

SOUTHERN NAVAJO AND APACHE COUNTIES TRANSPORTATION PLAN

Working Paper 2: Plan of Improvements

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Prepared for:
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Prepared By:
Kimley»»Horn

In Association with
Applied Economics, LLC

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1. INTRODUCTION

This study prepares a long-range multimodal transportation plan that updates the *2007 Southern Navajo/Apache County Sub-Regional Transportation Plan*.

Navajo and Apache Counties are in central-eastern Arizona. The region is a popular destination for winter and summer recreational visitors. During these seasonal peaks, the increased population leads to heavy congestion on the study area roadways.

The purpose of this is to identify and prioritize regional transportation investments that will address mobility needs of the communities while providing a strong connection and alignment of transportation investments to support economic development in the region.

1.1 STUDY OBJECTIVES

Objectives for the Southern Navajo and Apache Counties Transportation Plan are:

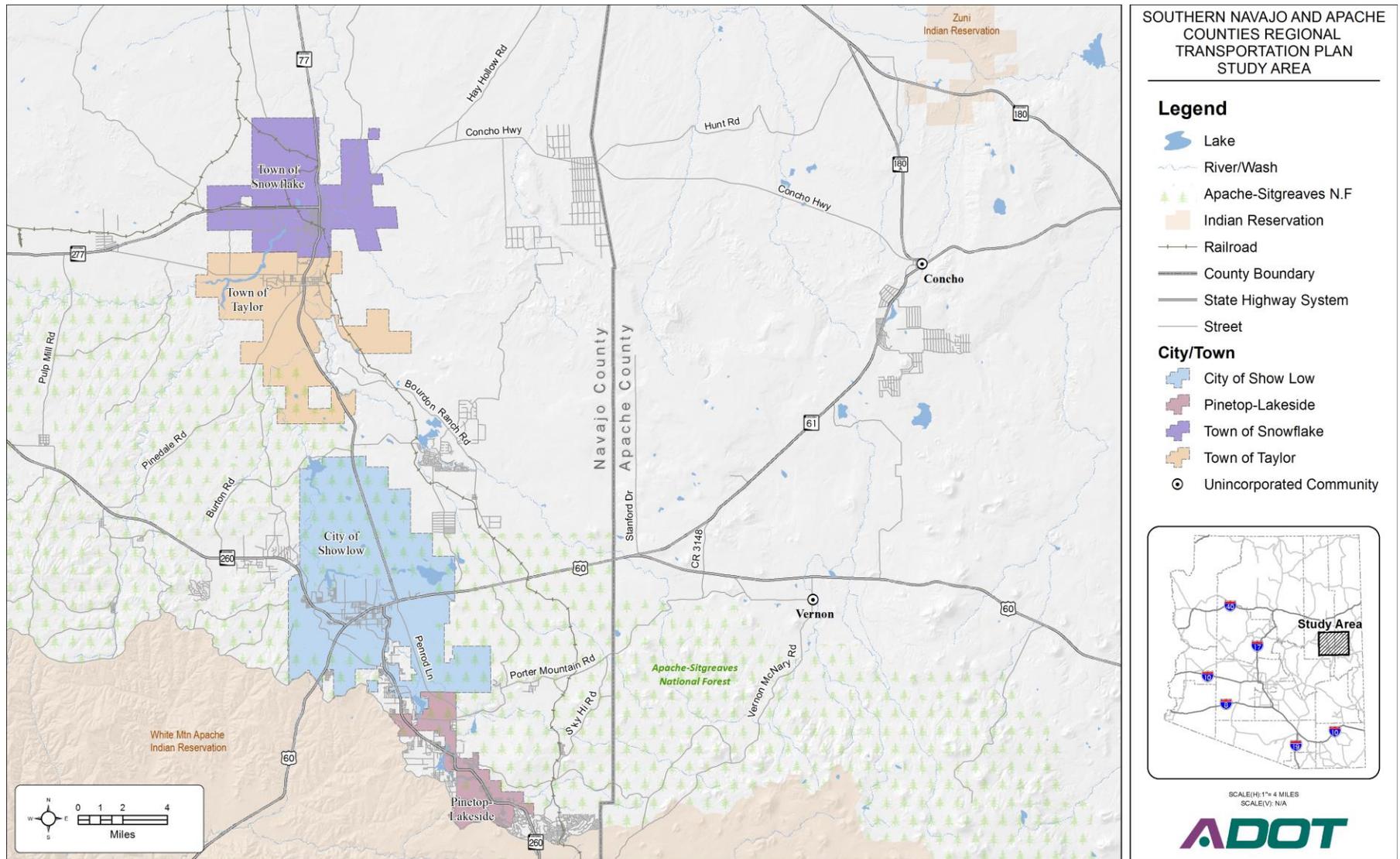
- Review current and future conditions within the study area; document growth patterns and known major future development; assess multimodal transportation conditions, congestion, freight, transit connectivity, bicycle, pedestrian, ITS, and safety.
- Identify transportation issues and needs.
- Identify and analyze feasible alternatives for addressing the needs and improving the transportation network in the study area.
- Prepare an economic analysis to assist in transportation improvement project justification, support funding applications, and assist in prioritizing projects.
- Recommend high-priority projects for consideration to include in the local jurisdiction capital improvement program development, and in the Arizona Department of Transportation (ADOT) Planning-to Programming process.

1.2 STUDY AREA

The study area is illustrated in **Figure 1** and includes an approximately 1,900-square-mile area that encompasses the City of Show Low, Town of Snowflake, Town of Taylor, Town of Pinetop-Lakeside, and the unincorporated areas of southern Navajo and Apache Counties, including the communities of Concho and Vernon.

The study area does not include an assessment of transportation networks and needs on the White Mountain Apache Indian Reservation or the Zuni Indian Reservation.

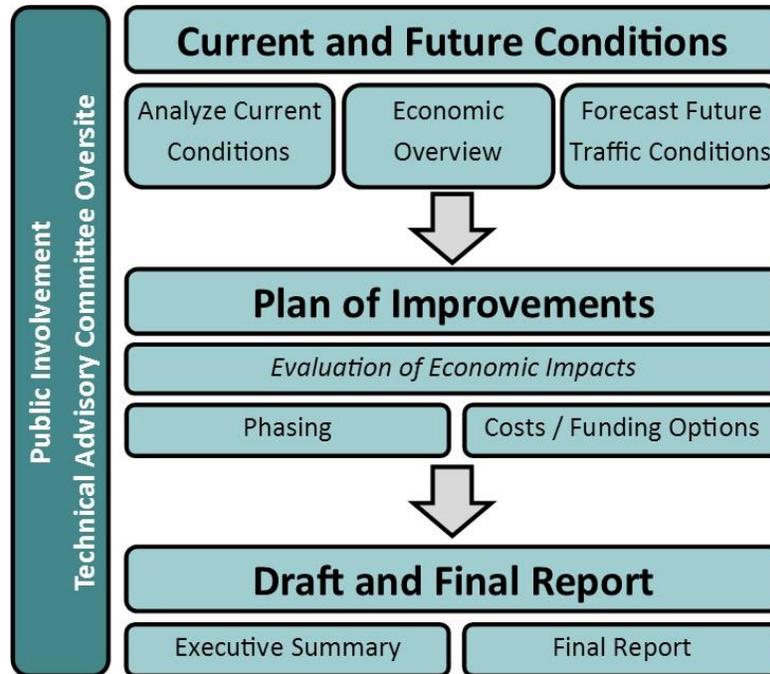
Figure 1: Study Area



1.3 STUDY PROCESS

Figure 2 provides an overview of the Southern Navajo and Apache Counties Transportation Plan study process.

Figure 2: Study Process



The purpose of the study is to identify transportation needs and priorities for the region. Identification of transportation needs and improvements are determined by evaluation of economic impacts of potential projects and their potential to promote growth and development.

Transportation projects that emerge from this study will focus on those that can be reasonably and feasibly implemented within existing funding programs. Each project is considered for its potential to positively impact the economic development potential of the region. Available funds include current funding and programming mechanisms (e.g. ADOT 5-Year Program, Local Capital Improvement Plans [CIPs], potential grants, or private investment).

TECHICAL ADVISORY COMMITTEE

A project Technical Advisory Committee (TAC) was established including representatives from study area local governments and agencies. The TAC provides input and insight into the study from both the perspective of each member's respective agency, and while considering the broader region. TAC members included representatives of the following agencies:

- ADOT, Multimodal Planning Division
- ADOT, Northeast District
- Navajo County
- Apache County
- City of Show Low
- Town of Taylor
- Town of Pinetop-Lakeside
- Town of Snowflake
- Northern Arizona Council of Governments

2. TRANSPORTATION NEEDS

A review of past planning studies in the area, stakeholder engagement, and public involvement lead to identification of transportation needs. These transportation needs were presented in Working Paper No. 1 and are as follows:

- Address traffic congestion on existing or forecasted congested routes.
- Improve connectivity between major roadways in the region.
- Support industrial growth in industrial parks and Opportunity Zones.
- Provide consistent SR 260 cross-section between Show Low and Pinetop-Lakeside that improves multimodal safety.
- Support tourism and economic development.
- Address high crash rates at NACOG-identified locations.
- Improve emergency response times.
- Provide adequate evacuation routes.
- Improve transit coverage within the urban areas.
- Supplement regional transit connections.
- Increase multimodal access to Show Low medical and social services.
- Improve multimodal safety.

2.1 ADDRESS TRAFFIC CONGESTION ON IDENTIFIED ROUTES

Based on historic traffic volume data from ADOT and City of Show Low, future traffic volume projections for 2025, 2030, and 2040 were calculated. Roadways that may experience congestion, assuming no capacity enhancements are made, were identified. Roadway segments that may experience traffic congestion in by 2040 include:

- US 60/Deuce of Clubs from west of Summit Trail to Bordon Ranch Road;
- US 60 from SR 61 to east of Vernon;
- SR 77 from SR 277 to White Mountain Lake Road;
- Central Avenue/Woolford Road from Old Linden Road to SR 260;
- Whipple Street from US 60/Deuce of Clubs to Central Avenue; and
- Show Low Lake Road from SR 260 to Scott Ranch Road.

Additional capacity should be considered for these corridors to maintain an efficient transportation system.

2.2 IMPROVE CONNECTIVITY BETWEEN MAJOR ROADWAYS

Environmental constraints and property ownership in the study area have helped shape a transportation system that is reliant on state highway corridors (SR 260, US 60, SR 77), resulting in congestion and higher than average crash rates.

The ability of local agencies to improve these state highway corridors is limited. Local jurisdictions in the region should develop alternative routes by constructing connections between these major roadways. Parallel corridors can distribute traffic to other regional roadways, such as Penrod Road, and reduce the need for capacity and safety improvements to ADOT roadways. Overall vehicle miles

traveled can be reduced by creating more direct travel routes. Parallel routes provide alternatives for crashes or other emergency situations.

2.3 SUPPORT INDUSTRIAL GROWTH

Adequate vehicular and freight access is key to the success of industrial areas, as competition for industrial and manufacturing jobs is high. Enabling trucks to efficiently reach the area's industrial parks from all directions will ensure they remain competitive and continue to provide high-paying jobs. Additionally, enhanced access to the identified Opportunity Zones in the study area (e.g., old paper mill site west of Snowflake, the area around Show Low Airport, and the Cholla Power Plant) will market those large sites to potential new industrial operations more effectively.

2.4 IMPROVE SR 260 BETWEEN SHOW LOW AND PINETOP-LAKESIDE

SR 260 is the most heavily traveled roadway in the study area and connects the two largest population centers – Show Low and Pinetop-Lakeside. Additionally, several retail centers and community services, such as Summit Healthcare Regional Medical Center, are located along this important corridor. This density of large traffic generators mixed with regional traffic on SR 260 leads to substantial traffic congestion and relatively high crash rates. Additionally, pedestrian, bicycle, and transit infrastructure are sporadic along the corridor and are generally in poor condition. The shoulder width, available for use by bicycles, appears and disappears as one travels along the corridor.

A consistent cross-section for the SR 260 corridor, from US 60/Deuce of Clubs in Show Low to the south side of Pinetop-Lakeside, is needed with appropriate accommodations for pedestrians, cyclists, and transit users, while maintaining appropriate mobility for vehicles.

2.5 SUPPORT TOURISM AND ECONOMIC GROWTH

Study area communities, Show Low and Pinetop-Lakeside in particular, are heavily reliant on tourism to keep the local economy healthy. Investing in transportation projects that support local tourism, recreation, and activities will help the area remain competitive with other tourism-based economies in the state. Roadway improvements to support tourism growth from Tucson and Mexico to Show Low via Globe, and US 60 would increase the accessibility of the area. Local accessibility to retail, hospitality, and entertainment areas can positively impact tourist-based businesses.

2.6 ADDRESS HIGH CRASH RATES AT NACOG-IDENTIFIED LOCATIONS

In May 2018, the (Northern Arizona Council of Governments (NACOG) issued a Regional Strategic Transportation Safety Plan (RSTSP) that identified roadway segments and intersections across the NACOG planning area with crash rates substantially higher than the average. Several locations are located within the study area. The RSTSP identified potential safety projects to address crashes at these locations. Many of the major roadways in the study area have been identified as high-crash locations including US 60, SR 260, SR 61, and SR 77. These are the main roadways for regional trips within the study area, as well as the only connections to outside of the study area; avoiding these routes is likely impossible for most area motorists. Addressing these high-crash locations with safety-oriented projects will help provide a safe and efficient transportation system for all users.

2.7 IMPROVE EMERGENCY RESPONSE TIMES

Over reliance on congested ADOT roadways and limited connectivity between population centers can negatively impact emergency response times. Additionally, local accessibility issues at some police and fire stations, as well as the regional hospital add time to emergency responses. Addressing these issues through additional connectivity between ADOT roadways and localized improvements at identified locations will improve overall emergency services response time.

2.8 PROVIDE ADEQUATE EVACUATION ROUTES

While natural disasters are relatively rare in the area, providing adequate and clearly marked evacuation routes are critical when disasters do occur. Much of the area is U.S. Forest Service land, which is prone to wildfires during extended drought periods. Local waterways often flood during the summer monsoon season. According to stakeholders, there are currently no bridges over Show Low Creek that accommodate 100-year floods, limiting the response for emergencies on the opposite side of the creek. Projects to improve the ability for residents and visitors to evacuate the area is a priority of the public and local stakeholders.

2.9 IMPROVE TRANSIT COVERAGE IN URBAN AREAS

The existing transit system is well utilized for a small system with limited coverage and frequency. Building on that success, investing in additional transit coverage within the population centers, would help individuals who are unable or choose not to drive to access goods and services. Expanded coverage and more frequent service could also attract more “choice” riders to the system, such as people who could drive but choose not to, by making it a more convenient option to access their origins and destinations.

2.10 SUPPLEMENT REGIONAL TRANSIT CONNECTIONS

The public and stakeholders indicated a desire for transit connections to population centers within the study area, as well as the surrounding communities of Heber-Overgaard and Springerville. Additional connections to surrounding communities and increased service on the White Mountain Connection could reduce the reliance on private vehicles for regional trips and expand employment options for people with limited transportation options.

2.11 INCREASE ACCESS TO SHOW LOW SERVICES

Many of the social services and medical options that service the study area are located in Show Low, with a cluster of medical offices around the Summit Healthcare Regional Medical Center on SR 260. Multimodal access to these locations, including transit and active transportation facilities, are limited. Increasing accessibility to these services via bus, bicycle, and walking is critical to people who are not able to drive themselves. These improvements could also reduce the overall number of vehicles accessing services around the hospital, which is one of the most congested areas in the study area.

2.12 IMPROVE MULTIMODAL SAFETY

Transportation safety extends beyond vehicular safety. Equal value must be placed on the safety of pedestrians, bicyclists, and transit users. Continuous active transportation facilities, such as bike lanes and multi-use trails, as well as safe and highly-visible crossings are integral in improving both actual and perceived safety by modes other than a personal vehicle.

3. IMPROVEMENT ALTERNATIVES

Several potential transportation improvement alternatives were identified in Working Paper No. 1. The alternatives were derived from discussions with the TAC and local agency staff, as well as public input. The improvement alternatives were subsequently refined based on additional discussions with the TAC and local agency staff. This chapter reviews the refined list of projects and summarizes their evaluation and prioritization. Projects are categorized as:

- Major Capital Projects
- Safety Projects
- Traffic Operations Projects
- Multimodal Projects
- Policies/Studies

3.1 MAJOR CAPITAL PROJECTS

Major capital projects consist of construction of new roadways or major improvements to existing roadways. **Table 1** lists major capital projects advanced to project evaluation and prioritization. Additional detail on major capital projects is provided in **Appendix A**.

Table 1: Major Capital Projects Advanced to Project Evaluation

| No. | Name | Description | Primary Need | Jurisdiction | Location | Length (mi) |
|-----|---|---|-----------------------|---------------|----------------------------|-------------|
| 1 | Scott Ranch Road Phase II | New two-lane roadway | Regional connectivity | Show Low | Show Low | 0.75 |
| 2 | Thornton Corridor Phases I-IV | New two-lane roadway | Regional connectivity | Show Low | Show Low | 2.2 |
| 3 | Woolford Road Crossing | New two-lane roadway | Regional connectivity | Show Low | Show Low | 0.6 |
| 4 | Summit Trail Extension | New two-lane roadway | Regional connectivity | Show Low | Show Low | 2.1 |
| 5 | Central Avenue/Woolford Road Improvements | Capacity and freight improvements, shared-use path | Congestion mitigation | Show Low | Show Low | 1.9 |
| 6 | Stanford Drive Reconstruction | Geometric improvement, realignment, extension of paved road | Safety | Apache County | Apache County | 2 |
| 7 | CR 3144 – Porter Mountain Road/CR-3148 Paving | Paving of gravel and chip-seal portions of roadway | Regional connectivity | Apache County | Apache County | 4.5 |
| 8 | US 60 (Show Low to Vernon) | Roadway widening | Congestion mitigation | ADOT | Navajo and Apache Counties | 20 |
| 9 | SR 61 (Stanford to Concho) | Roadway widening | Congestion mitigation | ADOT | Apache County | 20 |
| 10 | SR 77 (Show Low to Snowflake) | Roadway widening | Congestion mitigation | ADOT | Navajo County | 19 |
| 11 | SR 260 (MP 335 to Old Linden Rd) | Roadway widening | Congestion mitigation | ADOT | Show Low/Navajo County | 3.2 |

3.2 SAFETY PROJECTS

Safety projects are described in **Table 2**. Their purpose is to improve identified safety needs at intersections and on roadway segments. Safety projects target locations identified in the NACOG RSTSP, as well as locations identified by local agency stakeholders.

Table 2: Safety Projects Advanced to Project Evaluation

| No. | Name | Description | NACOG Location | Jurisdiction | Location | Length (mi) |
|-----|--|--|----------------|---------------------------|--------------------------|-------------|
| 1 | US 60 (MP 341-355) | Raised median, striping, lighting, turn lanes | No | ADOT | Navajo County | 14 |
| 2 | US 60 (MP 345-352) | Widen shoulders, add passing lanes | No | ADOT | Navajo County | 7 |
| 3 | US 60 (MP 352-384) | Widen shoulders, rumble strips, turn lanes, additional signage and striping, dynamic weather warning beacons | Yes | ADOT | Apache County | 32 |
| 4 | SR 77 (MP 347-351) | Curve warning signs, striping | Yes | ADOT | Navajo County | 4 |
| 5 | SR 260 at Penrod Lane | Access management and intersection improvements | Yes | ADOT/ Pinetop-Lakeside | Pinetop-Lakeside | N/A |
| 6 | SR 260 at Woolford Road | Intersection safety improvements | No | ADOT/ Show Low | Show Low | N/A |
| 7 | SR 260 at Show Low Lake Road/Cub Lake Road | Intersection safety improvements; add right turn lanes on each intersection approach | Yes | ADOT/Show Low | Show Low | N/A |
| 8 | SR 260 at Rainbow Lake Road | Acceleration/deceleration lanes on SR 260, other safety improvements | Yes | ADOT/Pinetop-Lakeside | Pinetop-Lakeside | N/A |
| 9 | US 60 Variable Message Signs | Portable DMS to support evacuation, emergencies | Yes | ADOT | Navajo and Apache County | N/A |
| 10 | SR 260 at Branding Iron Loop | Warning signage, lighting, potential alternative design | Yes | ADOT/Navajo County | Navajo County | N/A |
| 11 | SR 61 (MP 353-373) | Add shoulders, centerline rumble strip, evaluate turn lanes/access management at CR 3148 | Yes | ADOT/Apache County | Apache County | 20 |
| 12 | SR 260 (SR 277 to US 60) | Add centerline rumble strip, turn lanes, access management, passing lanes | Yes | ADOT | Navajo County | 35 |
| 13 | SR 260 (Vacation Village Dr. to Wagon Wheel Ln.) | Add a raised median | Yes | ADOT | Show Low | 1.6 |
| 14 | US 60 (SR 260 to MP 317) | Add centerline rumble strip, turn lanes, access management, passing or climbing lanes | Yes | ADOT | Navajo County | 23 |
| 15 | US 60 at Old Linden Road | Access management, advanced warning signage | Yes | ADOT/Show Low | Show Low | N/A |
| 16 | SR 277 at Paper Mill Road | Additional warning signage, lighting, transverse rumble strips on Paper Mill Road | Yes | ADOT/Navajo County | Navajo County | N/A |
| 17 | SR 77 at Center Street (Snowflake) | Add signal or HAWK for pedestrians, bump-outs to reduce crossing distance | Yes | ADOT/ Snowflake | Snowflake | N/A |

| No. | Name | Description | NACOG Location | Jurisdiction | Location | Length (mi) |
|-----|-----------------------------------|----------------------------------|----------------|--------------------|---------------|-------------|
| 18 | SR 77 at White Mountain Lake Road | Intersection safety improvements | Yes | ADOT/Navajo County | Navajo County | N/A |
| 19 | Concho Highway at El Dorado Road | Intersection safety improvements | No | Navajo County | Navajo County | N/A |
| 20 | US 60 at Bordon Ranch Road | Intersection safety improvements | No | ADOT/Navajo County | Navajo County | N/A |
| 21 | US 60 at Mormon Lake Road | Intersection safety improvements | No | ADOT/Navajo County | Navajo County | N/A |

3.3 TRAFFIC OPERATIONS PROJECTS

Traffic operations projects include signaling intersections, adding left-turn phases to signals, reconstructing the intersection to a different type such as a roundabout, adding turn lanes, and other measures that improve the flow of traffic without adding substantially to the existing infrastructure.

Table 3 outlines the traffic operations projects advanced to the project evaluation phase.

