

US 160 School Bus Pullouts

Prepared by: Nate Reisner, P.E.

Reviewed by: Staff

Minor Project Application

District Priority #	1
Project Name	US 160 Bus Pullouts
Route	US 160
Beginning Mile Post	340-370
Length of Project	30 Miles
County	Coconino
Project Location	Navajo Reservation
Type of Work	Bus Pullouts
Estimated Cost for Project Development (includes right-of-way, utilities, and environmental)	\$195,500.00
Estimated Cost for Project Construction	\$399,581.00
Total Cost	\$729,502.00
Design Fiscal Year	2017
Construction Fiscal Year	2019

Appendices:

- A: Site Location Maps
- B: Bus Pullout Detail
- C: Detailed Estimate
- D: Letters of Support
- E: Project Schedule

Brief Description of the Project:

On November 19, 2015 the Northern Region Traffic Engineer attended a meeting on the Navajo Reservation requested by the Tonalea Day School, Tonalea Chapter House and State Representative Benally. The meeting was to discuss the issue of school bus safety on U.S. 160 between mile posts 315 and 370. The Tonalea community has two main concerns in regards to school bus safety. The first is insufficient sight distance for the existing school bus stops on U.S. 160. The second is insufficient shoulder width for the school buses to pull off of U.S. 160 to allow for safe loading and unloading of the children.

After the meeting with the Tonalea Day School, Tonalea Chapter House and State Representative Benally, the Northern Region

Traffic Engineer recommended a sight distance study be done on all 33 existing school bus stops, to place signage at locations where sight distance is insufficient and construct bus pullouts at the most critical locations identified by the Tonalea Day school.

The Northern Region Traffic Engineer is currently performing a sight distance study for the existing 33 school bus stops. The study will determine whether or not bus stop signage is needed. The Northern Regional Traffic Engineer expects to complete the sight distance studies by July of 2016. Once the studies are completed the Northern Region Traffic will install the required signs.

The last portion to the recommended school bus stop safety request is providing a sufficient shoulder for the

school busses to pull out of U.S. 160 traffic. U.S. 160 has a posted speed limit of 65 mph but the operating speed is much higher



typically 68-69 mph. Currently school busses stop in the middle of the through lane or pull off on to a steep soft shoulder to load and unload children. This is not desirable. The Northcentral District proposes to construct four school bus pullouts at critical locations on U.S. 160 to increase the safety of school bus stops as part of this District Minor Project application.



The last portion to the recommended school bus stop safety request is providing a sufficient shoulder for the

Agency Goals: How does this project align with agency goals and performance measures? Minor projects should fall within the Modernization category and should advance ADOT's goals that are included in the Long Range Transportation Plan. Suggested Data to be submitted:

- ◆ Specific performance measures that this project would enhance
- ◆ Average Daily Traffic
- ◆ % Truck Traffic

The proposed U.S. 160 School Bus Pullouts project will address four plan goals outlined in the Long Range Transportation Plan. Those four goals are to Improve Mobility and Accessibility, Link Transportation and Land Use, Enhance Safety and Security, and Strengthen Partnerships.

The specific performance measurements the U.S. 160 School Bus Pullouts project will significantly enhance will be reducing congestion, improving access management, reducing the potential for fatalities and serious injuries to school children, and improving partnerships between ADOT and the Navajo Nation.

The U.S. 160 School Bus Pullouts project will reduce congestion and improve access management

by removing school bus stops from the U.S. 160 through lanes and off the steep soft shoulders and placing them onto a safe bus pullout to load and unload children. By taking the busses off the through lanes and minimizing the time it takes them to merge into traffic from the soft shoulders, traffic will not have to stop or slowdown at every bus stop.

The U.S. 160 School Bus Pullouts project will reduce the potential for fatalities and serious injury by giving the school busses a safe place



to pull out of traffic and load and unload children. Currently busses load

and unload children in the through lanes of U.S. 160 or pull off onto steep soft shoulders where the operating speed is 68-69 mph. At these four locations the sight distance to the bus stops may be insufficient thus causing concern for a potentially deadly rear-end crash with a school bus.

The U.S. 160 School Bus Pullouts project will improve partnerships between ADOT and the Navajo Nation by providing a safe School Bus stop of the children of their community.

The ADT for this stretch of road 8,987 and the percent truck traffic is 11 percent.

Operational Improvement: How will this project improve the highway operation? Are there other operational improvements? If so, what are they and how will this project improve them? Topics to consider addressing in application:

- Long term benefit
- Effect on lifecycle
- Level of Service
- Occurrence frequency
- Annual maintenance costs (include Pecos documentation if applicable)
- Annual repair costs (include Pecos documentation if applicable)
- Turn back possibilities

The U.S. 160 School Bus Pullout project will provide a long term benefit to the people of the Navajo Nation. Safer school bus stops will allow families worry less about their children riding the bus to school. The Navajo Nation, Tonalea Community, and Coconino County will be very grateful to ADOT for taking a proactive stance on children safety in their communities.

The lifecycle of U.S. 160 will not be negatively effected by this project.

The operational level of service on U.S. 160 is already high in this area. This bus stop improvement will



not decrease the operational level of service it could possibly increase the level of service.

The annual maintenance cost due to this project will be minimal due to the added asphalt and signage. The Maintenance staff of the Northcentral District thinks the average maintenance cost of each stop will be approximately 75 dollars a year over the life of the project.

There is no possibility for a turn back on U.S. 160 as part of this project.

Safety: How will this project improve safety? When applicable, be specific with spot(s) improvements.

Currently school busses stop in the middle of the through lane or pull off on to a steep soft shoulder to load and unload children. posted at 65 mph. The operating speed of U.S. 160 within this area is 68-69 mph, some of the bus stop locations have poor sight distance increasing the possibility of a rear-end crash.

In some locations there can be up to four school busses parked on the road way loading and unloading children depending on which school the kids attend. Buses from Kayenta, Page, Tuba City Unified School Districts, Tonalea Day Schools, Kabiето Boarding School, Tuba City Boarding School and Shonto Prep School all run busses on this stretch of U.S. 160 at the same time.

