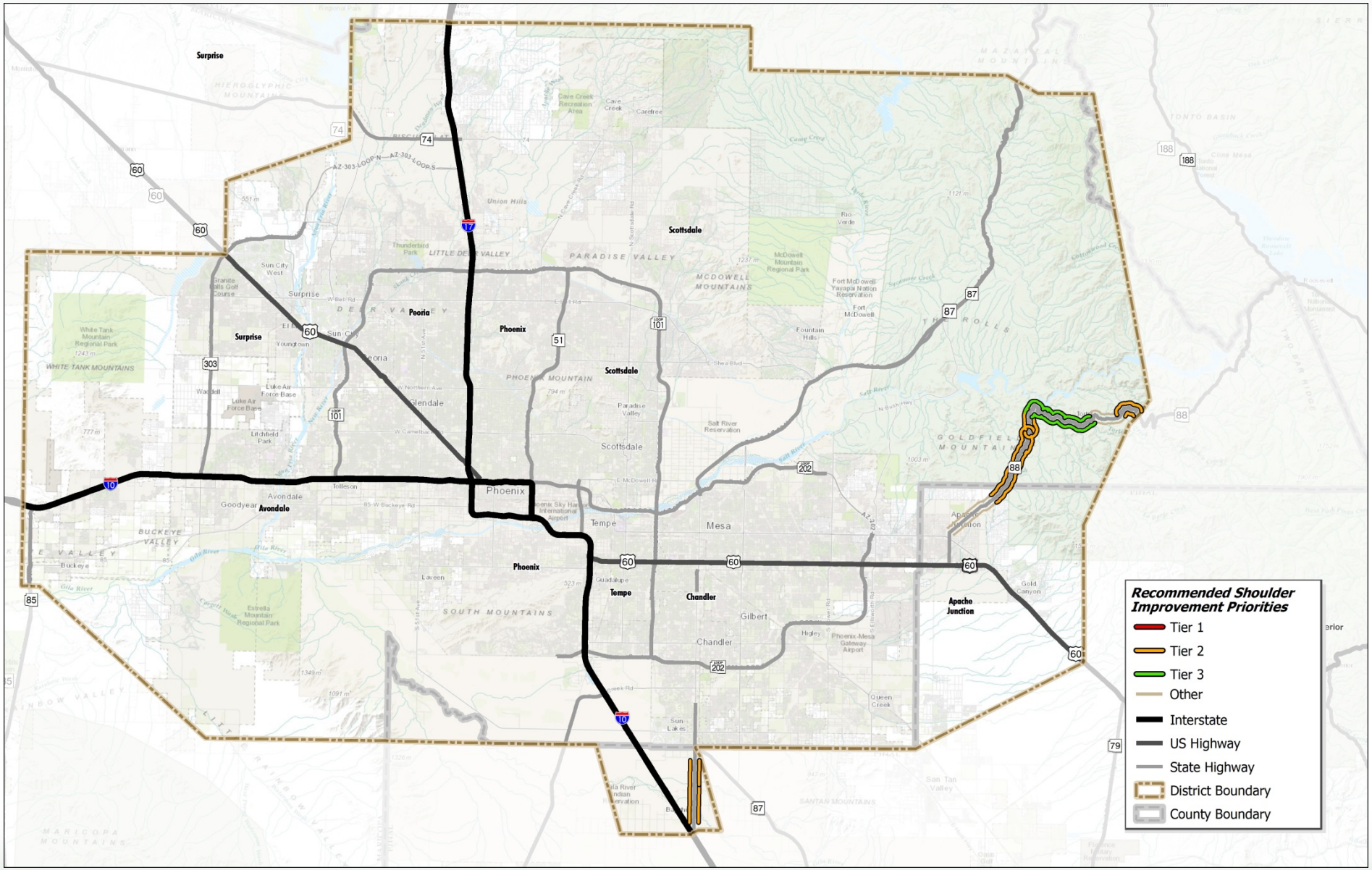
Priority segments represent segments that
- Have LOS worse than C
- Crash rate greater than "average statewide highway crash rate plus one standard deviation"
- District Rankings are provided in the following table

Table 5.10: Two-Lane Highways - Ranking of Priority Candidate Locations in Phoenix Maintenance District

Route	Direction	BMP	EMP	Total Points	Tier Level	District Rank	Statewide Rank	Cost Estimate*
S 088	Both	218.0	220.0	67.22	2	1	128	
S 088	Both	204.0	206.0	65.18	2	2	155	
S 088	Both	206.0	208.0	64.72	2	3	161	
S 088	Both	202.0	204.0	62.14	2	4	215	
S 587	Both	222.0	224.0	59.99	2	5	240	
S 088	Both	200.0	202.0	58.77	2	6	260	
S 587	Both	219.5	222.0	56.09	2	7	288	
S 088	Both	212.0	214.0	53.66	3	8	316	
S 088	Both	210.0	212.0	51.66	3	9	325	
S 088	Both	208.0	210.0	49.08	3	10	343	

** Planning level cost estimates were developed for Tier 1 candidate locations only.*

Figure 5.5: Two-Lane Highways - Priority Candidate Locations in Phoenix Maintenance District



Prescott District

Table 5.11 presents the list of candidate locations for shoulder improvements on two-lane highways in the Prescott District. The candidate locations are ranked at the statewide and district level and grouped into three tiers – high, medium, and low priority. Table 5.12 summarizes the priority candidate improvement locations by tier. Figure 5.5 illustrates the prioritization of improvement projects within the District.

Table 5.11: Two-Lane Highways - Candidate Shoulder Improvement Locations in Prescott District

Route	Dir	BMP	EMP	Priority Segments: (Segments that exceed LOS and Crash Rate Threshold)*
Prescott District				
S 071	Both	85.0	109.6	
S 087	Both	254.6	290.6	MP254.6 - MP256
				MP256 - MP258
				MP258 - MP260
				MP260 - MP262
				MP262 - MP264
				MP264 - MP266
				MP266 - MP268
				MP268 - MP270
				MP270 - MP272
				MP272 - MP274
				MP274 - MP276
				MP276 - MP278
				MP282 - MP284
				MP284 - MP286
S 089	Both	258.3	268.1	
S 089	Northbound	269.2	272.0	
S 089	Both	276.0	276.2	MP276 - MP276.2
S 089	Both	278.0	280.4	
S 089	Both	281.9	282.6	
S 089	Both	286.0	310.0	MP296 - MP298
				MP302 - MP305.4
				MP305.4 - MP308
S 089	Both	316.0	317.0	MP316 - MP317
S 089	Both	320.0	320.1	MP320 - MP320.1
S 089	Both	329.3	329.5	MP329.3 - MP329.5

Table 5.11: Two-Lane Highways - Candidate Shoulder Improvement Locations in Prescott District (Continued)

Route	Dir	BMP	EMP	Priority Segments: (Segments that exceed LOS and Crash Rate Threshold)*
Prescott District				
S 169	Both	0.0	15.0	MP0 - MP2
				MP2 - MP4
				MP4 - MP6
				MP6 - MP8
				MP8 - MP10
				MP10 - MP12
				MP12 - MP15
S 260	Both	211.2	213.4	MP211.2 - MP213.4
S 260	Both	215.8	216.9	MP215.8 - MP216.9
S 260	Both	222.9	251.9	
S 260	Both	256.8	260.1	MP256.8 - MP260.1
S 260	Both	269.2	272.2	MP269.2 - MP272.2
S 260	Eastbound	277.1	277.4	MP277.1 - MP277.4
S 260	Both	282.3	303.7	MP282.3 - MP286
				MP286 - MP288
				MP288 - MP290
				MP290 - MP292
				MP292 - MP294
				MP294 - MP296
				MP296 - MP298
				MP298 - MP300
				MP300 - MP302
				MP302 - MP303.7
SA089	Both	324.8	327.8	
SA089	Both	329.7	343.7	MP334 - MP336
				MP340 - MP342
				MP342 - MP343.7
SA089	Both	344.5	348.2	
U 060	Both	49.5	62.3	MP60 - MP62.3
U 060	Both	84.6	108.0	MP106 - MP108

Priority segments represent segments that
- Have LOS worse than C
- Crash rate greater than "average statewide highway crash rate plus one standard deviation"
District Rankings are Provided in the Following Table

Table 5.12: Two-Lane Highways - Ranking of Priority Candidate Locations in Prescott District

Route	Direction	BMP	EMP	Total Points	Tier Level	District Rank	Statewide Rank	Cost Estimate*
S 169	Both	2.0	4.0	74.15	1	2	36	$1,980,000
S 169	Both	10.0	12.0	73.86	1	3	39	$1,980,000
S 260	Both	256.8	260.1	71.96	1	4	49	$5,595,975
S 087	Both	268.0	270.0	71.66	1	5	51	$3,780,000
S 169	Both	6.0	8.0	71.05	1	6	56	$2,070,682
S 089	Both	320.0	320.1	70.80	1	7	59	$117,000
S 087	Both	270.0	272.0	69.69	1	8	74	$3,780,000
S 089	Both	329.3	329.5	69.40	1	9	84	$267,750
S 169	Both	4.0	6.0	68.85	1	10	104	$2,142,992
S 169	Both	8.0	10.0	68.46	1	11	115	$2,173,702
S 169	Both	12.0	15.0	67.85	2	12	119	
S 089	Both	316.0	317.0	67.43	2	13	125	
S 260	Both	269.2	272.2	66.61	2	14	134	
S 260	Both	292.0	294.0	65.45	2	15	145	
S 260	Both	294.0	296.0	65.35	2	16	150	
S 169	Both	0.0	2.0	65.26	2	17	151	
S 260	Both	302.0	303.7	64.87	2	18	157	
S 260	Both	296.0	298.0	64.83	2	19	158	
S 260	Both	290.0	292.0	64.77	2	20	159	
S 260	Both	298.0	300.0	64.41	2	21	167	
S 087	Both	258.0	260.0	64.36	2	22	169	
S 260	Both	282.3	286.0	64.11	2	23	179	
S 260	Both	286.0	288.0	63.92	2	24	181	
S 087	Both	272.0	274.0	63.84	2	25	183	
S 260	Both	215.8	216.9	63.48	2	26	193	
S 260	Both	300.0	302.0	62.88	2	27	205	
S 087	Both	264.0	266.0	62.63	2	28	209	
S 260	Both	288.0	290.0	62.61	2	29	211	
S 087	Both	254.6	256.0	62.19	2	30	214	
S 087	Both	260.0	262.0	62.05	2	31	217	
S 087	Both	262.0	264.0	61.58	2	32	221	

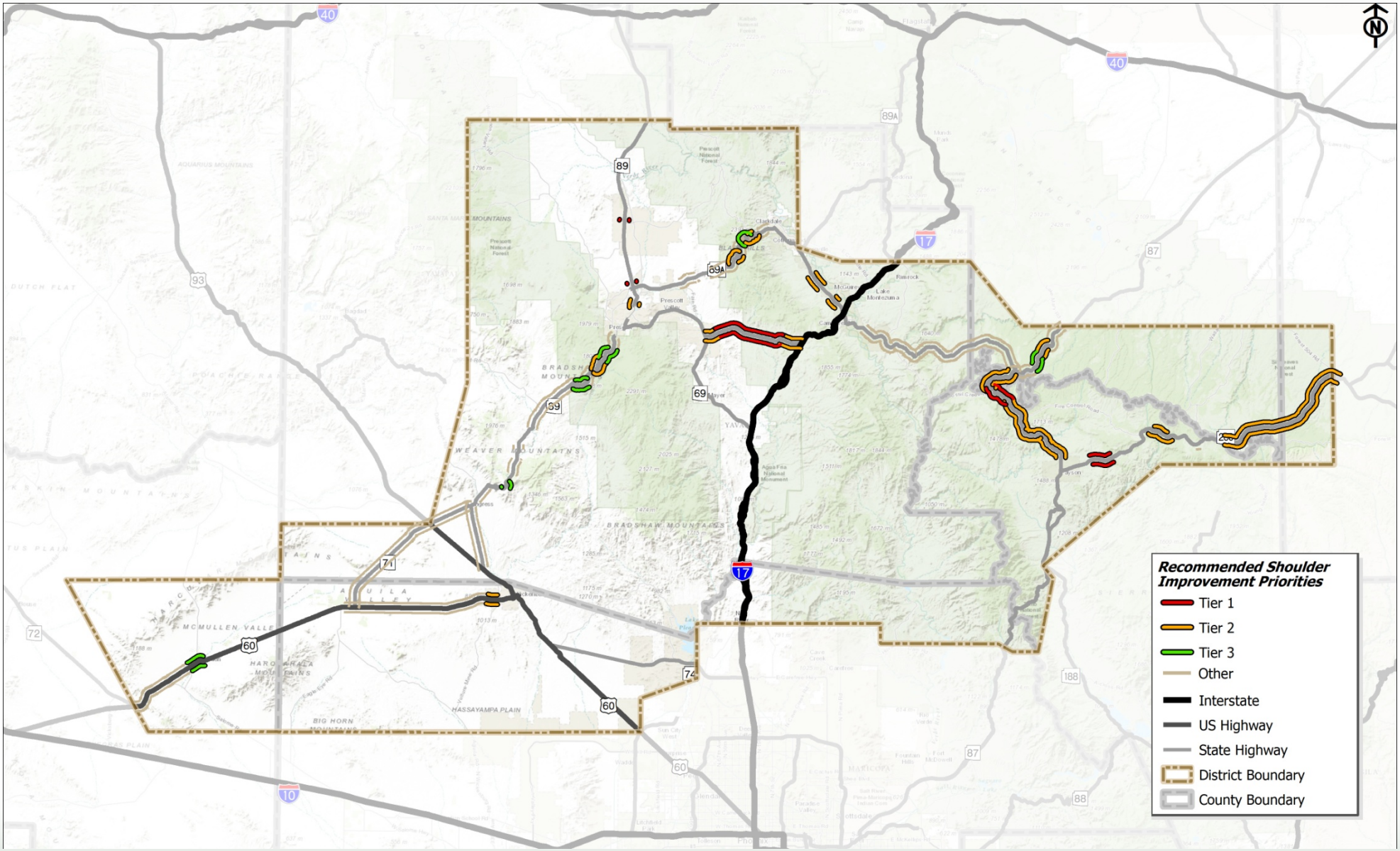
** Planning level cost estimates were developed for Tier 1 candidate locations only. Cost Estimates developed based on typical per-mile/foot construction costs for widening and are expressed in 2015 dollars and have not been field verified. Costs associated with acquiring right-of-way, widening culverts, and environmental mitigation are not included in estimates. Due to topographical or other physical constraints adjustment factors may need to be applied to the cost estimates to account for increased construction costs. During project implementation, the costs for each project may vary; therefore, during the design phase a detailed analysis should be performed to determine actual costs. Unless otherwise noted, the recommended projects are not yet funded.*

Table 5.12: Two-Lane Highways - Ranking of Priority Candidate Locations in Prescott District (Continued)

Route	Direction	BMP	EMP	Total Points	Tier Level	District Rank	Statewide Rank	Cost Estimate*
S 087	Both	266.0	268.0	61.28	2	33	225	
U 060	Both	106.0	108.0	60.82	2	34	229	
S 260	Both	211.2	213.4	60.79	2	35	231	
S 087	Both	256.0	258.0	59.80	2	36	245	
S 087	Both	276.0	278.0	59.59	2	37	247	
S 087	Both	274.0	276.0	58.68	2	38	262	
SA089	Both	334.0	336.0	57.24	2	39	278	
S 087	Both	284.0	286.0	56.20	2	40	286	
SA089	Both	342.0	343.7	56.04	2	41	289	
S 089	Both	302.0	305.4	55.80	2	42	291	
S 089	Both	276.0	276.2	55.75	3	43	293	
S 087	Both	282.0	284.0	55.09	3	44	302	
S 089	Both	296.0	298.0	52.35	3	45	322	
S 089	Both	305.4	308.0	50.68	3	46	332	
U 060	Both	60.0	62.3	49.71	3	47	337	
SA089	Both	340.0	342.0	47.99	3	48	364	

** Planning level cost estimates were developed for Tier 1 candidate locations only. Cost Estimates developed based on typical per-mile/foot construction costs for widening and are expressed in 2015 dollars and have not been field verified. Costs associated with acquiring right-of-way, widening culverts, and environmental mitigation are not included in estimates. Due to topographical or other physical constraints adjustment factors may need to be applied to the cost estimates to account for increased construction costs. During project implementation, the costs for each project may vary; therefore, during the design phase a detailed analysis should be performed to determine actual costs. Unless otherwise noted, the recommended projects are not yet funded.*

Figure 5.6: Two-Lane Highways - Priority Candidate Locations in Prescott District



Safford District

Table 5.13 presents the list of candidate locations for shoulder improvements on two-lane highways in the Safford District. The candidate locations are ranked at the statewide and district level and grouped into three tiers – high, medium, and low priority. Table 5.14 summarizes the priority candidate improvement locations by tier. Figure 5.7 illustrates the prioritization of improvement projects within the District.