Table 3: Traffic Operations Projects Advancing to Project Evaluation

| No. | Name | Description | Primary Need | Jurisdiction | Location | Length (mi) |
|-----|---|--|-----------------------|--------------------------|-----------------------|-------------|
| 1 | Whipple Road (US 60 to Central Avenue) | Add traffic calming to deter through traffic | Congestion Mitigation | Show Low | Show Low | 0.85 |
| 2 | Old Linden Road at Central Avenue | Add a roundabout | Congestion Mitigation | Show Low | Show Low | N/A |
| 3 | Concho Highway | Make improvements to raise the speed limit | Regional Connectivity | Navajo and Apache County | Navajo and Apache Co. | 30 |
| 4 | Vernon-McNary Road | Pave gravel road | Evacuation Route | US Forest Service | Apache County | 0.8 |
| 5 | Fire Station Signals | Emergency signals at fire stations | Emergency Response | ADOT | Region-wide | N/A |
| 6 | US 60 at SR 260 | Emergency signal preemption | Emergency Response | ADOT | Show Low | N/A |
| 7 | US 60 at SR 260 | Install backplates on the signal to reduce glare | Safety | ADOT | Show Low | N/A |
| 8 | Show Low Lake Road (SR 260 to Scott Ranch Road) | Extend center left turn lane, evaluate turn lane warrants | Congestion Mitigation | Show Low | Show Low | 0.75 |
| 9 | SR 77 (Frost Street to Cooley Street) | Add right and left-turn lanes, enlarge turning radii, add signage for industrial parks | Freight Improvement | ADOT/Show Low | Show Low | 1.2 |
| 10 | Central Avenue at Whipple Street | Add a roundabout | Congestion Mitigation | Show Low | Show Low | N/A |

3.4 MULTIMODAL PROJECTS

Multimodal projects include improvements to sidewalks, trails, bicycle lanes, and transit. Their focus is to improve mobility and safety for all modes of transportation. **Table 4** outlines the multimodal projects advanced to the evaluation phase.

Table 4: Multimodal Projects Advanced to Project Evaluation

| No. | Name | Description | Primary Need | Jurisdiction | Location | Length (mi) |
|-----|-------------------------------------|---|------------------------------|------------------|----------------------|-------------|
| 1 | SR 260 Complete Street (MP 337-340) | Complete streets elements, center median | Multimodal Safety | ADOT | Show Low (West Side) | 3 |
| 2 | SR 260 (US 60 to SR 73) | Complete streets elements | Multimodal Safety | ADOT | Region-wide | 16 |
| 3 | ADOT Route Trails | Implement trail suggestions from Show Low Trails and Transit Connectivity Study | Multimodal Safety | ADOT/Show Low | Region-wide | N/A |
| 4 | SR 260 (Pinetop-Lakeside) | Implement findings of the Pinetop-Lakeside Pedestrian Safety Study | Multimodal Safety | Pinetop-Lakeside | Pinetop-Lakeside | N/A |
| 5 | White Mountain Connection | Supplement/expand service on the White Mountain Connection | Regional Transit Connections | Various | Region-wide | N/A |
| 6 | Paratransit Service | Provide paratransit service for the elderly and disabled to access services | Access Show Low Services | Various | Region-wide | N/A |
| 7 | Bus Shelters | Replace aging bus shelters and add new shelters | Regional Transit Connections | Various | Region-wide | N/A |
| 8 | SR 260 Bus Pull-Outs | Construct bus pull-outs on SR 260 | Regional Transit Connections | Various | Region-wide | N/A |

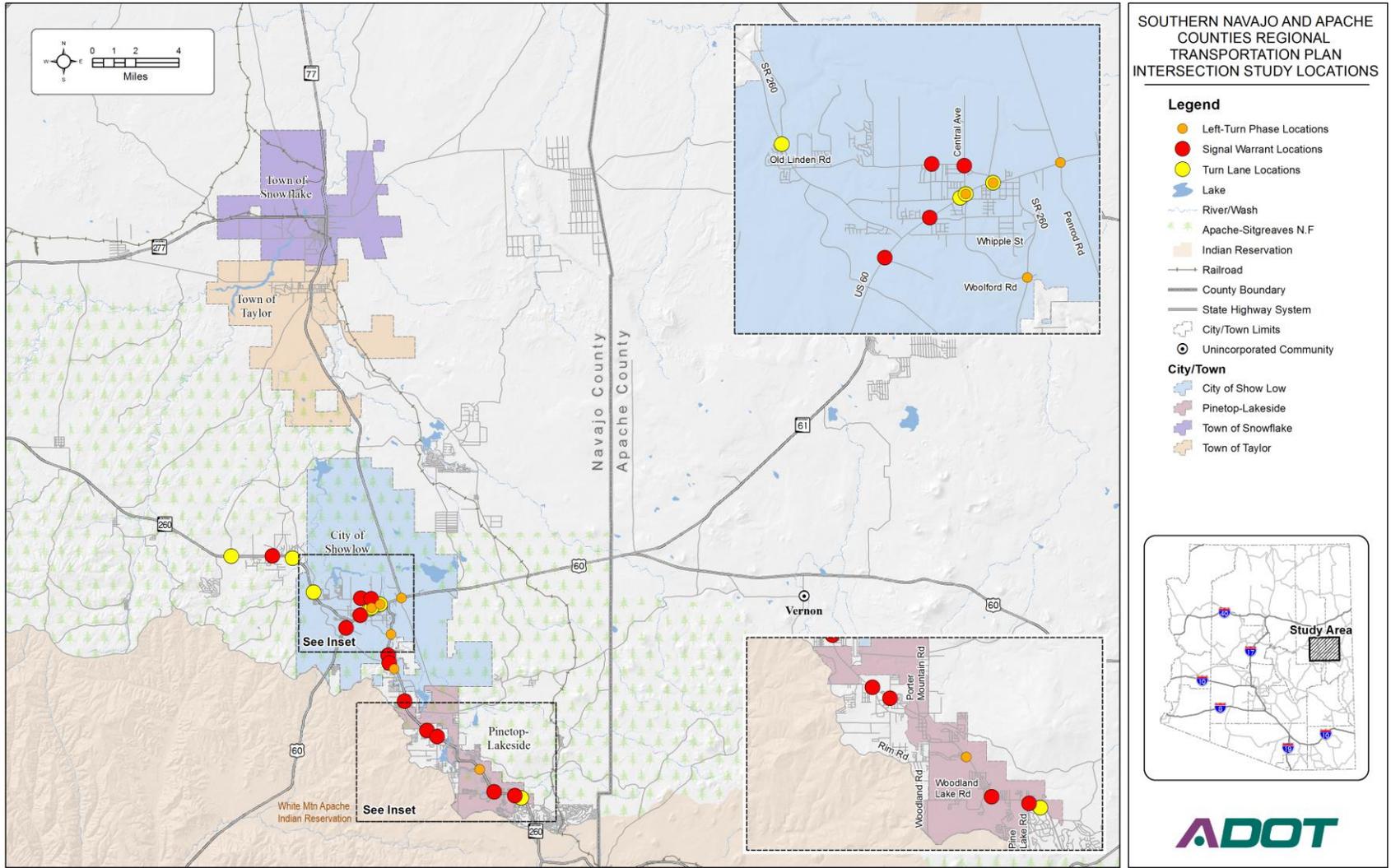
3.5 POLICIES AND STUDIES

Additional study topics and policy changes were identified through the public and stakeholder engagement process. These additional studies and recommended policy changes are listed in **Table 5**. No additional evaluation or prioritization is performed for these projects.

Table 5: Additional Study Needs

| No. | Name | Project Type | Description | Jurisdiction | Location |
|-----|--|------------------|--|--------------|--|
| 1 | Truck Commodity Study | Additional Study | A study of the types of products that are imported, produced, and pass through the study area | Show Low | Show Low |
| 2 | Consistency of Road Names Study | Additional Study | Identify continuous roadways that change names at jurisdictional boundaries and build consensus on a single name | Various | Region-wide |
| 3 | Left-Turn Phase Study | Additional Study | Perform traffic analyses to determine where additional left-turn phases should be implemented | ADOT | <ul style="list-style-type: none"> • US 60/Central Ave • US 60/Old Linden Rd • US 60/Penrod Rd • SR 260/Woolford Rd • SR 260/Pine Pkwy Plaza • SR 260/Safeway Plaza (Shown in Figure 3) |
| 4 | Traffic Signal Warrant Study | Additional Study | Perform traffic signal warrant analyses to determine if traffic signals are warranted at additional intersections on state highways, as listed in “Location” column. | ADOT | <ul style="list-style-type: none"> • US 60/Safeway Plaza • SR 260/Ellsworth Rd • Old Linden Rd/High School • Old Linden Rd/Central Ave • SR 260/Woodland Lk Rd • SR 260/Rainbow Lk Rd • SR 260/Wagon Wheel Plz • SR 260/Pine Lk Rd • SR 77/SR 377 • Sierra Pines Trail Entrance (Shown in Figure 3) |
| 5 | Intersection Turn Lanes Analysis | Additional Study | Perform traffic analyses to determine if new turn lanes are justified at intersections on state highways, as listed in “Location” column. | ADOT | <ul style="list-style-type: none"> • US 60/Central Ave • US 60/Old Linden Rd • US 60/McNeil Rd • SR 260/AZ Game & Fish • SR 260/Burton Rd • SR 260/Chaparral Dr • SR 260/43rd Ave (Shown in Figure 3) |
| 6 | Regional Circulator Feasibility Study | Additional Study | Study feasibility of a regional transit circular to improve service to communities; additional funding sources would be required. | Various | Region-wide |
| 7 | Snow Plow Practices Review | Practices Review | Review snow plow practices to identify practices to maintain walkable sidewalks during winter months. | ADOT | Region-wide |
| 8 | Pavement Preservation / Coordination with Local Agencies | Practices Review | Improve coordination practices between municipalities and ADOT when scoping resurfacing projects, to address sidewalk/bicycle/ADA needs | Various | Region-wide |

Figure 3: Intersection Study Locations



4. PROJECT EVALUATION

Chapter 4 summarizes the methodology to objectively compare the strengths and weaknesses of each project. The methodology concisely scores projects for a range of criteria.

4.1 EVALUATION METHODOLOGY

The methodology evaluates the proposed projects on a point-based system, with 100 possible points. The scoring categories are designed to encapsulate the entire life cycle of each project, from planning through operations and maintenance. The point breakdown is provided in **Table 6** below.

Table 6: Project Scoring Methodology

| Scoring Category | Avail. Points | Scoring Guidelines |
|--|---------------|---|
| EASE OF IMPLEMENTATION | 40 | |
| Capital Funding | 10 | Funding already programmed or can be accomplished through an existing funding mechanism. 10 points |
| | | Requires funding from a competitive grant (not yet obtained) or a local match for funding has not been identified. 5 points |
| | | No funding identified or available. 0 points |
| Operations and Maintenance Funding | 5 | Operations and maintenance funding established or can be accomplished through an existing funding mechanism. 5 points |
| | | No operations and maintenance funding identified. 0 points |
| Implementation Readiness | 5 | Project design is complete or underway. 5 points Project design has not yet been started. 0 points |
| Project Combination | 5 | Project can be constructed in conjunction with another project. 5 points |
| | | Project must be completed alone. 0 points |
| Jurisdictional Entities | 5 | Project exists entirely within one jurisdiction or already has an interjurisdictional agreement for the project. 5 points |
| | | Project is in multiple jurisdictions and does not have an interjurisdictional agreement. 0 points |
| Environmental Impact / Clearance | 10 | Project does not require environmental impact analyses or environmental clearance has already been provided. 10 points |
| | | Environmental impact analysis is underway. 5 points. |
| | | Project has known environmental impacts or environmental analysis has not yet been started. 0 points |
| SAFETY | 20 | |
| Safety | 15 | Addresses safety on a NACOG location. 15 points |
| | | Addresses safety, not on a NACOG location. 5 points |
| | | Does not address safety. 0 points |
| Emergency Response / Evacuation Routes | 5 | Project would improve emergency response times or provide an evacuation route. 5 points |
| | | Project would not improve emergency response times or provide an evacuation route. 0 points |
| VEHICLE MOBILITY | 15 | |
| Addresses a Known Congestion Location | 5 | Improves congestion on a 2025, 2030 or 2040 congested segment. 5 points |
| | | Provides an alternate or parallel route to a congested segment. 5 points |
| | | Does not improve congestion on a known congested segment or intersection. 0 points |
| Improves Regional Connectivity | 5 | Provides an additional connection between major roadways. 5 points |
| | | Does not provide an additional connection between major roadways. 0 points |

| Scoring Category | Avail. Points | Scoring Guidelines |
|---|---------------|--|
| Improves Access to Industrial Area / Opportunity Zone | 5 | Improves access to an industrial area or Opportunity Zone. 5 points |
| | | Does not improve access to an industrial area or Opportunity Zone. 0 points |
| FREIGHT MOBILITY | 5 | |
| Freight Mobility | 5 | Improves freight mobility (access, bottlenecks, etc.). 5 points. |
| | | Does not improve freight mobility (access, bottlenecks, etc.). 0 points. |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | |
| Improves Multimodal Safety Accommodations | 10 | Adds additional safety accommodations for multimodal safety. 10 points |
| | | Does not add additional safety accommodations for multimodal safety. 0 points |
| Increases Connectivity of Multimodal Network | 5 | Increases connectivity of the sidewalk, bike facility, trail, or transit network. 5 points |
| | | Does not increase connectivity of the multimodal network. 0 points |
| Improves Multimodal Access to Show Low Services | 5 | Improves pedestrian, bicycle, or transit access to Show Low services. 5 points |
| | | Does not improve multimodal access to Show Low services. 0 points |
| TOTAL POINTS | 100 | |

4.2 PROJECT SCORING

The resulting scores for proposed projects are listed in **Table 7**, **Table 8**, and **Table 9**. Scoring sheets for each individual project with justification for the scoring are provided in **Appendix B**.

Table 7: Major Capital Projects Scoring Results

| Project | Ease of Implementation (40) | Safety (20) | Vehicle Mobility (15) | Freight Mobility (5) | Transit, Bicycle, and Pedestrian Mobility (20) | Total (100) |
|---|-----------------------------|-------------|-----------------------|----------------------|--|-------------|
| Scott Ranch Road Phase II | 35 | 5 | 5 | 5 | 10 | 60 |
| Woolford Road Crossing | 40 | 5 | 5 | 0 | 5 | 55 |
| Woolford Road/ Central Avenue Improvements | 25 | 0 | 5 | 5 | 20 | 55 |
| Thornton Corridor Phases I-IV | 30 | 5 | 10 | 5 | 0 | 50 |
| Stanford Drive Reconstruction | 30 | 5 | 0 | 0 | 0 | 35 |
| US 60 Widening (Show Low to Vernon) | 5 | 15 | 10 | 5 | 0 | 35 |
| SR 77 Widening (Show Low to Taylor) | 5 | 15 | 10 | 5 | 0 | 35 |
| Summit Trail Extension | 15 | 5 | 5 | 5 | 0 | 30 |
| Porter Mountain Road/ CR-3144 Paving/ Reconstruction | 15 | 5 | 5 | 0 | 0 | 25 |
| SR 61 Widening (Stanford to Concho) | 5 | 15 | 0 | 0 | 0 | 20 |
| SR 260 Widening (MP 335 to Old Linden Rd) | 5 | 15 | 0 | 5 | 0 | 25 |

Table 8: Safety Projects Scoring Results

| Project | Ease of Implementation (40) | Safety (20) | Vehicle Mobility (15) | Freight Mobility (5) | Transit, Bicycle, and Pedestrian Mobility (20) | Total (100) |
|---|-----------------------------|-------------|-----------------------|----------------------|--|-------------|
| SR 260/Show Low Lake Road-Cub Lake Road | 40 | 20 | 5 | 0 | 0 | 65 |
| US 60 (MP 352-384) | 25 | 15 | 5 | 0 | 0 | 45 |
| SR 77 (MP 347-351) | 25 | 15 | 0 | 0 | 0 | 40 |
| SR 77/Center Street (Snowflake) | 10 | 15 | 0 | 0 | 15 | 40 |
| SR 77/White Mountain Lake Road | 25 | 15 | 0 | 0 | 0 | 40 |
| SR 260/Woolford Road | 20 | 15 | 5 | 0 | 0 | 40 |
| US 60 (MP 341-343) | 25 | 5 | 5 | 0 | 0 | 35 |
| US 60 (MP 345-352) | 25 | 5 | 5 | 0 | 0 | 35 |
| US 60 Variable Message Signs | 15 | 20 | 0 | 0 | 0 | 35 |
| SR 260 Raised Median (Vacation Village Drive to Wagon Wheel Lane) | 15 | 15 | 5 | 0 | 0 | 35 |
| SR 260/Rainbow Lake Road | 10 | 15 | 5 | 0 | 0 | 30 |
| SR 260/Branding Iron Loop | 15 | 15 | 0 | 0 | 0 | 30 |
| SR 61 (MP 352-373) | 15 | 15 | 0 | 0 | 0 | 30 |
| SR 260 (SR 277 to US 60) | 15 | 15 | 0 | 0 | 0 | 30 |
| US 60 (MP 317 to SR 260) | 15 | 15 | 0 | 0 | 0 | 30 |
| SR 260/Penrod Lane | 10 | 15 | 0 | 0 | 0 | 25 |
| US 60/Old Linden Road | 10 | 15 | 0 | 0 | 0 | 25 |
| SR 277/Paper Mill Road | 10 | 15 | 0 | 0 | 0 | 25 |
| Concho Highway/El Dorado Road | 15 | 5 | 0 | 0 | 0 | 20 |
| US 60/Bordon Ranch Road | 15 | 5 | 0 | 0 | 0 | 20 |
| US 60/Mormon Lake Road | 15 | 5 | 0 | 0 | 0 | 20 |

Table 9: Traffic Operations Projects Scoring Results

| Project | Ease of Implementation (40) | Safety (20) | Vehicle Mobility (15) | Freight Mobility (5) | Transit, Bicycle, and Pedestrian Mobility (20) | Total (100) |
|---|-----------------------------|-------------|-----------------------|----------------------|--|-------------|
| Whipple Road Traffic Calming | 15 | 5 | 0 | 0 | 10 | 30 |
| US 60/SR 260 Signal Modifications | 10 | 20 | 0 | 0 | 0 | 30 |
| Old Linden Road/Central Avenue Roundabout | 15 | 5 | 5 | 0 | 10 | 30 |
| SR 77 Industrial Access Improvements | 15 | 0 | 5 | 5 | 0 | 25 |
| Whipple Street/Central Avenue Roundabout | 15 | 5 | 5 | 0 | 0 | 25 |
| Concho Highway Intersection Improvements | 15 | 5 | 0 | 0 | 0 | 20 |
| Vernon-McNary Road Paving | 15 | 5 | 0 | 0 | 0 | 20 |
| Show Low Lake Road Operational Improvements | 15 | 0 | 5 | 0 | 0 | 20 |
| Fire Station Signals | 10 | 5 | 0 | 0 | 0 | 15 |

Table 10: Multimodal Projects Scoring Results

| Project | Ease of Implementation (40) | Safety (20) | Vehicle Mobility (15) | Freight Mobility (5) | Transit, Bicycle, and Pedestrian Mobility (20) | Total (100) |
|---|-----------------------------|-------------|-----------------------|----------------------|--|-------------|
| SR Complete Streets Elements (US 60 to SR 73) | 15 | 15 | 5 | 0 | 20 | 55 |
| SR 260 Complete Streets Elements (MP 337-340) | 15 | 15 | 0 | 0 | 15 | 45 |
| Pinetop-Lakeside Pedestrian Safety Study Recommendations | 10 | 15 | 5 | 0 | 15 | 45 |
| SR 260 Bus Pull-Outs | 10 | 15 | 5 | 0 | 10 | 40 |
| Supplement/Expand White Mountain Connection | 10 | 0 | 15 | 0 | 10 | 35 |
| ADOT Route Trails | 5 | 0 | 0 | 0 | 20 | 25 |
| Implement Regional Paratransit Services | 10 | 0 | 0 | 0 | 10 | 20 |
| Bus Shelter Replacements | 10 | 0 | 0 | 0 | 10 | 20 |

Out of all project categories, the highest-scoring projects are:

- SR 260/Show Low Lake Road/Cub Lake Road Safety Improvements
- Scott Ranch Road Phase II
- Woolford Road Crossing
- Woolford Road/Central Avenue Improvements
- SR 260 Single Cross-Section with Complete Streets Elements (US 60 to SR 73)

4.3 ECONOMIC EVALUATION

A stated purpose of the Southern Navajo and Apache Counties Transportation Plan is to identify projects that would provide economic benefits to the region. To achieve this objective, an economic evaluation of capital projects was conducted to identify areas of impact for each proposed transportation improvement and determine the level of future development activity and related socioeconomic impacts that could occur within those areas, if supported by transportation improvements.

The potential economic impacts are measured in terms of land use (acres by use), nonresidential square footage and employment, housing units (single and multi-family), and population.

Each of the ten major capital projects were evaluated. The evaluation demonstrated that seven of the projects would provide measurable development impacts:

1. Scott Ranch Road Phase II would provide a 1.3-mile connection through Forest Service and private land from Show Low Lake Road to Penrod Road in the City of Show Low and would increase access to Summit Healthcare Regional Medical Center and the surrounding commercial area on SR 260.
2. Thornton Corridor Phases I-IV would extend Thornton Road 2 miles from 22nd Avenue to Commerce Drive in the City of Show Low, providing an additional crossing over Show Low Creek.

3. Woolford Road Crossing is a 0.6-mile extension of Woolford Road between SR 260 and Lorenzo Sitgreaves Drive in the Show Low Bluff development. This roadway will ultimately connect to Penrod Road through the development.
4. Summit Trail Extension would extend Summit Trail 1.9 miles east from Snow Creek Loop to SR 260 in the City of Show Low to relieve traffic on highways and other arterials.
5. Central Avenue/Woolford Road improvements are related to the Woolford Road Crossing and would include widening of a 1.85-mile segment from US 60 to SR 260 to improve traffic flow in the City of Show Low.
6. Stanford Drive Improvements would include improvements along a 2-plus-mile corridor of Stanford Drive which is just east of the US 60 and US 61 split in Apache County.
7. Porter Mountain Road/CR 3144/CR 3148 includes improvements to a 9.65-mile corridor between Sponseller Road and US 60 in Navajo and Apache Counties.

The remaining three improvements are described in this evaluation, but do not create quantifiable development potential.

8. US 60 Widening covers an 18.9-mile segment of the existing highway from the city limits of Show Low to CR 3148 in Vernon to address congestion.
9. SR 61 Widening covers a 19.1-mile segment of the existing roadway between US 60 and SR 180A in Apache County to address congestion.
10. SR 77 Widening covers an 18.9-mile segment of the existing roadway between US 60 in Show Low and SR 277 in Taylor to address congestion.

The balance of this chapter describes the methodology used to develop the land use assumptions and the resulting socioeconomic impacts for each of the proposed transportation improvements. It is important to clarify that the projected land use and socioeconomic impacts are more likely if the proposed transportation improvement is completed; however, these transportation improvements alone are not sufficient to cause this development. They are a major factor enhancing overall accessibility within the area of impact, but demand for commercial and/or residential development, land values and general economic conditions will all be important determinants of when, and to what extent, these development changes occur.

For most of the projects there are both primary and secondary areas of impact for the proposed transportation improvement. Development potential is most likely to be affected in the primary area of impact; however, given the length of the proposed new roadway improvement and/or the connections to other developed areas that it creates, there may be secondary areas that would also benefit, even though the road improvement may not extend into the secondary area.

A summary of the economic impacts by project is shown in **Table 11**. The greatest impacts in terms of nonresidential development would be from the first three projects where roadway extensions, in combination with other economic development factors, could ultimately result in the development of 3.6 million square feet of new retail, employment and hotel development on vacant land adjacent to the proposed road extensions.

Projects 2, 3, and 4 have the most residential development potential with impacts of 1,000 to 1,600 housing units each, including both single family and multi-family units. The remaining projects are

improvements of existing roadways or are in areas that are further from existing development, and thus the economic impacts are more limited and likely to be longer term.