The U.S. 160 project will increase safety on U.S. 160 for school busses and the traveling public. The school bus pullouts will allow school buses to get out of the through lanes and off the steep soft shoulder allowing busses to safely merge into and out of the highway reducing the chance of a crash.

Appendix B shows a preliminary detail of the proposed bus pullouts.

"The school bus stop locations on U.S. 160 are a serious concern. Multiple stops at the same locations occur daily as three public school districts and one charter district serve the same locations."

-Kent Link, Northern Regional Traffic Engineer-

Community Support, Collaboration and Coordination: How important is this project to the community, Transportation Board, Governor's Office, public and private organizations and agencies, etc.? How is "community" support being demonstrated? Include unsolicited" supporting documentation such as letters of support, complaints etc

On November 19, 2015 the Northern Region Traffic Engineer attended a meeting on the Navajo Reservation requested by the Tonalea Day School, Tonalea Chapter House and State Representative Benally.

This meeting was requested by ADOT's Government Relations through Representative Benally, thus we can assume we have the complete support of Representative Benally.

We also have the complete support of Tonalea Chapter House. Please see their letter of concern in Appendix D.

We have the complete support of Tonalea Day School. Please see their letter of concern in Appendix D.

We have the complete support of Tuba City Boarding School. Please see their letter of concern in Appendix D.

We have the complete support of Coconino County Supervisor Mandy Metzger . Please see her letter of concern in Appendix D.

We have the complete support of Tuba City Reginal Heath Care Corporation. Please see their letter of concern in Appendix D.

We have the complete support of the Navajo Nation Head Start. Please see their letter of concern in Appendix D.

"The Chapter has received several comments from the community for Arizona Department of Transportation's consideration in planning for safer traffic along the US highway 160 Corridor ."

-Colbert Dayzie, Vice President Tonalea Chapter-

Budget Viability: Budget adequacy for a Minor Project consideration. Why would this investment be the best use of the requested funding? Are other funding sources committed to this project? Any commitment from public and private organizations and agencies to contribute to project costs? Include evidence of funding commitments by others. Is requested budget amount reasonable for proposed project?

The U.S. 160 School Bus Pullout project would be a powerful and cost effective Investment for ADOT to help alleviate school bus



safety concerns.

The Northern Region Traffic Engineer recommended a sight distance study be done on all 33 existing school bus stops, signage placed at locations where sight distance is insufficient and construct four bus pullouts at the most critical locations identified by the Tonalea Day school.

The Northern Region Traffic Engineer is currently performing a sight distance study for the existing 33 school bus stops. The study will determine whether or not bus stop signage is needed. Once the Northern Regional Traffic Engineer completes the sight distance study the Northern Regional Traffic will install the required signs.

The estimated scoping and

design budget for this project is \$195,500.00. The estimated construction budget for this project is \$399,581.00. The total cost including scoping, design, ADOT review, , construction, and ICAP is \$729,502.00. The detailed estimate is attached see Appendix C.

Funding request is for 100% minor project subprogram.

Project Delivery Risks: Likelihood of on time delivery. Discuss challenges that may hinder a timely delivery such as:

- environmental, right-of-way, and utility clearances
- railroad
- Other risks

- tribal land

- BLM, Forest, etc...

- Project Schedules: provide a high level schedule with critical milestones.

With proper planning and an efficient designer and contractor, the delivery time can easily be met. See proposed project schedule in Appendix E. The Northcentral District believes the project schedule to be conservative. The design and environmental clearance can be completed in six months but we have shown it to take over a year to show the project can easily be developed for construction year 2019.

The environmental clearance for this project should be simple, quite possibly a categorical exclusion.

The proposed project is within the Navajo nation but the environmental and cultural impacts to the Navajo Nation should be minimal. This should make getting the Navajo Nation's clearance for the project painless.

The project does not abut any railroad, BLM, or National Forest land

so consultation with any of those agencies will not be required.