Table 5.13: Two-Lane Highways - Candidate Shoulder Improvement Locations in Safford District

Route	Dir	BMP	EMP	Priority Segments: (Segments that exceed LOS and Crash Rate Threshold)*
Safford District				
S 075	Both	379.4	386.0	
S 075	Both	388.0	398.0	
S 078	Both	154.0	174.0	
S 080	Both	293.5	293.7	MP293.5 - MP293.7
S 080	Both	299.0	309.0	MP299 - MP301
				MP301 - MP304
				MP304 - MP306
				MP306 - MP309
S 080	Both	315.5	316.6	MP315.5 - MP316.6
S 080	Both	317.8	341.4	MP317.8 - MP320
				MP334 - MP336
				MP336 - MP339
S 080	Both	346.0	415.0	MP348 - MP350
				MP352 - MP354
S 082	Both	46.0	67.4	
S 090	Both	323.0	336.4	MP323 - MP326
				MP326 - MP328
				MP328 - MP330
				MP330 - MP332
				MP334 - MP336.4
S 092	Both	353.6	354.2	MP353.6 - MP354.2
S 181	Both	38.0	64.0	
S 186	Both	334.5	359.3	
S 266	Both	104.0	124.0	
S 366	Both	114.0	143.0	
SS266	Both	123.0	126.0	
U 070	Both	288.0	300.0	MP294 - MP296
				MP296 - MP298
U 070	Both	340.1	343.2	MP340.1 - MP343.2
U 070	Both	349.7	365.7	
U 070	Both	374.9	378.2	

Table 5.13: Two-Lane Highways - Candidate Shoulder Improvement Locations in Safford District (Continued)

Route	Dir	BMP	EMP	Priority Segments: (Segments that exceed LOS and Crash Rate Threshold)*
Safford District				
U 191	Both	0.4	7.6	MP2 - MP4
				MP4 - MP6
				MP6 - MP7.57
U 191	Both	114.5	117.2	
U 191	Both	130.8	144.1	MP130.8 - MP134
				MP138 - MP140
				MP140 - MP142
				MP142 - MP144.1
U 191	Northbound	151.0	151.3	
U 191	Northbound	153.9	154.2	
U 191	Both	160.0	164.8	MP160 - MP162
U 191	Both	178.0	179.4	
U 191	Both	181.9	226.0	
U 191	Both	23.0	24.5	
U 191	Both	25.3	66.5	
UX191	Both	167.5	178.0	MP167.5 - MP170
				MP170 - MP172
UY191(1)	Both	86.0	89.7	

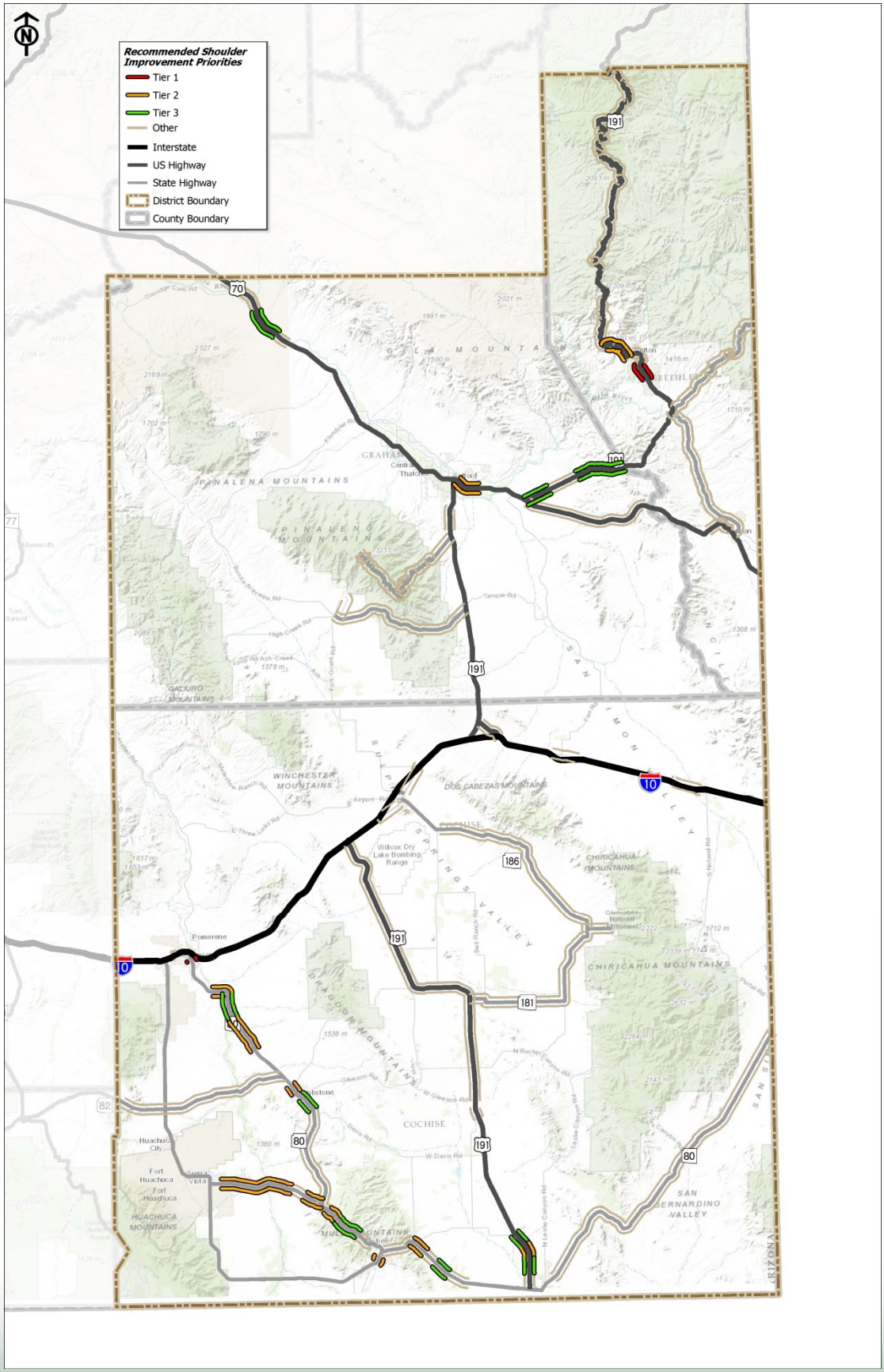
Priority segments represent segments that
- Have LOS worse than C
- Crash rate greater than "average statewide highway crash rate plus one standard deviation"
District Rankings are Provided in the Following Table

Table 5.14: Two-Lane Highways - Ranking of Priority Candidate Locations in Safford District

Route	Direction	BMP	EMP	Total Points	Tier Level	District Rank	Statewide Rank	Cost Estimate*
U 191	Both	160.0	162.0	79.71	1	1	5	$2,160,000
S 080	Both	293.5	293.7	72.16	1	2	48	$171,000
S 080	Both	315.5	316.6	64.74	2	3	160	
S 080	Both	306.0	309.0	64.16	2	4	176	
S 090	Both	323.0	326.0	63.41	2	5	196	
S 092	Both	353.6	354.2	62.77	2	6	208	
U 070	Both	340.1	343.2	61.90	2	7	218	
S 080	Both	304.0	306.0	61.71	2	8	220	
S 080	Both	299.0	301.0	60.96	2	9	228	
S 090	Both	334.0	336.4	60.32	2	10	236	
UX191	Both	167.5	170.0	60.31	2	11	237	
S 090	Both	330.0	332.0	59.80	2	12	246	
S 080	Both	348.0	350.0	58.71	2	13	261	
S 090	Both	328.0	330.0	57.97	2	14	267	
UX191	Both	170.0	172.0	57.52	2	15	276	
S 090	Both	326.0	328.0	56.48	2	16	284	
S 080	Both	334.0	336.0	56.38	2	17	285	
U 191	Both	4.0	6.0	56.01	2	18	290	
S 080	Both	317.8	320.0	55.65	3	19	294	
U 191	Both	2.0	4.0	55.62	3	20	295	
U 191	Both	6.0	7.6	55.43	3	21	299	
S 080	Both	352.0	354.0	55.10	3	22	301	
S 080	Both	301.0	304.0	54.86	3	23	305	
U 191	Both	142.0	144.1	54.41	3	24	309	
U 191	Both	140.0	142.0	53.85	3	25	315	
U 191	Both	138.0	140.0	53.14	3	26	320	
U 070	Both	294.0	296.0	48.48	3	27	352	
U 191	Both	130.8	134.0	48.47	3	28	353	
S 080	Both	336.0	339.0	48.14	3	29	363	
U 070	Both	296.0	298.0	43.05	3	30	375	

** Planning level cost estimates were developed for Tier 1 candidate locations only. Cost Estimates developed based on typical per-mile/foot construction costs for widening and are expressed in 2015 dollars and have not been field verified. Costs associated with acquiring right-of-way, widening culverts, and environmental mitigation are not included in estimates. Due to topographical or other physical constraints adjustment factors may need to be applied to the cost estimates to account for increased construction costs. During project implementation, the costs for each project may vary; therefore, during the design phase a detailed analysis should be performed to determine actual costs. Unless otherwise noted, the recommended projects are not yet funded.*

Figure 5.7: Two-Lane Highways - Priority Candidate Locations in Safford District



Tucson District

Table 5.15 presents the list of candidate locations for shoulder improvements on two-lane highways in the Tucson District. The candidate locations are ranked at the statewide and district level and grouped into three tiers – high, medium, and low priority. Table 5.16 summarizes the priority candidate improvement locations by tier. Figure 5.8 illustrates the prioritization of improvement projects within the District.

Table 5.15: Two-Lane Highways - Candidate Shoulder Improvement Locations in Tucson District

Route	Dir	BMP	EMP	Priority Segments: (Segments that exceed LOS and Crash Rate Threshold)*
Tucson District				
S 077	Both	103.8	114.0	MP103.8 - MP106
				MP106 - MP108
				MP108 - MP110
S 079	Both	135.0	137.0	MP135 - MP137
S 079	Both	140.5	140.6	
S 079	Both	92.1	130.1	
S 082	Both	20.6	46.0	
S 082	Both	4.0	19.0	
S 083	Both	3.0	58.8	MP44 - MP46
S 084	Both	155.3	161.1	
S 084	Both	166.3	177.5	
S 085(1)	Both	32.0	40.0	
S 085(1)	Both	42.7	80.0	
S 086	Both	115.8	137.2	MP126 - MP128.8
S 086	Both	145.8	150.0	
S 086	Westbound	150.0	164.0	MP152 - MP154
				MP154 - MP156
				MP156 - MP158
				MP158 - MP160
				MP160 - MP162
S 086	Both	53.0	76.6	MP53 - MP56
				MP56 - MP58
				MP58 - MP60
				MP60 - MP62
				MP62 - MP64
				MP66 - MP68
				MP68 - MP70
				MP74 - MP76.6

Table 5.15: Two-Lane Highways - Candidate Shoulder Improvement Locations in Tucson District (Continued)

Route	Dir	BMP	EMP	Priority Segments: (Segments that exceed LOS and Crash Rate Threshold)*
Tucson District				
S 086	Both	77.6	114.1	MP80 - MP82 MP82 - MP84 MP84 - MP86 MP86 - MP88 MP88 - MP90 MP90 - MP92 MP112.8 - MP114.1
S 087	Both	125.8	129.2	MP125.8 - MP129.2
S 087	Both	134.6	145.3	MP134.61 - MP138 MP138 - MP140 MP140 - MP142 MP142 - MP145.3
S 187	Both	186.0	192.0	
S 189	Both	0.0	0.3	MP0 - MP0.3
S 238	Both	24.0	42.0	
S 238	Eastbound	42.0	44.2	
S 286	Both	0.0	27.0	
S 286	Eastbound	28.4	30.0	
S 286	Both	30.0	45.0	
S 287	Both	116.4	125.0	MP116.4 - MP118
S 287	Southbound	142.2	142.3	MP142.2 - MP142.3
S 289	Both	0.0	10.8	MP0 - MP2
S 386	Both	0.0	12.0	

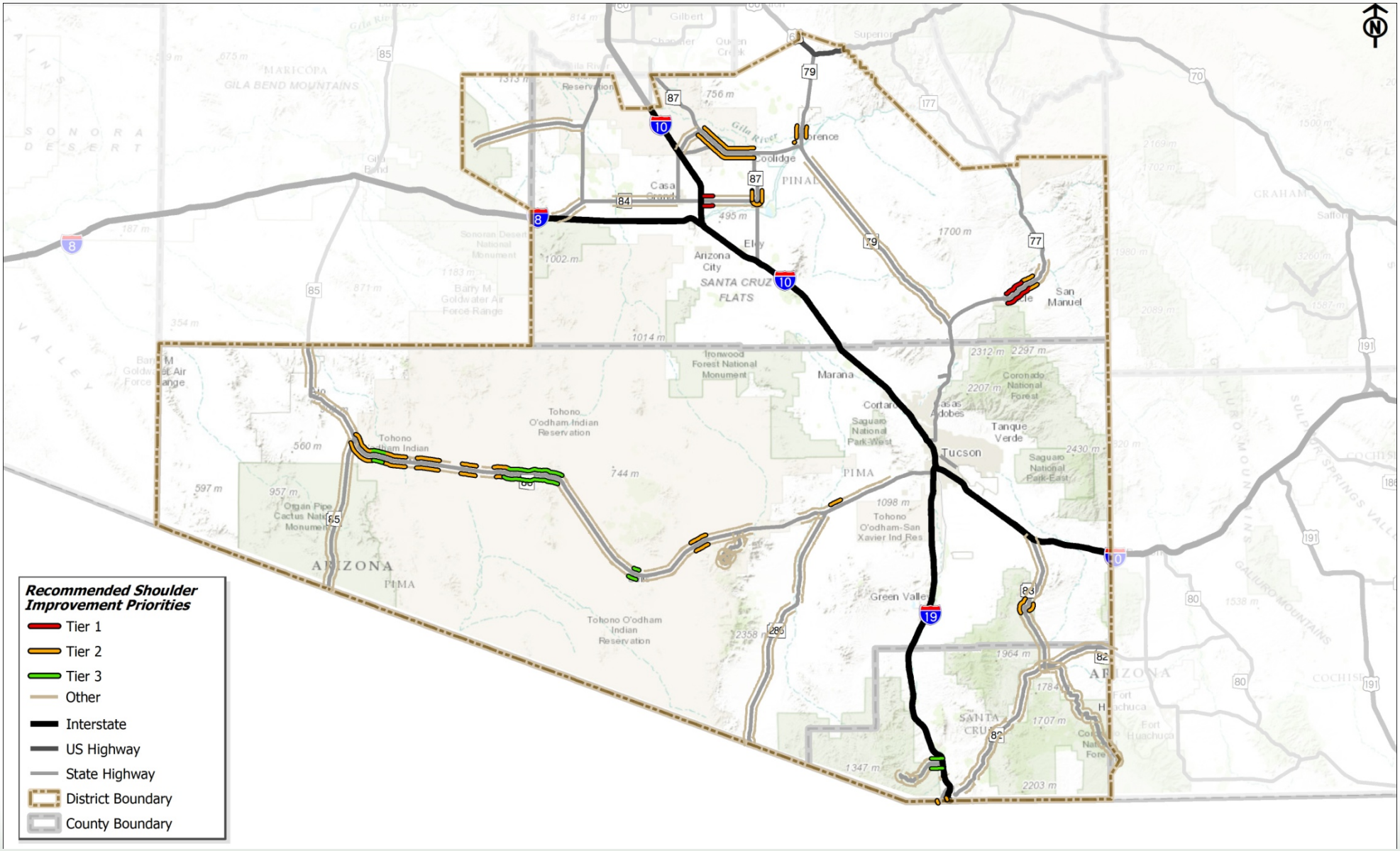
Priority segments represent segments that
- Have LOS worse than C
- Crash rate greater than "average statewide highway crash rate plus one standard deviation"
District Rankings are Provided in the Following Table

Table 5.16: Two-Lane Highways - Ranking of Priority Candidate Locations in Tucson District

Route	Direction	BMP	EMP	Total Points	Tier Level	District Rank	Statewide Rank	Cost Estimate*
S 287	Both	116.4	118.0	73.35	1	1	42	$1,476,000
S 077	Both	106.0	108.0	72.44	1	3	47	$1,980,000
S 077	Both	103.8	106.0	71.85	1	4	50	$3,776,850
S 083	Both	44.0	46.0	66.75	2	8	131	
S 077	Both	108.0	110.0	65.77	2	9	141	
S 287	Southbound	142.2	142.3	65.38	2	10	148	
S 086	Westbound	152.0	154.0	64.30	2	11	171	
S 087	Both	134.6	138.0	63.32	2	12	200	
S 087	Both	138.0	140.0	63.01	2	13	204	
S 087	Both	142.0	145.3	62.30	2	14	213	
S 086	Both	126.0	128.8	62.07	2	15	216	
S 087	Both	140.0	142.0	61.81	2	16	219	
S 087	Both	125.8	129.2	60.53	2	17	233	
S 079	Both	135.0	137.0	59.91	2	18	242	
S 189	Both	0.0	0.3	59.58	2	19	248	
S 086	Both	56.0	58.0	59.05	2	20	254	
S 086	Both	66.0	68.0	57.77	2	21	271	
S 086	Both	60.0	62.0	57.76	2	22	272	
S 086	Both	53.0	56.0	57.67	2	23	273	
S 086	Both	80.0	82.0	57.62	2	24	274	
S 086	Both	74.0	76.6	57.61	2	25	275	
S 086	Both	68.0	70.0	57.12	2	26	279	
S 086	Both	62.0	64.0	56.78	2	27	282	
S 086	Both	112.8	114.1	54.82	3	28	306	
S 086	Both	58.0	60.0	54.40	3	29	310	
S 086	Both	86.0	88.0	49.98	3	30	335	
S 086	Both	82.0	84.0	48.28	3	31	361	
S 086	Both	90.0	92.0	47.85	3	32	366	
S 086	Both	84.0	86.0	47.45	3	33	369	
S 289	Both	0.0	2.0	45.25	3	34	372	
S 086	Both	88.0	90.0	44.94	3	35	373	

** Planning level cost estimates were developed for Tier 1 candidate locations only. Cost Estimates developed based on typical per-mile/foot construction costs for widening and are expressed in 2015 dollars and have not been field verified. Costs associated with acquiring right-of-way, widening culverts, and environmental mitigation are not included in estimates. Due to topographical or other physical constraints adjustment factors may need to be applied to the cost estimates to account for increased construction costs. During project implementation, the costs for each project may vary; therefore, during the design phase a detailed analysis should be performed to determine actual costs. Unless otherwise noted, the recommended projects are not yet funded.*

Figure 5.8: Two-Lane Highways - Priority Candidate Locations in Tucson District



Yuma District

Table 5.17 presents the list of candidate locations for shoulder improvements on two-lane highways in the Yuma District. The candidate locations are ranked at the statewide and district level and grouped into three tiers – high, medium, and low priority. Table 5.18 summarizes the priority candidate improvement locations by tier. Figure 5.9 illustrates the prioritization of improvement projects within the District.