Table 11: Summary of Socioeconomic Impacts

| Project | Primary Acres | Secondary Acres | Housing Units | Population | Nonres. Square Feet | Employment |
|--|-----------------|-----------------|---------------|---------------|---------------------|--------------|
| Scott Ranch Rd Phase II | 126.57 | 110.69 | 656 | 1,359 | 946,000 | 1,490 |
| Thornton Corridor Phases I-IV | 553.54 | 148.6 | 1,065 | 2,533 | 1,820,000 | 1,640 |
| Woolford Rd Crossing | 522.48 | 13.15 | 1,379 | 2,998 | 865,000 | 1,120 |
| Summit Trail Extension | 992.43 | 32.23 | 1,589 | 3,773 | 449,000 | 810 |
| Central Avenue/Woolford Rd Improvements | 11.9 | 192.04 | 570 | 1,194 | 176,000 | 260 |
| Stanford Drive Improvements | 0.0 | 1,197.33 | 143 | 341 | 43,000 | 80 |
| Porter Mountain Road/CR 3144/CR 3148 | 1,147.07 | 0.00 | 229 | 544 | 0 | 0 |
| Total | 3,353.99 | 1,694.04 | 5,631 | 12,742 | 4,299,000 | 5,400 |

IMPACT APPROACH AND ASSUMPTIONS

This section describes the approach used to estimate changes in land use and development, as well as the methodology used to estimate the socioeconomic impacts including population, employment, square footage and housing units.

Land Use Projections

The area of impact is defined at the parcel level relative to the terminus of each new road segment, or the area of impact may be a corridor for improvements to existing roadways. In most cases, the parcels within the areas of impact are currently vacant. The boundaries of the area of impact are defined by natural boundaries, such as other existing roadways or waterways, and land by ownership, such as Forest Service land that is not developable.

Projections about future land use form the foundation for the evaluation of the potential economic effects of the proposed transportation improvements. The evaluation starts with land use data from city and county general plans, and then applies future development and density assumptions to vacant parcels in each area of impact. These assumptions are based on surrounding development, known development plans, roadway connections to other existing development that are created by the improvement, and land use and land ownership within the area of impact. Some additional factors for consideration include character of the area, density, condition, service to the community, relationship to adjacent parcels, and historical significance.

Socioeconomic Impacts

Future land use and development density are used to drive projections of housing units and population, as well as nonresidential square footage and employment. In almost all cases, the land is currently undeveloped, so there is no existing socioeconomic impact, or any potential for redevelopment.

To estimate the socioeconomic impact, the number of acres by land use likely to be built in the future was translated into additional housing units and nonresidential square footage. These conversions were

based on the current prevailing housing unit densities and floor-area-ratios in and around the area of impact. The final translation into population and employment results from applying average long-term occupancy rates and population and employment density standards.

ECONOMIC EVALUATION OF PROPOSED TRANSPORTATION IMPROVEMENTS

A summary of the economic impact of the proposed improvements is provided below.

Scott Ranch Road Phase II

This extension of Scott Ranch Road would connect Penrod Road on the east to Show Low Lake Road on the west. The primary area of impact would be along the extension and along Penrod Road, and the secondary area of impact would be beyond Show Low Lake Road, in and around the hospital and existing commercial development district along White Mountain Road/SR 260. This roadway extension would provide an alternative route from downtown Show Low, or from Snowflake/Taylor, to the hospital and commercial core along SR 260 at Scott Ranch Road. Because this extension would increase traffic along Penrod Road, there is development potential at the new intersection with Scott Ranch Road. This new roadway would also provide another access point into the commercial and medical area west of Show Low Lake Road, generating additional development potential.

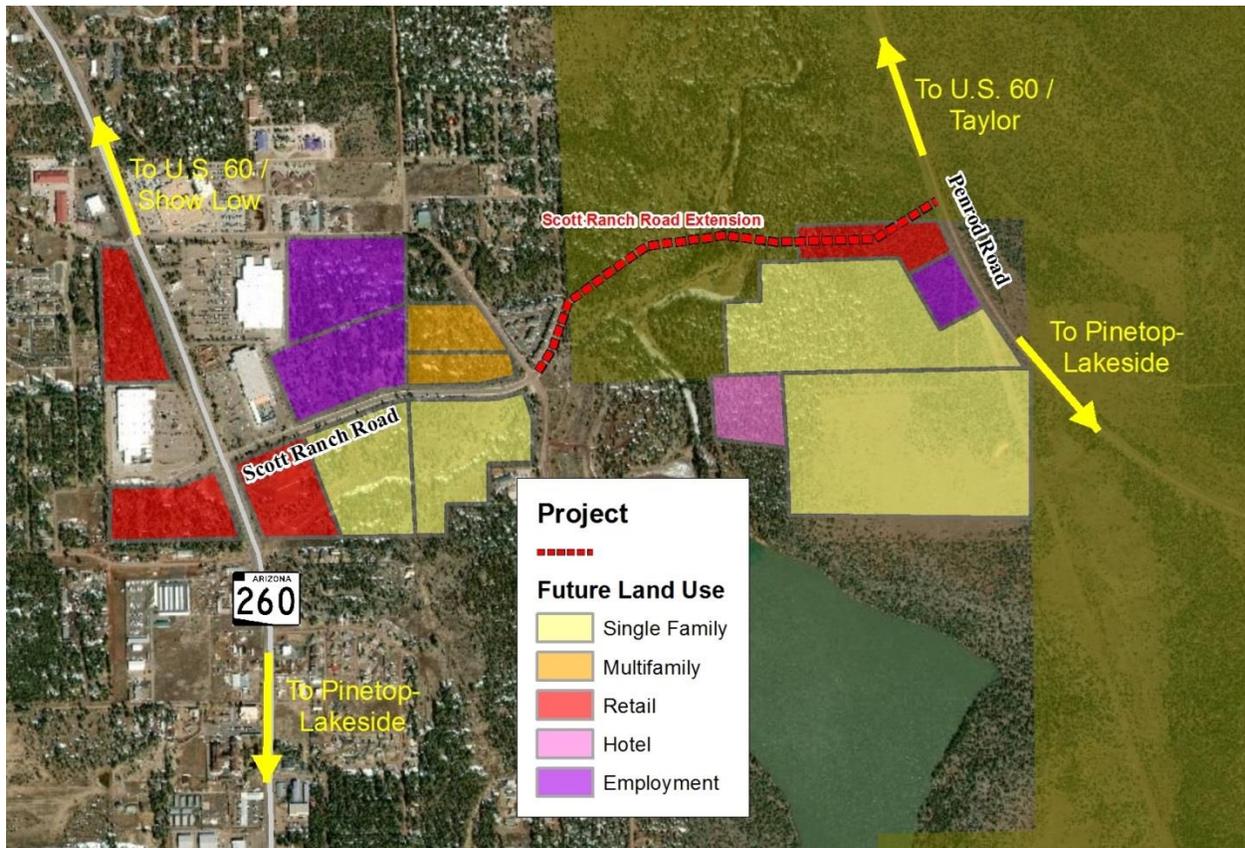
The expanding services at Summit Healthcare Regional Medical Center are a major factor driving traffic into the project area, and traffic is expected to increase substantially on the east side of the facility should it be connected directly to Penrod Road via Scott Ranch Road.

Land Use and Development Potential

The development areas and assumed land uses are shown in **Figure 4**. The primary area of impact includes 127 acres of vacant land with potential for development. Of that total, 103 acres are anticipated to be a single-family development south of the new road extension, approximately 10 acres would be retail south of the new section of Scott Ranch Road, 8 acres could be a hotel site along Penrod Road, and the remaining 6 acres along Penrod Road could be employment uses such as light industrial or building material suppliers.

The secondary area of impact includes 11 vacant acres along the existing portion of Scott Ranch Road west of SR 260. An estimated 35 acres, just south of the hospital, could develop as additional medical office or other local-serving office. On the northwest corner of Scott Ranch Road and Show Low Lake Road, there is potential for 13 acres of multi-family development as a transition between the medical and office area and other lower density residential development to the east. Along SR 260, there is additional retail potential on about 20 acres on both sides of the road, immediately south of Lowe's and Home Depot. There is also single family residential potential of nearly 40 acres on the south side of the existing portion of Scott Ranch Road, just west of Show Low Lake Road.

Figure 4: Scott Ranch Road Phase II Assumed Land Uses



Socioeconomic Impacts

The development potential within the primary impact area includes the following:

- 270 single family units at a density of 2.6 units per acre with an estimated population of 640 people.
- 57,000 square feet of employment (light industrial) uses that could support estimated employment of about 70 people.
- 147,000 square feet of full service hotel and retail/restaurant uses that could support estimated employment of about 100 people.
- 84,000 square feet of retail uses that could support estimated employment of about 150 people.

The development potential within the secondary impact area includes the following:

- 269 multi-family units with an estimated population of 440 people.
- 117 single family units at a density of 3.0 units per acre with an estimated population of 720 people.
- 454,000 square feet of employment uses (medical office, other local-serving office and services) that could support estimated employment of about 800 people.
- 204,000 square feet of retail uses that could support estimated employment of about 370 people.

The extension of Scott Ranch Road from an existing commercial core in the City of Show Low across to Penrod Road has the second highest impact of all the proposed projects in terms of nonresidential development after the Thornton Corridor project.

Thornton Corridor Phases I-IV

The Thornton Road Corridor Phase I-IV project would extend Thornton Road from Commerce Drive in the Airport Industrial Park to 22nd Avenue, north of Old Linden Road. Thornton Road currently extends from SR 77 into the Airport Industrial Park and terminates at Show Low Creek. This extension would create additional accessibility within the industrial park, as well as opening residential development areas west of the industrial park near Fools Hollow Lake.



Land Use and Development Potential

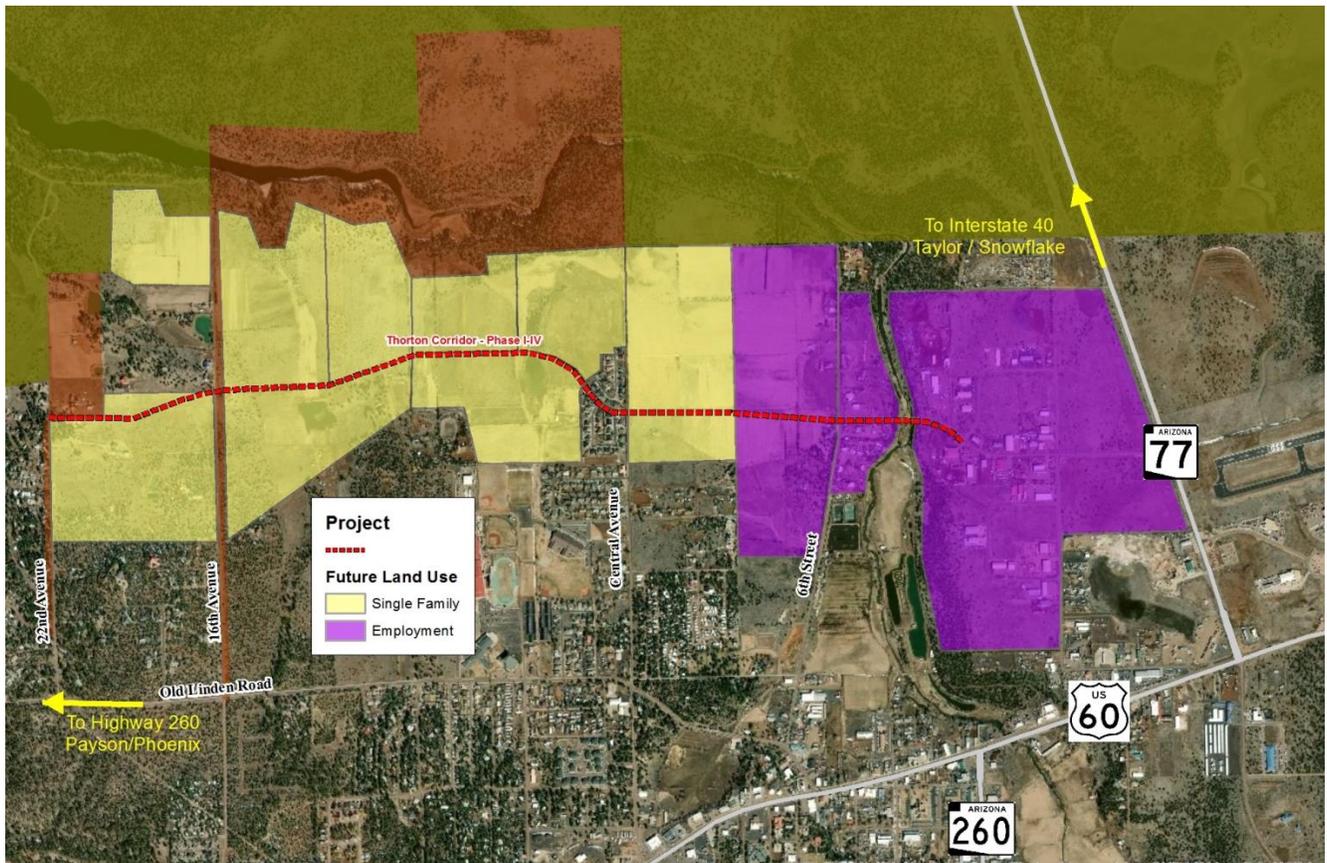
The impact areas and assumed land uses are provided in **Figure 5**. The primary area of impact includes 553.54 acres of vacant land with potential for development between 6th Street and 22nd Avenue along the Thornton Corridor. In addition to the vacant land, there are approximately 26 acres of lower density existing industrial development in the industrial primary area including a sewer treatment plant. These areas are excluded from the vacant land totals, along with undevelopable land in Show Low Creek.

Within the planned residential areas, there are a small number of existing rural residential units scattered throughout the area. Within the primary area of impact, it is anticipated that nearly 475 acres could develop with single family housing at a density of 2 units per acre in most of the area, but with slightly higher densities (3 units per acre) in the area just to the west of existing medium density residential along Central Avenue. The residential parcel in the far northwest corner of the area of impact, closer to Fools Hollow Lake, is projected to have lower density development with only 0.33 units per acre. An estimated 80 acres along the west side of 6th Street could develop with employment uses, primarily light industrial, similar to the existing development within the Airport Industrial Park.



The secondary area of impact includes close to 150 vacant acres between SR 77 and 6th Street with additional employment potential. Thornton Road already exists in part of this area, and about half of the total acreage is developed with a host of industrial users. The road extension beyond Show Low Creek would create increased accessibility and potentially increase the density and level of industrial development on vacant land in the Airport Industrial Park.

Figure 5: Thornton Corridor Phases I-IV Assumed Land Uses



Socioeconomic Impacts

The development potential within the primary impact area includes the following:

- 1,065 single family units at an average density of 2 units per acre with an estimated population of 2,530 people.
- 525,000 square feet of employment (light industrial) uses that could support estimated employment of more than 450 people.

The development potential within the secondary impact area includes the following:

- 1.3 million square feet of employment (light industrial) uses that could support estimated employment of about 1,200 people.

The Thornton Corridor would impact both the Airport Industrial Park and potential residential areas between the industrial park and Fools Hollow Lake. Given the size of the area of impact and the likely level of development intensity in this area, this project would create the largest nonresidential impacts and the third largest residential impacts among the seven projects evaluated in this report.

Woolford Road Crossing

The Woolford Road Crossing project would extend Woolford Road from SR 260 into the Show Low Bluff development, eventually providing an alternative connection to Penrod Road. Residential development within Show Low Bluff is currently limited without a second point of access for emergency services. This road extension would allow the project to move forward and continue building additional residential units. While a majority of the project is single family housing, there is potential for commercial development. Additional long-term development is possible along the east side of Penrod Road.



Land Use and Development Potential

The impact areas and assumed land uses are provided in **Figure 6**. The land use impacts for this project are generally based on the Technical Master Plan for Show Low Bluff and current development in the region. The primary area of impact includes about 520 acres of vacant land with potential for development. Of that total, about 440 acres are anticipated to be single family residential at an estimated density of 2.3 units per acre. About 50 homes are already built. The primary area

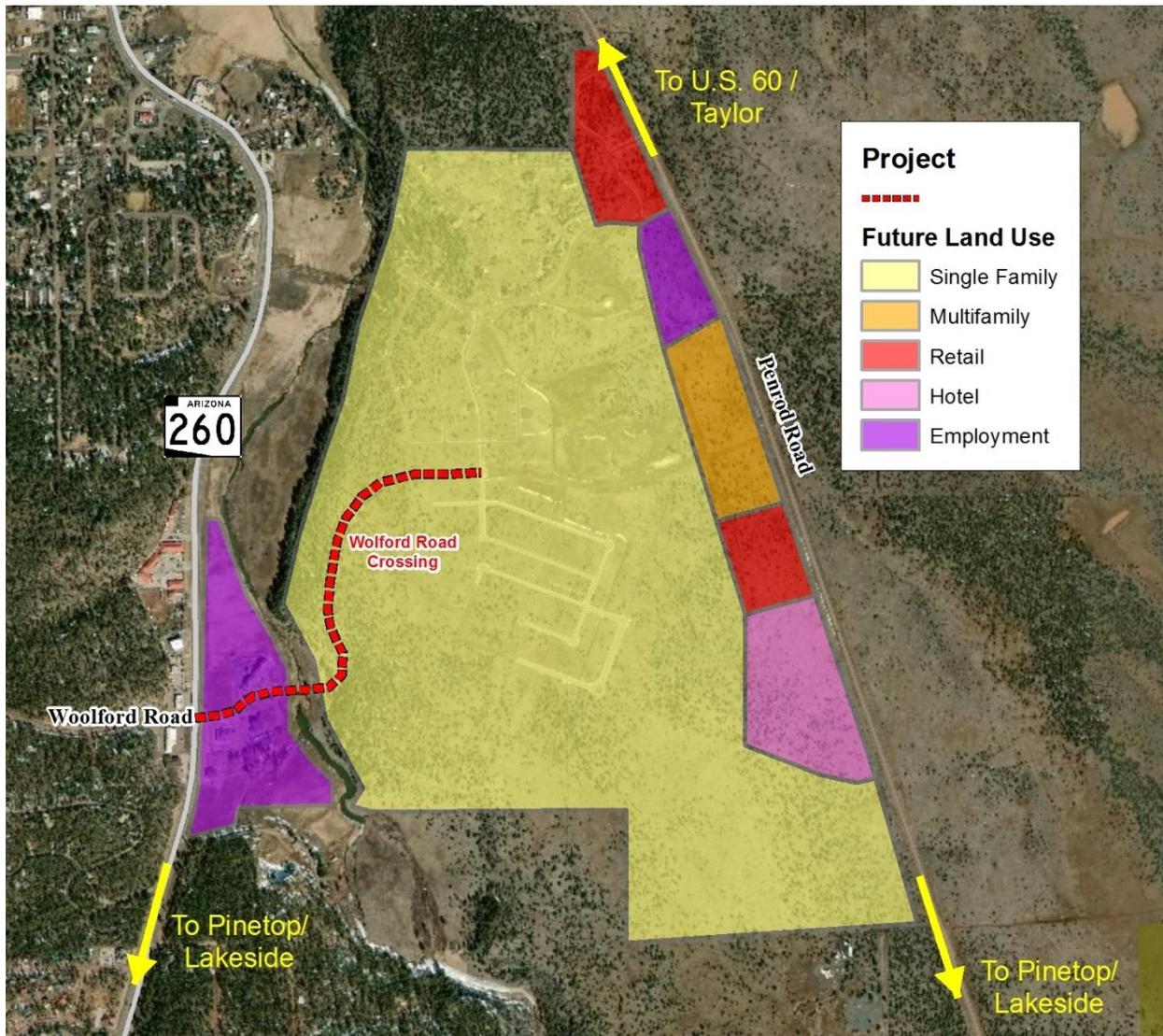


of impact also includes potential development along Penrod Road of about 20 acres of multi-family development, a 25-acre conference hotel, a 26-acre community retail center, and about 9 acres of additional employment uses, most likely medical office and other services. Note that the exact placement of these nonresidential uses along Penrod Road may vary and the accompanying map is for illustrative purposes only.

The secondary area of impact includes 13 vacant acres outside of Show Low Bluff where Woolford Road meets SR 260. The area indicated on the map includes a total of 36 acres, of which approximately 23 acres are already developed with a Hampton Inn, a bank, and medical and professional offices. As Show Low Bluff develops and traffic along this segment of SR 260 increases, there is additional commercial potential on SR 260 that is indirectly influenced by the Woolford Road extension.



Figure 6: Woolford Road Crossing Assumed Land Uses



Socioeconomic Impacts

The development potential within the primary impact area includes the following:

- 1,010 single family units at an average density of 2.3 units per acre and an estimated population of 2,400 people.
- 369 multi-family units at an average density of 18 units per acre and an estimated population of 330 people.
- 112,000 square feet of employment (office/service) uses that could support estimated employment of 200 people.
- 343,000 square feet of conference hotel development that could support estimated employment of 240 people.
- 238,000 square feet of community retail that could support estimated employment of 370 people.

The development potential within the secondary impact area includes the following:

- 172,000 square feet of employment (office/service/retail) uses that could support estimated employment of about 300 people.

As Show Low Bluff builds out, there will likely be additional mixed-use development on the east side of Penrod Road in the long term, but more transportation improvements would be required to provide access to that area. Woolford Road Crossing would allow development that is already in progress at Show Low Bluff to continue to its full potential. With a primary area of impact of over 500 acres, this project creates the second largest combined residential and nonresidential impacts, including a broad range of nonresidential development, as well as a mix of single and multi-family residential development.