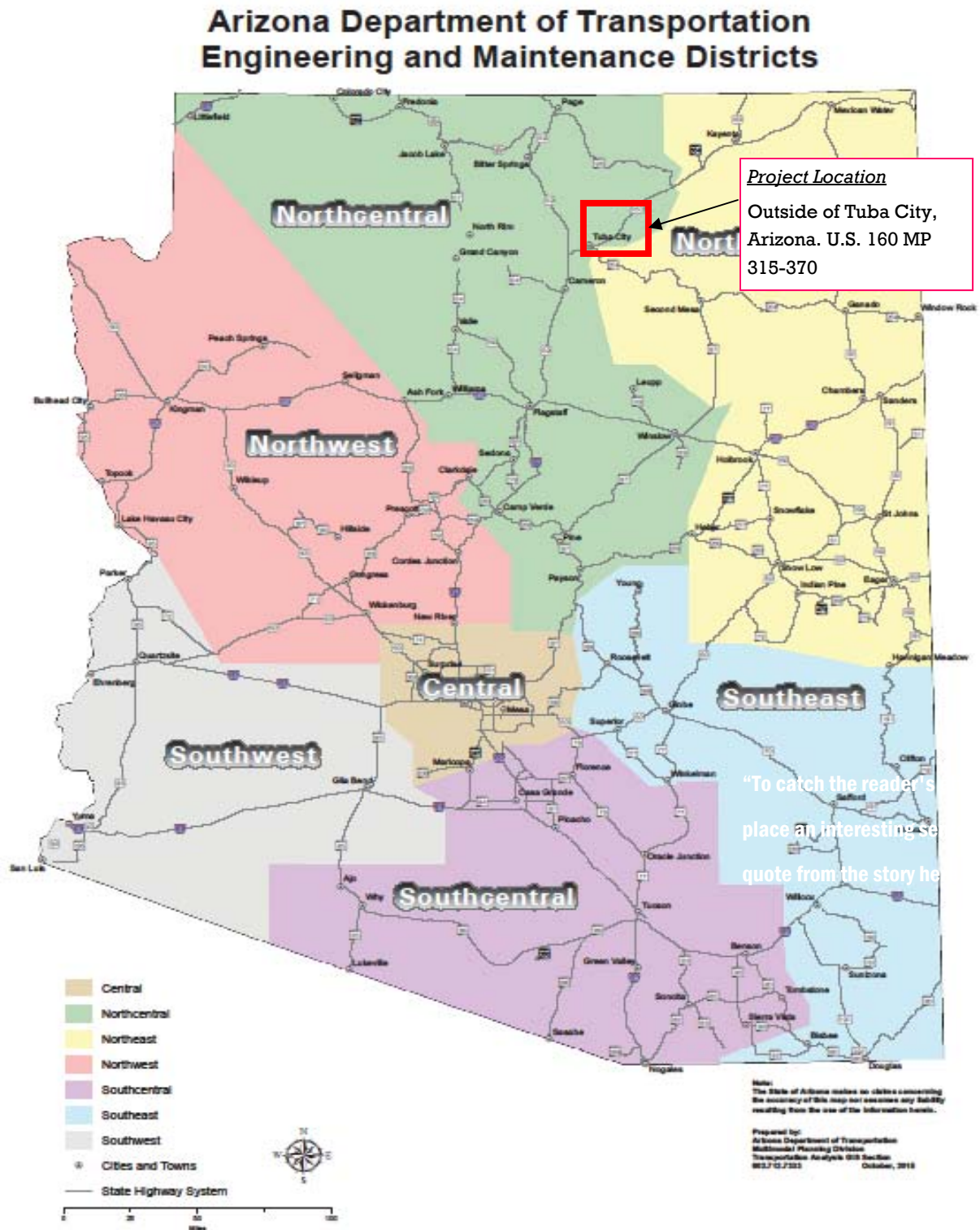


"Historically, the overlapping and crisscrossing of school buses from Kayenta, Page and Tuba City Unified School Districts and the smaller BIE and Grant Schools from Tonalea Day School, Kabiето Boarding, Tuba City Boarding school and Shonto Prep School have tested traffic flow especially. Vehicle and school bus crashes are common when drivers miscalculate slower traffic and routine school bus stops frequently. Route 160 has been notorious for high speeders during peak morning and evening drive cycles and this is when school buses with precious cargos are vulnerable.

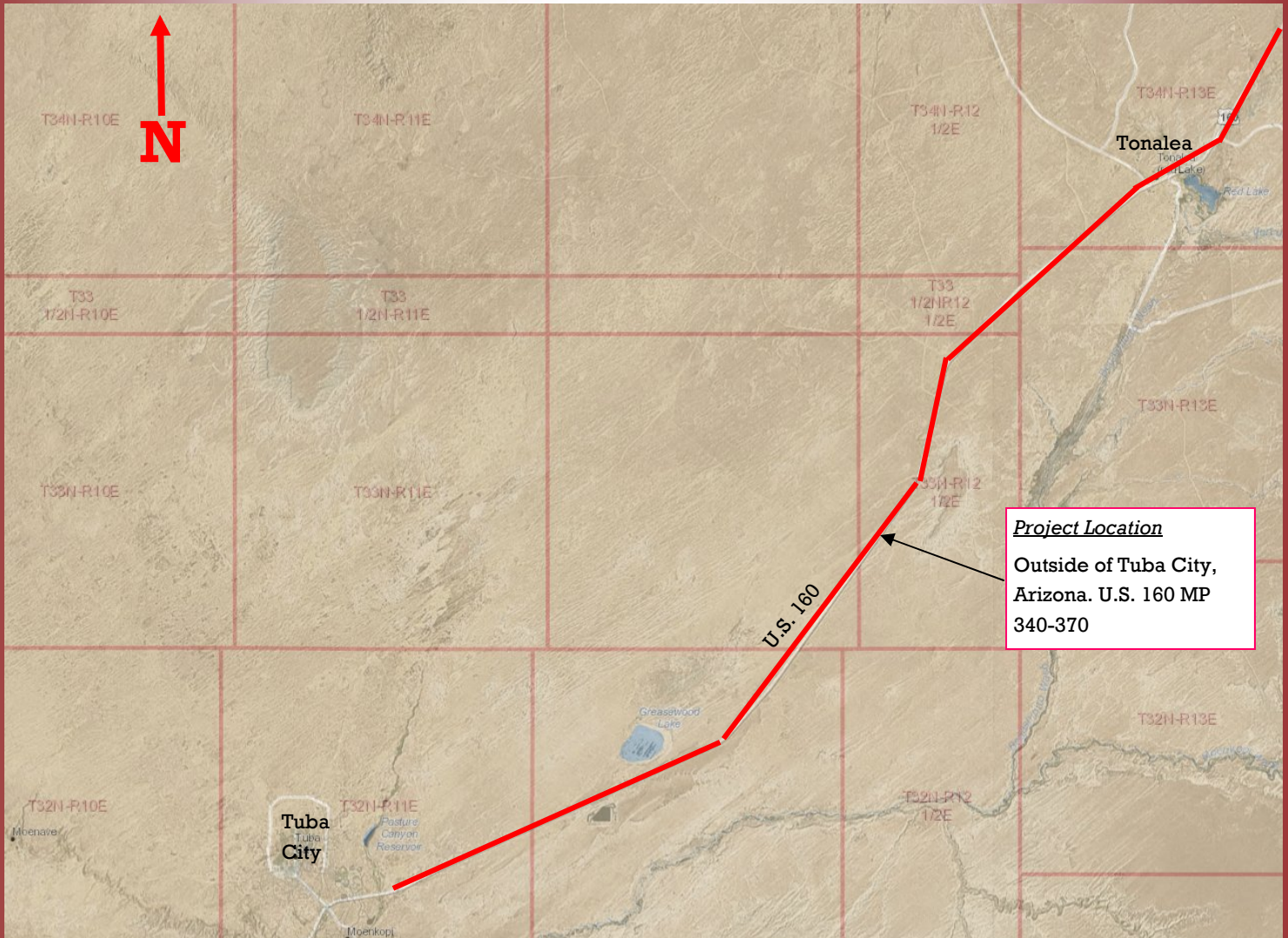
-Timothy Clashin, Assistant Principal Tuba City Boarding School-