Table 5.17: Two-Lane Highways - Candidate Shoulder Improvement Locations in Yuma District

Route	Dir	BMP	EMP	Priority Segments: (Segments that exceed LOS and Crash Rate Threshold)*
Yuma District				
S 072	Both	14.5	49.0	
S 085(1)	Both	3.7	32.0	
S 095	Both	110.7	114.0	MP110.7 - MP114
S 095	Both	114.0	138.0	MP114 - MP116
				MP116 - MP118
				MP118 - MP120
				MP120 - MP122
				MP128 - MP130
				MP130 - MP132
				MP132 - MP134
				MP134 - MP136
			138.0	MP136 - MP138
S 095	Northbound	138.0	142.3	MP138 - MP140.5
				MP140.7 - MP142.3
S 095	Both	148.3	153.3	MP148.3 - MP150
				MP150 - MP153.3
S 095	Both	154.8	162.0	MP154.8 - MP158
				MP158 - MP160
				MP160 - MP162
S 195	Both	5.0	5.2	
U 060	Both	30.2	31.6	
U 060	Both	34.4	36.8	
U 095	Both	100.0	104.0	
U 095	Both	39.9	50.0	MP39.9 - MP42
				MP42 - MP44
				MP44 - MP46
				MP46 - MP48
U 095	Northbound	50.0	52.0	
U 095	Both	52.0	58.0	
U 095	Both	59.0	98.0	
U 095	Northbound	98.0	100.0	

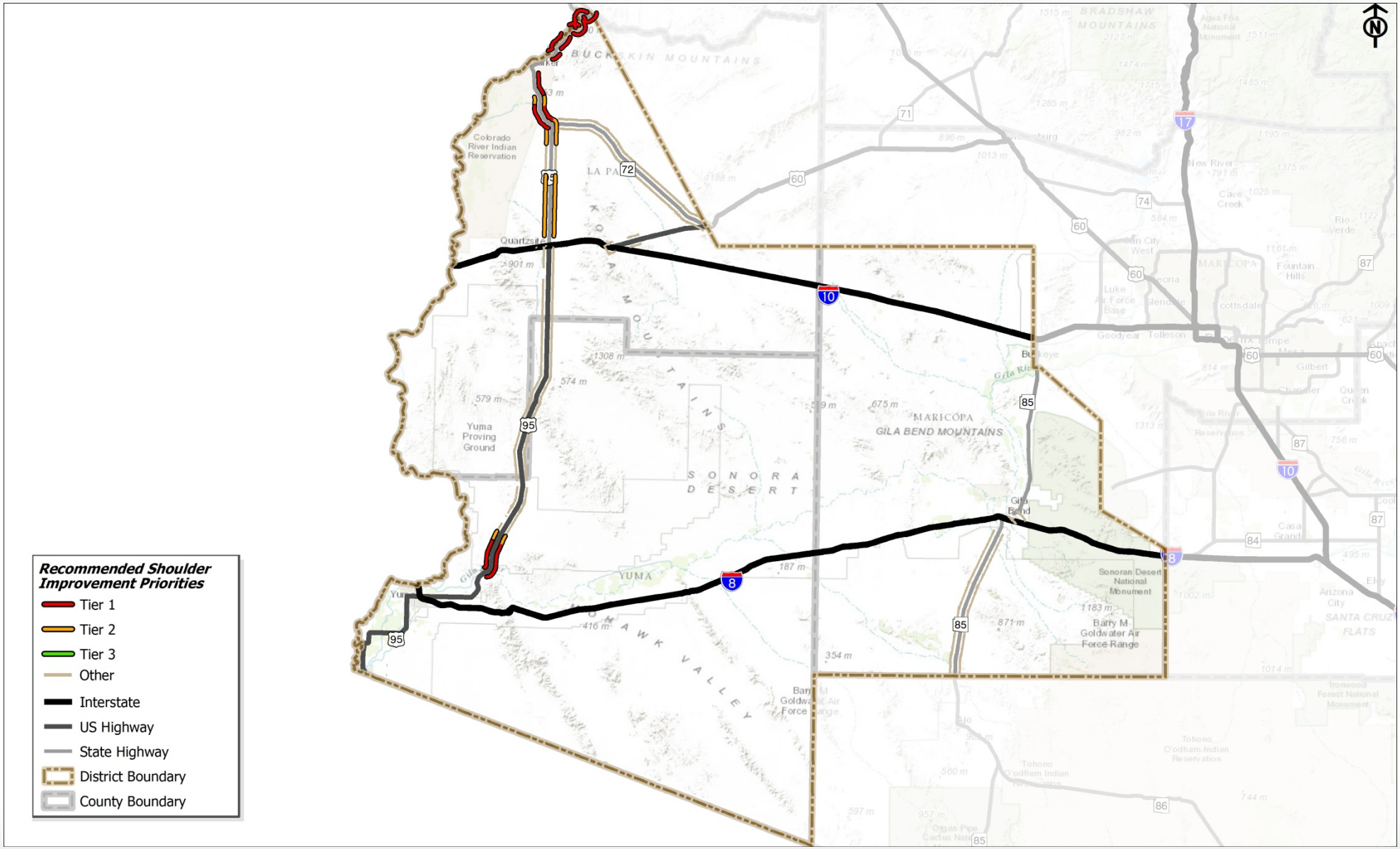
Priority segments represent segments that
- Have LOS worse than C
- Crash rate greater than "average statewide highway crash rate plus one standard deviation"
- District Rankings are provided in the following table

Table 5.18: Two-Lane Highways - Ranking of Priority Candidate Locations in Yuma District

Route	Direction	BMP	EMP	Total Points	Tier Level	District Rank	Statewide Rank	Cost Estimate*
S 095	Both	158.0	160.0	81.16	1	1	1	$2,160,000
S 095	Both	132.0	134.0	78.88	1	2	7	$1,800,000
S 095	Northbound	138.0	140.5	78.47	1	3	10	$1,237,500
U 095	Both	44.0	46.0	78.40	1	4	12	$1,800,000
S 095	Northbound	140.7	142.3	76.77	1	5	20	$782,100
U 095	Both	42.0	44.0	76.37	1	6	21	$1,876,378
S 095	Both	160.0	162.0	75.70	1	7	27	$2,176,378
S 095	Both	148.3	150.0	74.95	1	8	30	$420,750
S 095	Both	150.0	153.3	74.46	1	9	33	$824,175
S 095	Both	154.8	158.0	73.01	1	10	44	$3,618,470
U 095	Both	39.9	42.0	69.57	1	11	79	$1,935,000
S 095	Both	134.0	136.0	68.49	1	12	114	$1,980,000
S 095	Both	136.0	138.0	67.66	2	13	122	
U 095	Both	46.0	48.0	66.01	2	14	137	
S 095	Both	118.0	120.0	64.32	2	15	170	
S 095	Both	116.0	118.0	64.15	2	16	178	
S 095	Both	128.0	130.0	63.88	2	17	182	
S 095	Both	120.0	122.0	63.66	2	18	188	
S 095	Both	110.7	114.0	60.48	2	19	234	
S 095	Both	114.0	116.0	59.86	2	20	243	
S 095	Both	130.0	132.0	57.10	2	21	280	

** Planning level cost estimates were developed for Tier 1 candidate locations only. Cost Estimates developed based on typical per-mile/foot construction costs for widening and are expressed in 2015 dollars and have not been field verified. Costs associated with acquiring right-of-way, widening culverts, and environmental mitigation are not included in estimates. Due to topographical or other physical constraints adjustment factors may need to be applied to the cost estimates to account for increased construction costs. During project implementation, the costs for each project may vary; therefore, during the design phase a detailed analysis should be performed to determine actual costs. Unless otherwise noted, the recommended projects are not yet funded.*

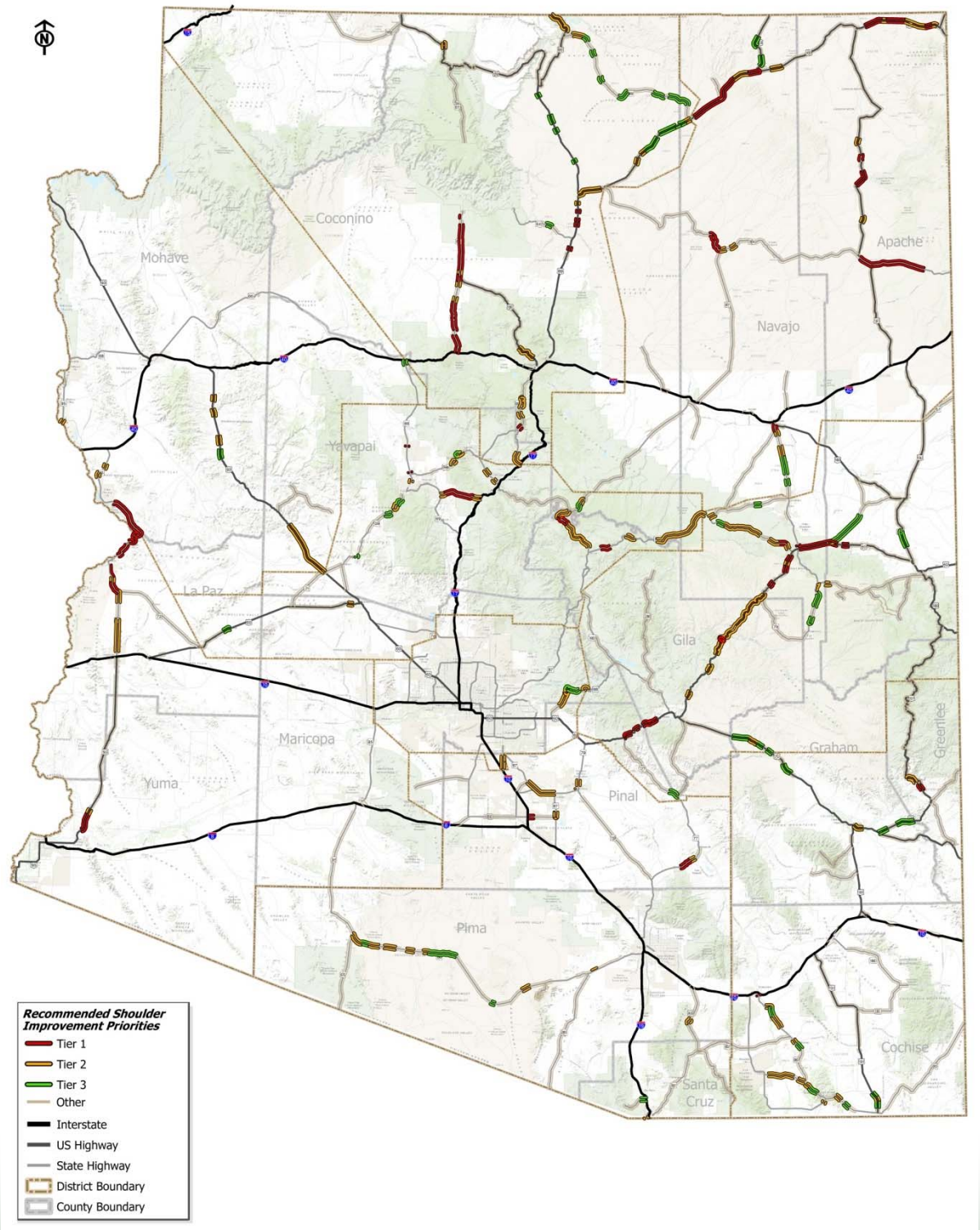
Figure 5.9: Two-Lane Highways - Priority Candidate Locations in Yuma District



Statewide Priority Shoulder Improvement Locations

Figure 5.10 illustrates the statewide location of the shoulder improvements. This section also includes project summary sheets for the Tier 1 locations.

Figure 5.10: Two-Lane Highways - Statewide Priority Candidate Locations



S 095: MP 158 - MP 160 (Both Directions) — Statewide Rank: 1

Project Details

Route: S 095	**Direction:** Both Directions
BMP: 158.0	**Tier Level:** 1
EMP: 160.0	**District Rank:** 1
District: Yuma	**Left Shoulder:** 2 to 6 FT
County: La Paz	**Right Shoulder:** 2 to 6 FT

Roadway Characteristics

Functional Class: Rural Principal Other

Wideload Corridor: Yes	**Pullouts:** No
Ped/Bike Corridor: Yes	**Guardrail:** Yes
Terrain/Max Slope: 6.01	**Terrain:** Mountainous
Speed Limit(mph): 65	**K-Factor:** 11
Existing AADT: 6086	**Future AADT:** 6600
Existing LOS: D	**Future LOS:** D
Directional Split: 60 / 40	**Truck %:** 21

Safety Analysis

Total Number of Crashes:	22
Number of Fatal Crashes:	0
Injury & Possible Injury Crashes:	9
Non-Injury Crashes:	13
Equivalent Property Damage Value:	53
Crash Rate:	0.99

Source: Accident Location Information and Surveillance System (ALISS) 2008-2013

Construction Constraints/Feasibility

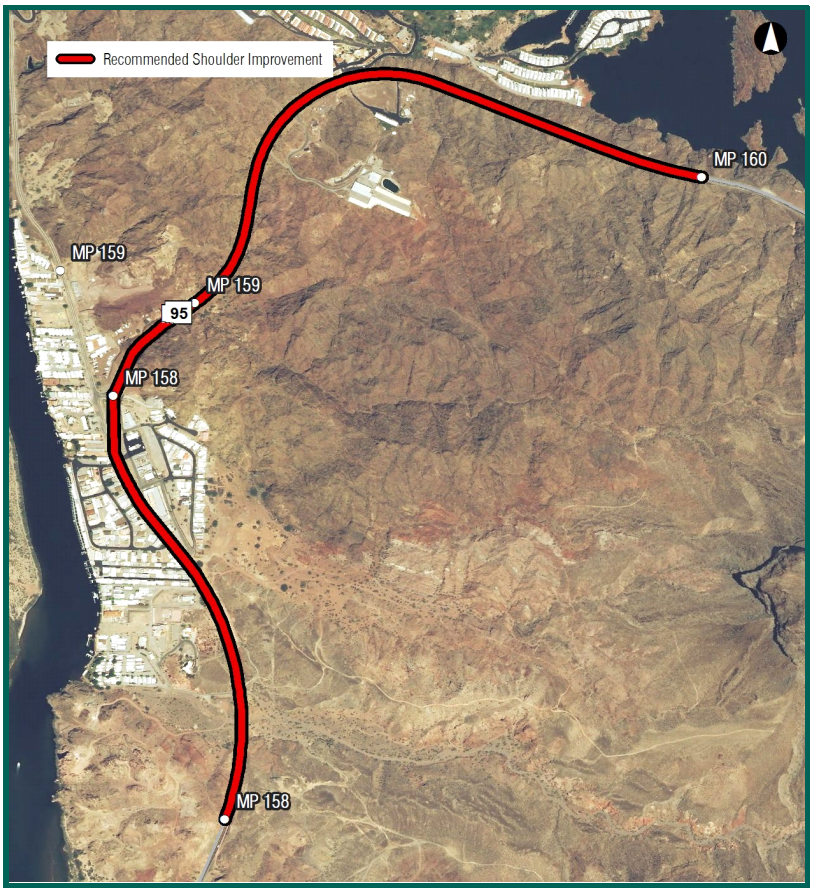
General Location Assessment: Paved shoulders in good condition; Roadside cliffs may limit construction

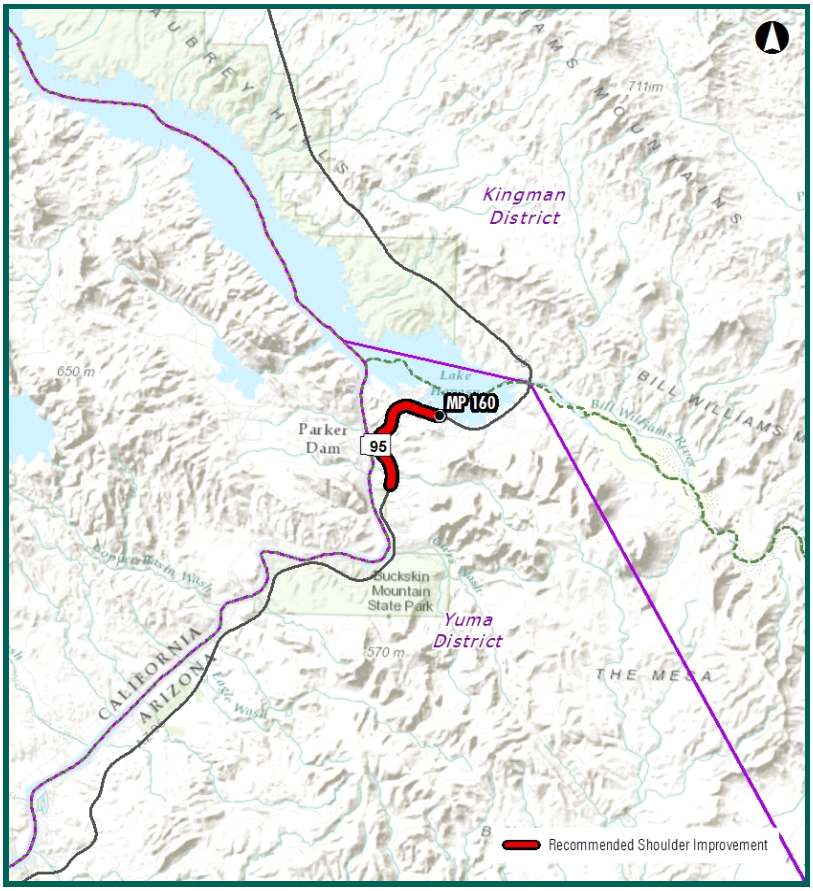
Cost Estimate: $2,160,000

Environmental Overview

Land Ownership: Private Land, State Trust Land, Bureau of Land Mgmt.

Potential Environmental Constraints: Analysis of available GIS data found the following environmental constraints that may be present within a quarter-mile of the proposed project area: Lake Havasu SRMA; Suitable Desert Tortoise Habitat; Wildlife Linkage Zone; Riparian Habitats; Impaired Waters; Wetlands;100-Yr Floodplain; Leaking underground storage tank; Critical Habitat Area





S 095: MP 164 - MP 166 (Both Directions) — Statewide Rank: 2

Project Details

Route: S 095	**Direction:** Both Directions
BMP: 164.0	**Tier Level:** 1
EMP: 166.0	**District Rank:** 1
District: Kingman	**Left Shoulder:** 2 to 6 FT
County: Mohave	**Right Shoulder:** 2 to 6 FT

Roadway Characteristics

Functional Class: Rural Principal Other

Wideload Corridor: Yes	**Pullouts:** No
Ped/Bike Corridor: Yes	**Guardrail:** Yes
Terrain/Max Slope: 2.11	**Terrain:** Mountainous
Speed Limit(mph): 65	**K-Factor:** 11
Existing AADT: 5948	**Future AADT:** 6600
Existing LOS: D	**Future LOS:** D
Directional Split: 60 / 40	**Truck %:** 22

Safety Analysis

Total Number of Crashes:	18
Number of Fatal Crashes:	2
Injury & Possible Injury Crashes:	7
Non-Injury Crashes:	9
Equivalent Property Damage Value:	58
Crash Rate:	0.83

Source: Accident Location Information and Surveillance System (ALISS) 2008-2013

Construction Constraints/Feasibility

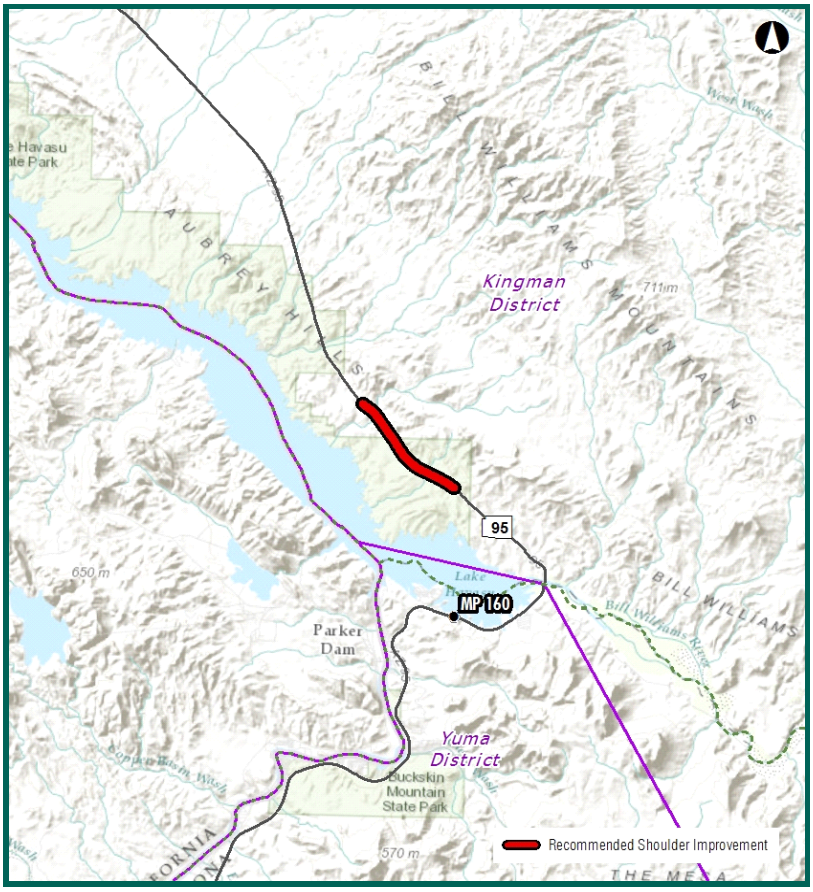
General Location Assessment: Narrow shoulder; Paved portion of shoulders in good condition; Ample room to widen roadway

Cost Estimate: $2,160,000

Environmental Overview

Land Ownership: State Trust Land, Bureau of Land Mgmt.