Summit Trail Extension

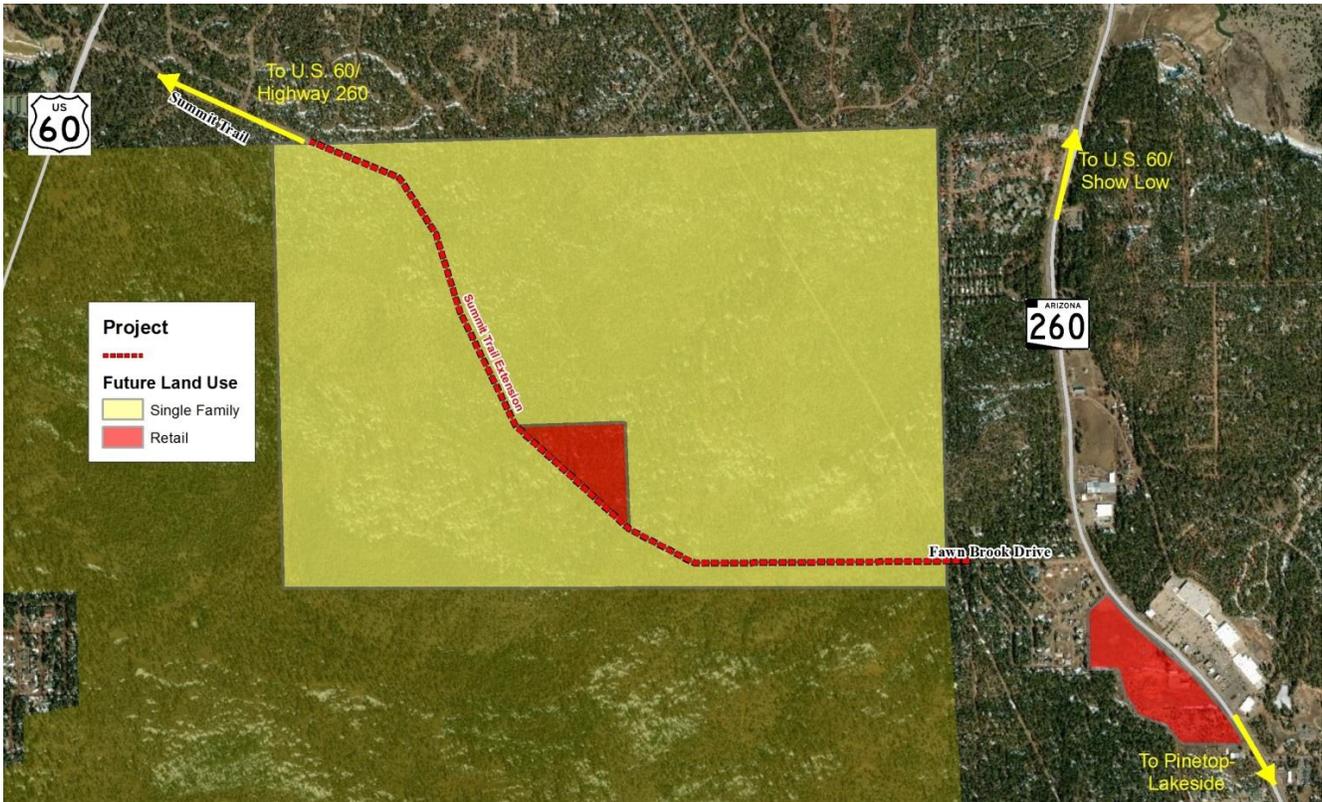
The Summit Trail Extension is a longer-term project that would extend Summit Trail through what is currently Forest Service Land from US 60 just east of Snow Creek Loop through to SR 260, potentially in the vicinity of Fawn Brook Drive. This project would require a land exchange with the Forest Service to create right-of-way and development potential along the new roadway. The Summit Trail Extension would effectively create an alternative route around downtown Show Low for traffic going between Payson and Pinetop-Lakeside. Depending on the number of travelers on SR 260 that currently stop in downtown Show Low, there could be a negative impact on businesses in that area.

Land Use and Development Potential

The impact areas and assumed land uses are provided in **Figure 7**. The primary area of impact includes about 990 acres of vacant land with potential for low density single family development and local-serving commercial development. Since the area is currently owned by the Forest Service, there is no existing development. Within the primary area of impact, it is anticipated that 970 acres could develop with single family housing at a density of 1 unit per acre on the south side of Summit Trail, and 2 units per acre on the north side of Summit Trail. Given the number of estimated housing units and the proximity to other existing commercial development, it is likely that a neighborhood commercial center would develop somewhere in the area of impact. This retail development is estimated at 20 acres along Summit Trail. This development potential is likely to be in the long term, perhaps 20 or more years in the future.

The secondary area of impact includes 32.23 vacant acres along SR 260, just south of Fawn Brook Drive. There is existing commercial development on the east side of SR 260 and it is likely that increased traffic in and out of the new residential development in the primary area of impact would also support additional commercial development along the SR 260 corridor.

Figure 7: Summit Trail Extension Assumed Land Uses



Socioeconomic Impacts

The development potential within the primary impact area includes the following:

- Nearly 1,600 single family units at an average density of 1.6 units per acre with an estimated population of 3,800 people.
- 168,000 square feet of neighborhood retail uses that could support estimated employment of about 300 people.

The development potential within the secondary impact area includes the following:

- 281,000 square feet of retail uses that could support estimated employment of about 500 people.

The Summit Trail Extension creates the largest area of impact in terms of acreage; however, development in this area is likely to be low density and longer term since it requires a land exchange with the Forest Service. Overall, this project creates the greatest residential impacts in terms of the number of housing units, and the fourth largest nonresidential impacts in terms of square feet of new development.

Central Avenue/Woolford Road Improvements

Unlike the previous projects, the Central Avenue/Woolford Road project improves an existing road that connects SR 260 to US 60 and provides a bypass around downtown Show Low. The route is already well used and needs improvement to handle the existing and projected traffic volumes. There are existing neighborhoods along this route, as well as some large vacant land parcels.

Land Use and Development Potential

The impact areas and assumed land uses are provided in **Figure 8**. Since Woolford Road/Central Avenue is an existing roadway, the only new development in the primary area of impact would be the retail and employment areas on the south side of US 60 along Central Avenue. These improvements may also create potential for additional residential development, but the improvements are not a primary factor driving that development.

The primary area of impact includes about 12 acres along Central Avenue adjacent to an existing commercial development along US 60 and is anticipated to develop with retail and office/service uses.

The secondary area of impact includes approximately 192 acres of vacant land with potential for a low to medium density single family development on 169 acres at an average of two units per acre, and 11 acres of multi-family development potential close to US 60 serving as a transition between the anticipated commercial development in the primary area of impact and existing single-family development. This single-family area includes Pine Haven, which was fully improved and platted, but only two homes have been built. The area south of Pine Haven is likely to be lower in density. It has three existing four-acre residential properties and six unbuilt four-acre properties, including one that is owned by the City of Show Low. The residential areas on the west side of Woolford Road/Central Avenue are assumed to develop at a density of two units per acre, similar to existing adjacent residential development. In addition, there is a 12-acre vacant parcel on Woolford Road that is owned by St. Anthony School and could house an additional campus in the future. The roadway improvements would create additional capacity for the traffic associated with a school facility.



Socioeconomic Impacts

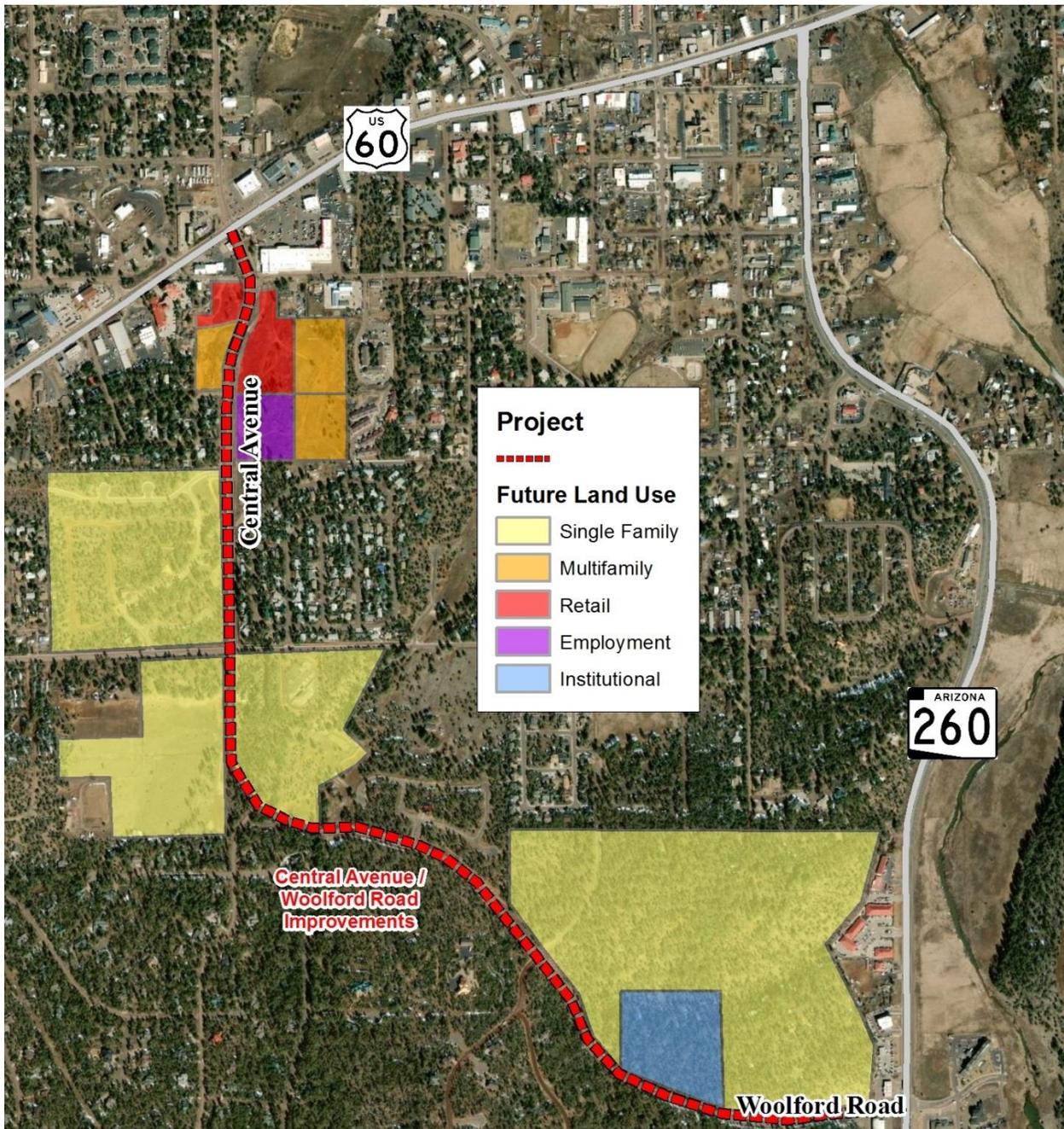
The development potential within the primary impact area includes the following:

- 63,000 square feet of retail development that could support estimated employment of about 110 people.
- 51,000 square feet of employment (office/service) development that could support estimated employment of about 90 people.

The development potential within the secondary impact area includes the following:

- 350 single family units at an average density of 2.1 units per acre with an estimated population of 840 people.
- 62,000 square feet of institutional (private school) development that could support estimated employment of about 60 people.

Figure 8: Woolford Rd/Central Ave Improvements Assumed Land Uses



In comparison to other projects, the magnitude of impacts from the Central Avenue/Woolford Road improvement is less since the roadway already exists, and the amount of vacant land within the area of impact is relatively small.

Stanford Drive Improvements

Stanford Drive is located just east of the US 60/SR 61 split (referred to locally as “The Y”). It is located eight miles east of the City of Show Low along the route to Concho in Apache County. While the entire project would include 9.75 miles of improvements, this evaluation is limited to the first two miles north of SR 61 because there is no evidence of significant development potential north of that area. The first three-plus miles of the roadway are marginally surfaced, is narrow and lacks shoulders. There is an existing general store, gas station, and Dollar General variety store at the intersection of Stanford Drive and SR 61.



The impact areas and assumed land uses are provided in **Figure 9**. Since Stanford Drive is an existing roadway, albeit minimally surfaced, this project does not have a primary area of impact. The improvements may create potential for additional residential development, but they are not the primary factor enabling that development.

The secondary area of impact includes about 1,190 acres of vacant land with potential for very low density single family development ranging from 0.09 to 0.16 units per acre. There are about 30 existing units within the two single family areas shown on the map. In addition to the single-family development, there is also a nine-acre commercial area, of which five acres are vacant and available for additional development. It should be noted that there is additional development potential in this area in the longer term.

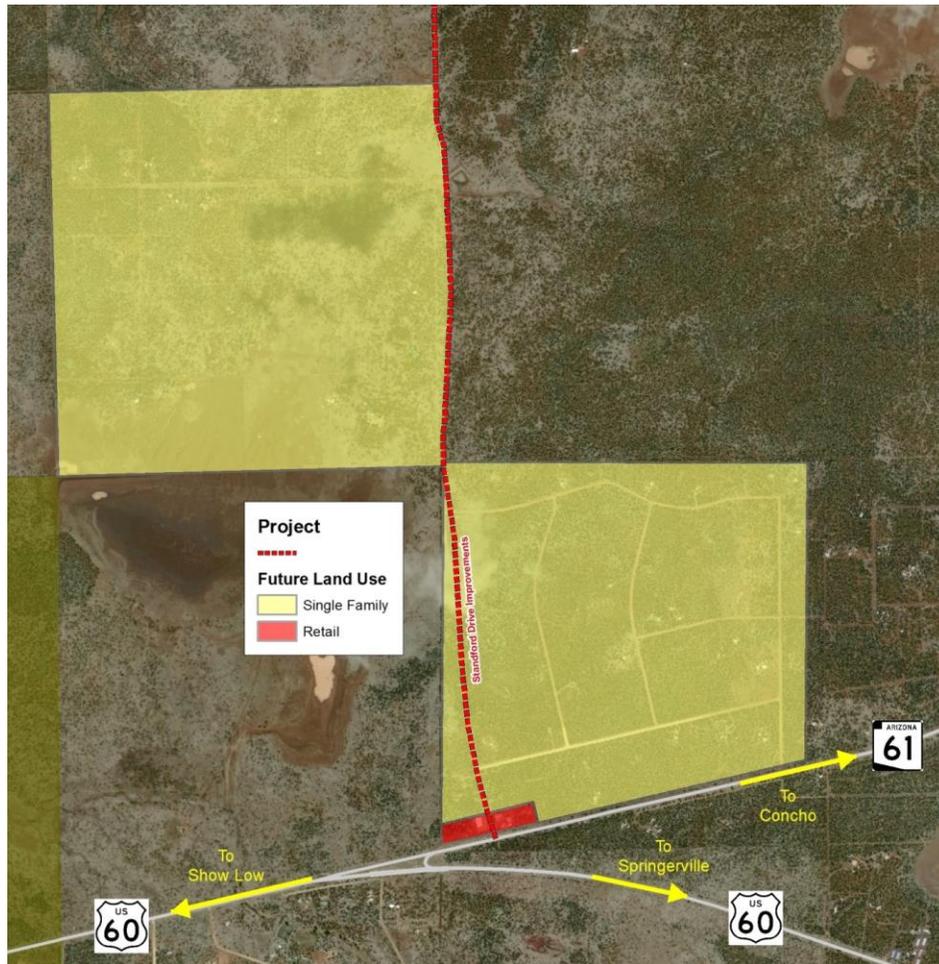
Socioeconomic Impacts

The development potential within the secondary impact area includes the following:

- 140 single family units at an average density of 0.12 units per acre with an estimated population of 340 people.
- 43,000 square feet of retail development that could support estimated employment of about 80 people.

The economic impacts from Stanford Drive Improvements are relatively small compared to the other large capital projects. Although the number of acres in the secondary impact area is large, the expected density of residential development is very low, resulting in the lowest number of potential new housing units of the seven projects included in this evaluation.

Figure 9: Stanford Drive Improvements Assumed Land Uses



Porter Mountain Road/CR 3144/CR 3148 Improvements

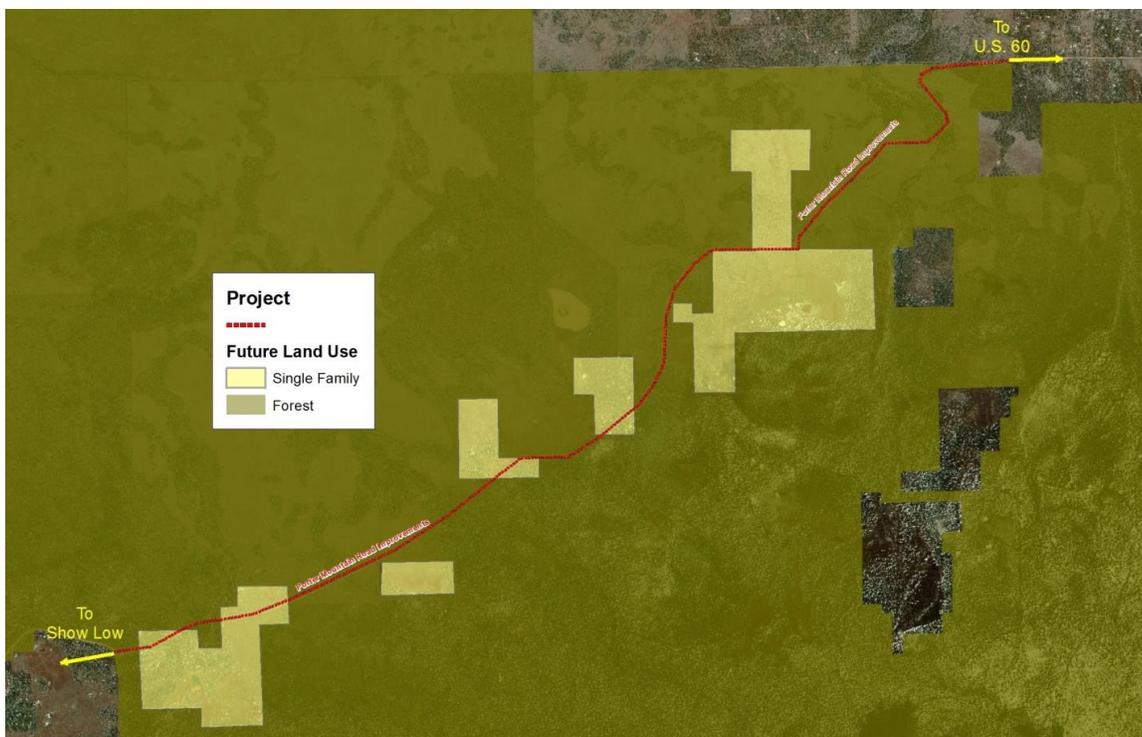
This project includes a 9.65-mile corridor of Porter Mountain Road, which is currently unpaved, and primarily crosses through Forest Service land. It is accessible from Penrod Road south of Show Low. The corridor crosses the Navajo County line into Apache County where it ultimately connects to CR 3148, which ultimately connects to US 60. There are several private land holdings along this route that have potential for future rural residential development.



Land Use and Development Potential

The impact areas and assumed land uses are provided in **Figure 10**. The primary area of impact includes 1,147 acres of vacant land in six non-contiguous private land areas within the Apache Sitgreaves National Forest. There are about 10 to 15 existing housing units within this corridor. With improved access, there is potential for very low density single family development at an average of 0.2 units per acre based on the density of existing development in the area. The project would also increase accessibility between the Vernon area along US 60 and retail, service and employment opportunities in the SR 260 corridor, especially when combined with the Scott Ranch Road project. This could help support additional commercial development in the Penrod Road and SR 260 corridors in the future and support residential development in the Vernon and Stanford Road Areas. However, given the indirect nature of the transportation improvement on this future development, the specific impacts are not quantifiable.

Figure 10: Porter Mountain Road/CR 3144/CR 3148 Improvements Assumed Land Uses



Socioeconomic Impacts

The development potential within the primary impact area includes the following:

- About 230 single family units at an average density of 0.2 units per acre with an estimated population of 540 people.

While the acreage of the primary area of impact is the largest among the seven projects included here, the expected development density is very low, and thus the number of new housing units is less than for the other proposed improvements. The Porter Mountain Road project is the only project that does not have any quantifiable nonresidential development impacts. That said, increased traffic on Porter Mountain Road from the east could indirectly support a potential node for retail and service

development at the intersection of Penrod and Porter Mountain Roads, about six miles west of the project.

There is also a possibility that use of the route could expand, and the project could receive some funding, as part of the Four Forest Restoration Initiative (4FRI). The goal of 4FRI is to “restore the structure, pattern, composition, and health of fire-adapted ponderosa pine ecosystems, reduce fuels and the risk of unnaturally severe wildfires, and provide for wildlife and plant diversity.” Road reconstruction is often necessary to accommodate traffic for timber sales and healthy forests program projects, which would primarily create temporary jobs.

However, according to the US Forest Service, “in addition to creating sustainable ecosystems, one of the key objectives is creating and developing sustainable industries.” The impacts on permanent employment resulting from this initiative is currently unknown, and no employment was added to the potential economic impacts.

US 60 Widening (Show Low to Vernon)

The US 60 widening project includes an 18.9-mile corridor of US 60 that extends from the Show Low city limits to the community of Vernon in Apache County. Vernon offers affordable rural housing options for people who work in Show Low and there is some congestion on US 60 from commuters, as well as thru traffic. However, given that additional demand for housing in Vernon would be driven by population and job growth in the region rather than accessibility, this project does not have a quantifiable economic impact. Additionally, the roadway is not congested enough to limit economic development; therefore, widening the roadway would not spur additional economic development within the horizon year of this study.

SR 61 Widening (Vernon to Concho)

The SR 61 widening project includes a 19.1-mile corridor of SR 61 that extends from the US 60/SR 61 split to the community of Concho in Apache County. The roadway is not congested enough to limit economic development; therefore, widening the roadway would not spur additional economic development within the horizon year of this study.

SR 77 Widening (Show Low to Taylor)

The SR 77 widening project includes an 18.9-mile corridor of SR 77 that extends from US 60/Deuce of Clubs in downtown Show Low to SR 277 in Taylor. Although this project could improve accessibility to the former paper mill site in Snowflake, the primary attraction of that site for the mill was rail access, not highway access. The mill has been closed since 2012 and it is unlikely that improvements to SR 77 will spur redevelopment of the site. The roadway is not congested enough to limit economic development; therefore, widening the roadway would not spur additional economic development at this time.

4.4 PRIORITIZATION LIST

After compiling the project scoring and incorporating the economic impacts, a prioritization list of projects was developed. This list is provided in

Table 12.