Appendix A

(Site Location Maps)

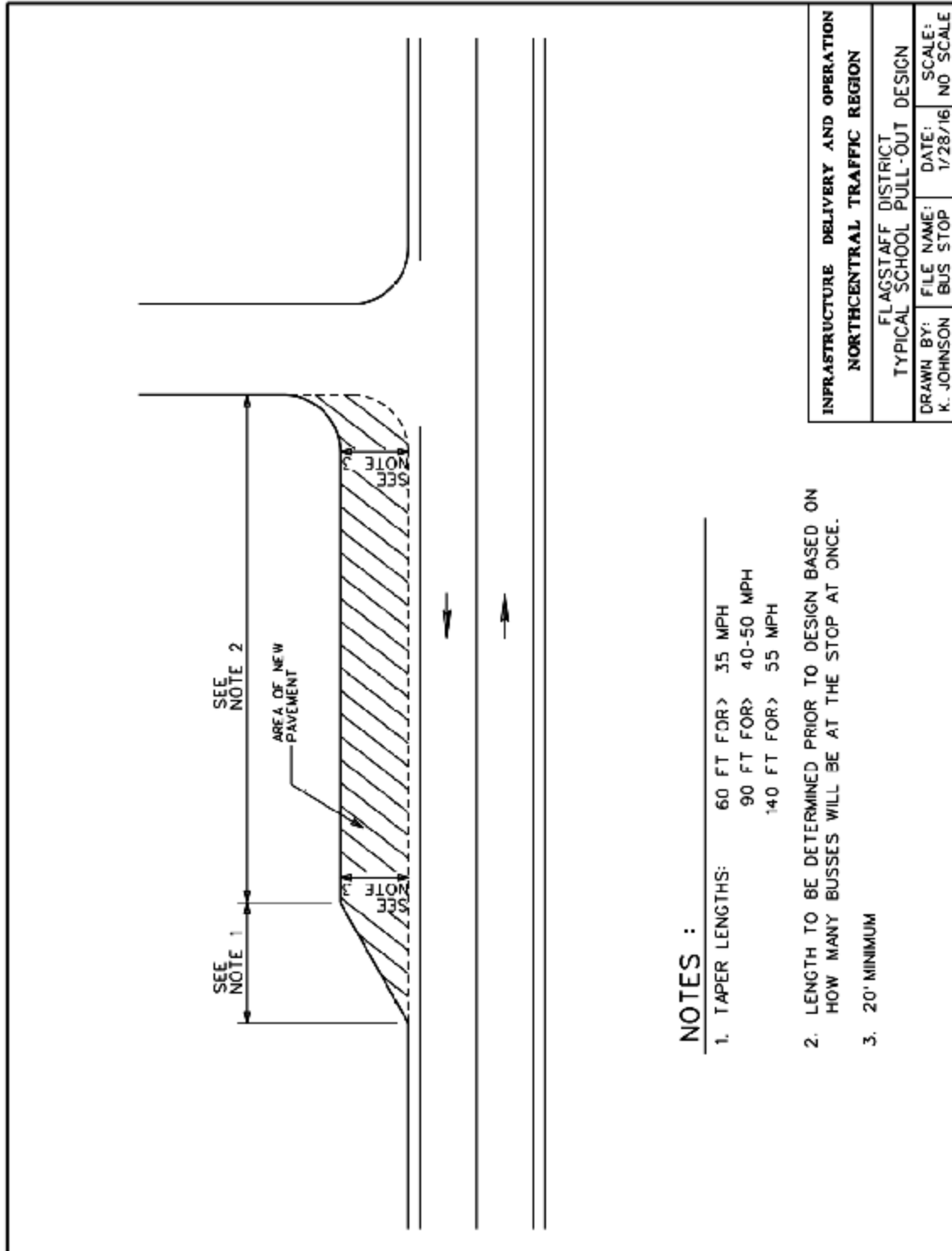


Appendix A: Continued (Site Location Maps)



Appendix B

(Bus Pullout Detail)



Appendix C

(Detailed Estimate)

NORTHCENTRAL DISTRICT MINOR PROJECT APPLICATION U.S. 160 SCHOOL BUS PULLOUTS (2016)

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	STATE FUNDS
A. SCOPING						
1. SITE TOPOGRAPHIC SURVEY	LS	1	\$30,000.00	\$30,000.00	\$28,290.00	\$1,710.00
2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN	LS	1	\$20,000.00	\$20,000.00	\$18,860.00	\$1,140.00
3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting documents)	LS	1	\$50,000.00	\$50,000.00	\$47,150.00	\$2,850.00
4. HAZMAT ASSESSMENT	LS	1	\$1,500.00	\$1,500.00	\$1,414.50	\$85.50
SUBTOTAL – PROJECT SCOPING COSTS				\$ 101,500	\$95,715	\$5,786
B. FINAL PRELIMINARY ENGINEERING DESIGN - Stages II, III, IV and PS&E						
1. Right-of-Way Acquisition	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
2. Plans, Special Provisions, Cost Estimate & Schedules.	LS	1	\$80,000.00	\$80,000.00	\$75,440.00	\$4,560.00
3. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report	LS	1	\$10,000.00	\$10,000.00	\$9,430.00	\$570.00
4. DRAINAGE REPORT	LS	1	\$2,500.00	\$2,500.00	\$2,357.50	\$142.50
5. SWPPP	LS	1	\$1,500.00	\$1,500.00	\$1,414.50	\$85.50
SUBTOTAL – PROJECT DESIGN COSTS				\$94,000.00	\$88,642	\$5,358

Appendix C: Continued (Detailed Estimate)