Potential Environmental Constraints: Analysis of available GIS data found the following environmental constraints that may be present within a quarter-mile of the proposed project area: Lake Havasu SRMA; Suitable Desert Tortoise Habitat



S 095: MP 162 - MP 164 (Both Directions) — Statewide Rank: 3

Project Details

Route: S 095	**Direction:** Both Directions
BMP: 162.0	**Tier Level:** 1
EMP: 164.0	**District Rank:** 2
District: Kingman	**Left Shoulder:** 2 to 6 FT
County: Mohave	**Right Shoulder:** 2 to 6 FT

Roadway Characteristics

Functional Class: Rural Principal Other	
Wideload Corridor: Yes	**Pullouts:** No
Ped/Bike Corridor: Yes	**Guardrail:** Yes
Terrain/Max Slope: 3.78	**Terrain:** Mountainous
Speed Limit(mph): 65	**K-Factor:** 11
Existing AADT: 5948	**Future AADT:** 6600
Existing LOS: D	**Future LOS:** D
Directional Split: 60 / 40	**Truck %:** 22

Safety Analysis

Total Number of Crashes:	17
Number of Fatal Crashes:	0
Injury & Possible Injury Crashes:	7
Non-Injury Crashes:	10
Equivalent Property Damage Value:	42
Crash Rate:	0.78

Source: Accident Location Information and Surveillance System (ALISS) 2008-2013

Construction Constraints/Feasibility

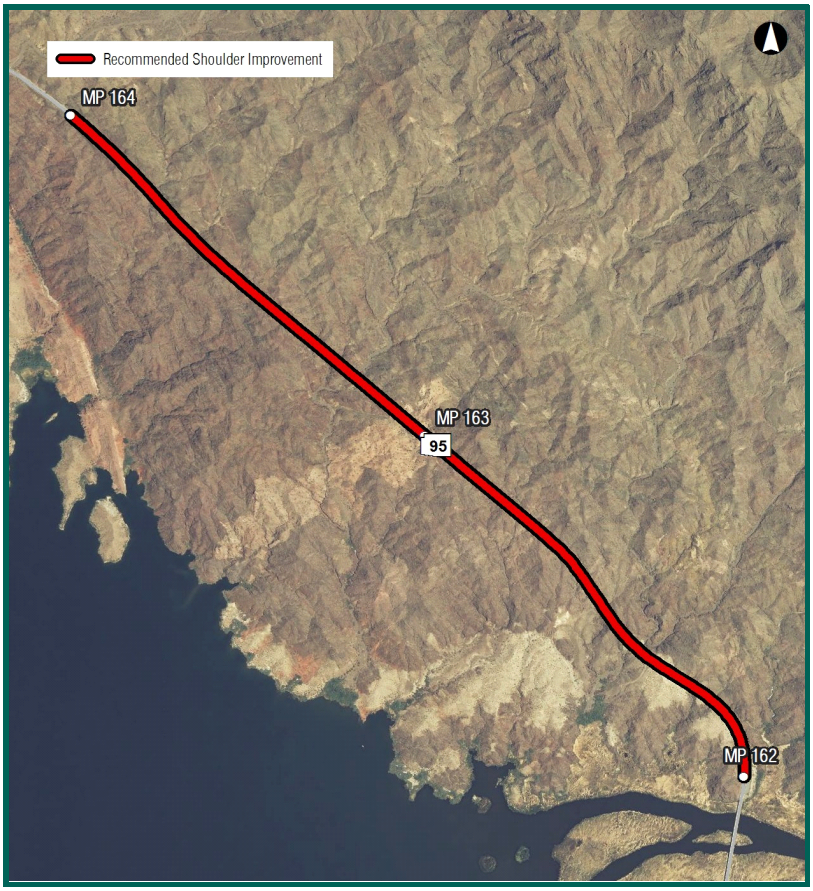
General Location Assessment: Narrow shoulder; Paved portion of shoulders in good condition; Ample room to widen roadway

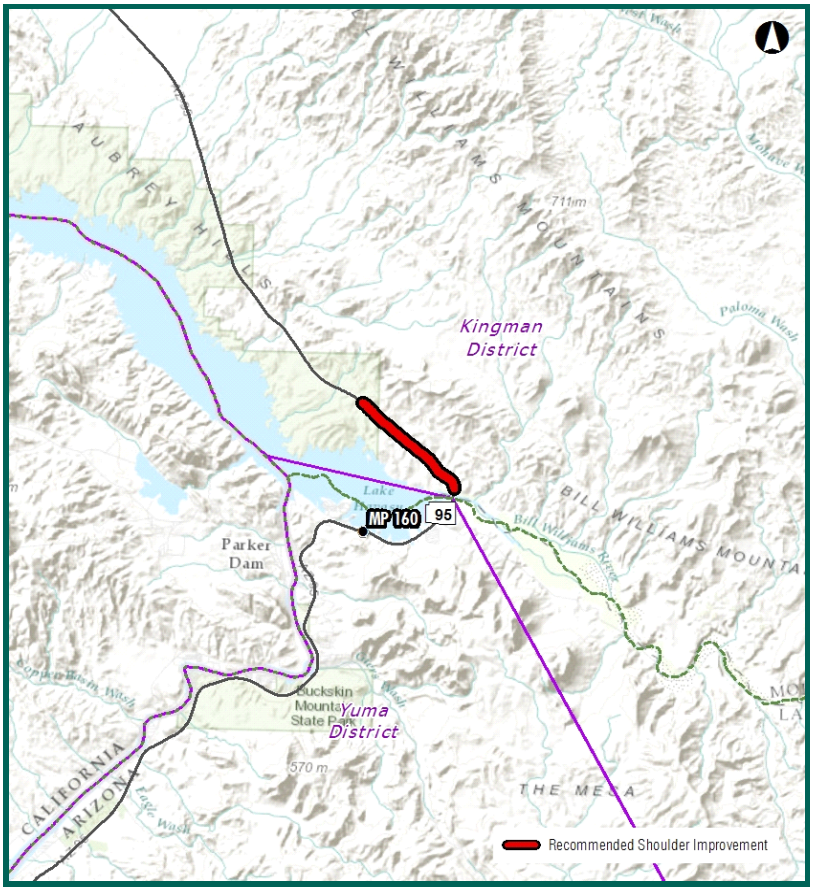
Cost Estimate: $2,160,000

Environmental Overview

Land Ownership: State Trust Land, Bureau of Land Mgmt.

Potential Environmental Constraints: Analysis of available GIS data found the following environmental constraints that may be present within a quarter-mile of the proposed project area: Lake Havasu SRMA; Suitable Desert Tortoise Habitat; Riparian Habitats; Wetlands;100-Yr Floodplain; Critical Habitat Area





S 095: MP 166 - MP 168 (Both Directions) — Statewide Rank: 4

Project Details

Route: S 095	**Direction:** Both Directions
BMP: 166.0	**Tier Level:** 1
EMP: 168.0	**District Rank:** 3
District: Kingman	**Left Shoulder:** 2 to 6 FT
County: Mohave	**Right Shoulder:** 2 to 6 FT

Roadway Characteristics

Functional Class: Rural Minor Collector

Wideload Corridor: Yes	**Pullouts:** No
Ped/Bike Corridor: Yes	**Guardrail:** Yes
Terrain/Max Slope: 4.19	**Terrain:** Mountainous
Speed Limit(mph): 65	**K-Factor:** 9
Existing AADT: 5948	**Future AADT:** 8800
Existing LOS: D	**Future LOS:** D
Directional Split: 59 / 41	**Truck %:** 22

Safety Analysis

Total Number of Crashes:	10
Number of Fatal Crashes:	0
Injury & Possible Injury Crashes:	3
Non-Injury Crashes:	7
Equivalent Property Damage Value:	22
Crash Rate:	0.46

Source: Accident Location Information and Surveillance System (ALISS) 2008-2013

Construction Constraints/Feasibility

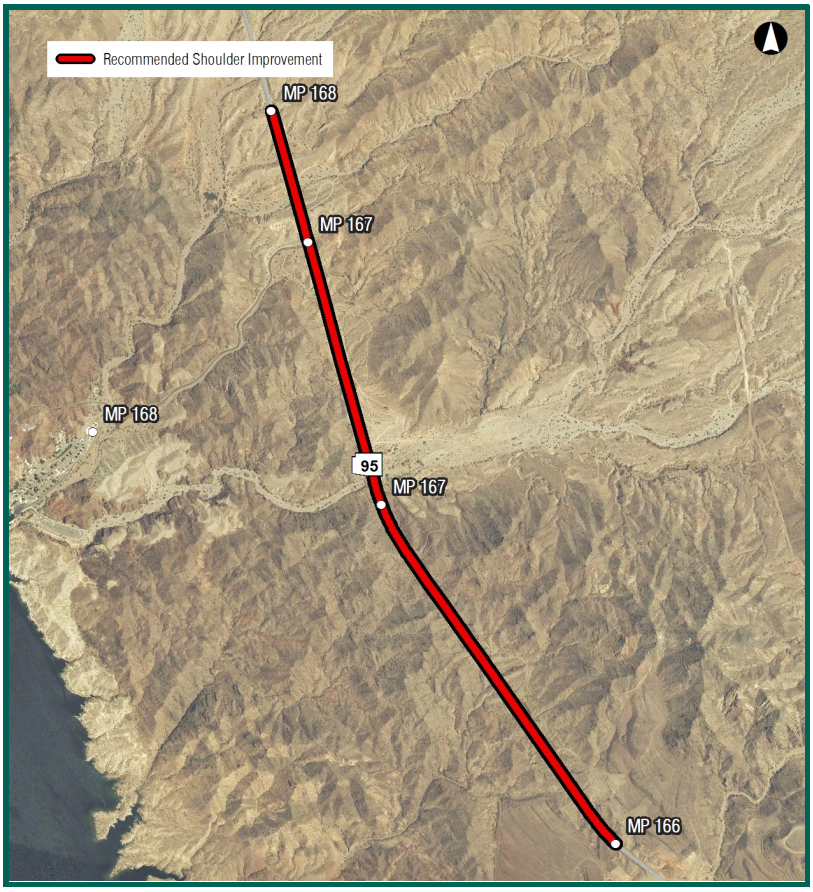
General Location Assessment: Narrow shoulder; Paved portion of shoulders in good condition; Ample room to widen roadway

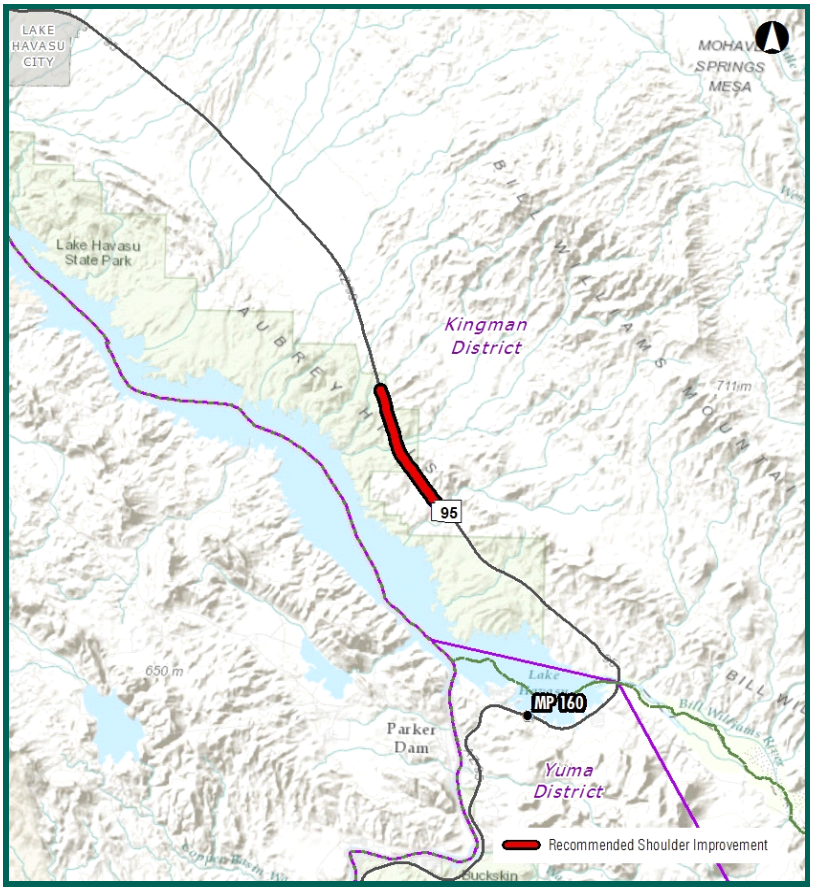
Cost Estimate: $2,160,000

Environmental Overview

Land Ownership: Bureau of Land Mgmt., Cattail Cove SP, State Trust Land

Potential Environmental Constraints: Analysis of available GIS data found the following environmental constraints that may be present within a quarter-mile of the proposed project area: Suitable Desert Tortoise Habitat;100-Yr Floodplain





U 191: MP 160 - MP 162 (Both Directions)

Statewide Rank: 5

Project Details

Route: U 191	**Direction:** Both Directions
BMP: 160.0	**Tier Level:** 1
EMP: 162.0	**District Rank:** 1
District: Safford	**Left Shoulder:** 2 to 6 FT
County: Greenlee	**Right Shoulder:** 2 to 6 FT

Roadway Characteristics

Functional Class: Rural Major Collector

Wideload Corridor: Yes	**Pullouts:** Yes
Ped/Bike Corridor: Yes	**Guardrail:** Yes
Terrain/Max Slope: 6.6	**Terrain:** Mountainous
Speed Limit(mph): 55	**K-Factor:** 15
Existing AADT: 6296	**Future AADT:** 5300
Existing LOS: D	**Future LOS:** C
Directional Split: 50 / 50	**Truck %:** 12

Safety Analysis

Total Number of Crashes:	24
Number of Fatal Crashes:	1
Injury & Possible Injury Crashes:	6
Non-Injury Crashes:	17
Equivalent Property Damage Value:	52
Crash Rate:	1.04

Source: Accident Location Information and Surveillance System (ALISS) 2008-2013

Construction Constraints/Feasibility

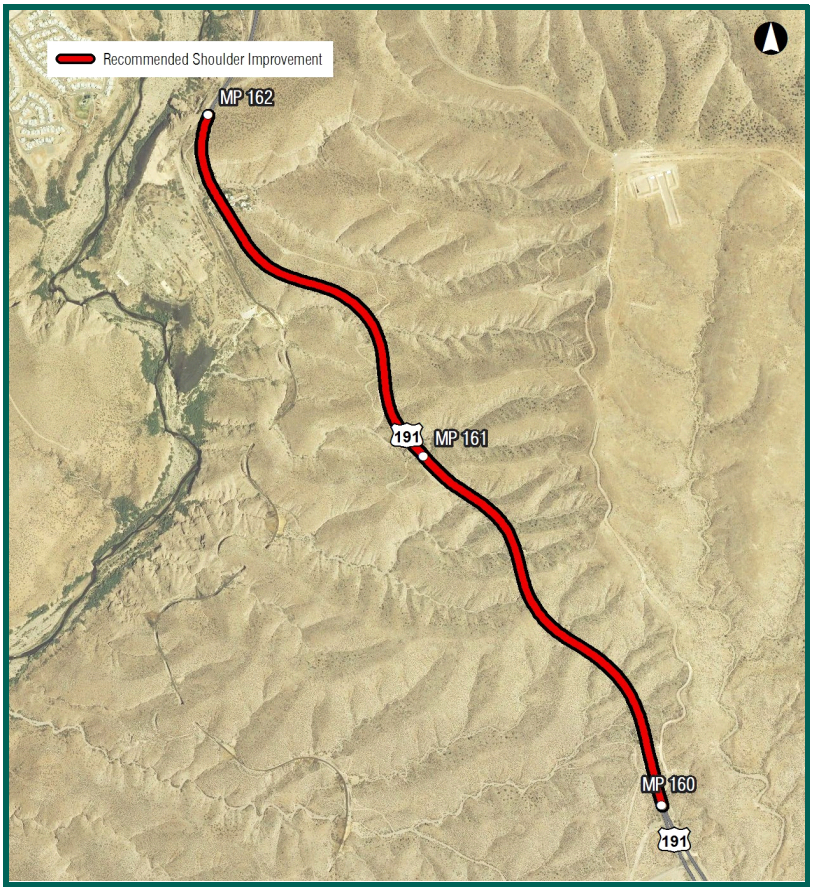
General Location Assessment: Narrow shoulder; Roadside cliffs may limit construction; Paved portion of shoulders in good condition

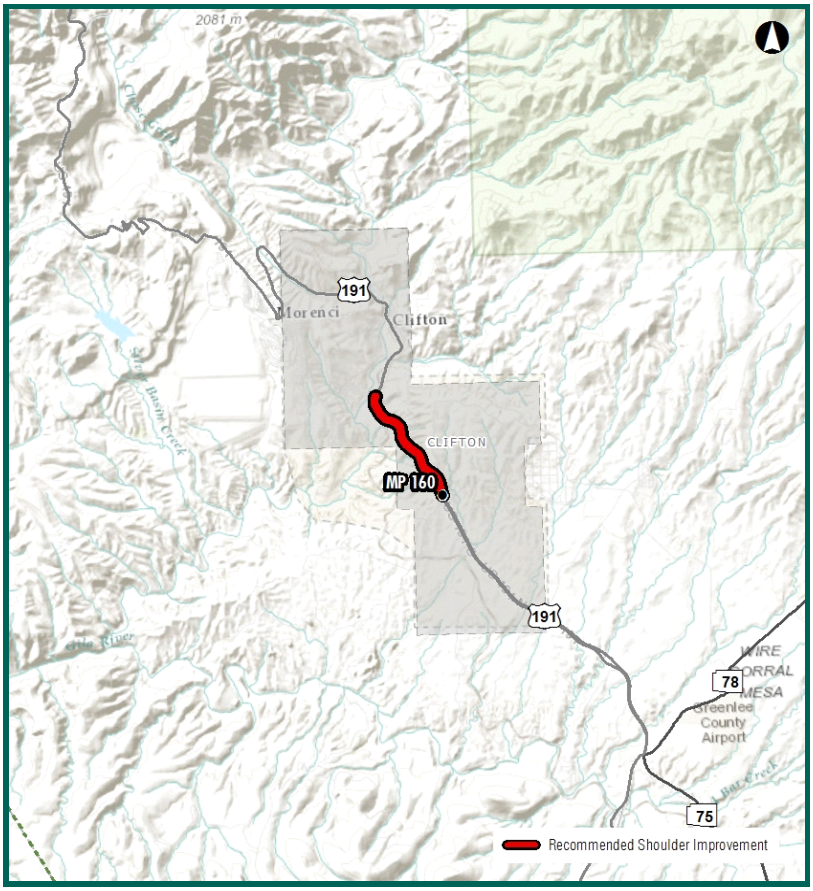
Cost Estimate: $2,160,000

Environmental Overview

Land Ownership: Private Land, State Trust Land, Bureau of Land Mgmt.