Table 12: Project Prioritization List

| Name | Type | Score | Economic Impact | Prioritization |
|---|----------------------------|-------|--|----------------|
| SR 260/Show Low Lake Road-Cub Lake Road | Safety Project | 65 | Not Evaluated | Medium |
| Scott Ranch Rd Phase II | Large Capital Project | 60 | Employment: 1,490 Population: 1,359 | High |
| Woolford Rd Crossing | Large Capital Project | 55 | Employment: 1,120 Population: 2,533 | High |
| Woolford Rd/Central Ave Improvements | Large Capital Project | 55 | Employment: 260 Population: 1,194 | High |
| SR 260 Complete Streets Elements (US 60 to SR 73) | Alternative Mode Project | 55 | Not Evaluated | High |
| Thornton Corridor Phases I-IV | Large Capital Project | 50 | Employment: 1,640 Population: 2,533 | High |
| US 60 (MP 352-384) | Safety Project | 45 | Not Evaluated | High |
| SR 260 Complete Streets Elements (MP 337-340) | Alternative Mode Project | 45 | Not Evaluated | High |
| Pinetop-Lakeside Pedestrian Safety Study Recommendations | Alternative Mode Project | 45 | Not Evaluated | High |
| SR 77 (MP 347-351) | Safety Project | 40 | Not Evaluated | Medium |
| SR 77/Center Street (Snowflake) | Safety Project | 40 | Not Evaluated | Medium |
| SR 77/White Mountain Lake Road | Safety Project | 40 | Not Evaluated | Medium |
| SR 260 Bus Pull-Outs | Alternative Mode Project | 40 | Not Evaluated | Medium |
| SR 260/Woolford Road | Safety Project | 40 | Not Evaluated | Medium |
| Stanford Drive Reconstruction | Large Capital Project | 35 | Employment: 80 Population: 341 | Medium |
| US 60 Widening (Show Low to Vernon) | Large Capital Project | 35 | Low | Medium |
| SR 77 Widening (Show Low to Taylor) | Large Capital Project | 35 | Low | Medium |
| US 60 (MP 341-343) | Safety Project | 35 | Not Evaluated | Medium |
| US 60 (MP 345-352) | Safety Project | 35 | Not Evaluated | Medium |
| US 60 Variable Message Signs | Safety Project | 35 | Not Evaluated | Medium |
| SR 260 Raised Median (Vacation Village Drive to Wagon Wheel Lane) | Safety Project | 35 | Not Evaluated | Medium |
| Supplement/Expand White Mountain Connection | Alternative Mode Project | 35 | Not Evaluated | Medium |
| Summit Trail Extension | Large Capital Project | 30 | Employment: 810 Population: 3,773 | Medium |
| SR 260/Rainbow Lake Road | Safety Project | 30 | Not Evaluated | Medium |
| SR 260/Branding Iron Loop | Safety Project | 30 | Not Evaluated | Medium |
| SR 61 (MP 352-373) | Safety Project | 30 | Not Evaluated | Medium |
| SR 260 (SR 277 to US 60) | Safety Project | 30 | Not Evaluated | Medium |
| US 60 (MP 317 to SR 260) | Safety Project | 30 | Not Evaluated | Medium |
| Whipple Road Traffic Calming | Traffic Operations Project | 30 | Not Evaluated | Medium |
| US 60/SR 260 Signal Modifications | Traffic Operations Project | 30 | Not Evaluated | Medium |
| Old Linden Rd/Central Avenue Roundabout | Traffic Operations Project | 30 | Not Evaluated | Medium |
| SR 260 Widening (MP 335 to Old Linden Rd) | Large Capital Project | 25 | Not Evaluated | Low |
| SR 260/Penrod Lane | Safety Project | 25 | Not Evaluated | Low |
| US 60/Old Linden Road | Safety Project | 25 | Not Evaluated | Low |
| SR 277/Paper Mill Road | Safety Project | 25 | Not Evaluated | Low |
| SR 77 Industrial Access Improvements | Traffic Operations Project | 25 | Not Evaluated | Low |

| Name | Type | Score | Economic Impact | Prioritization |
|---|----------------------------|-------|----------------------------------|----------------|
| Whipple St/Central Avenue Roundabout | Traffic Operations Project | 25 | Not Evaluated | Low |
| ADOT Route Trails | Alternative Mode Projects | 25 | Not Evaluated | Low |
| Porter Mountain Rd/ CR-3144 Paving/ Reconstruction | Large Capital Project | 25 | Employment: 0 Population: 544 | Low |
| SR 61 Widening (Stanford to Concho) | Large Capital Project | 20 | Low | Low |
| Concho Hwy/El Dorado Road | Safety Project | 20 | Not Evaluated | Low |
| US 60/Bordon Ranch Road | Safety Project | 20 | Not Evaluated | Low |
| US 60/Mormon Lake Road | Safety Project | 20 | Not Evaluated | Low |
| Concho Hwy Intersection Improvements | Traffic Operations Project | 20 | Not Evaluated | Low |
| Vernon-McNary Road Paving | Traffic Operations Project | 20 | Not Evaluated | Low |
| Show Low Lake Road Operational Improvements | Traffic Operations Project | 20 | Not Evaluated | Low |
| Implement Regional Paratransit Services | Alternative Mode Project | 20 | Not Evaluated | Low |
| Bus Shelter Replacements | Alternative Mode Project | 20 | Not Evaluated | Low |
| Fire Station Signals | Traffic Operations Project | 15 | Not Evaluated | Low |

4.5 HIGH PRIORITY PROJECT REFINEMENT

While some of the high priority projects are well defined because they have already gone through project refinement and been partially or fully designed, some of the high-priority projects are much more conceptual.

This section of the report details the design and project development status of high-priority projects in and provides conceptual design elements for projects that have not been as defined.

SR 260/SHOW LOW LAKE RD-CUB LAKE RD SAFETY & CAPACITY IMPROVEMENTS

Design is already underway to make capacity and safety improvements to the intersection of SR 260 and Show Low Lake Rd/Cub Lake Rd near the White Mountain Regional Medical Center. The project is fully funded and programmed in the NACOG Transportation Investment Plan (TIP) to the amount of \$800,000 of Highway User Revenue Fund Exchange (HURF) Exchange program monies for FY21.

Preliminary plans for the intersection include the addition of right-turn lanes at all four quadrants of the intersection, which will necessitate modifying the location of the existing signal infrastructure. The right-turn lanes will not only improve traffic operations at the intersection, but the right-turn lanes on SR 260 will allow turning vehicles to pull out of the through lanes as they decelerate, which will help reduce rear-end collisions. The proximity to the hospital makes this project particularly important for efficient emergency response.

SCOTT RANCH ROAD PHASE II

Scott Ranch Road Phase II is nearly shovel-ready. A categorical exclusion (CE) was obtained from ADOT through the National Environmental Policy Act (NEPA) process in September of 2011, since that time Scott Ranch Road has been extended from its terminus just east of SR 260 to Show Low Lake Road.

The second phase, which extends across Show Low Creek to Penrod Road, already has 30% design completed and the City of Show Low has set aside \$1,300,000 as a local match to obtain grant funding for the remainder of the project. Additionally, the Section 404 Permit, required by the Clean Water Act, is currently being studied and obtained for the bridge over Show Low Creek. As the project is already partially through the design process, further refinement is not necessary for this project.

The City is seeking to obtain a Better Utilizing Investments to Leverage Development (BUILD) grant, administered by the U.S. Department of Transportation, to fund the remainder of the estimated \$9M - \$11M project.

WOOLFORD ROAD CROSSING

Design and planning for the Woolford Road Crossing (extension over Show Low Creek to Lorenzo Sitgreaves Drive) has been completed. The environmental clearances to cross Show Low Creek have been obtained and the roadway and bridge are 100% designed.

The responsibility for funding the roadway extension and bridge are the responsibility of the developer of Show Low Bluffs, the large mixed-use development on the east side of Show Low Creek.

The entitlements for the Show Low Bluffs development includes the requirement that once 310 residential lots have been platted, the developer must construct the new roadway and bridge. As Show Low Bluffs continues to develop, the developer is responsible for further extending Woolford Road from Lorenzo Sitgreaves Drive to Penrod Road, which will complete the new connection between SR 260 and Penrod Road. The timing of these extensions is dependent on the pace at which Show Low Bluffs develops.

WOOLFORD ROAD/CENTRAL AVENUE IMPROVEMENTS

The Woolford Road/Central Avenue corridor between US 60 (Deuce of Clubs) and SR 260 has become relatively congested due to regional traffic using the corridor to bypass central Show Low. The roadway currently has an average daily traffic (ADT) volume of over 12,000 vehicles. By 2040 the traffic volumes are anticipated to be over 20,000 vehicles per day.

Capacity improvements are needed to accommodate the additional demand. However, no specific plans have been developed by the City of Show Low.

Based on information provided by the City of Show Low, the right-of-way varies throughout the corridor. There is over 100 feet of right-of-way available on the corridor between approximately Sierra Park Trail and just west of SR 260. However, the topography is challenging through this segment and the roadway footprint should be minimized to limit grading efforts as much as possible. There are current plans to add a multi-use trail along a segment of the corridor between Whipple Street and SR 260, where currently no pedestrian facilities exist.

The right-of-way at the intersection with SR 260 narrows to approximately 80 feet. Additional capacity improvements are likely needed at the intersection of SR 260 and Woolford Road, including dual northbound left-turn lanes and potentially dual eastbound right-turn lanes to accommodate demand. Further traffic analysis would be warranted to confirm the most cost-effective improvements and the impacts to the constrained right-of-way on Woolford Road.

The segment of Central Avenue between Sierra Park Trail and Owens Street is 68 feet wide. From Owens Street northward to US 60 (Deuce of Clubs), the right-of-way width varies, but is never narrower than approximately 80 feet.

Potential cross-sections for the corridor are:

- Cross-section A (Optimal): shown in **Figure 11:**
 - **Location:** US 60 (Deuce of Clubs) to Owens Street
 - **Travel Lanes:** Four 11-foot travel lanes.
 - **Median:** 12-foot center median that can be used for left-turn lanes at intersections
 - **Pedestrian Accommodations:** Six-foot standard sidewalk on both sides with three-foot landscape buffers.

- Cross-section B (Narrow): shown in **Figure 12:**
 - **Location:** Owens Street to Whipple Street
 - **Travel Lanes:** Four 11-foot travel lanes.
 - **Median:** 12-foot center median that can be used for left-turn lanes at intersections
 - **Pedestrian Accommodations:** Six-foot standard sidewalk on both sides with no landscape buffers.

- Cross-section C (Narrow with Trail): shown in

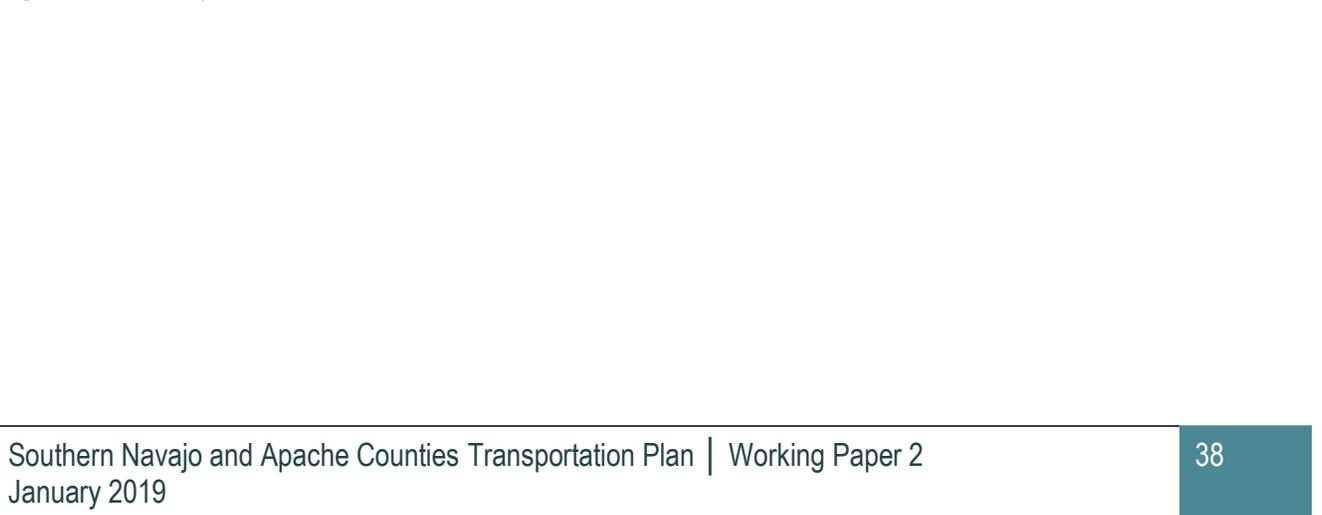
- Figure 13:
 - **Location:** Whipple Street to SR 260
 - **Travel Lanes:** Four 11-foot travel lanes.
 - **Median:** 4-foot concrete center median on segments between intersections. The roadway should widen out at intersections to allow for dedicated left-turn lanes at Sierra Park Trail, Pine Vista Drive, and Twin Peak Trail.
 - **Pedestrian Accommodations:** Six-foot standard sidewalk on one side and a 10-foot shared-use path on the other side with two-foot buffers. To limit grading activities, the sidewalk and shared-use path can follow the terrain more closely, though they still need to be ADA compliant.

A planning-level cost estimate for this project is between \$14M and \$15M. Due to the size of the project, funding for the project will need to come from several sources, including local, federal, and state funding sources.

Figure 11: Woolford Road/Central Avenue Cross-Section A (74')



Figure 12: Woolford Road/Central Avenue Cross-Section B (68')



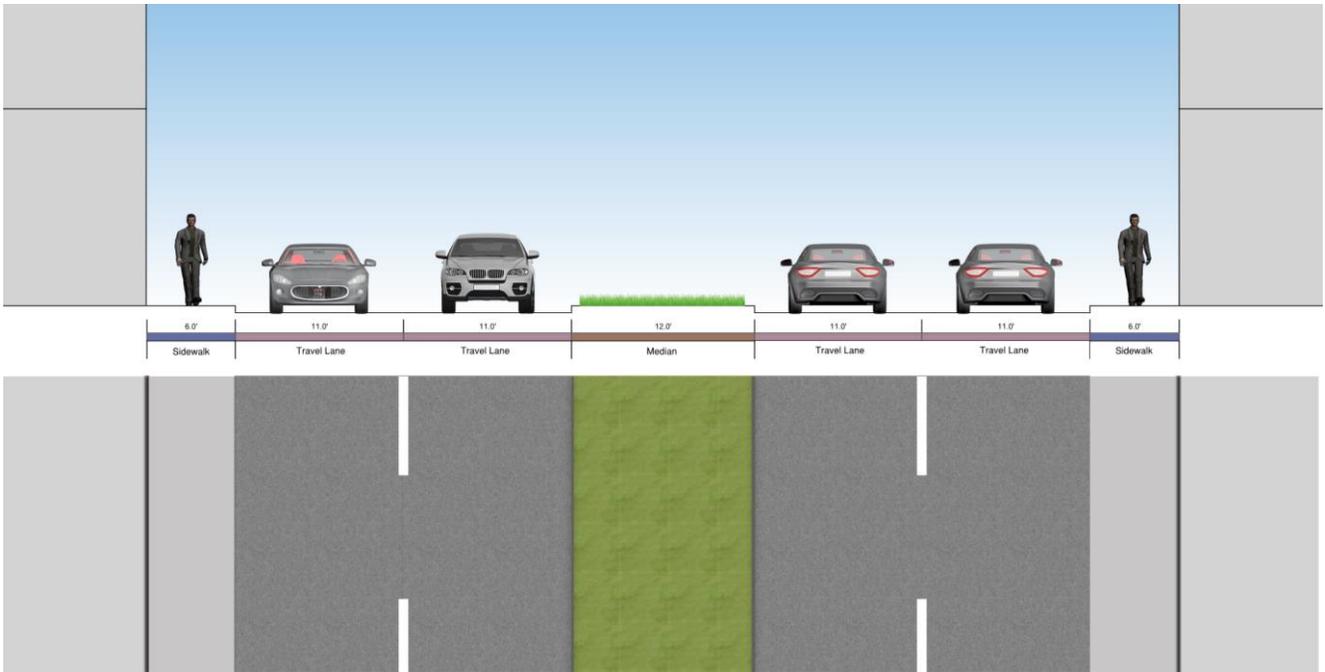
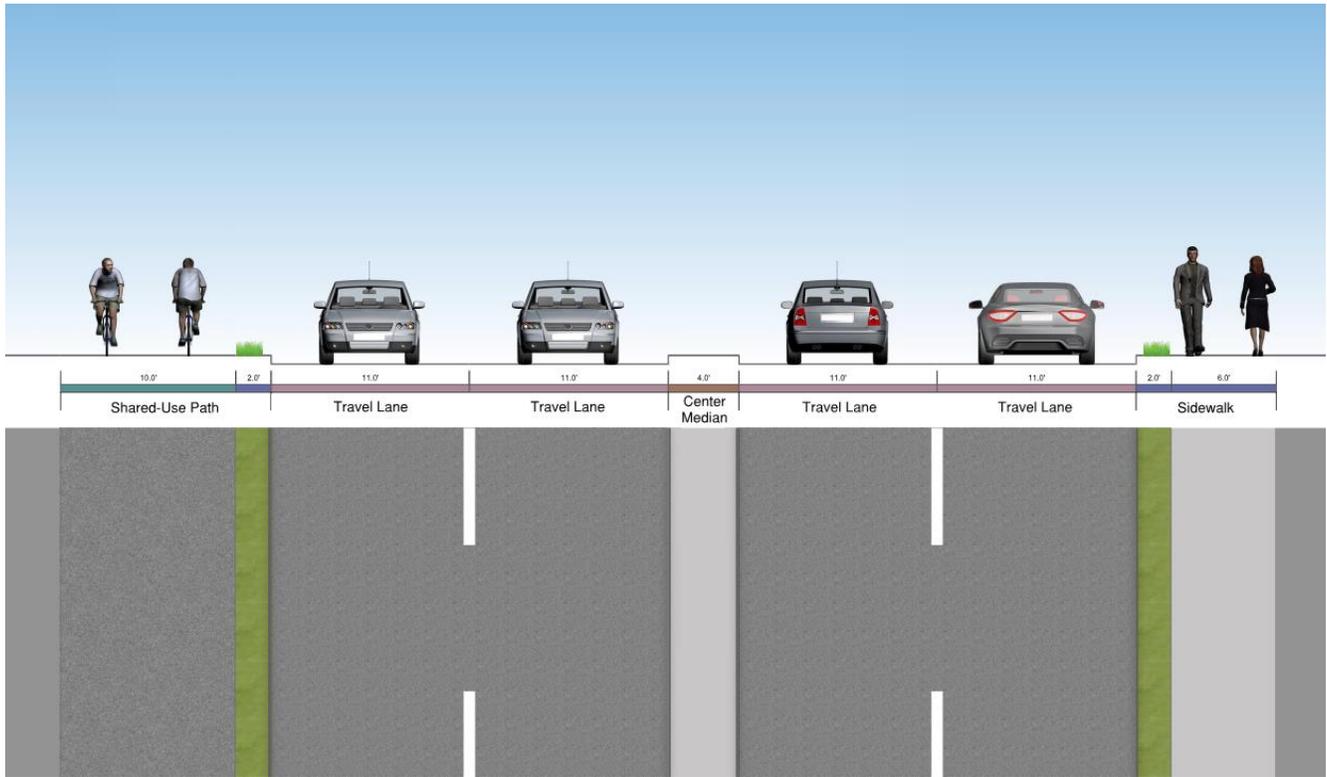


Figure 13: Woolford Road/Central Avenue Cross-Section C (68')



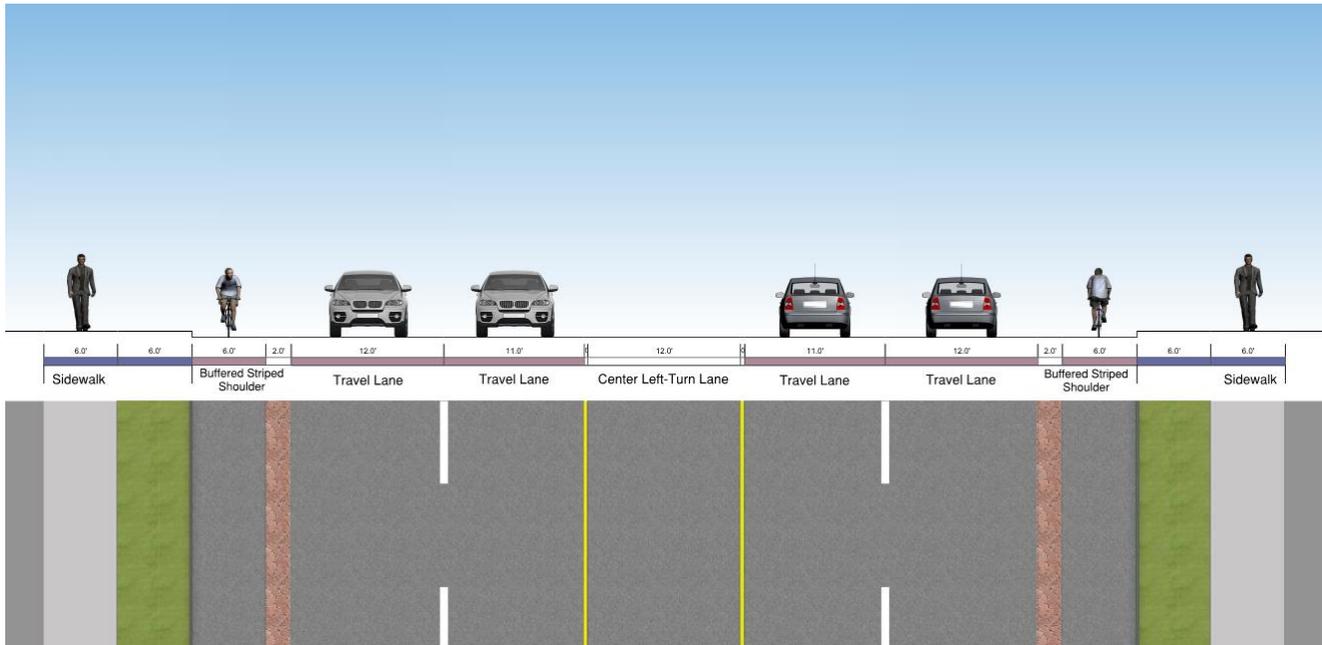
SR 260 CROSS-SECTION (US 60 – SR 73)

SR 260 is the main route between Show Low and Pinetop-Lakeside. The roadway is currently a five-lane section with inconsistent pedestrian facilities as it travels through Show Low, Pinetop-Lakeside and unincorporated Navajo County. There is a desire, as shown by the public and stakeholder input, to have a consistent pedestrian and bicycle infrastructure along the length of the roadway between US 60 in Show Low and SR 73 south of Pinetop-Lakeside.

Figure 14 shows an optimal cross-section that could be implemented on a majority of the corridor. The cross-section is 98 feet wide and includes:

- Two travel lanes in each direction, with the outside lane slightly wider to accommodate trucks;
- A center median that can be a raised landscaped median and providing left turn lanes at intersections; or a continuous left turn lane, similar to much of the existing roadway; the median can be implemented at strategic locations to accommodate pedestrian crossings.
- Striped paved shoulders (for use by bicyclists) on both sides of the road with buffer zones due to the high-speed traffic on the roadway;
- A landscape buffer between the roadway and the sidewalk; and
- Sidewalks on both sides of the roadway to accommodate pedestrians.

Figure 14: SR 260 Cross-Section (98')



The right-of way of SR 260 is variable along the length of the corridor. There are several locations within Show Low and Pinetop-Lakeside where 98 feet of right-of-way is not available. The approximate locations that are less than 98 feet include:

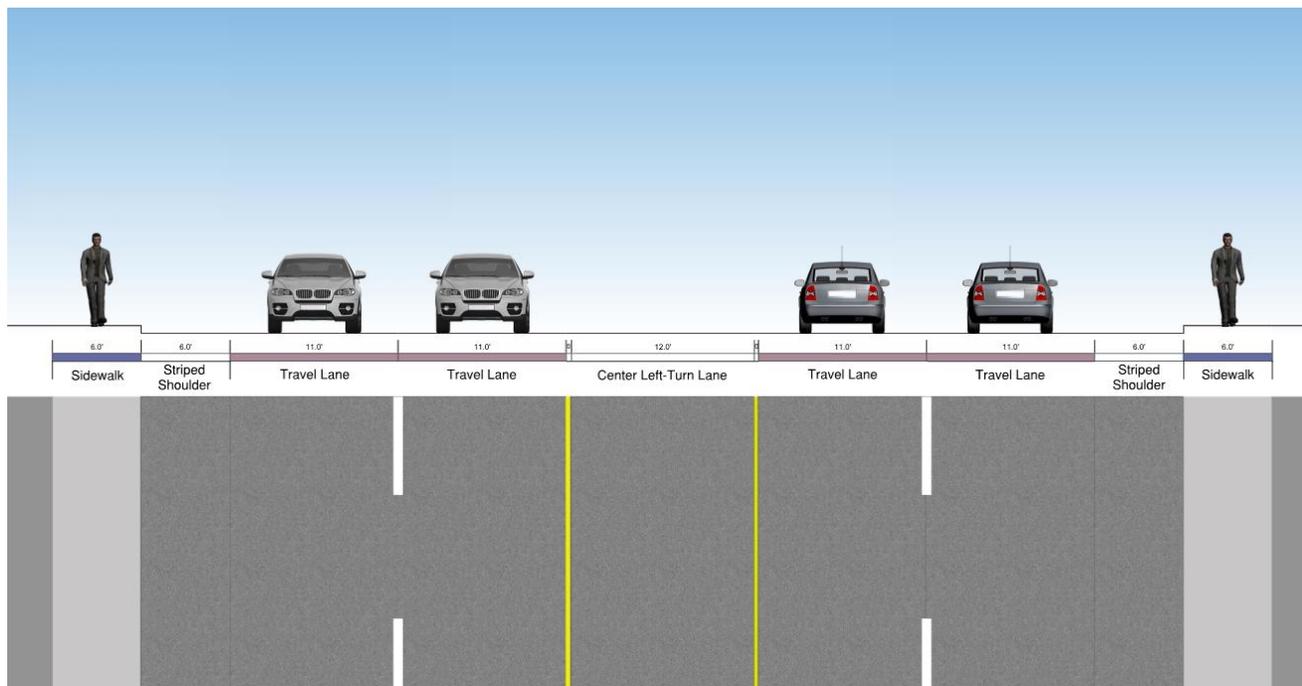
- US 60 (Deuce of Clubs) to Stock Street (as narrow as ≈ 80 feet);
- La Paz Way to Woodland Road (as narrow as ≈ 95 feet); and
- Woodland Lake Road to Poplar Drive (as narrow as ≈ 60 feet).