C. CONSTRUCTION OR IMPLEMENTATION						
For non-infrastructure projects (no ground disturbing activities), address only parts 4, D and F.						
1. HARDSCAPE CONSTRUCTION						
INSTALLATION OF SWPPP MEASURES	LS	1	\$3,500.00	\$3,500.00	\$3,300.50	\$199.50
SITE PREPARATION	LS	1	\$4,000.00	\$4,000.00	\$3,772.00	\$228.00
Hazmat Abatement	LS	1	\$10,000.00	\$10,000.00	\$9,430.00	\$570.00
Cost of Each Bus Turn out assuming 200' long 20' wide						
DEMOLITION						
Saw cut	LF	200	\$4.50	\$900.00	\$848.70	\$51.30
EARTHWORK						
General Excavation	CY	100	\$52.50	\$5,250.00	\$4,950.75	\$299.25
Borrow	CY	500	\$52.50	\$26,250.00	\$24,753.75	\$1,496.25
PAVING						
AC (4" section)	Ton	70	\$200.00	\$14,000.00	\$13,202.00	\$798.00
Aggregate Base	CY	62	\$115.00	\$7,130.00	\$6,723.59	\$406.41
PATHWAY OR SIDEWALK MATERIALS						
Decomposed Granit	SF	100	\$5.00	\$500.00	\$471.50	\$28.50
Seeding	Acre	0.20	\$3,500.00	\$700.00	\$660.10	\$39.90
SIGNING & STRIPING						
Remove and Relocate Signs	Each	2	\$450.00	\$900.00	\$848.70	\$51.30
Deliniators	Each	10	\$250.00	\$2,500.00	\$2,357.50	\$142.50
Miscellaneous Striping	LS	1	\$3,000.00	\$3,000.00	\$2,829.00	\$171.00
SUBTOTAL - HARDSCAPE CONSTRUCTION				\$61,130.00	\$57,646	\$3,484
TOTAL NUMBER OF BUS TURN OUTS TO CONSTRUCT		4	\$61,130.00	\$262,020.00	\$247,085	\$14,935

Appendix C: Continued (Detailed Estimate)

2. MOBILIZATION AND ADMINISTRATION COSTS						
CONTRACTOR MOBILIZATION	LS	1	\$39,303.00	\$39,303.00	\$37,062.73	\$2,240.27
TRAFFIC CONTROL	LS	1	\$6,550.50	\$6,550.50	\$6,177.12	\$373.38
CONSTRUCTION SURVEY & LAYOUT	LS	1	\$13,101.00	\$13,101.00	\$12,354.24	\$746.76
CONSTRUCTION CONTINGENCIES	LS	1	\$26,202.00	\$26,202.00	\$24,708.49	\$1,493.51
CONSTRUCTION ADMINISTRATION	LS	1	\$52,404.00	\$52,404.00	\$49,416.97	\$2,987.03
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				\$ 137,561	\$129,719.55	\$7,840.95
TOTAL CONSTRUCTION OR IMPLEMENTATION COST				\$399,580.50	\$376,804.41	\$22,776.09
D. ADOT Fee for PE Reviews and Staff Charges	LS	1	\$66,000.00	\$66,000.00	NO ENTRY	
ICAP (10.35%)				\$68,422		
E. TOTAL PROJECT COST (All <u>subtotals</u> + ADOT local projects review fee)				\$ 729,502	NO ENTRY	

Appendix C: Continued

(Detailed Estimate)

DICE WORKSHEET				
SectionName	FunctionName	Rate	Hours	TotalCost
Bridge	Bridge Design	\$ 60		\$ -
Bridge	Scour	\$ 60		\$ -
Communication	Communication & Community Partnership	\$ 45	20	\$ 900.00
Contracts and Specs	Contracts and Specs	\$ 60	120	\$ 7,200.00
District	District	\$ 55	120	\$ 6,600.00
Engineering Consulting Section	Engineering Consulting Section	\$ 40	80	\$ 3,200.00
Environmental Planning	Environmental Planning	\$ 50	120	\$ 6,000.00
Environmental Planning	Corps	\$ 50	40	\$ 2,000.00
Joint Project Agreement	Joint Project Agreement	\$ 40		\$ -
Materials	Pavement Design	\$ 50	40	\$ 2,000.00
Materials	Geotech Design	\$ 50	40	\$ 2,000.00
Materials	Geotech Field Investigation	\$ 50	40	\$ 2,000.00
Materials	Soil & Aggregate Lab	\$ 50	20	\$ 1,000.00
Right of Way	Plans	\$ 50	40	\$ 2,000.00
Right of Way	Titles	\$ 50		\$ -
Right of Way	Appraisals	\$ 50		\$ -
Right of Way	Acquisition	\$ 50		\$ -
Right of Way	Relocation	\$ 50		\$ -
Right of Way	Demolition	\$ 50		\$ -
Right of Way	Property Management	\$ 50		\$ -
Right of Way	Operations/Accounting	\$ 50		\$ -
Right of Way	Project Coordination	\$ 55	10	\$ 550.00
Roadway Group	Drainage	\$ 55	10	\$ 550.00
Roadway Group	Roadway Design	\$ 55	100	\$ 5,500.00
Roadway Group	Roadside Development	\$ 55	20	\$ 1,100.00
Roadway Group	Roadway Review	\$ 70	20	\$ 1,400.00
Roadway Group	Pre-Design	\$ 55	10	\$ 550.00
Statewide Project Management	Project Manager	\$ 55	100	\$ 5,500.00
Statewide Project Management	Project Coordinator	\$ 55	50	\$ 2,750.00
Surveying	Photogrammetry/Mapping (PM05, PM15)	\$ 45		\$ -
Surveying	Location Surveys (LS50, LS70)	\$ 45		\$ -
Traffic	Studies & Analysis	\$ 55		\$ -
Traffic	Signal & Lighting	\$ 55		\$ -
Traffic	Pavement Markings	\$ 55	10	\$ 550.00
Traffic	Traffic Design	\$ 55	10	\$ 550.00
Traffic	Signing	\$ 55	10	\$ 550.00
Transportation Technology Group	Transportation Technology Group	\$ 55		\$ -
Urban Project Management	Project Manager	\$ 60		\$ -
Urban Project Management	Project Coordinator	\$ 60		\$ -
Utilities & Railroad	30% and Prior	\$ 50	10	\$ 500.00
Utilities & Railroad	Post 30%	\$ 50	10	\$ 500.00
Value Analysis	Value Analysis	\$ 65		\$ -
	SUBTOTAL		1050	\$ 55,450.00
	Lesser of 7.5% or \$50,000			\$ 4,158.75
	ICAP			\$ 6,193.35
	STAFF GRAND TOTAL			\$ 66,000.00