Potential Environmental Constraints: Analysis of available GIS data found the following environmental constraints that may be present within a quarter-mile of the proposed project area: Wildlife Linkage Zone; Riparian Habitats; Impaired Waters; Wetlands;100-Yr Floodplain





S 064: MP 185.6 - MP 187.2 (Both Directions) Statewide Rank: 6

Project Details

Route: S 064	Direction: Both Directions
BMP: 185.6	Tier Level: 1
EMP: 187.2	District Rank: 1
District: Flagstaff	Left Shoulder: 2 to 6 FT
County: Coconino	Right Shoulder: 2 to 6 FT

Roadway Characteristics

Functional Class: Rural Principal Other	
Wideload Corridor: Yes	Pullouts: No
Ped/Bike Corridor: Yes	Guardrail: No
Terrain/Max Slope: 3.57	Terrain: Level
Speed Limit(mph): 65	K-Factor: 9
Existing AADT: 7166	Future AADT: 6900
Existing LOS: C	Future LOS: C
Directional Split: 60 / 40	Truck %: 15

Safety Analysis

Total Number of Crashes:	28
Number of Fatal Crashes:	1
Injury & Possible Injury Crashes:	6
Non-Injury Crashes:	21
Equivalent Property Damage Value:	60
Crash Rate:	1.32

Source: Accident Location Information and Surveillance System (ALISS) 2008-2013

Construction Constraints/Feasibility

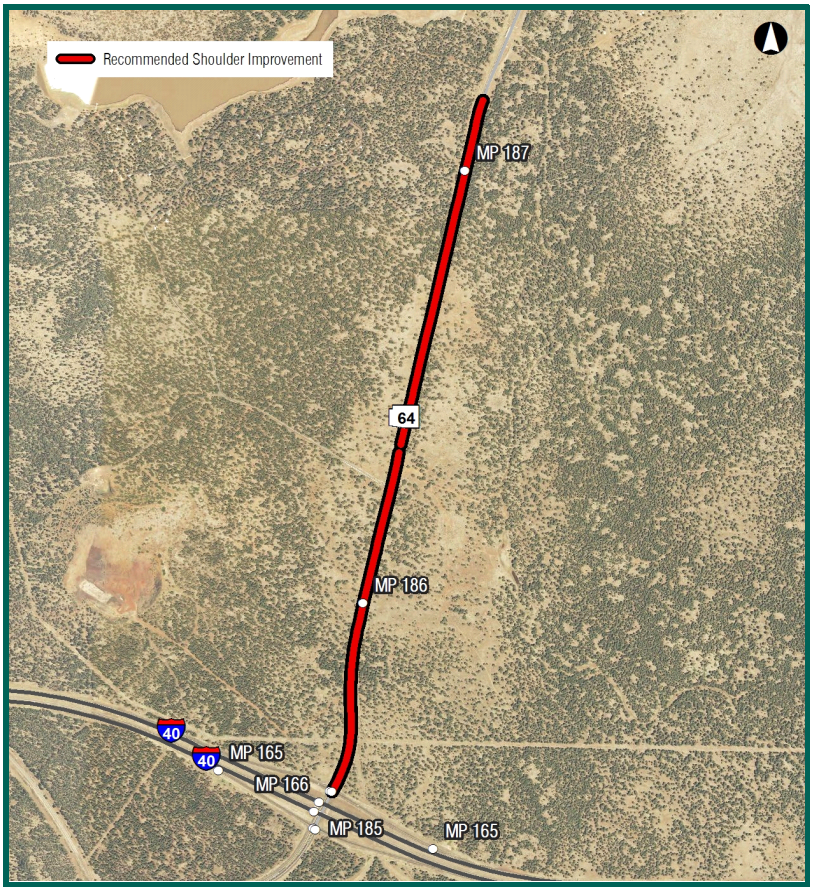
General Location Assessment: Ample room to widen roadway; multiple intersecting roadways; Paved shoulders in good condition; Segment has I-40 underpass with wide shoulders

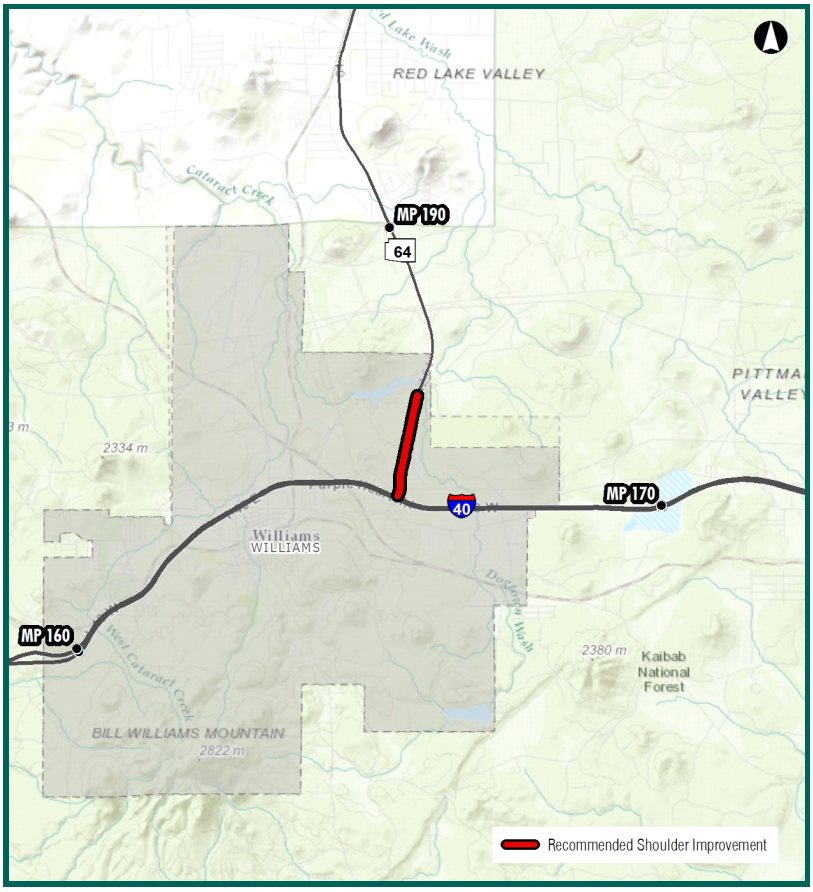
Cost Estimate: $1,458,000

Environmental Overview

Land Ownership: Kaibab N.F

Potential Environmental Constraints: Analysis of available GIS data found the following environmental constraints that may be present within a quarter-mile of the proposed project area: No major environmental constraints





S 095: MP 132 - MP 134 (Both Directions) Statewide Rank: 7

Project Details

Route: S 095	Direction: Both Directions
BMP: 132.0	Tier Level: 1
EMP: 134.0	District Rank: 2
District: Yuma	Left Shoulder: 2 to 6 FT
County: La Paz	Right Shoulder: 2 to 6 FT

Roadway Characteristics

Functional Class: Rural Principal Other

Wideload Corridor: Yes	Pullouts: No
Ped/Bike Corridor: Yes	Guardrail: Yes
Terrain/Max Slope: 2.22	Terrain: Level
Speed Limit(mph): 55	K-Factor: 15
Existing AADT: 5062	Future AADT: 6900
Existing LOS: D	Future LOS: D
Directional Split: 60 / 40	Truck %: 16

Safety Analysis

Total Number of Crashes:	6
Number of Fatal Crashes:	0
Injury & Possible Injury Crashes:	1
Non-Injury Crashes:	5
Equivalent Property Damage Value:	7
Crash Rate:	0.32

Source: Accident Location Information and Surveillance System (ALISS) 2008-2013

Construction Constraints/Feasibility

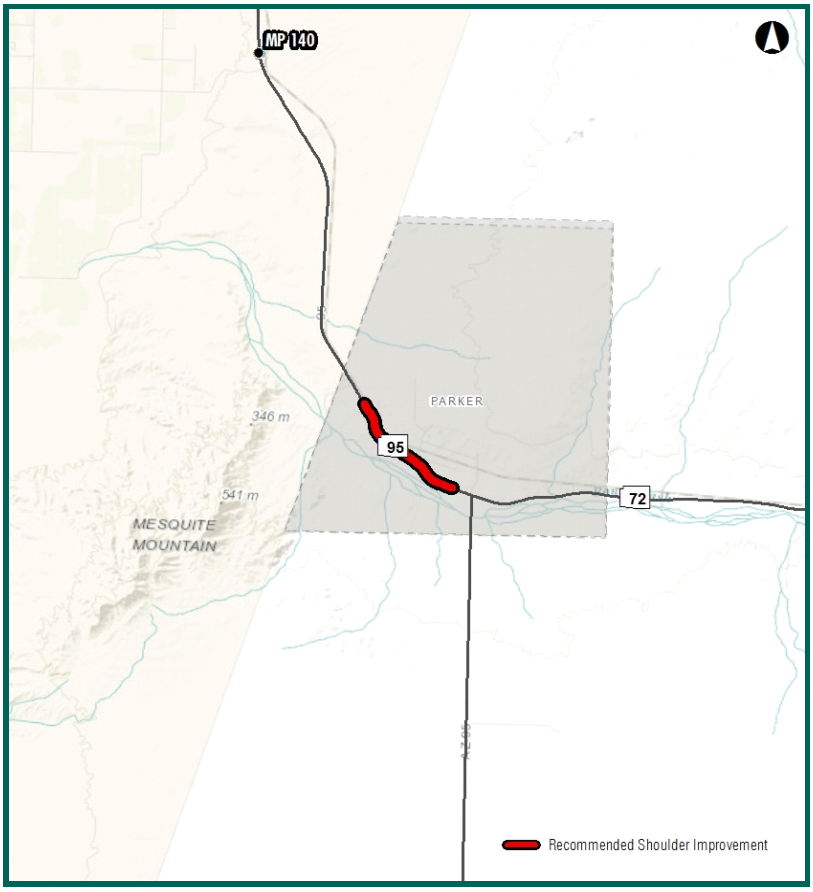
General Location Assessment: Paved portion of shoulders in good condition; Unpaved clear zone adjacent to shoulder; Ample room to widen roadway; Multiple intersecting roadways

Cost Estimate: $1,800,000

Environmental Overview

Land Ownership: Private Land, State Trust Land

Potential Environmental Constraints: Analysis of available GIS data found the following environmental constraints that may be present within a quarter-mile of the proposed project area: Wildlife Linkage Zone;100-Yr Floodplain



S 264: MP 458 - MP 460 (Both Directions) — Statewide Rank: 8

Project Details

Route: S 264	Direction: Both Directions
BMP: 458.0	Tier Level: 1
EMP: 460.0	District Rank: 1
District: Holbrook	Left Shoulder: Less than 2 FT
County: Apache	Right Shoulder: Less than 2 FT

Roadway Characteristics

Functional Class: Rural Minor Arterial

Wideload Corridor: Yes	Pullouts: No
Ped/Bike Corridor: Yes	Guardrail: No
Terrain/Max Slope: 5.96	Terrain: Rolling
Speed Limit(mph): 65	K-Factor: 10
Existing AADT: 5094	Future AADT: 5500
Existing LOS: D	Future LOS: D
Directional Split: 60 / 40	Truck %: 22

Safety Analysis

Total Number of Crashes:	3
Number of Fatal Crashes:	2
Injury & Possible Injury Crashes:	0
Non-Injury Crashes:	1
Equivalent Property Damage Value:	25
Crash Rate:	0.16

Source: Accident Location Information and Surveillance System (ALISS) 2008-2013

Construction Constraints/Feasibility

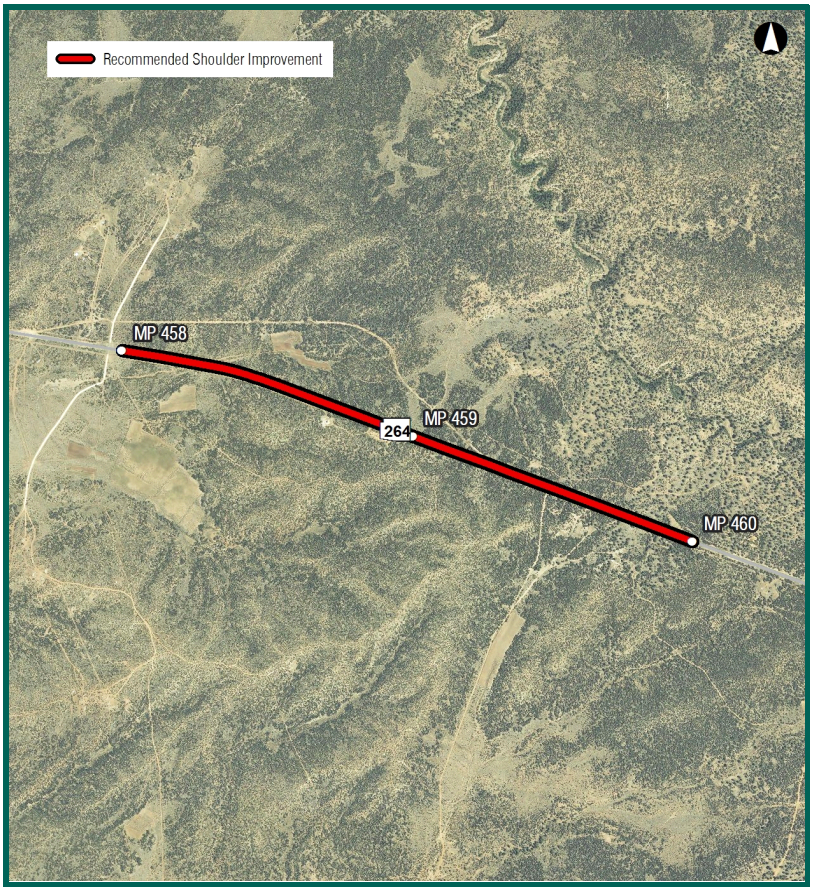
General Location Assessment: No shoulder; Ample room to widen roadway

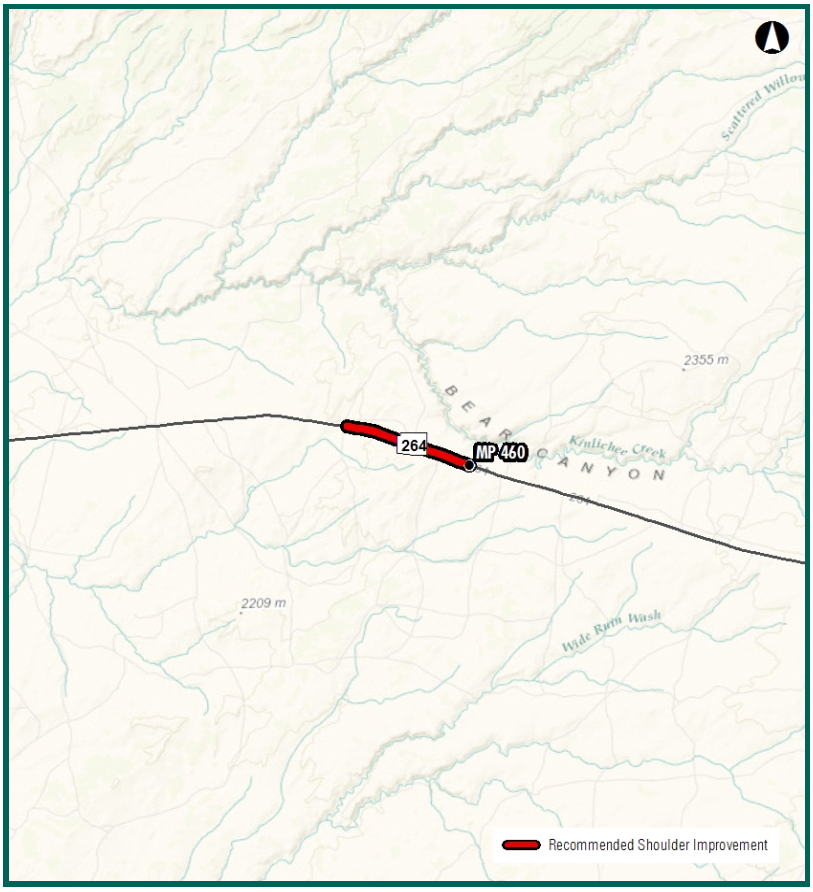
Cost Estimate: $3,465,000

Environmental Overview

Land Ownership: Navajo Indian Res.

Potential Environmental Constraints: Analysis of available GIS data found the following environmental constraints that may be present within a quarter-mile of the proposed project area: No major environmental constraints





S 264: MP 456 - MP 458 (Both Directions) Statewide Rank: 9

Project Details

Route: S 264	Direction: Both Directions
BMP: 456.0	Tier Level: 1
EMP: 458.0	District Rank: 2
District: Holbrook	Left Shoulder: Less than 2 FT
County: Apache	Right Shoulder: Less than 2 FT

Roadway Characteristics

Functional Class: Rural Minor Arterial

Wideload Corridor: Yes	Pullouts: No
Ped/Bike Corridor: Yes	Guardrail: No
Terrain/Max Slope: 4.49	Terrain: Rolling
Speed Limit(mph): 65	K-Factor: 10
Existing AADT: 5094	Future AADT: 5500
Existing LOS: D	Future LOS: D
Directional Split: 60 / 40	Truck %: 22

Safety Analysis

Total Number of Crashes:	4
Number of Fatal Crashes:	0
Injury & Possible Injury Crashes:	3
Non-Injury Crashes:	1
Equivalent Property Damage Value:	7
Crash Rate:	0.22

Source: Accident Location Information and Surveillance System (ALISS) 2008-2013

Construction Constraints/Feasibility

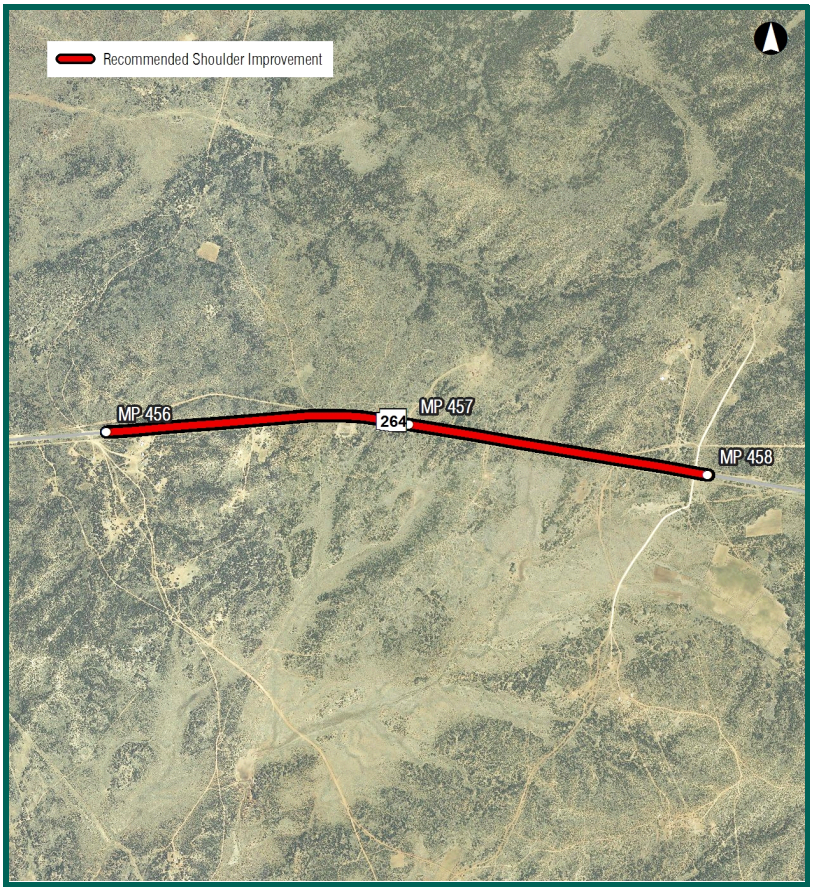
General Location Assessment: No shoulder; Ample room to widen roadway

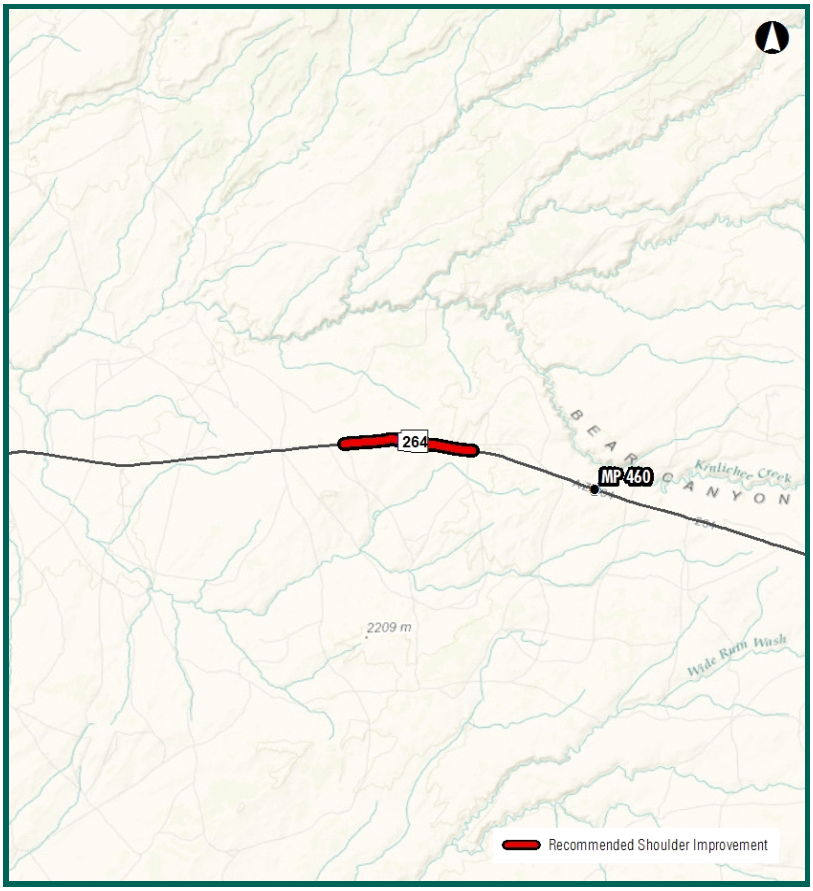
Cost Estimate: $3,465,000

Environmental Overview

Land Ownership: Navajo Indian Res.