For the sections that go as narrow as 80 feet of right-of-way, a minimal cross-section has been developed as shown in

Figure 15. Differences between the optimal cross-section and the narrow cross-section include:

- The 12-foot outside lane has been narrowed to an 11-foot lane;
- The buffer has been removed between the outside travel lane and the striped paved shoulder;
- The landscape buffer has been removed, along with the ability to provide right-turn lanes (though some could be added at select locations where the right-of-way allows).

Figure 15: SR 260 Narrow Cross-Section (80')



For the section of SR 260 between Woodland Lake Road and Poplar Drive (central Pinetop), a majority of sidewalk is constructed outside of existing right of way, imposing challenges to providing additional space for pedestrians and bicycles. There are already continuous sidewalks along both sides of the roadway; however, there is not room to add striped paved shoulders (for use by bicyclists) while maintaining two travel lanes in each direction and a center left turn lane.

While not an optimal solution because of the relatively high-speed limit (35 mph), the roadway may be configured as recommended in the Pinetop-Lakeside Pedestrian Safety study and include “Bikes May Use Full Lane” signage to accommodate bicycles on the roadway.

The section of SR 260 east of Worldmark Road is a divided highway with a speed limit of 50 mph (and then 55 mph east of Branding Iron Loop). There is an existing shared-use path on the east side of the roadway to Branding Iron Loop, which could be widened to a 10-12 foot shared-use path. This recommendation is consistent with the Pinetop-Lakeside Pedestrian Safety Study, which recommended reconstruction of the current shared-use path between Hill Drive and Buck Springs Road. The shared-use path would be extended to SR 73 and provide multimodal access to the Hon-Dah Resort and adjacent residential areas.

A planning-level cost for this project (17 miles of improvements) is \$20M-\$25M, including design, environmental clearances, construction, and contingencies. Due to the size of the project, it would be implemented in several phases.

Federal funding opportunities to implement safety and multimodal improvements to state highways include:

- BUILD grants;
- Transportation Infrastructure Finance and Innovation Act (TIFIA) loans;

- Highway Safety Improvement Program (HSIP) grants; and
- STBG funding.

These funding sources could be viable options, but they are highly competitive and require a local match. State funding sources, such as HURF funding, and local funding sources, such as bonding or a TTF could be used to supplement other sources of funding.

THORNTON CORRIDOR PHASES I-IV

The Thornton Road corridor, once completed, will provide the only continuous east-west corridor north of US 60 that crosses Show Low Creek. As congestion along US 60 increases, Thornton Road will serve as an alternate route for local traffic, while also opening a substantial amount of vacant land to residential development on the north side of the city. Phase I, the section between Central Avenue and 6th Street, is already fully designed and funded. It is anticipated to begin construction in Spring of 2019 for a cost of \$535,000.

Design has not begun, and funding sources have not been identified for Phase II or III (from the current west end of Thornton Road west of Central Avenue to 22nd Street). Phase IV (the section between 6th Street and Commerce Drive) is in Show Low’s CIP. The right-of-way is already in place for Phase IV and utilities have already been laid. An idea to reduce overall cost of Phase IV is to provide a low-water crossing instead of a full bridge over Show Low Creek, which will reduce the overall cost substantially.

Phase I will be built as a 24-foot-wide roadway, with curb on both sides. No sidewalks or bicycle accommodations are envisioned, though sidewalks could be a requirement for developers to add when and if the land is subdivided and developed. It is envisioned that the subsequent phases would be built to a similar cross-section. A planning-level cost for Phases II and III is between \$3M and \$4M. These phases could be built as development occurs, either by the developers themselves or through impact fees.

US 60 (MP 352 – 384) SAFETY IMPROVEMENTS

This project was introduced and defined by the SR 260/US 60 Corridor Profile Study (CPS), completed in March of 2018. Safety improvements through the Vernon area on US 60 arose as the highest priority project in the CPS. The CPS estimated the cost for improvements at \$29.4M and includes the following improvements:

- Widen shoulders in both directions
- Install centerline rumble strips
- Construct right and left turn lanes at the intersection of US 60 and County Road 3330/3331 (MP 354.25)
- Install curve warning signage (EB MP 366 and WB MP 368)
- Install curve chevrons (EB MP 366.25-366.5 and WB MP 366.75-367)
- Install dynamic weather warning beacons (EB MP 366 and WB MP 368)

A potential funding source is an application to the ADOT HSIP. The HSIP program provides states with funding to help achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.

SR 260 CROSS-SECTION (MP 337 – 340)

Similar to SR 260 between Show Low and Pinetop-Lakeside, SR 260 west side of Show Low is a high-speed, high-volume roadway that attracts both local and long-distance traffic. The road provides access to several residential developments; there is need to accommodate pedestrian and bicycle demand for both recreation and commuting needs.

Between Old Linden Road and US 60, SR 260 is a five-lane section, with two travel lanes in each direction and a center continuous left turn lane. There are continuous sidewalks on the south side of the roadway, and a mix of sidewalks and shared-use path on the north side of the roadway. Between MP 337 and Old Linden Road, SR 260 is predominantly a two-lane rural section highway, with narrow shoulders.

Two alternative roadway concepts are proposed to improve multimodal safety on the section of SR 260 between Old Linden Road and US 60, while maintaining the existing roadway width to avoid full reconstruction:

Alternative A: shown in **Figure 16:**

- Narrow all the travel lanes to 11 feet.
- Add an 11-foot center median that can accommodate left turn lanes at intersections.
- Add a 5.5-foot striped paved shoulder on both sides of the roadway.
- Maintain existing sidewalks on the south side of the road and mix of sidewalks and shared-use path on the north side of the road. The addition of striped paved shoulder adds additional separation between vehicular traffic and the sidewalks, increasing the comfort of pedestrians.
- Planning-level cost: \$3M - \$4M (assumes mill and overlay of entire roadway)

Alternative B: shown in **Figure 17:**

- Narrow the inner travel lanes to 11 feet.
- Add a 12-foot center median that can accommodate left turn lanes and intersections.
- Add a 6-foot striped paved shoulder with a 2-foot buffer to the eastbound side of the roadway.
- Reconstruct the shared-use path on the north side of the roadway to a continuous 10-foot paved path for the entire length of the segment, which would replace the existing sidewalk. This path would accommodate both pedestrian and bicycle traffic, removing the need for a westbound striped paved shoulder.
- Planning-level cost: \$5.5M - \$6.5M (assumes mill and overlay of entire roadway)

Figure 16: SR 260 (Old Linden Road to US 60) Alternative A

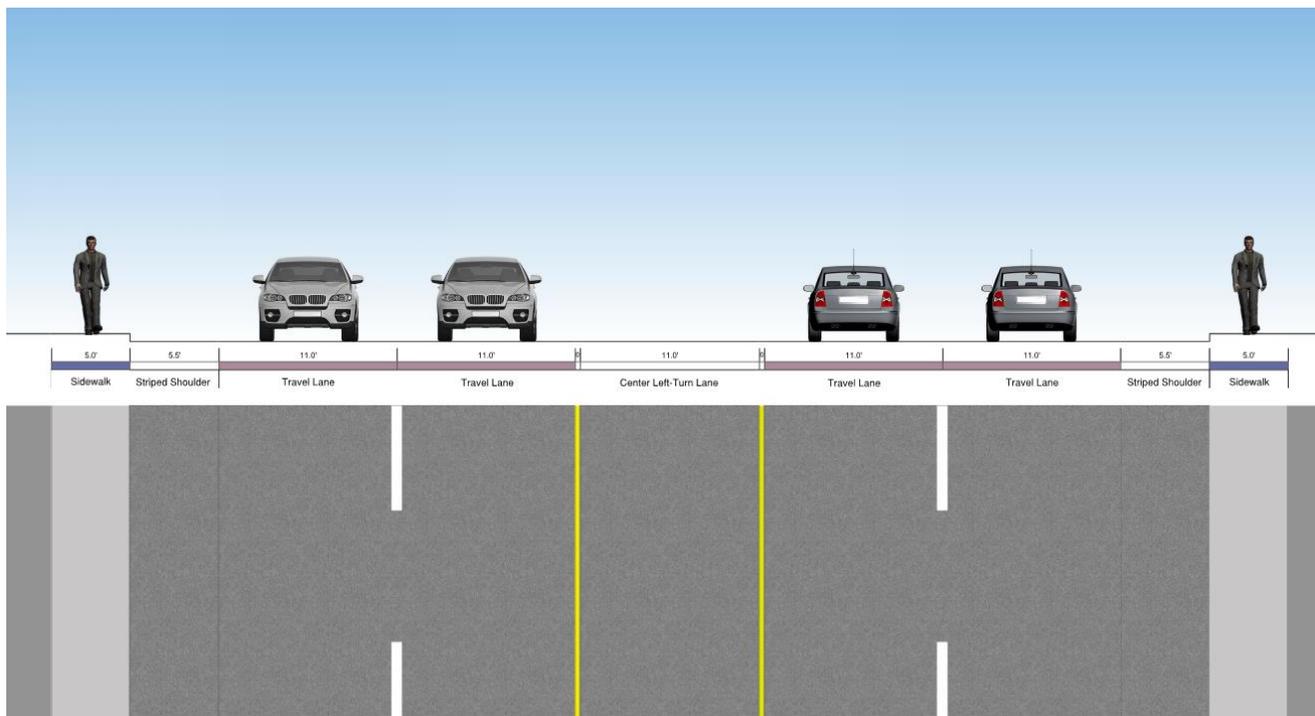
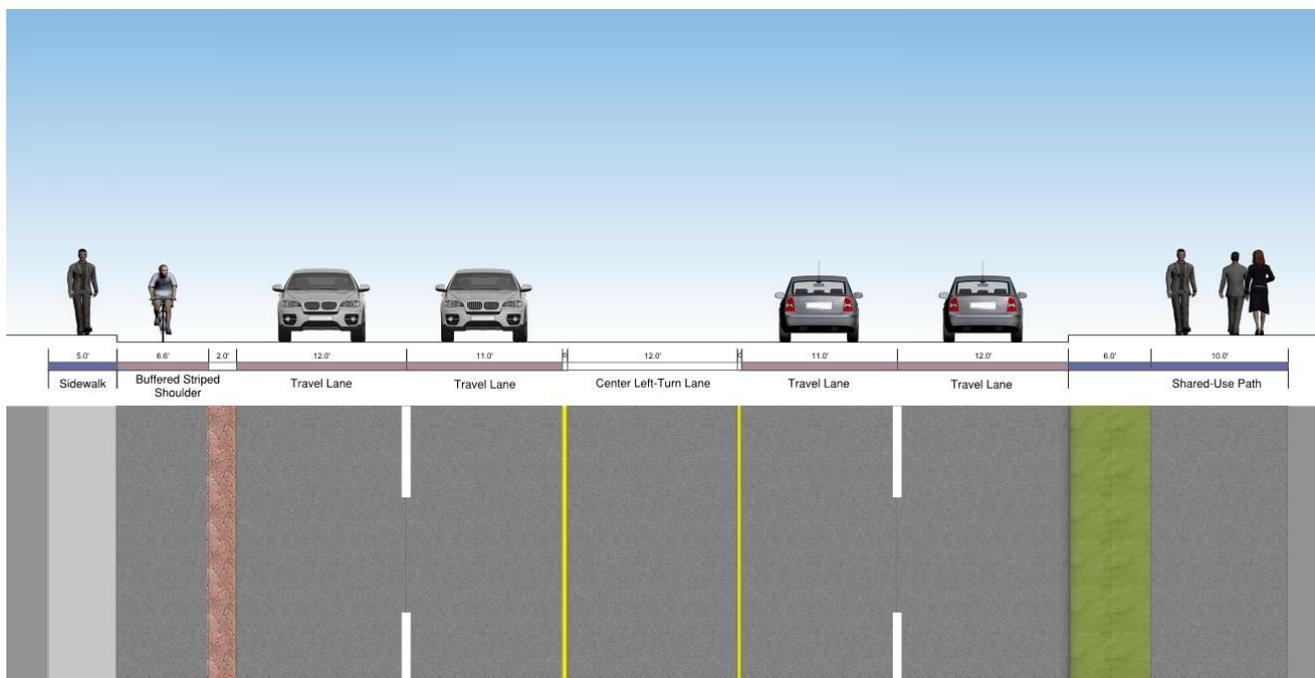


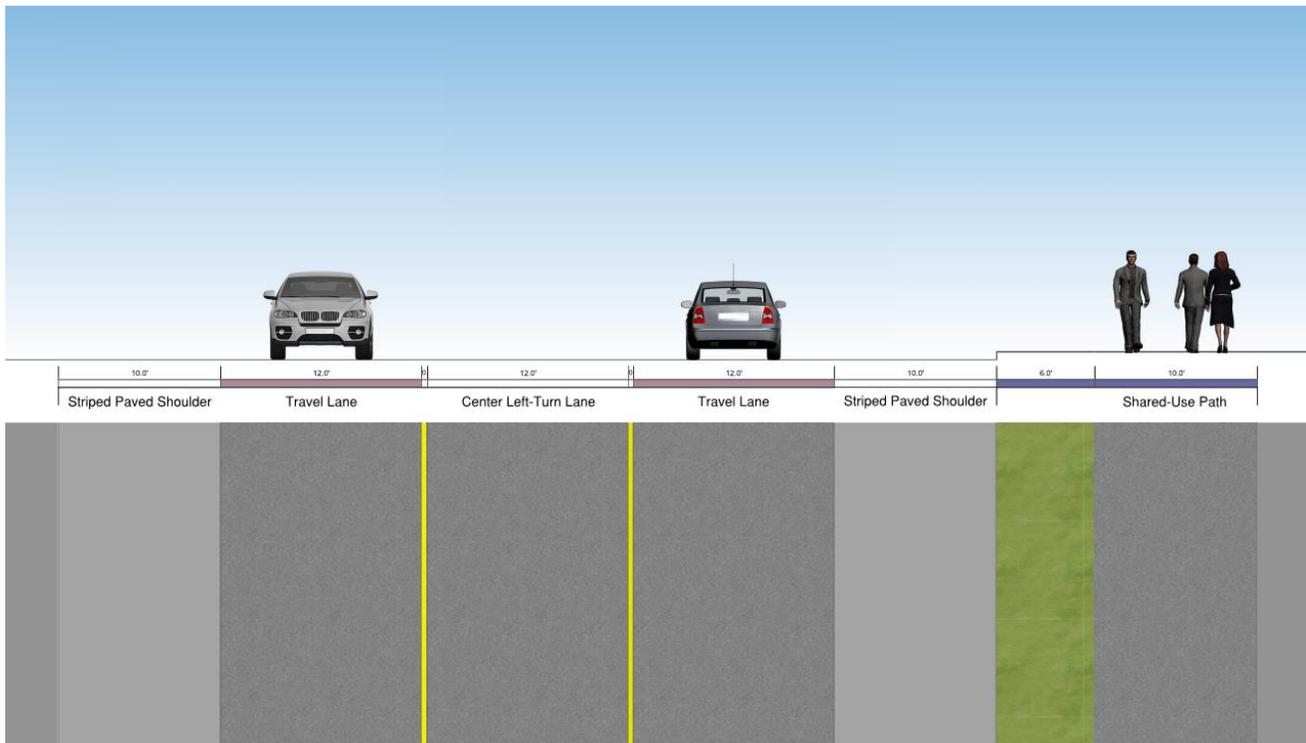
Figure 17: SR 260 (Old Linden Road to US 60) Alternative B



An alternative was developed for the segment of SR 260 between MP 337 (approximately Smith Ranch Road) to Old Linden Road (shown in **Figure 18**). Features of this alternative include:

- Widen the existing shoulders to 10 feet, which would accommodate bicycles.
- Add a center left-turn lane through the entire segment.
- Add a 10-foot shared-use path on the north side of the roadway to accommodate pedestrian demand and cyclists who are uncomfortable riding on the roadway.
- Planning-level cost: \$4M - \$5M.

Figure 18: SR 260 (MP 337 to Old Linden Road)



For all alternatives, additional pedestrian crossings should be provided throughout the corridor. Currently the only marked crosswalk in the entire three-mile stretch is at Old Linden Road. Additional crossings should include signals or pedestrian hybrid beacons (PHB) to increase driver awareness of crossing pedestrians and bicycles.

There are several federal funding opportunities available to implement safety and multimodal improvements to state highways including:

- National Highway Performance Program (NHPP) funding;
- BUILD grants;
- Transportation Infrastructure Finance and Innovation Act (TIFIA) loans;
- HSIP grants; and
- STBG funding.

These funding sources could be viable options, but they are highly competitive and require a local match. State funding sources, such as HURF funding, and local funding sources, such as bonding or a TTF could be used to supplement other sources of funding.

PINETOP-LAKESIDE PEDESTRIAN SAFETY STUDY RECOMMENDATIONS

The Pinetop-Lakeside Pedestrian Safety Study was completed in December of 2015 and includes recommendations to improve pedestrian safety, comfort, and connectivity throughout the Town of Pinetop-Lakeside, but a large portion of the study focused on pedestrian accommodations along and across SR 260. The plan was separated into six phases (A-F) and conceptual designs were created for each phase. High-level cost estimates were also developed so that the projects could be programmed. The improvements for each of the six phases include:

- Phase A: Rainbow Lake Pedestrian Improvements
 - Sidewalk and ADA ramp improvements on the east side of Lakeview Lane from SR 260 to Rainbow Lake Lane.
 - Pedestrian pathway and a pedestrian bridge crossing the spillway of the Rainbow Lake Dam.
 - Seal coating and striping reconfiguration on Rainbow Lake Lane from Lakeview Lane to Niels Hansen Drive to incorporate “Suggestion Lanes.”
 - ADA ramp and driveway improvements from the intersection of Rainbow Lake Lane and Niels Hansen Drive, north to SR 260.
 - Estimated Cost: \$550,000

- Phase B: SR 260 Sidewalk and Driveway Improvements
 - Replace existing sidewalk and add sidewalk where none currently exists so that there are continuous six-foot sidewalks offset six feet from the edge of the roadway on both sides of SR 260 from Niels Hansen Drive to Hill Drive.
 - Estimated Cost: \$5,871,000

- Phase C: SR 260 Median and Paved Shoulder Improvements
 - Add pedestrian median islands in strategic locations along SR 260 between Niels Hansen Drive and Hill Drive to make crossing SR 260 easier.
 - Stripe paved shoulders along the existing roadway to provide increased access for bicycles on portions of SR 260 with a curb-to-curb width of 68 feet or greater and shared lane signage where the curb-to-curb width is less than 68 feet.
 - Estimated Cost: \$625,000

- Phase D: Penrod Lane Traffic Signal and Parking Improvements
 - Reconfigure the intersection to add a fourth leg on the north side to provide access to businesses on the north side of the roadway.
 - Consolidate several driveways on the north side of the roadway to use the signalized intersection to improve access management and reduce pedestrian conflicts.
 - Estimated Cost: \$867,000

- Phase E: Pine Lake Road Pedestrian Hybrid Beacon (PHB)
 - Install a pedestrian hybrid beacon on SR 260 at the intersection with Pine Lake Road to accommodate pedestrian demand.

- Realign Pine Lake Road to intersect SR 260 at a right angle and provide a fourth leg on the north side of SR 260 to access the currently vacant parcels north of the intersection.
- Estimated Cost: \$395,000

- Hill Drive to Buck Springs Road Shared-Use Path
 - Reconstruct a shared-use path on the north side of SR 260 to provide pedestrian and bicycle access to the southeast side of Pinetop-Lakeside.
 - Bring the shared-use path to current ADA standards and realign to intersect side streets adjacent to SR 260 to increase the visibility of pedestrians and cyclists.
 - Estimated Cost: \$529,000

5. RECOMMENDED PROJECTS

Based on the results of the project prioritization and economic evaluation, a list of recommended projects was developed and categorized into short-, mid-, and long-term projects. Short-term projects are shown in **Table 13**, mid-term projects in **Table 14**, and long-term projects in **Table 15**.

High priority projects are listed under short- and mid-term timeframes considering funding constraints and environmental processes. The medium priority projects are listed in mid-term and long-term projects based on their scoring outcomes.

Low priority projects, from the project prioritization, are omitted as they likely are not critical within the 2040 horizon year. These projects are provided in **Table 16**.

All the recommended studies were added to the short-term projects list as they will help define additional projects in subsequent years. The short-term projects should be the highest priority for identifying grant funding and other sources to implement as quickly as feasible.

A map of the recommended projects is included in **Figure 19**.