Appendix D: (Letters of Support)



United States Department of the Interior
Bureau of Indian Affairs
Office of Indian Education Programs
Tonalea Day School
P.O. Box 39
Tonalea, AZ 86044
928-283-6325 / 928-283-5158 Fax



February 2, 2016

Nate Reisner, P.E.
Arizona Department of Transportation
INFRASTRUCTURE DELIVERY AND OPERATIONS
North Central District
Development Engineer
1801 S. Milton Road
MAIL DROP F500
Flagstaff, Arizona 86001

Re: Request for Construction of Bus Pullouts
US Highway 160 – Tonalea/Shonto communities

Dear Mr. Reisner:

On behalf of Tonalea Day School, the community and parents have received several comments from the community for Arizona Department of Transportation's consideration in planning for safer traffic along the US Highway 160 corridor. The Tonalea Staff and Students believe that safety is of high priority into the improvement planning that will make the highway and the intersection at the junction of Highway 160 and N-21 safer for both motor vehicle and pedestrian traffic. The comments are as follows and supported as:

- Install paved school bus turnout lanes for school buses along US Highway 160 for safer loading and discharge of children.
- Install a school bus stop sign and pave a school bus turnout approximately 1,200 feet east of the Tonalea General Store.
- Install additional reduce speed signs or install other forms of warning devices to warn the oncoming motorists to reduce their traveling speed from 65 mph to the reduced rate of 45 mph at the intersection of Highway 160 and N-21.
- Or, install "Speed Radar Unit" at both ends of the intersection along US Highway 160. The warning beacons or display units would warn the motorists of their approaching rate of speed and the units will encourage them to adjust their rate of speed down to the lawful speed limit at the intersection.
- Install "School Zone" warning signs east and west of the intersection of US Highway 160 and N-21.
- Re-install damaged or missing signage along US Highway 160; and
- Assist with an application for Planning Assistance for Rural Areas US Highway 160 corridor studies for both horizontal and vertical hazards.

Appendix D: **(Letters of Support)**

Thank you again for granting the Tonalea plea request and we respectfully ask that the Arizona Department of Transportation and the Federal Highway Administration give these concerns serious consideration for future improvements at the intersection of US Highway 160 and N-21.

With respect,



Perfithea Charlie
Interim Principal
Tonalea Day School

cc: Honorable Jennifer Benally, Arizona House Representative
District 7
Mr. Jason Yazzie, Navajo Department of Transportation
Ms. Lynette Bonar, Chief Executive Office, Tuba City Regional Health Care Corporation
Mr. Colbert Dayzie, Vice-President, Tonalea Chapter

Appendix D: (Letters of Support)



TO' NIHALII'

President: Darryl Jim

District One - Western Navajo Agency

Council Delegate: Tauchoney Slim Jr.

Vice President: Colbert Dayzie

Tonalea Chapter

Grazing Official: Bruce Daw

Secretary/Treasurer: Nora Fowler

P.O. Box 207

Tonalea, Arizona 86044-0207

Phone: (928) 283-3430

Email: tonaleachapter@chaco.com

Fax: (928) 283-3435

February 2, 2016

Nate Reisner, P.E.
Arizona Department of Transportation
INFRASTRUCTURE DELIVERY AND OPERATIONS
North Central District
Development Engineer
1801 S. Milton Road
MAIL DROP F500
Flagstaff, Arizona 86001

Re: Request for Construction of Bus Pullouts
US Highway 160 – Tonalea/Shonto communities

Dear Mr. Reisner:

This is in response to your recent inquiry. The Chapter has received several comments from the community for Arizona Department of Transportation's consideration in planning for safer traffic along the US Highway 160 corridor. The community members believe that the inclusion of their concerns into the improvement planning will make the highway and the intersection at the junction of Highway 160 and N-21 safer for both motor vehicle and pedestrian traffic. Listed below are the most common concerns that the Chapter members and stakeholders expressed. The comments are as follows:

- Install paved school bus turnout lanes for school buses along US Highway 160 for safer loading and discharge of children.
- Install a school bus stop sign and pave a school bus turnout approximately 1,200 feet east of the Tonalea General Store.
- Install additional reduce speed signs or install other forms of warning devices to warn the oncoming motorists to reduce their traveling speed from 65 mph to the reduced rate of 45 mph at the intersection of Highway 160 and N-21.
- Or, install "Speed Radar Unit" at both ends of the intersection along US Highway 160. The warning beacons or display units would warn the motorists of their approaching rate of speed and the units will encourage them to adjust their rate of speed down to the lawful speed limit at the intersection.
- Install "School Zone" warning signs east and west of the intersection of US Highway 160 and N-21.
- Re-place all damaged, or missing signage and increase regulatory signs along US Highway 160; and
- Assist with an application for Planning Assistance for Rural Areas US Highway 160 corridor studies for both horizontal and vertical hazards.

Community Services Coordinator: Betty A Tso

Accounts Maintenance Specialist: Marlinda Whitterock

Appendix D: Continued (Letters of Support)

Thank you again for granting the Tonalea community members an opportunity to submit their concerns. The Tonalea chapter respectfully requests that the Arizona Department of Transportation and the Federal Highway Administration give these concerns serious consideration for future improvements at the intersection of US Highway 160 and N-21 and the highway corridor.