Potential Environmental Constraints: Analysis of available GIS data found the following environmental constraints that may be present within a quarter-mile of the proposed project area: No major environmental constraints





S 095: MP 138 - MP 140.5 (Northbound) Statewide Rank: 10

Project Details

Route: S 095	Direction: Northbound
BMP: 138.0	Tier Level: 1
EMP: 140.5	District Rank: 3
District: Yuma	Left Shoulder: 2 to 6 FT
County: La Paz	Right Shoulder: 2 to 6 FT

Roadway Characteristics

Functional Class: Rural Principal Other	
Wideload Corridor: Yes	Pullouts: No
Ped/Bike Corridor: Yes	Guardrail: No
Terrain/Max Slope: 3.3	Terrain: Rolling
Speed Limit(mph): 55	K-Factor: 15
Existing AADT: 5062	Future AADT: 6900
Existing LOS: D	Future LOS: D
Directional Split: 60 / 40	Truck %: 16

Safety Analysis

Total Number of Crashes:	7
Number of Fatal Crashes:	0
Injury & Possible Injury Crashes:	3
Non-Injury Crashes:	4
Equivalent Property Damage Value:	14
Crash Rate:	0.3

Source: Accident Location Information and Surveillance System (ALISS) 2008-2013

Construction Constraints/Feasibility

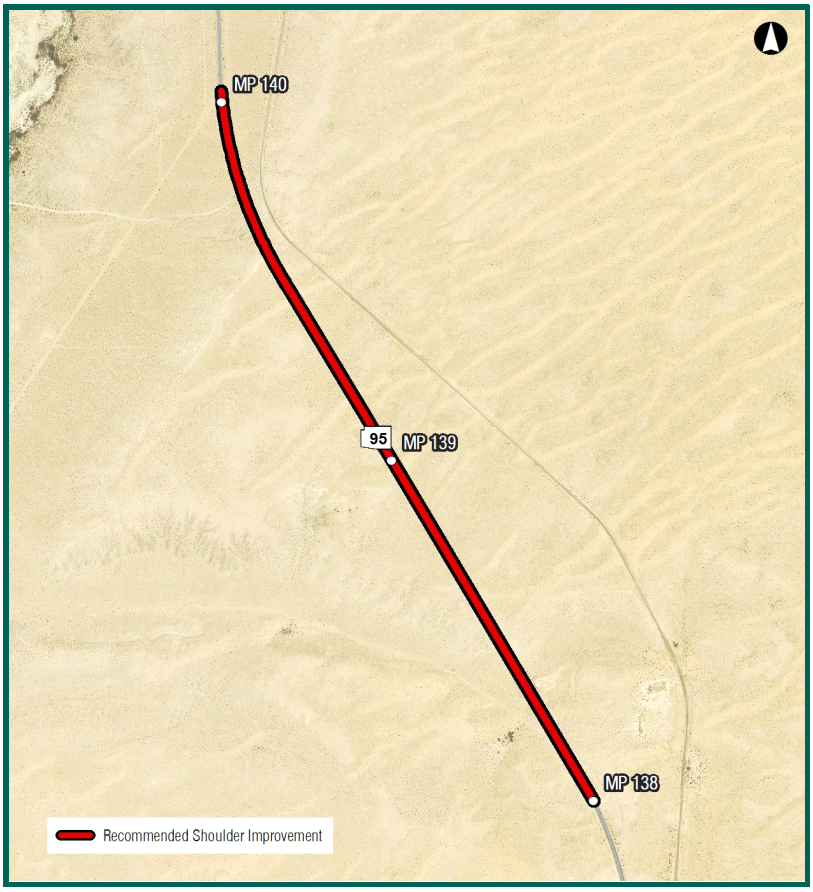
General Location Assessment: Paved shoulders in good condition; Unpaved clear zone adjacent to shoulder, Ample room to widen roadway

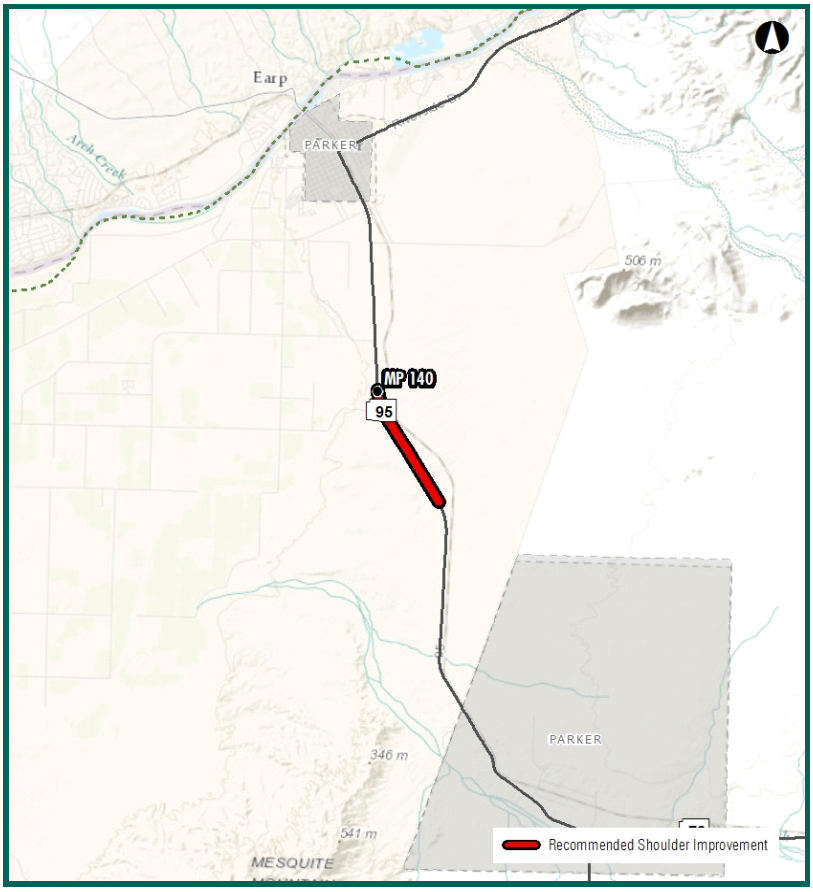
Cost Estimate: $1,237,500

Environmental Overview

Land Ownership: Private Land, State Trust Land

Potential Environmental Constraints: Analysis of available GIS data found the following environmental constraints that may be present within a quarter-mile of the proposed project area: Wildlife Linkage Zone





S 264: MP 460 - MP 462 (Both Directions)

Statewide Rank: 11

Project Details

Route: S 264	**Direction:** Both Directions
BMP: 460.0	**Tier Level:** 1
EMP: 462.0	**District Rank:** 3
District: Holbrook	**Left Shoulder:** Less than 2 FT
County: Apache	**Right Shoulder:** Less than 2 FT

Roadway Characteristics

Functional Class: Rural Minor Arterial

Wideload Corridor: Yes	**Pullouts:** No
Ped/Bike Corridor: Yes	**Guardrail:** No
Terrain/Max Slope: 4.91	**Terrain:** Rolling
Speed Limit(mph): 65	**K-Factor:** 10
Existing AADT: 5094	**Future AADT:** 5500
Existing LOS: C	**Future LOS:** D
Directional Split: 60 / 40	**Truck %:** 22

Safety Analysis

Total Number of Crashes:	4
Number of Fatal Crashes:	1
Injury & Possible Injury Crashes:	1
Non-Injury Crashes:	2
Equivalent Property Damage Value:	16
Crash Rate:	0.22

Source: Accident Location Information and Surveillance System (ALISS) 2008-2013

Construction Constraints/Feasibility

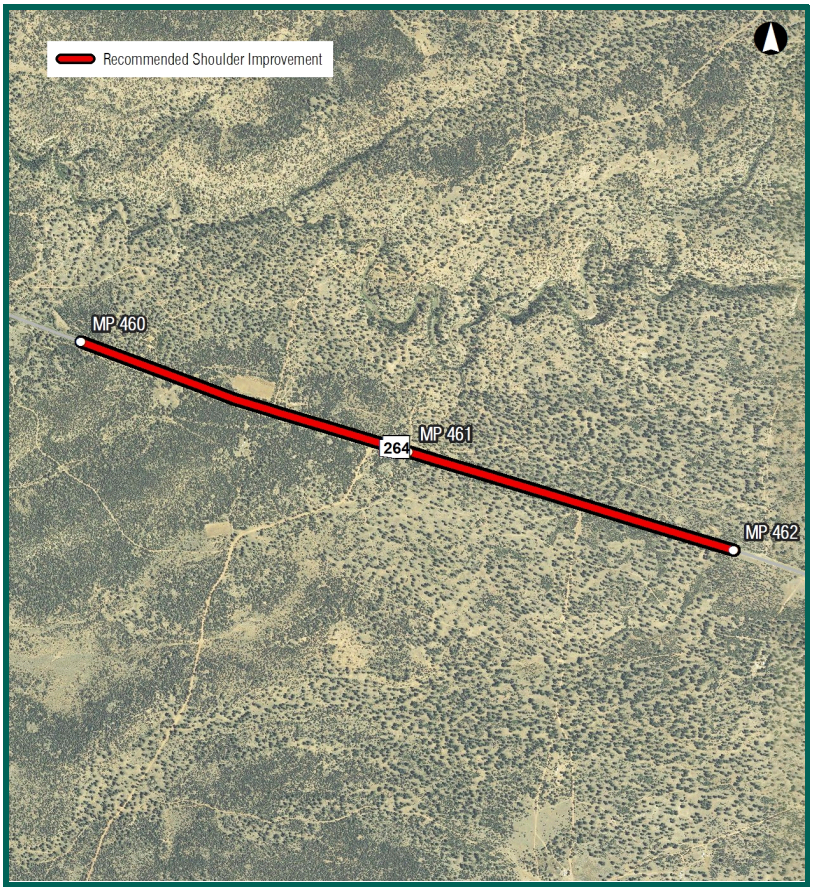
General Location Assessment: No shoulder; Ample room to widen roadway; Multiple intersecting roadways

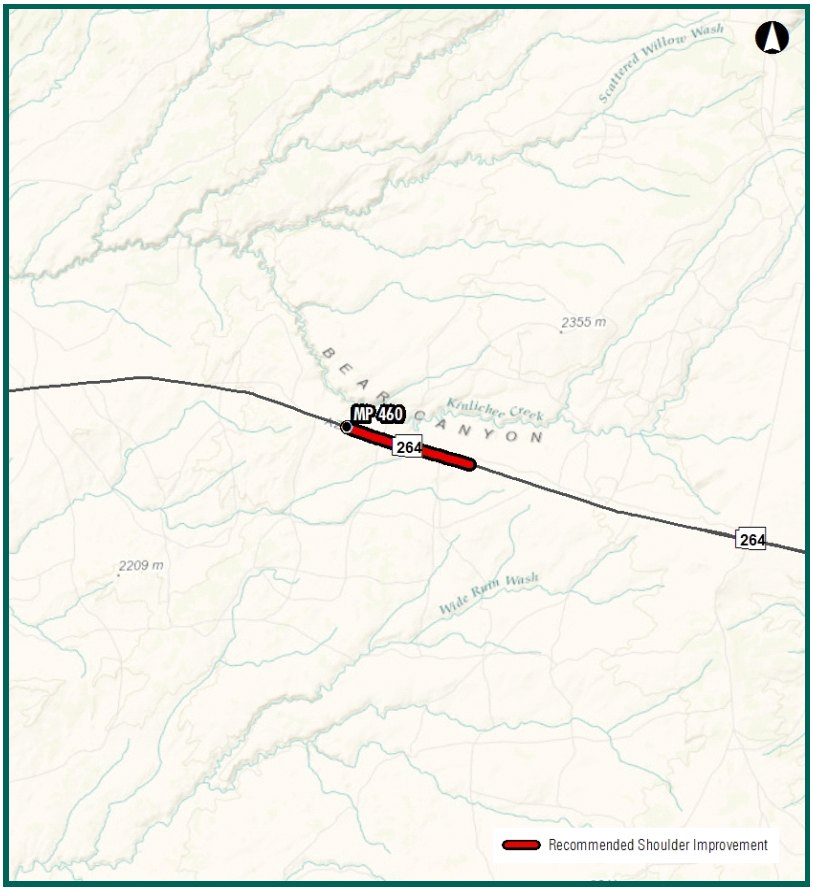
Cost Estimate: $3,465,000

Environmental Overview

Land Ownership: Navajo Indian Res.

Potential Environmental Constraints: Analysis of available GIS data found the following environmental constraints that may be present within a quarter-mile of the proposed project area: No major environmental constraints





U 095: MP 44 - MP 46 (Both Directions) — Statewide Rank: 12

Project Details

Route: U 095	Direction: Both Directions
BMP: 44.0	Tier Level: 1
EMP: 46.0	District Rank: 4
District: Yuma	Left Shoulder: 2 to 6 FT
County: Yuma	Right Shoulder: 2 to 6 FT

Roadway Characteristics

Functional Class: Rural Principal Other

Wideload Corridor: Yes	Pullouts: No
Ped/Bike Corridor: Yes	Guardrail: No
Terrain/Max Slope: 1.14	Terrain: Level
Speed Limit(mph): 65	K-Factor: 14
Existing AADT: 7880	Future AADT: 8600
Existing LOS: D	Future LOS: D
Directional Split: 50 / 50	Truck %: 17

Safety Analysis

Total Number of Crashes:	11
Number of Fatal Crashes:	0
Injury & Possible Injury Crashes:	3
Non-Injury Crashes:	8
Equivalent Property Damage Value:	23
Crash Rate:	0.38

Source: Accident Location Information and Surveillance System (ALISS) 2008-2013

Construction Constraints/Feasibility

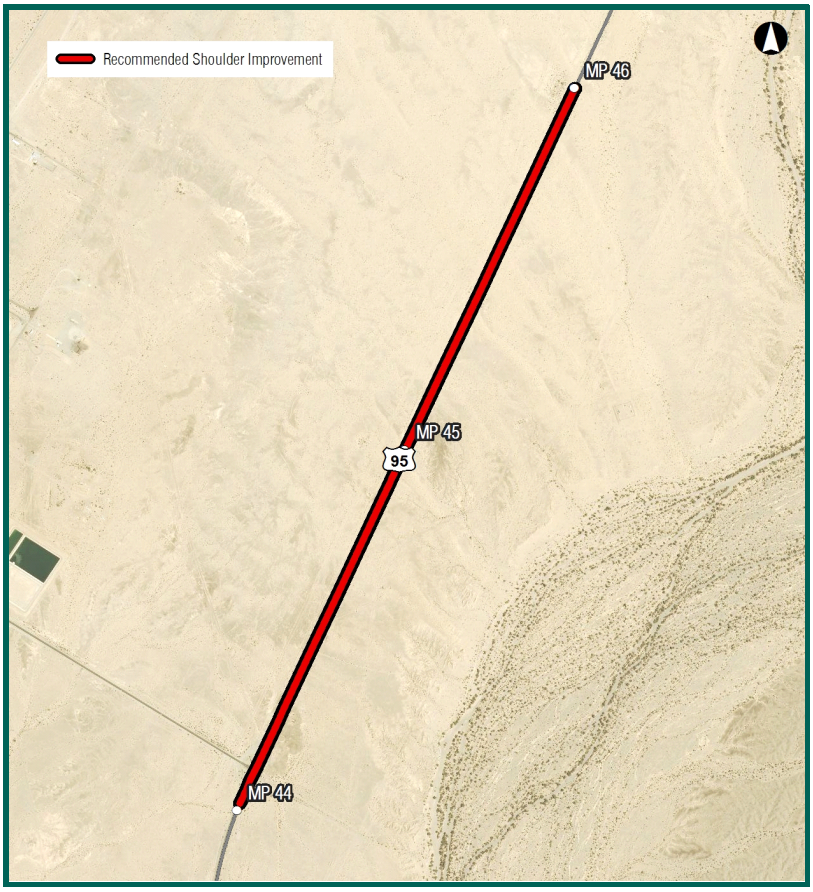
General Location Assessment: Ample room to widen roadway; Paved shoulders in good condition