Table 13: Short-Term Project Recommendations

| Name | Type | Score | Economic Impact | Prioritization | Est. Cost |
|---|------------------|-------|--------------------------|----------------|------------|
| SR 260/Show Low Lake Rd-Cub Lake Rd | Safety | 65 | - | High | \$800,000 |
| Scott Ranch Road Phase II | Major Capital | 60 | Emp: 1,490 Pop: 1,359 | High | \$9M-\$11M |
| Woolford Road Crossing | Major Capital | 55 | Emp: 1,120 Pop: 2,533 | High | \$6.5M |
| Thornton Corridor Phases I-IV | Major Capital | 50 | Emp: 1,640 Pop: 2,533 | High | \$3M-\$4M |
| US 60 (MP 352-384) | Safety | 45 | - | High | \$29.4M |
| Pinetop-Lakeside Pedestrian Safety Study Recommendations | Multimodal | 45 | - | High | \$8.8M |
| STUDIES/PLANS | | | | | |
| <i>Truck Commodity Study</i> | Study/Policy | N/A | N/A | High | - |
| <i>Consistency of Road Names Study</i> | Study/Policy | N/A | N/A | High | - |
| <i>Left-Turn Phase Study</i> | Study/Policy | N/A | N/A | High | - |
| <i>Traffic Signal Warrant Study</i> | Study/Policy | N/A | N/A | High | - |
| <i>Intersection Turn Lanes Analysis</i> | Study/Policy | N/A | N/A | High | - |
| <i>Regional Transit Circulator Feasibility Study</i> | Study/Policy | N/A | N/A | High | - |
| PRACTICES REVIEW | | | | | |
| <i>Review Snow Plow Practices</i> | Practices Review | N/A | N/A | High | - |
| <i>Pavement Preservation / Coordination with Local Agencies</i> | Practices Review | N/A | N/A | High | - |

Table 14: Mid-Term Project Recommendations

| Name | Type | Score | Economic Impact | Prioritization | Est. Cost |
|--|---------------|-------|------------------------|----------------|--------------|
| Woolford Rd/Central Avenue Improvements | Major Capital | 55 | Emp: 260 Pop: 1,194 | High | \$14M-\$15M |
| SR 260 Cross-Section (US 60 to SR 73) | Multimodal | 55 | - | High | \$20M-\$25M |
| SR 260 Cross-Section Elements (MP 337-340) | Multimodal | 45 | - | High | \$7M-\$11.5M |
| SR 77 (MP 347-351) | Safety | 40 | - | Medium | - |
| SR 77/Center Street (Snowflake) | Safety | 40 | - | Medium | - |
| SR 77/White Mountain Lake Road | Safety | 40 | - | Medium | - |
| SR 260 Bus Pull-Outs | Multimodal | 40 | - | Medium | - |
| SR 260/Woolford Road | Safety | 40 | - | Medium | - |

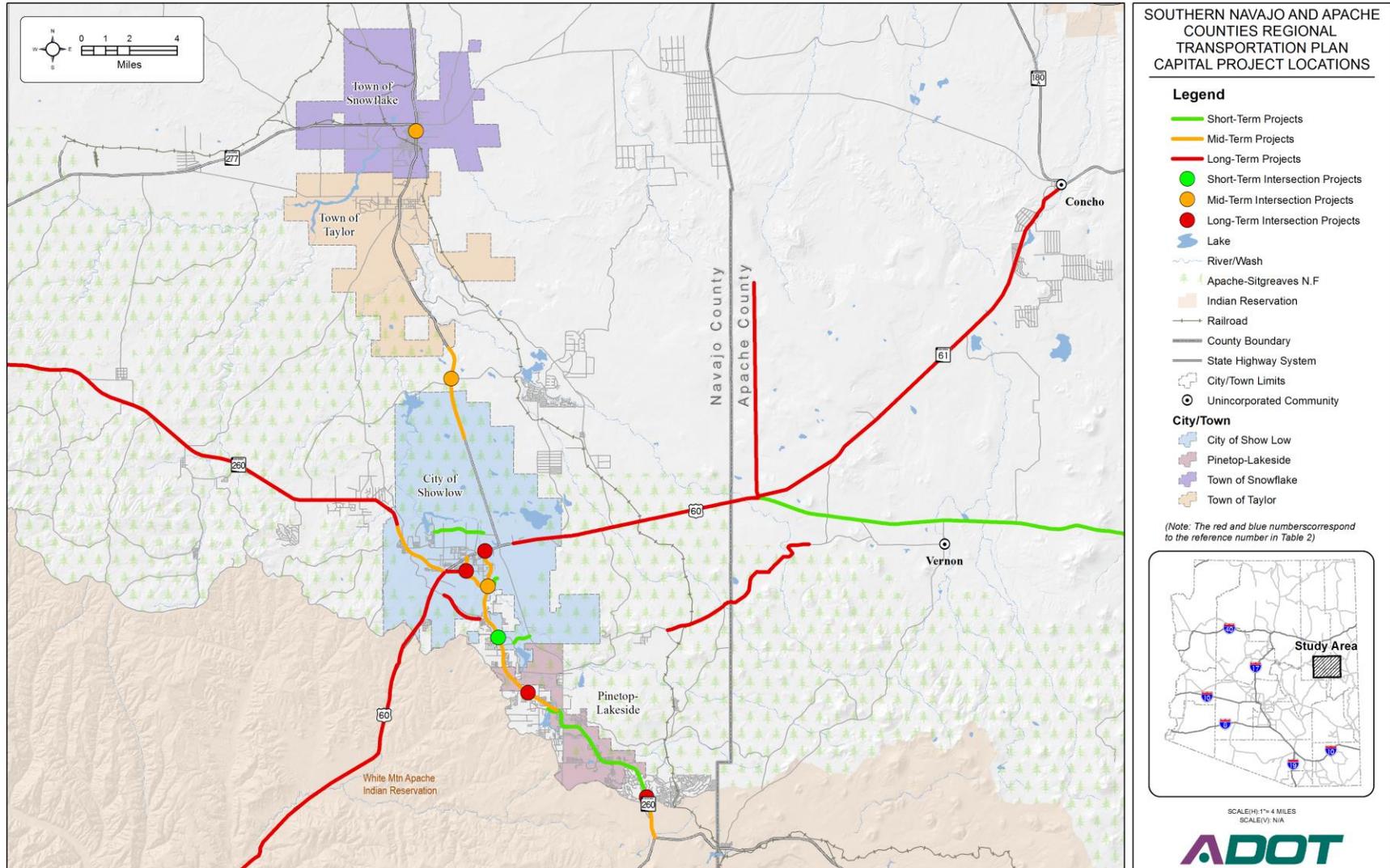
Table 15: Long-Term Project Recommendations

| Name | Type | Score | Economic Impact | Prioritization | Est. Cost |
|---|-----------------------|-------|------------------------|----------------|-----------|
| Stanford Dr. Reconstruction | Major Capital | 35 | Emp: 80 Pop: 341 | Medium | - |
| US 60 Widening (Show Low to Vernon) | Major Capital | 35 | Low | Medium | - |
| SR 77 Widening (Show Low to Taylor) | Major Capital | 35 | Low | Medium | - |
| US 60 (MP 341-343) | Safety | 35 | - | Medium | - |
| US 60 (MP 345-352) | Safety | 35 | - | Medium | - |
| US 60 Variable Message Signs | Safety | 35 | - | Medium | - |
| SR 260 Raised Median (Vacation Village Drive to Wagon Wheel Lane) | Safety | 35 | - | Medium | - |
| Supplement/Expand White Mountain Connection | Multimodal Project | 35 | - | Medium | - |
| Summit Trail Extension | Major Capital Project | 30 | Emp: 810 Pop: 3,773 | Medium | - |
| SR 260/Rainbow Lake Road | Safety | 30 | - | Medium | - |
| SR 260/Branding Iron Loop | Safety | 30 | - | Medium | - |
| SR 61 (MP 352-373) | Safety | 30 | - | Medium | - |
| SR 260 (SR 277 to US 60) | Safety | 30 | - | Medium | - |
| US 60 (MP 317 to SR 260) | Safety | 30 | - | Medium | - |
| Whipple Road Traffic Calming | Traffic Operations | 30 | - | Medium | - |
| US 60/SR 260 Signal Modifications | Traffic Operations | 30 | - | Medium | - |
| Whipple St/Central Ave Roundabout | Traffic Operations | 30 | - | Medium | - |
| Porter Mountain Road/ CR-3144 Paving/ Reconstruction | Major Capital | 25 | Emp: 0 Pop: 544 | Low | - |

Table 16: Projects Removed from Consideration

| Name | Type | Score | Economic Impact | Prioritization | Est. Cost |
|--|--------------------|-------|-----------------|----------------|-----------|
| SR 260 Widening (MP 335 to Old Linden Rd) | Major Capital | 25 | - | Low | \$6.8M |
| SR 260/Penrod Ln | Safety | 25 | - | Low | - |
| US 60/Old Linden Rd | Safety | 25 | - | Low | - |
| SR 277/Paper Mill Rd | Safety | 25 | - | Low | - |
| SR 77 Industrial Access Improvements | Traffic Operations | 25 | - | Low | - |
| ADOT Route Trails | Multimodal | 25 | - | Low | - |
| SR 61 Widening (US 60 to Concho) | Major Capital | 20 | - | Low | - |
| Concho Hwy/El Dorado Rd | Safety | 20 | - | Low | - |
| US 60/Bordon Ranch Rd | Safety | 20 | - | Low | - |
| Old Linden Rd/Central Ave Roundabout | Traffic Operations | 20 | - | Low | - |
| Concho Hwy Intersection Improvements | Traffic Operations | 20 | - | Low | - |
| Vernon-McNary Rd Paving | Traffic Operations | 20 | - | Low | - |
| Show Low Lake Rd Operational Improvements | Traffic Operations | 20 | - | Low | - |
| Implement Regional Paratransit Services | Multimodal | 20 | - | Low | - |
| Bus Shelter Replacements | Multimodal | 20 | - | Low | - |
| Fire Station Signals | Traffic Operations | 15 | - | Low | - |

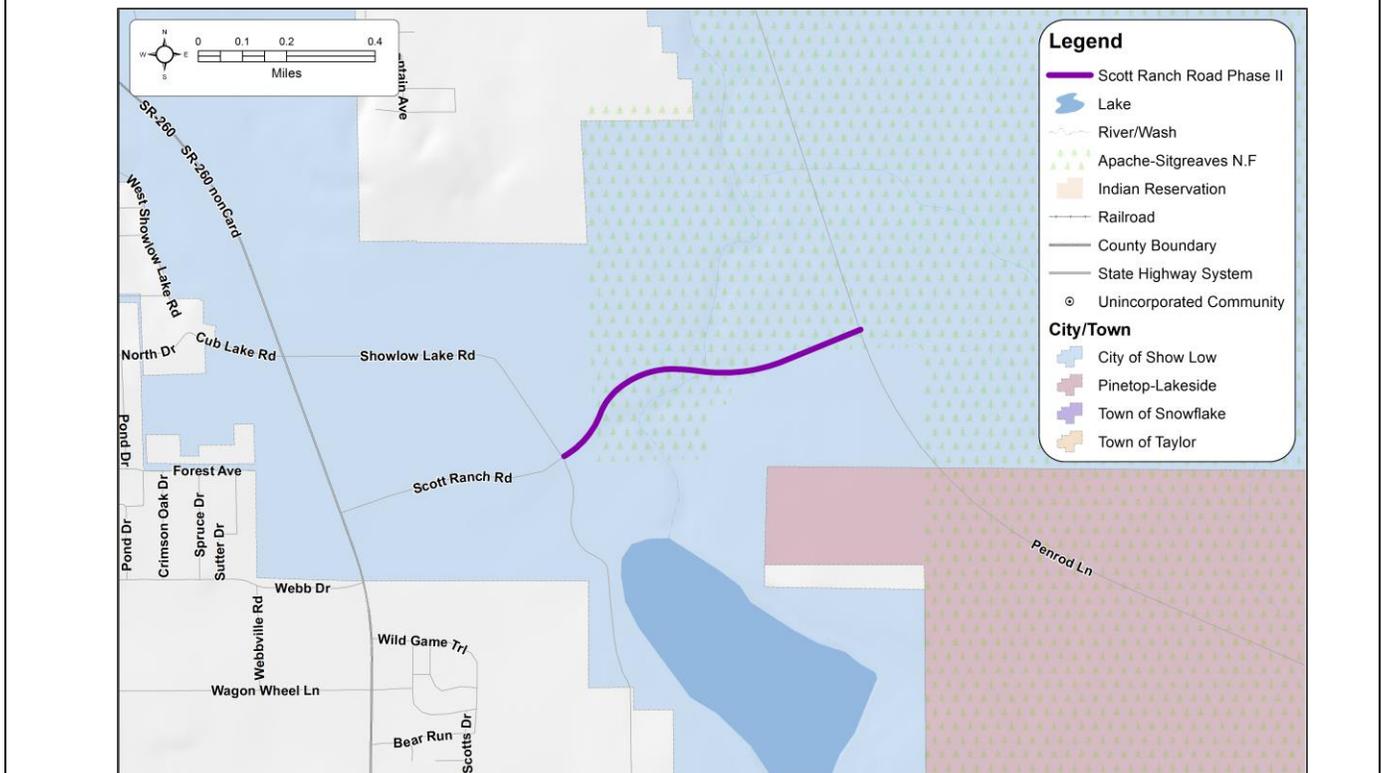
Figure 19: Recommended Projects



APPENDIX A: LARGE CAPITAL PROJECT DETAIL SHEETS

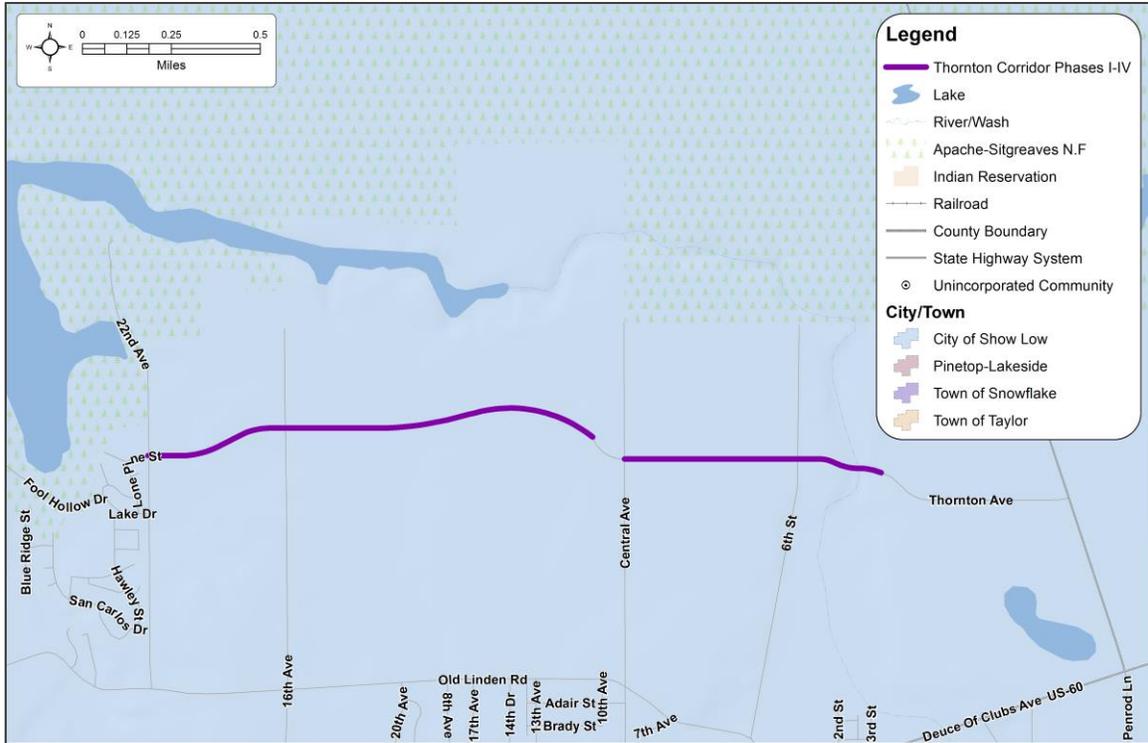
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|--|---|
| Project Name | Scott Ranch Road Phase II |
| Project Location | Show Low Lake Road to Penrod Road |
| Project Length (miles) | 1.3 |
| Functional Classification | Major Collector |
| Roadway Ownership/Maintenance | City of Show Low |
| Current Land Use | Residential, vacant |
| Project Justification | Improve regional mobility, increase access to hospital and major retail area, relieve traffic on SR 260, provide the only 100-year flood resistant bridge over Show Low Creek |
| Planning-Level Cost | \$9,000,000 - \$11,000,000 |
| Funding Status | \$1,300,000 set aside by City of Show Low, City seeking BUILD grant for remainder of project |
| Roadway Lanes | 2 (1 eastbound and 1 westbound) |
| Design Status | 30% Design complete |
| Utility Expansion | Yes |
| Other Jurisdiction Coordination | Yes – Forest Service (clearance already provided) |
| Environmental Clearances | 404 Waterway clearance underway, clearance obtained for remainder of corridor |
| Multimodal Accommodations | Sidewalks on both sides, no bike lanes or transit accommodations |

Location Map



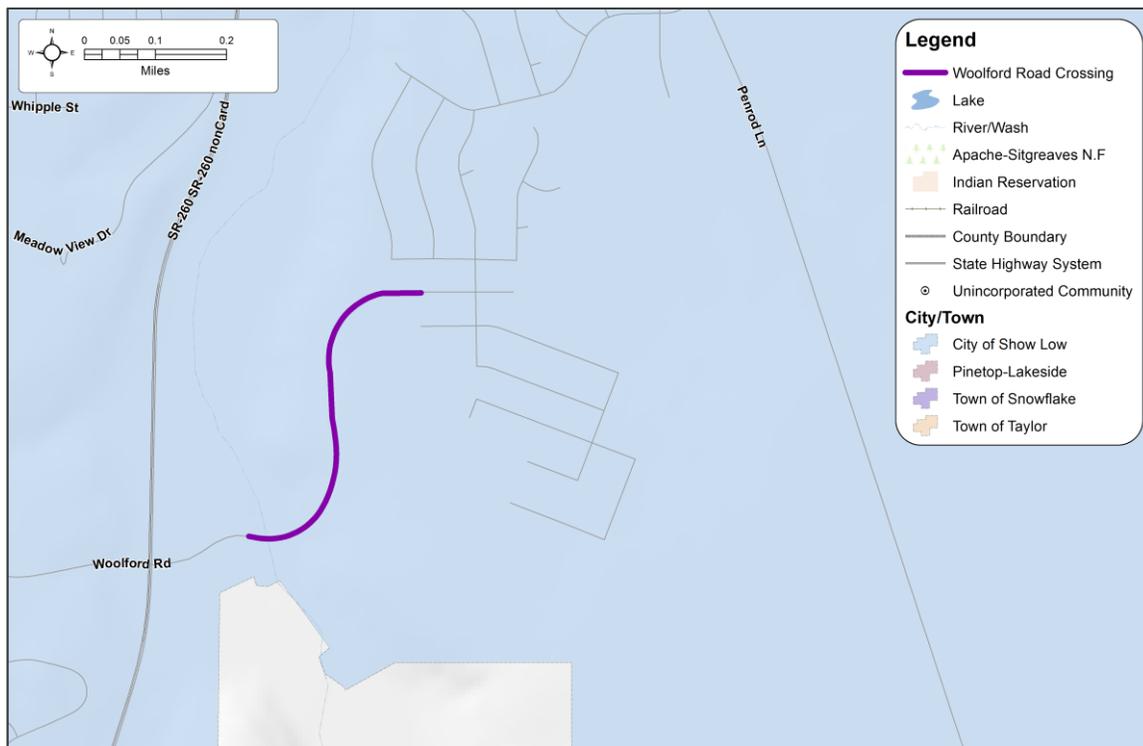
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|--|---|
| Project Name | Thornton Corridor – Phases I-IV |
| Project Location | 22 nd Avenue to Commerce Drive |
| Project Length (miles) | 2.0 |
| Functional Classification | Major Collector |
| Roadway Ownership/Maintenance | City of Show Low |
| Current Land Use | Residential, light industrial, vacant |
| Project Justification | Improve regional mobility, provide an additional crossing over Show Low Creek, increase access to vacant land |
| Planning-Level Cost | \$3,000,000 - \$4,000,000 |
| Funding Status | Phase I fully funded, Phases II and III not funded, Phase IV construction not funded, but in CIP and has R/W in place with utilities already laid |
| Roadway Lanes | 2 (1 eastbound and 1 westbound) |
| Design Status | Phase I complete, remaining phases not designed |
| Utility Expansion | Phase IV utilities in place already, Phase II water extension, no expansions with Phases I or III |
| Other Jurisdiction Coordination | Flood Control District for Phase IV, other phases all within Show Low |
| Environmental Clearances | 404 Waterway clearance required for Phase IV, none needed for other phases |
| Multimodal Accommodations | None |

Location Map



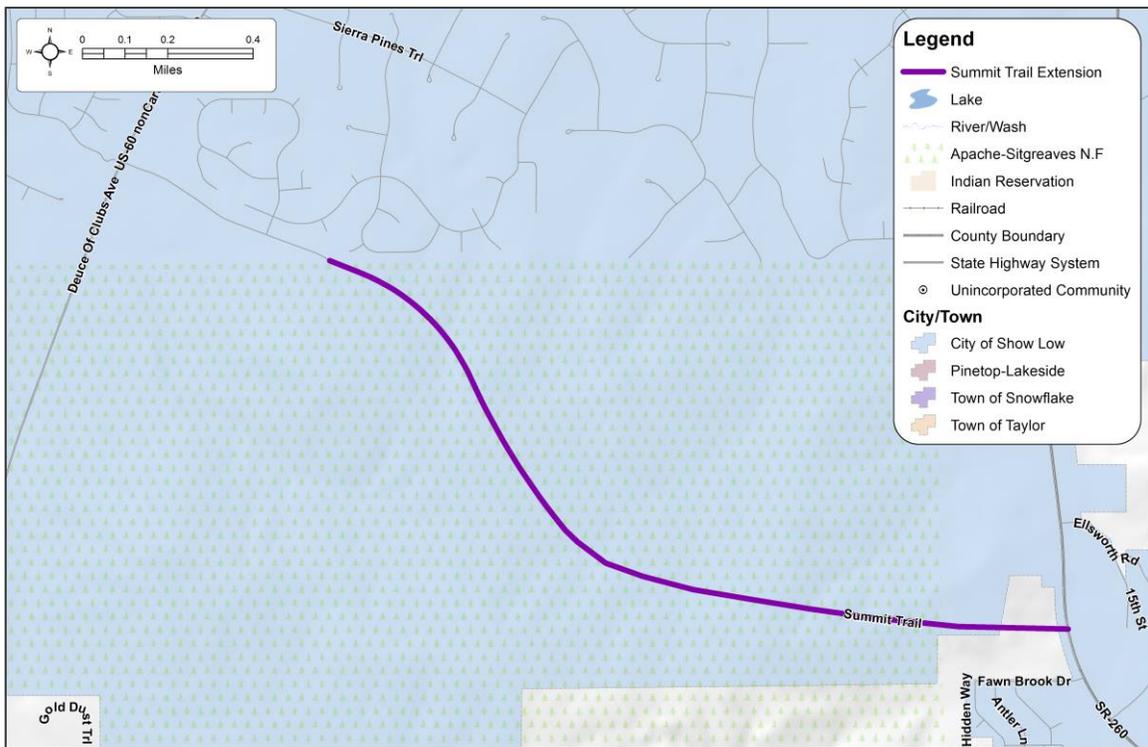
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|--|---|
| Project Name | Woolford Road Crossing |
| Project Location | East of SR 260 to Lorenzo Sitgreaves Drive |
| Project Length (miles) | 0.6 |
| Functional Classification | Minor Arterial |
| Roadway Ownership/Maintenance | City of Show Low |
| Current Land Use | Residential, commercial, vacant |
| Project Justification | Improve regional mobility, provide an additional crossing over Show Low Creek, increase access to a known growth area |
| Planning-Level Cost | Unknown |
| Funding Status | Developer of Show Low Bluffs will construct the roadway and bridge when they reach a threshold of platted residential lots. |
| Roadway Lanes | 2 (1 eastbound and 1 westbound) |
| Design Status | 100% designed |
| Utility Expansion | None required – utilities already exist |
| Other Jurisdiction Coordination | None, PUD zoning exists along Penrod Road |
| Environmental Clearances | All clearances already obtained |
| Multimodal Accommodations | Sidewalks on both sides, no bike lanes or transit accommodations |