Please let us know if you have any questions or require clarification of any of these concerns.

Sincerely,



Colbert Dayzie
Vice President
Tonalea Chapter

xc: Honorable Jennifer Benally, Arizona House Representative
District 7

Mr. Jason Yazzie, Navajo Department of Transportation

Ms. Lynette Bonar, Chief Executive Officer, Tuba City Regional Health Care Corporation

Ms. Perfilliea Charlie, Acting Principal, Tonalea Day School

Appendix D: Continued (Letters of Support)



United States Department of the Interior
Bureau of Indian Education
Arizona Navajo North Agency
Tuba City Boarding School
P.O. Box 187
Tuba City, Arizona 86045



February 2, 2016

Nate Reisner, P.E.
North Central District Developmental Engineer
1801 S. Milton Road,
Mail Drop E500
Flagstaff, AZ 86001

RE: Support Letter

Dear Mr. Reisner,

This is a support letter to construct multiple pull off lanes over the next four years along route 160, route 51 and route 98. Historically, the overlapping and crisscrossing of school buses from Kayenta, Page and Tuba City Unified School Districts and the smaller BIE and Grant Schools from Tonalea Day School, Kabiato Boarding, Tuba City Boarding School and Shonto Prep School have tested traffic flow especially. Vehicle and school bus crashes are common when drivers miscalculate slower traffic and routine school bus stops frequently. Route 160 has been notorious for high speeders during peaked morning and evening drive cycles and this is when school buses with precious cargos are vulnerable.

The solution is to build several pull off ramps for school buses to pick up or release students from strategic points. Often, several buses would gather off a highway for pick-ups and drop offs. These are the staging areas where would parents wait with children for buses. In winters, saturated rain and snow would test vehicles and buses on and near highways precariously.

The issue of safety is enormous to transport children safely. Currently, there is need for bus pull off lanes during heavy drive time along route 160 and adjacent routes. Our school endured a collision along route 160, mile post 337, when the bus driver pulled off the highway and traffic slowed and a high speeder rammed a vehicle into the parked school bus. There was no marker for the pull off dirt spot. Your support is appreciated to accommodate the need of schools supportively. Thank you.

Sincerely,

Timothy Clashin, Assistant Principal
Tuba City Boarding School

Cc: Don Coffland, Principal

Appendix D: Continued (Letters of Support)



February 22, 2015

Audra Merrick, P.E.
Flagstaff District Engineer
Arizona Department of Transportation
1801 S. Milton Rd.
Mail Drop F568
Flagstaff, AZ 86001-5311

Re: U.S. 160 School Bus Stop Improvements

Dear Ms. Merrick,

I am writing in strong support of implementing School Bus Stop/Pull Out Improvements on U.S. 160 between Mileposts 340 and 370. I have stated this request in the past and appreciate the opportunity to restate today. I am very familiar with this route from both the perspective of a personal car driver and, most importantly, as a school bus passenger.

The traffic on this portion of U.S. 160 is frequently very heavy with all-size vehicles traveling at a high rate of speed. School buses shuttling children from five different schools must stop at various points along the roadway to gather and transfer students to Tonalea Day School, Kalbeto Boarding School, Tuba City Boarding School, Shonto Prep School, and Tuba City Unified School District schools. The combination of the traveling public and school bus transport, creates potentially extremely dangerous situations.

As Coconino County Supervisor representing a large portion of this area, I respectfully request School Bus Stop/Turn-out Improvements along this corridor. I also suggest the convening of a meeting with representatives from Arizona Department of Transportation (ADOT) and the above mentioned schools to identify specific safety concerns and needed improvements between Mileposts 340 and 370.

I have long appreciated the Coconino County's partnership with ADOT. Certainly, we have had outstanding collaboration to solve some of our most difficult challenges which include remediation in the Schultz Fire/Flood area and rebuilding of the collapsed portion of HWY 89. I look forward to the same good outcome as it relates to one of our most vulnerable populations – our children – as they travel to and from school along U.S. 160.

Thank you for your consideration, and please know, I stand ready to assist in any manner that might be of value to you in this endeavor.

A handwritten signature in black ink, appearing to read "Mandy Metzger", written over a horizontal line.

Mandy Metzger
Coconino County Supervisor – District 4

219 East Cherry Avenue, Flagstaff, AZ 86001-4695 | Phone: 928.679.7144 | 800.750.1990 | Fax 928.679.7171 | coconino.ar.gov

Appendix D: Continued (Letters of Support)



TUBA CITY REGIONAL HEALTH CARE CORPORATION

167 North Main Street, P.O. Box 600
Tuba City, Arizona 86045-0600
(928) 283.2501

February 9, 2018

RE: Tonalea Chapter's request for Arizona Department of Transportation to construct bus pullouts

To Whom It May Concern:

Tuba City Regional Health Care (TCRHCC) hereby supports the Tonalea Chapter's request for Arizona Department of Transportation to construct bus pull outs at their area schools.

The Tonalea Chapter recognizes the need for road improvements in the community via an encroachment permit, and has prioritized to work with area schools to construct bus pull outs, school zone warning signs, and bus stop signs.

Our organization believes that these improvements will assist Tonalea Chapter's goals for school transportation safety as well as child safety, and it will make a positive impact that will lead to improvements in this community on the Navajo Nation.

We are fully dedicated to supporting the Tonalea Chapter in its efforts to improve the road/traffic safety within their Chapter Community.

Sincerely,

A handwritten signature in cursive script that reads "Lynette Bonar".

Lynette Bonar, RN, MBA, BSN
Chief Executive Officer

Appendix D: Continued (Letters of Support)



NAVAJO HEAD START *Department of Diné Education*



RUSSELL BEGAYE, President
JONATHAN NEZ, Vice President

SHARON H. SINGER
Assistant Superintendent

February 11, 2016

Dear sir,

Re: support letter for Tonalea road (US160) improvement

We serve approximately 70 Head Start school children who live within the jurisdiction of Tonalea chapter, and whose families and relatives utilize the US 160 highway on a daily basis. The major roadway in Tonalea is the US 160 that runs east to west through the chapter boundaries.