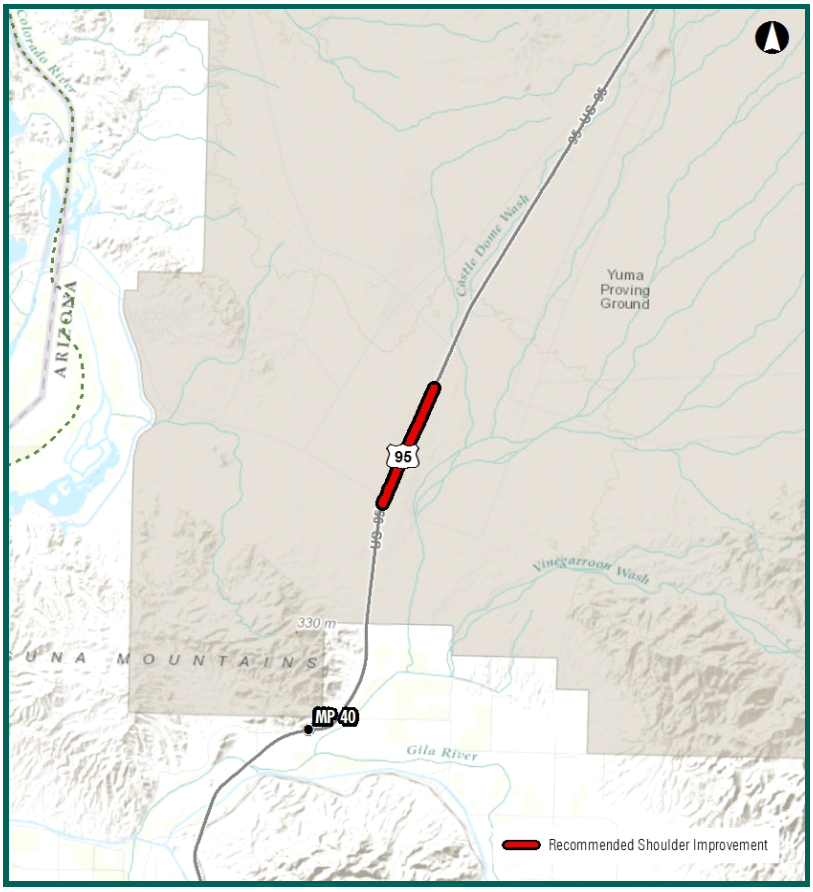
Cost Estimate: $1,800,000

Environmental Overview

Land Ownership: Yuma Test Range

Potential Environmental Constraints: Analysis of available GIS data found the following environmental constraints that may be present within a quarter-mile of the proposed project area: Superfund site; PM10 Nonattainment Area





S 264: MP 464 - MP 465.7 (Both Directions)

Statewide Rank: 13

Project Details

Route: S 264	**Direction:** Both Directions
BMP: 464.0	**Tier Level:** 1
EMP: 465.7	**District Rank:** 4
District: Holbrook	**Left Shoulder:** Less than 2 FT
County: Apache	**Right Shoulder:** Less than 2 FT

Roadway Characteristics

Functional Class: Rural Minor Arterial

Wideload Corridor: Yes	**Pullouts:** No
Ped/Bike Corridor: Yes	**Guardrail:** No
Terrain/Max Slope: 2.33	**Terrain:** Rolling
Speed Limit(mph): 65	**K-Factor:** 10
Existing AADT: 5094	**Future AADT:** 5500
Existing LOS: D	**Future LOS:** D
Directional Split: 60 / 40	**Truck %:** 22

Safety Analysis

Total Number of Crashes:	1
Number of Fatal Crashes:	0
Injury & Possible Injury Crashes:	1
Non-Injury Crashes:	0
Equivalent Property Damage Value:	4
Crash Rate:	0.06

Source: Accident Location Information and Surveillance System (ALISS) 2008-2013

Construction Constraints/Feasibility

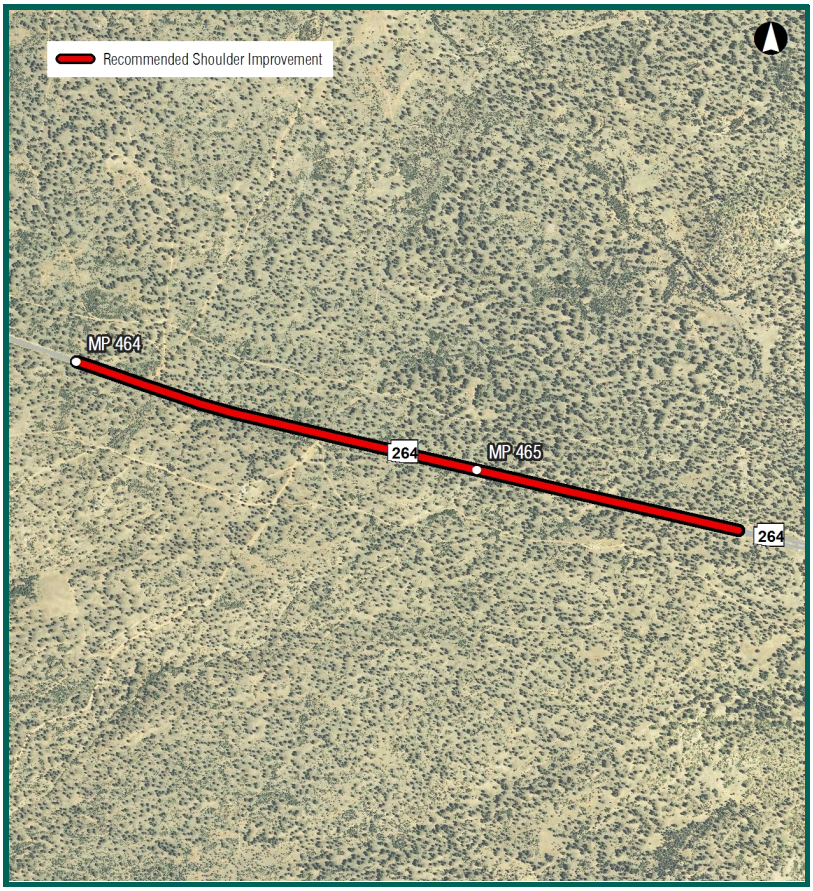
General Location Assessment: No shoulder; Ample room to widen roadway; Multiple intersecting roadways

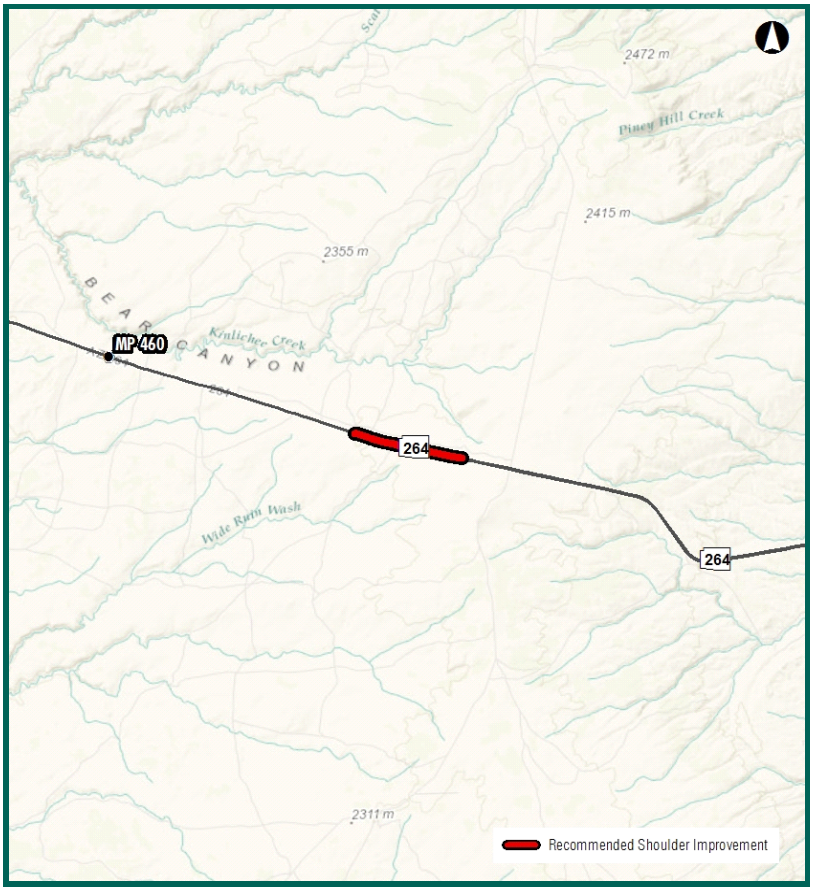
Cost Estimate: $2,945,250

Environmental Overview

Land Ownership: Navajo Indian Res.

Potential Environmental Constraints: Analysis of available GIS data found the following environmental constraints that may be present within a quarter-mile of the proposed project area: No major environmental constraints





S 264: MP 454 - MP 456 (Both Directions) — Statewide Rank: 14

Project Details

Route: S 264	Direction: Both Directions
BMP: 454.0	Tier Level: 1
EMP: 456.0	District Rank: 5
District: Holbrook	Left Shoulder: Less than 2 FT
County: Apache	Right Shoulder: Less than 2 FT

Roadway Characteristics

Functional Class: Rural Minor Arterial

Wideload Corridor: Yes	Pullouts: No
Ped/Bike Corridor: Yes	Guardrail: No
Terrain/Max Slope: 3.25	Terrain: Rolling
Speed Limit(mph): 65	K-Factor: 10
Existing AADT: 5094	Future AADT: 5500
Existing LOS: C	Future LOS: C
Directional Split: 60 / 40	Truck %: 22

Safety Analysis

Total Number of Crashes:	6
Number of Fatal Crashes:	1
Injury & Possible Injury Crashes:	2
Non-Injury Crashes:	3
Equivalent Property Damage Value:	19
Crash Rate:	0.32

Source: Accident Location Information and Surveillance System (ALISS) 2008-2013

Construction Constraints/Feasibility

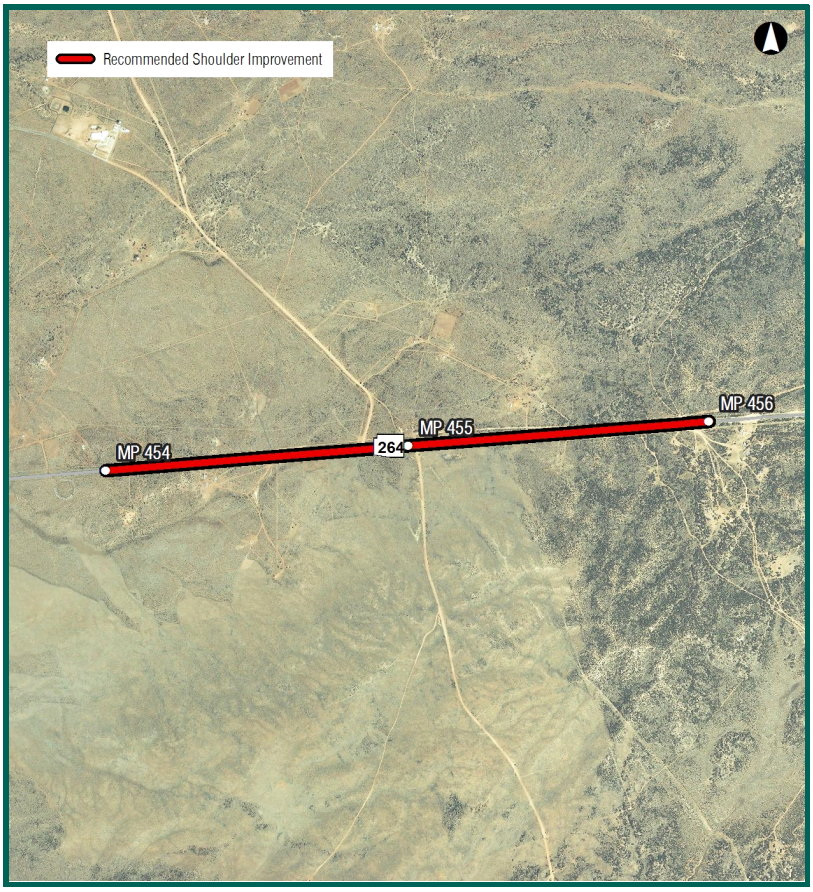
General Location Assessment: No shoulder; Ample room to widen roadway; Multiple intersecting roadways

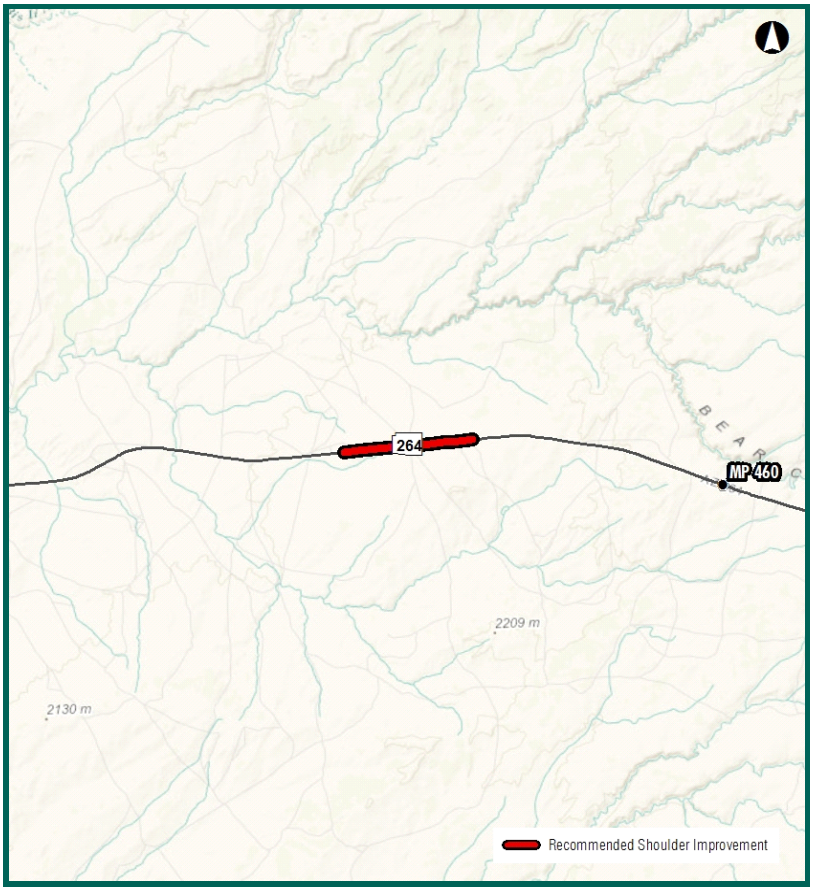
Cost Estimate: $3,465,000

Environmental Overview

Land Ownership: Navajo Indian Res.

Potential Environmental Constraints: Analysis of available GIS data found the following environmental constraints that may be present within a quarter-mile of the proposed project area: No major environmental constraints





S 264: MP 462 - MP 464 (Both Directions)

Statewide Rank: 15

Project Details

Route: S 264	**Direction:** Both Directions
BMP: 462.0	**Tier Level:** 1
EMP: 464.0	**District Rank:** 6
District: Holbrook	**Left Shoulder:** Less than 2 FT
County: Apache	**Right Shoulder:** Less than 2 FT

Roadway Characteristics

Functional Class: Rural Minor Arterial

Wideload Corridor: Yes	**Pullouts:** No
Ped/Bike Corridor: Yes	**Guardrail:** No
Terrain/Max Slope: 2.16	**Terrain:** Rolling
Speed Limit(mph): 65	**K-Factor:** 10
Existing AADT: 5094	**Future AADT:** 5500
Existing LOS: C	**Future LOS:** C
Directional Split: 60 / 40	**Truck %:** 22

Safety Analysis

Total Number of Crashes: 3
Number of Fatal Crashes: 1
Injury & Possible Injury Crashes: 0
Non-Injury Crashes: 2
Equivalent Property Damage Value: 14
Crash Rate: 0.16

Source: Accident Location Information and Surveillance System (ALISS) 2008-2013

Construction Constraints/Feasibility

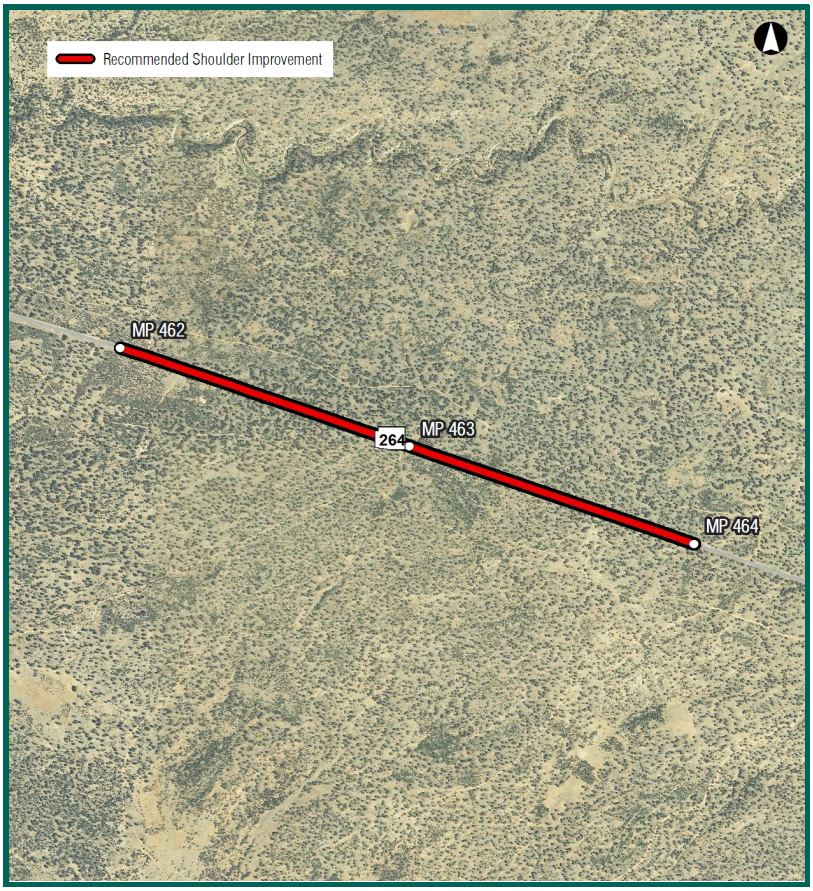
General Location Assessment: Unpaved shoulder; Ample room to widen roadway; Multiple intersecting roadways

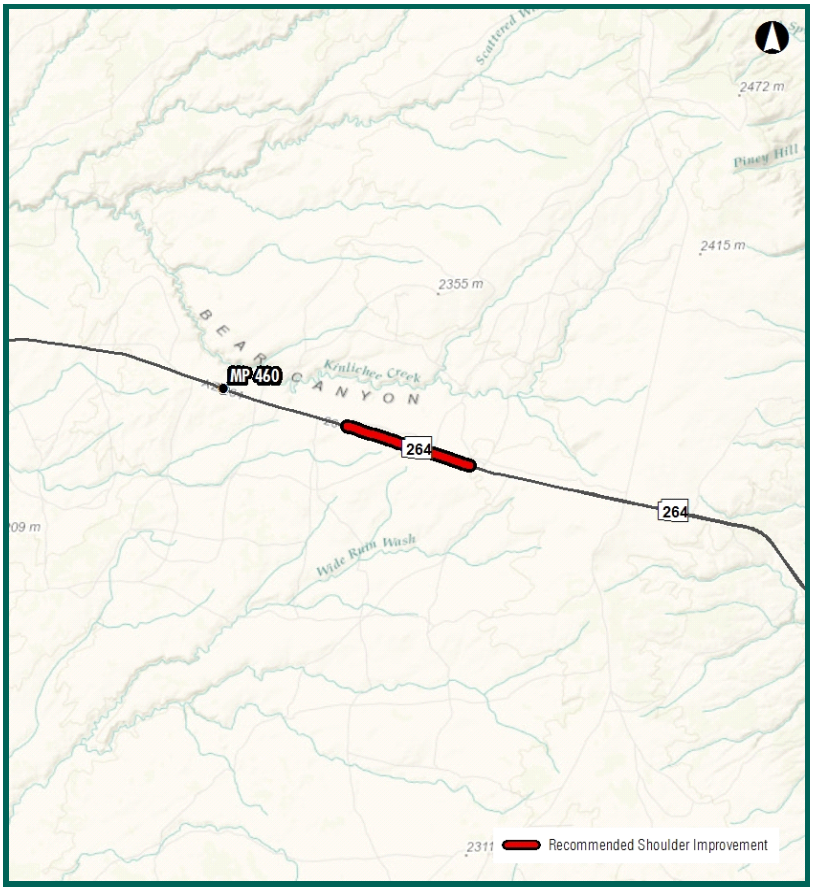
Cost Estimate: $3,465,000

Environmental Overview

Land Ownership: Navajo Indian Res.