The Head Start program has three schools (centers) in the chapter of Tonalea. Two centers by Tonalea Day School, and one center, Cow Springs, 10 miles eastward along US 160 highway. These centers utilize the US 160 on a daily basis, mornings and afternoons. The Head Start buses travel the road to pick up children and to take them home, as they use the road, there are a lot of exiting and entering the roadway during the bus runs, which always makes a safety issue for the driver, the children and the bus monitor. Many of the people using the road travel at high speeds, not attentive to the school buses, and many perhaps are minding their cell phones, texting, and other distractions, and/or under the influence, while driving. These kinds of distractions always have a potential for disaster, meanwhile, our school buses with children are on the same roadways. Tourists and foreigners to the community are also in the midst of passing through who many are not familiar with the roadways and school buses traffics, are a risk of potential for accidents.

The surrounding/neighborhood schools come into the chapter boundaries as well. Tuba City School district, Greyhills Preparatory High School, Shonto Preparatory High School, Shonto Primary and Jr. High School, Tuba City Boarding School, and other programs out of the chapter, such as the Senior Center program, and then the community, which is an estimated population by census 2000, was a 3000 plus count, who all utilize the US 160 highway on a regular basis.

With a lot of local vehicular activities within the chapter, the local store is forever at a high traffic, which is situated at a dangerous roadway-crossroad. This intersection is infamous and very susceptible to accidents. This intersection could be improved and made much safer than it is now.

Further, the US 160 also must be improved as the schools transport the children to and from school to home. There are some locations along the highway where the school buses must pull off for drop-offs and pick-ups, they must pull off onto the shoulder which is not asphalted, and


Appendix D: Continued (Letters of Support)

the shoulder is dirt that could easily cause a slip or get the bus stuck. These pull offs are soft shoulders and a hazard as the buses go on and off the highway. Improvement to the pull off for all school buses would help make a safer traffic for all roadway users. US 160 had many vehicular accidents that perhaps could have been avoided if the roadway is properly and safely engineered from the perspective of how many school buses use this road.

The Head Start is a feeder school to these local schools and the children continue using the road as they progress in their educational endeavors. The road must be made safer for all the children who are transported daily on these roadways, and for all the motorists as well.

Should you have any questions about this letter, I may be contacted at 928 283 3223, or franklinlohannie@navajohs.org.

Thank you,

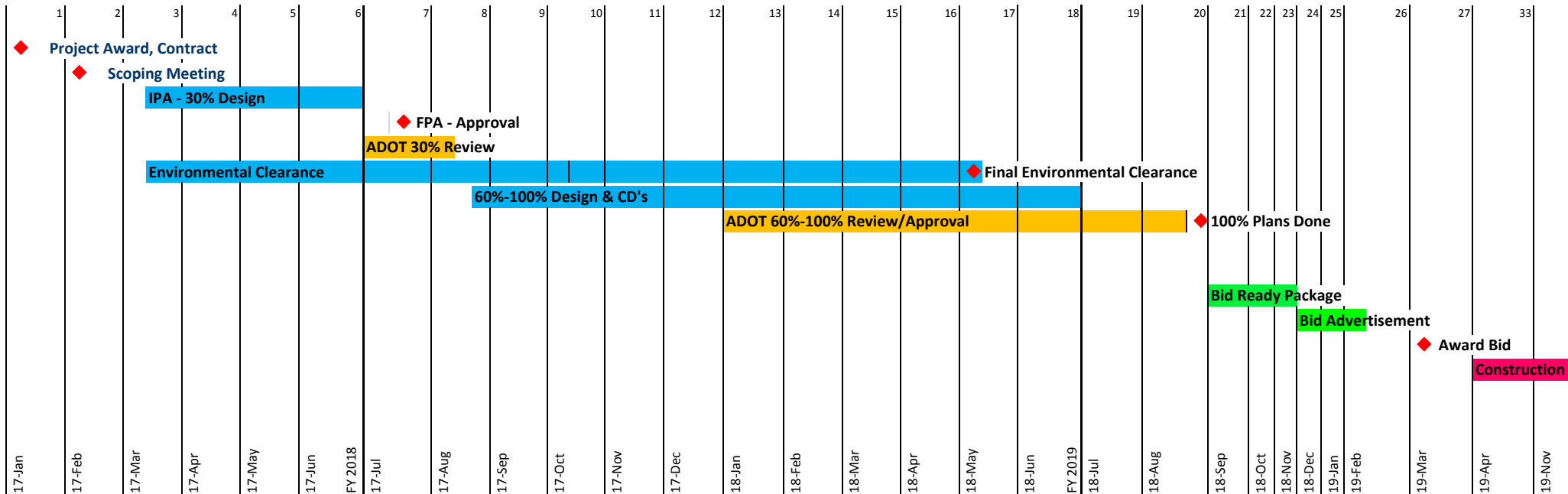

Mr. F. Tohannie,

Navajo Nation Head Start
Tuba City Region IV

Appendix E

U.S. 160 School Bus Pullouts Project

Rev. 01



Project Award, Contract

Jan-17

Scoping Meeting

Feb-17

IPA - 30% Design

Mar-16

Jul-17

FPA - Approval

Jul-17

Environmental Clearance

Mar-17

May-18

ADOT 30% Review

Jul-17

Aug-17

Final Environmental Clearance

May-18

60%-100% Design & CD's

Aug-17

Jul-18

ADOT 60%-100% Review/Approval

Jan-18

August-18

100% Plans Done

Sep-18

Bid Ready Package

Sep-18

Nov-18

Bid Advertisement

Dec-18

Feb-19

Award Bid

Mar-19

Construction

Apr-19

November-19

Signatures:

Quentin Medina 2/15/16
District Engineer Signature Date

George Wallace 2/16/16
Senior Project Manager Signature Date

N/A
Group Manager of responsible charge Signature Date

By signing, you agree you have reviewed the cost estimate and delivery year.