Potential Environmental Constraints: Analysis of available GIS data found the following environmental constraints that may be present within a quarter-mile of the proposed project area: No major environmental constraints





S 264: MP 452 - MP 454 (Both Directions)

Statewide Rank: 16

Project Details

Route: S 264	**Direction:** Both Directions
BMP: 452.0	**Tier Level:** 1
EMP: 454.0	**District Rank:** 7
District: Holbrook	**Left Shoulder:** Less than 2 FT
County: Apache	**Right Shoulder:** Less than 2 FT

Roadway Characteristics

Functional Class: Rural Minor Arterial

Wideload Corridor: Yes	**Pullouts:** No
Ped/Bike Corridor: Yes	**Guardrail:** No
Terrain/Max Slope: 2.98	**Terrain:** Rolling
Speed Limit(mph): 65	**K-Factor:** 10
Existing AADT: 5094	**Future AADT:** 5500
Existing LOS: C	**Future LOS:** C
Directional Split: 60 / 40	**Truck %:** 22

Safety Analysis

Total Number of Crashes:	1
Number of Fatal Crashes:	0
Injury & Possible Injury Crashes:	1
Non-Injury Crashes:	0
Equivalent Property Damage Value:	7
Crash Rate:	0.05

Source: Accident Location Information and Surveillance System (ALISS) 2008-2013

Construction Constraints/Feasibility

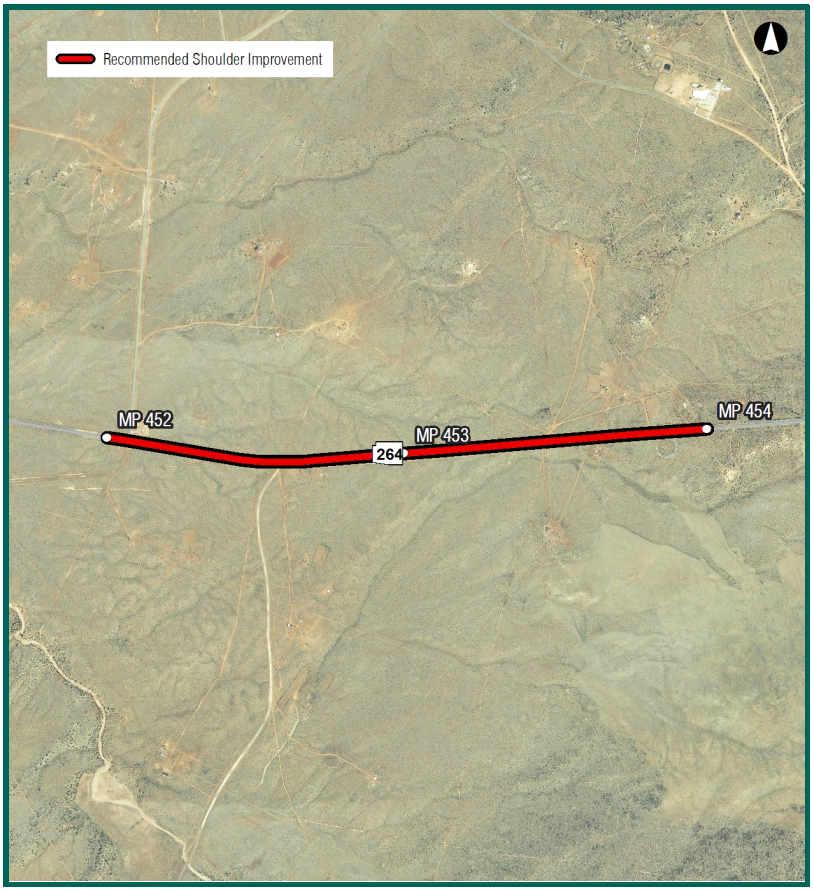
General Location Assessment: Ample room to widen roadway; Unpaved shoulder; Multiple intersecting roadways

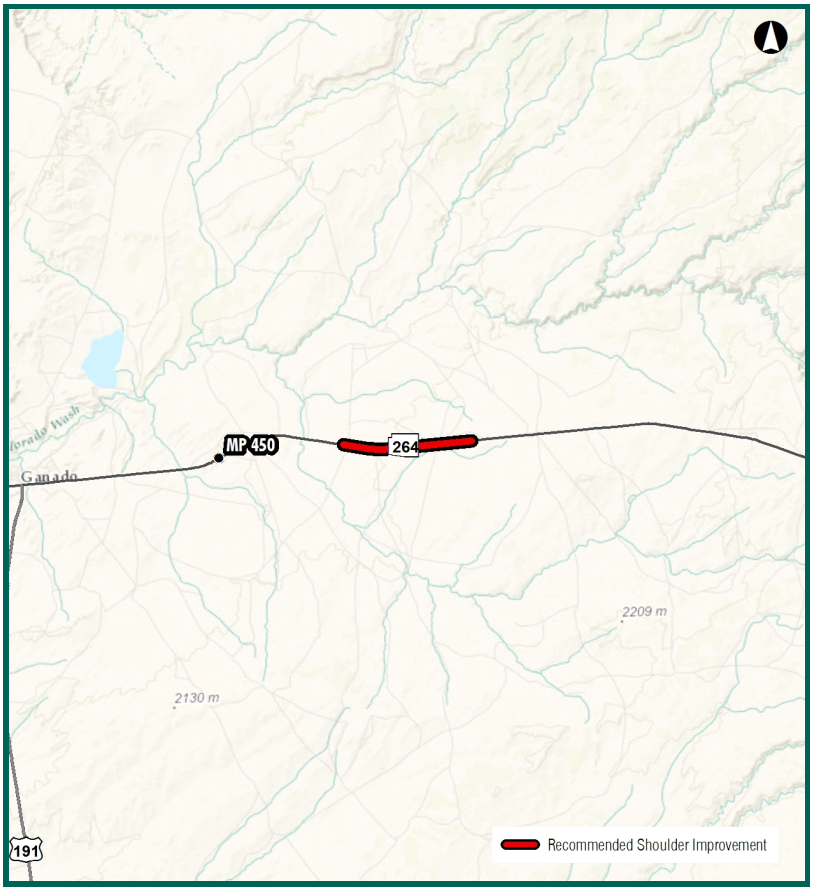
Cost Estimate: $3,465,000

Environmental Overview

Land Ownership: Navajo Indian Res.

Potential Environmental Constraints: Analysis of available GIS data found the following environmental constraints that may be present within a quarter-mile of the proposed project area: No major environmental constraints





S 264: MP 442 - MP 444 (Both Directions) — Statewide Rank: 17

Project Details

Route: S 264	**Direction:** Both Directions
BMP: 442.0	**Tier Level:** 1
EMP: 444.0	**District Rank:** 8
District: Holbrook	**Left Shoulder:** Less than 2 FT
County: Apache	**Right Shoulder:** 2 to 6 FT

Roadway Characteristics

Functional Class: Rural Minor Arterial

Wideload Corridor: Yes	**Pullouts:** No
Ped/Bike Corridor: Yes	**Guardrail:** No
Terrain/Max Slope: 4.24	**Terrain:** Rolling
Speed Limit(mph): 55	**K-Factor:** 10
Existing AADT: 6223	**Future AADT:** 5700
Existing LOS: C	**Future LOS:** C
Directional Split: 60 / 40	**Truck %:** 7

Safety Analysis

Total Number of Crashes:	0
Number of Fatal Crashes:	0
Injury & Possible Injury Crashes:	0
Non-Injury Crashes:	0
Equivalent Property Damage Value:	0
Crash Rate:	0

Source: Accident Location Information and Surveillance System (ALISS) 2008-2013

Construction Constraints/Feasibility

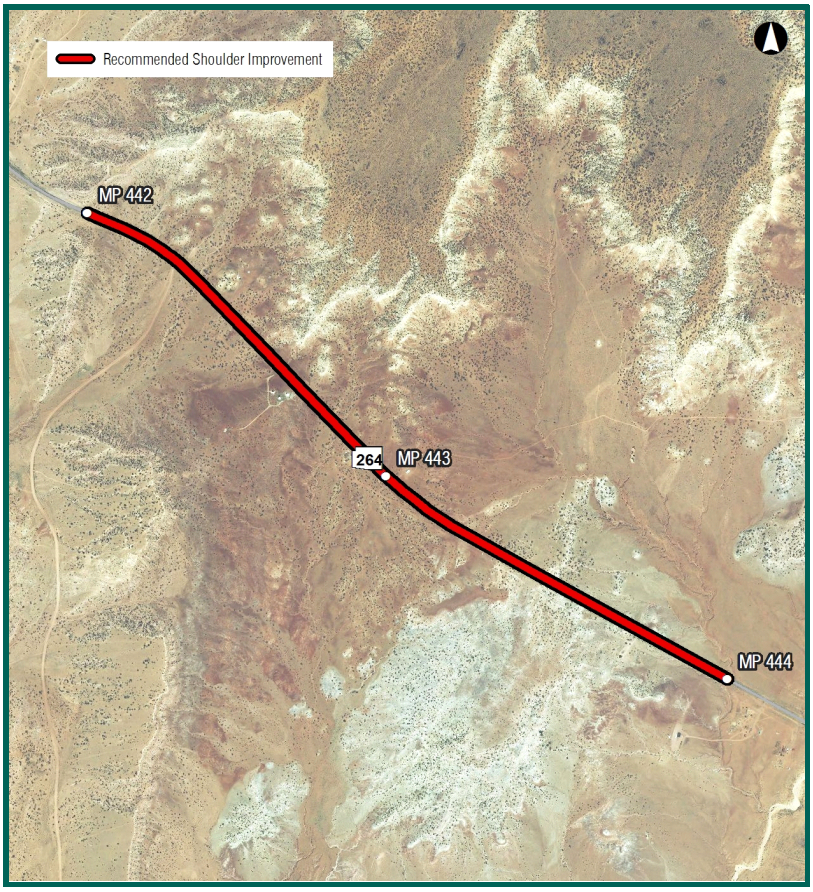
General Location Assessment: No shoulder; Ample room to widen roadway; Multiple intersecting roadways

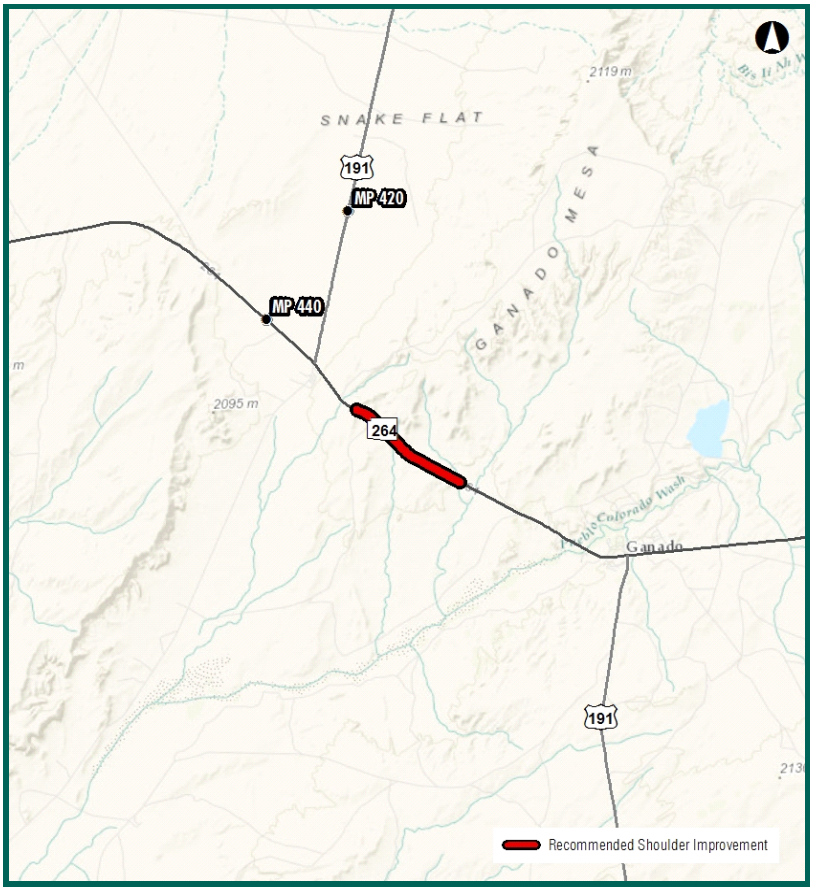
Cost Estimate: $3,465,000

Environmental Overview

Land Ownership: Navajo Indian Res.

Potential Environmental Constraints: Analysis of available GIS data found the following environmental constraints that may be present within a quarter-mile of the proposed project area: No major environmental constraints

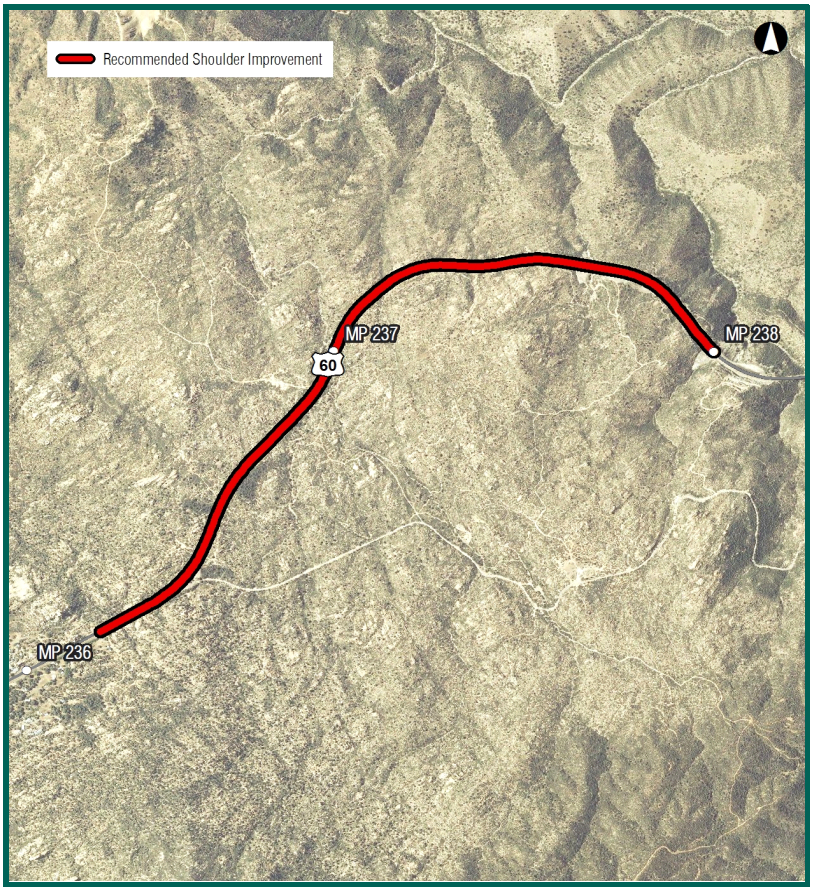




U 060: MP 236.2 - MP 238 (Both Directions) Statewide Rank: 18

Project Details

Route:	U 060	Direction:	Both Directions
BMP:	236.2	Tier Level:	1
EMP:	238.0	District Rank:	1
District:	Globe	Left Shoulder:	Less than 2 FT
County:	Gila	Right Shoulder:	Less than 2 FT



Roadway Characteristics

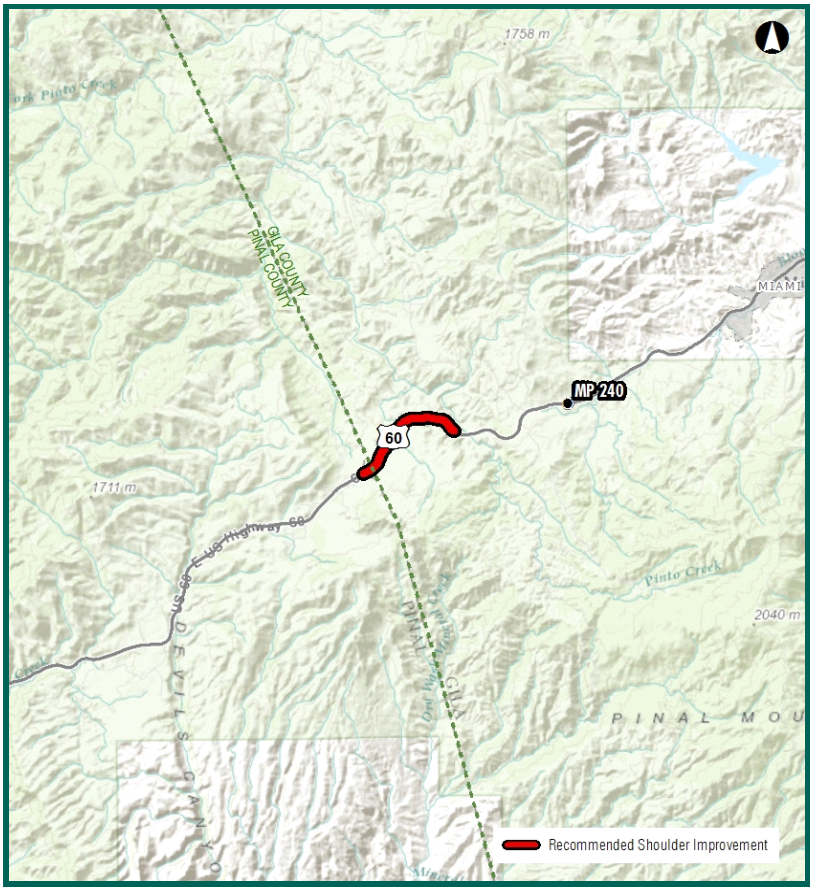
Functional Class: Rural Principal Other

Wideload Corridor:	Yes	Pullouts:	No
Ped/Bike Corridor:	Yes	Guardrail:	Yes
Terrain/Max Slope:	5.88	Terrain:	Mountainous
Speed Limit(mph):	55	K-Factor:	8
Existing AADT:	7335	Future AADT:	8200
Existing LOS:	C	Future LOS:	C
Directional Split:	51 / 49	Truck %:	11

Safety Analysis

Total Number of Crashes:	52
Number of Fatal Crashes:	0
Injury & Possible Injury Crashes:	18
Non-Injury Crashes:	34
Equivalent Property Damage Value:	99
Crash Rate:	2.12

Source: Accident Location Information and Surveillance System (ALISS) 2008-2013



Construction Constraints/Feasibility

General Location Assessment: No shoulder; Roadside slopes may limit construction

Cost Estimate: $3,527,992

Environmental Overview

Land Ownership: Tonto N.F, Private Land

Potential Environmental Constraints: Analysis of available GIS data found the following environmental constraints that may be present within a quarter-mile of the proposed project area: Wildlife Linkage Zone; Impaired Waters; Wetlands; PM10 Nonattainment Area