Location Map



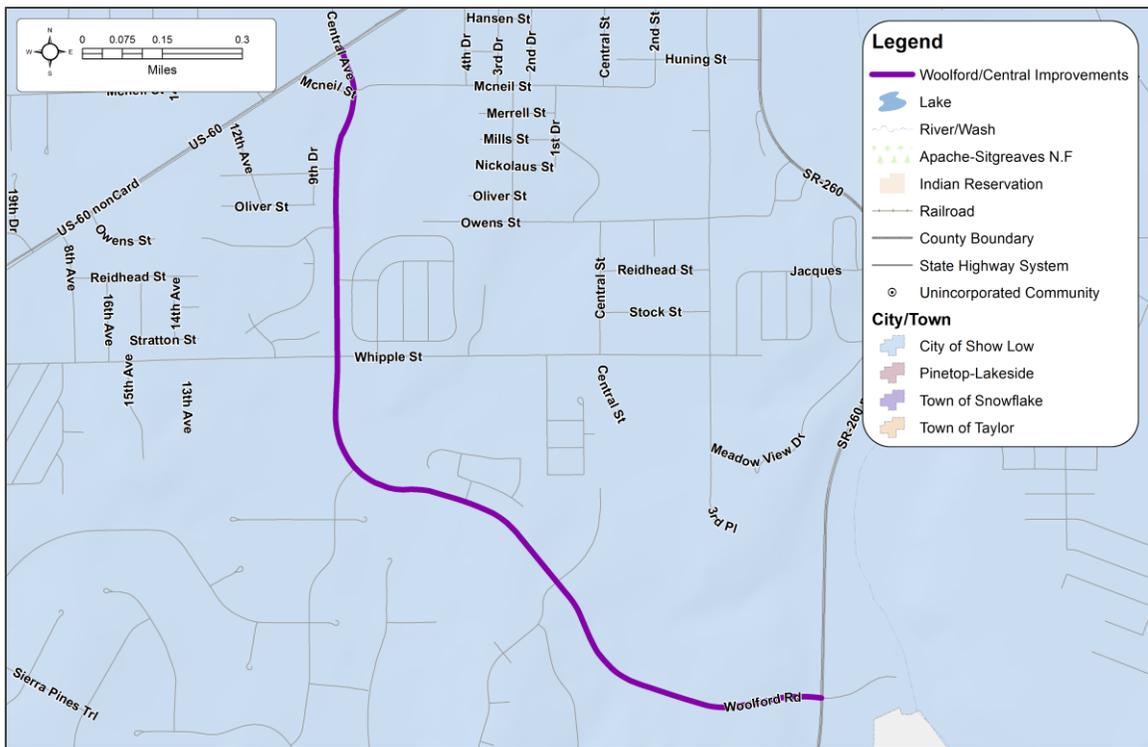
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|--|--|
| Project Name | Summit Trail Extension |
| Project Location | East of Snow Creek Loop to SR 260 |
| Project Length (miles) | 1.9 |
| Functional Classification | Minor Arterial |
| Roadway Ownership/Maintenance | City of Show Low |
| Current Land Use | Residential, vacant |
| Project Justification | Improve regional mobility, relieve traffic on US 60, SR 260, Whipple Street, and Central Avenue/Woolford Road. |
| Planning-Level Cost | Unknown |
| Funding Status | None identified |
| Roadway Lanes | 2 (1 eastbound and 1 westbound) |
| Design Status | Not started |
| Utility Expansion | None with project |
| Other Jurisdiction Coordination | Forest service – requires land swap |
| Environmental Clearances | None expected |
| Multimodal Accommodations | None anticipated |

Location Map



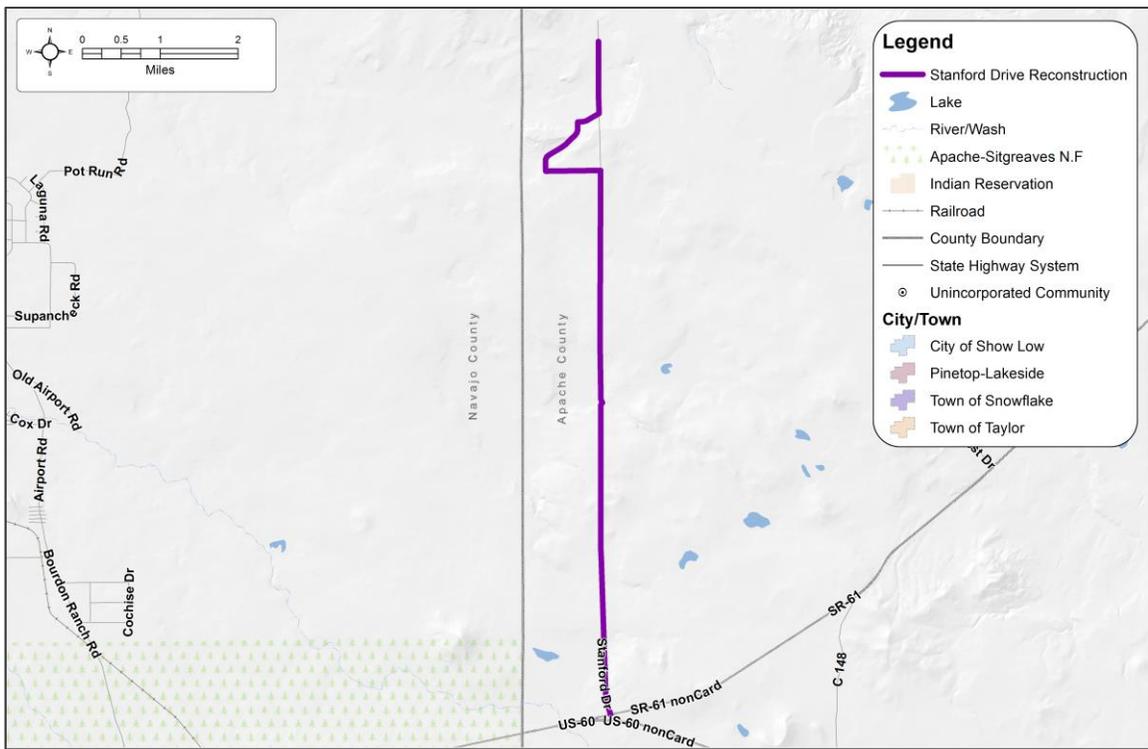
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|--|--|
| Project Name | Woolford Road/Central Avenue Improvements |
| Project Location | US 60 to SR 260 |
| Project Length (miles) | 1.85 |
| Functional Classification | Minor Arterial |
| Roadway Ownership/Maintenance | City of Show Low |
| Current Land Use | Residential, commercial |
| Project Justification | Accommodate additional truck traffic and improve traffic flow, improve pedestrian and bicycle connectivity |
| Planning-Level Cost | \$13,000,000 - \$14,000,000 |
| Funding Status | None identified |
| Roadway Lanes | 2 (1 eastbound/southbound and 1 westbound/northbound) |
| Design Status | Multi-use trail designed, roadway improvements not designed |
| Utility Expansion | None required |
| Other Jurisdiction Coordination | None |
| Environmental Clearances | None expected |
| Multimodal Accommodations | Multi-use trail |

Location Map



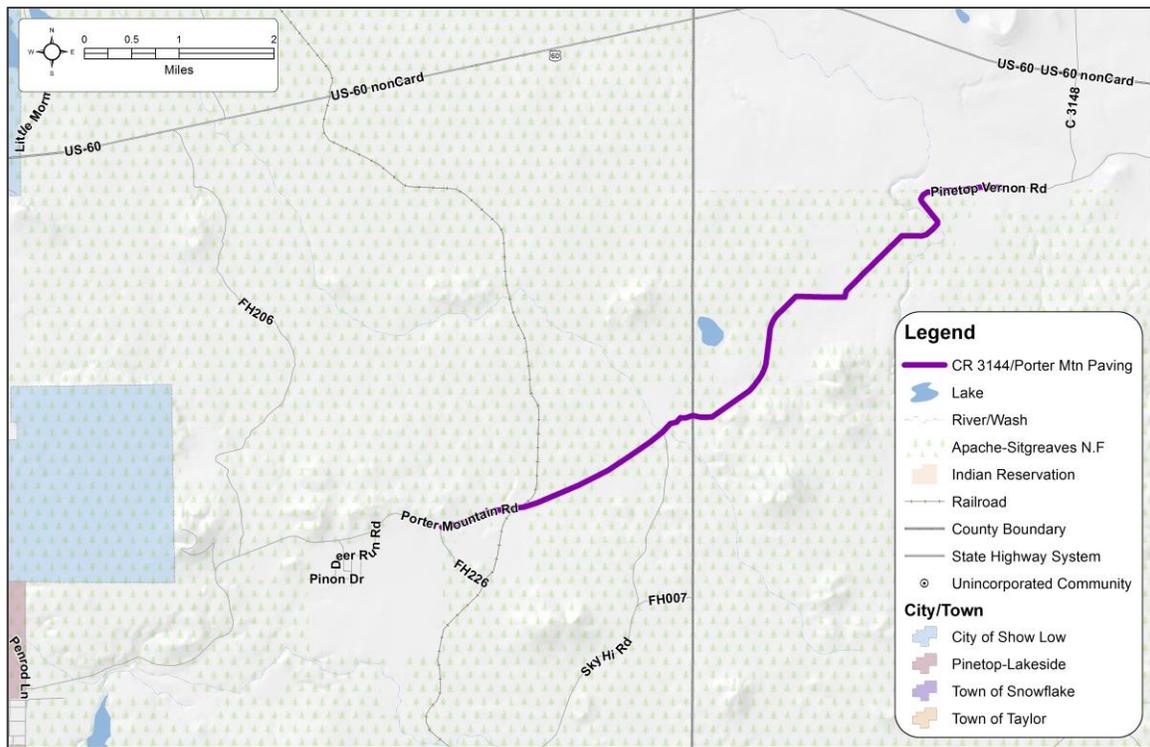
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|--|---|
| Project Name | Stanford Drive Reconstruction |
| Project Location | East of Snow Creek Loop to SR 260 |
| Project Length (miles) | 9.75 |
| Functional Classification | Minor Collector |
| Roadway Ownership/Maintenance | Apache County |
| Current Land Use | Residential, vacant |
| Project Justification | Improve safety, increase access to undeveloped land |
| Planning-Level Cost | Unknown |
| Funding Status | Phase I (southern 2 miles) fully funded, Phase II unfunded |
| Roadway Lanes | 2 (1 northbound and 1 southbound) |
| Design Status | Phase I complete, Phase II not started |
| Utility Expansion | None with project |
| Other Jurisdiction Coordination | None |
| Environmental Clearances | Categorical exclusion obtained for Phase I, anticipated to be required for Phase II |
| Multimodal Accommodations | None anticipated |

Location Map



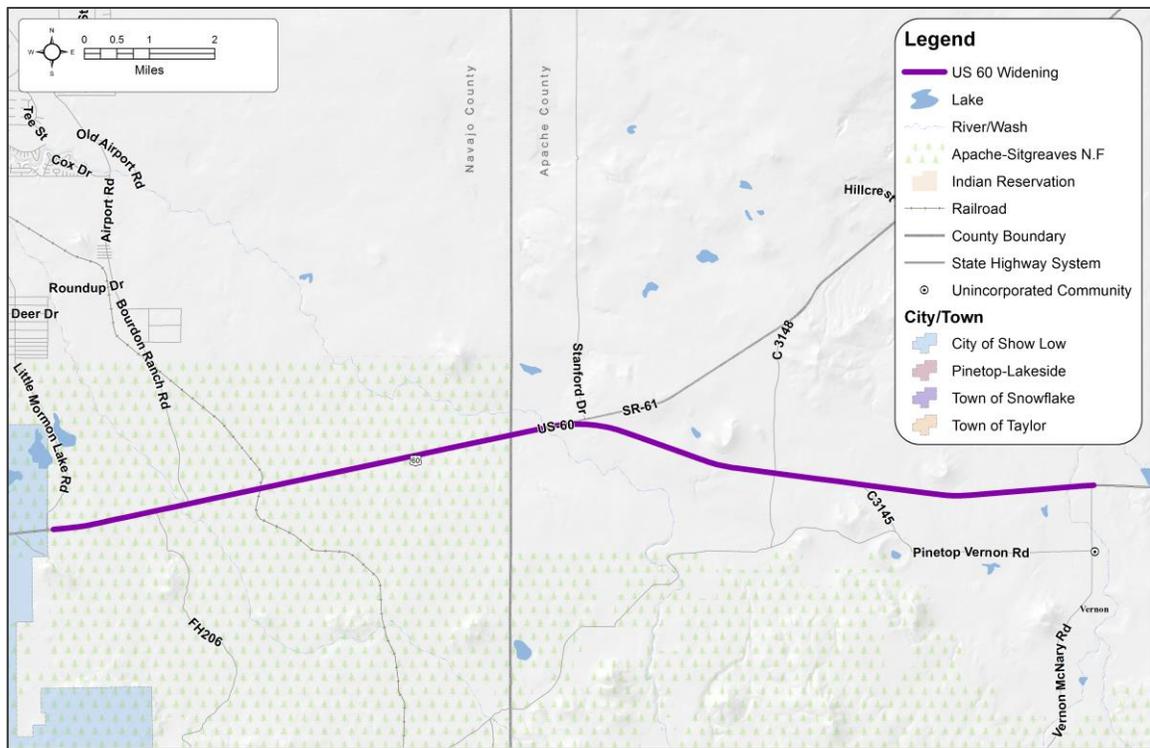
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|--|---|
| Project Name | CR 3144/Porter Mountain Road/CR 3148 Paving |
| Project Location | Morgan Mountain Fire Road to US 60 |
| Project Length (miles) | 9.65 |
| Functional Classification | Major Collector |
| Roadway Ownership/Maintenance | Navajo & Apache Counties |
| Current Land Use | Residential, vacant |
| Project Justification | Provide alternative east-west connection to US 60, improve emergency services and evacuation routes |
| Planning-Level Cost | Unknown |
| Funding Status | None identified |
| Roadway Lanes | 2 (1 eastbound and 1 westbound) |
| Design Status | Not started |
| Utility Expansion | None anticipated |
| Other Jurisdiction Coordination | Forest Service |
| Environmental Clearances | None anticipated |
| Multimodal Accommodations | None anticipated |

Location Map



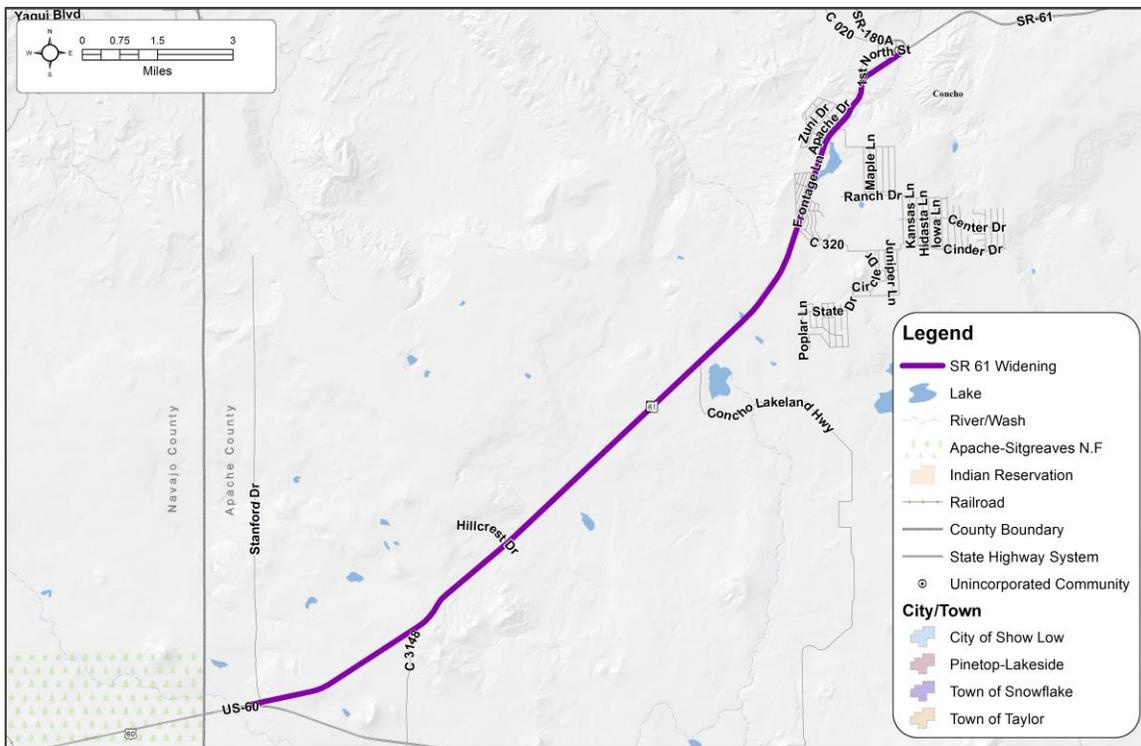
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|--|---|
| Project Name | US 60 Widening |
| Project Location | Show Low (Penrod Road) to Vernon (CR 3148) |
| Project Length (miles) | 18.9 |
| Functional Classification | Principal Arterial |
| Roadway Ownership/Maintenance | ADOT |
| Current Land Use | Residential, commercial, vacant |
| Project Justification | Address congestion |
| Planning-Level Cost | Unknown |
| Funding Status | None identified |
| Roadway Lanes | 5 (2 eastbound, 2 westbound, center left turn lane) |
| Design Status | Not started |
| Utility Expansion | None anticipated |
| Other Jurisdiction Coordination | City of Show Low, Navajo County, Apache County |
| Environmental Clearances | NEPA |
| Multimodal Accommodations | None anticipated |

Location Map



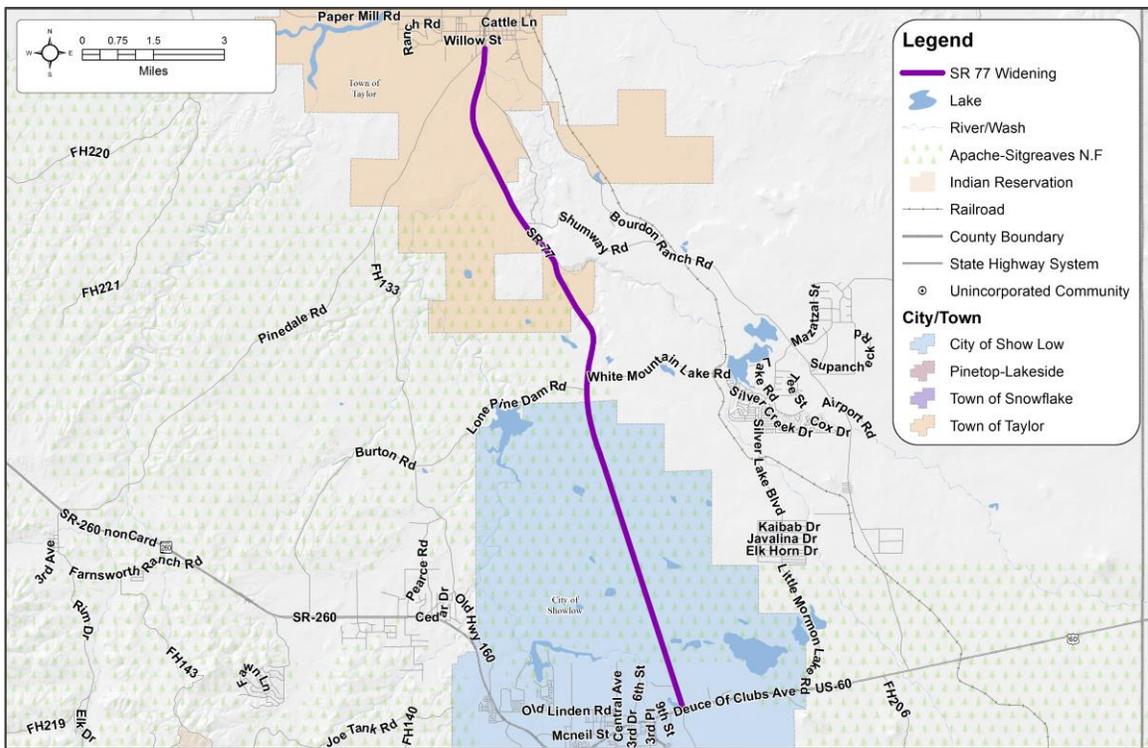
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|--|---|
| Project Name | SR 61 Widening |
| Project Location | US 60 to SR 180A |
| Project Length (miles) | 19.1 |
| Functional Classification | Major Collector |
| Roadway Ownership/Maintenance | ADOT |
| Current Land Use | Residential, commercial, vacant |
| Project Justification | Address congestion |
| Planning-Level Cost | Unknown |
| Funding Status | None identified |
| Roadway Lanes | 5 (2 northbound, 2 southbound, center left turn lane) |
| Design Status | Not started |
| Utility Expansion | None anticipated |
| Other Jurisdiction Coordination | Apache County |
| Environmental Clearances | NEPA |
| Multimodal Accommodations | None anticipated |

Location Map



| | |
|--|---|
| Project Name | SR 77 Widening |
| Project Location | US 60 to SR 277 |
| Project Length (miles) | 18.9 |
| Functional Classification | Principal Arterial |
| Roadway Ownership/Maintenance | ADOT |
| Current Land Use | Residential, commercial, industrial, vacant |
| Project Justification | Address congestion |
| Planning-Level Cost | Unknown |
| Funding Status | None identified |
| Roadway Lanes | 5 (2 northbound, 2 southbound, center left turn lane) |
| Design Status | Not started |
| Utility Expansion | None anticipated |
| Other Jurisdiction Coordination | Navajo County |
| Environmental Clearances | NEPA |
| Multimodal Accommodations | None anticipated |

Location Map



| | |
|--|---|
| Project Name | SR 260 Widening |
| Project Location | MP 335 to Old Linden Rd |
| Project Length (miles) | 3.2 |
| Functional Classification | Principal Arterial |
| Roadway Ownership/Maintenance | ADOT |
| Current Land Use | Residential, commercial, vacant |
| Project Justification | Address congestion |
| Planning-Level Cost | \$6,800,000 |
| Funding Status | None identified |
| Roadway Lanes | 5 (2 northbound, 2 southbound, center left turn lane) |
| Design Status | Not started |
| Utility Expansion | None anticipated |
| Other Jurisdiction Coordination | Navajo County, City of Show Low |
| Environmental Clearances | NEPA |
| Multimodal Accommodations | None anticipated |

Location Map



APPENDIX B: PROJECT SCORING SHEETS

1.4 LARGE CAPITAL PROJECTS

Scott Ranch Road Phase II

| Scoring Category | Avail. Points | Points Received | Comments |
|---|---------------|-----------------|---|
| EASE OF IMPLEMENTATION | 40 | 35 | |
| Capital Funding | 10 | 10 | City of Show Low has \$1.3M set aside for the project, seeking a BUILD grant for the remainder |
| Operations and Maintenance Funding | 5 | 5 | City of Show Low will maintain the roadway |
| Implementation Readiness | 5 | 5 | 30% design complete, ongoing |
| Project Combination | 5 | 5 | Utilities can be hung from the new bridge to east side of the creek |
| Jurisdictional Entities | 5 | 5 | Already has an agreement with Forest Service |
| Environmental Impact/Clearance | 10 | 5 | 404 waterway clearance underway, remainder of corridor complete |
| SAFETY | 20 | 5 | |
| Vehicular Safety | 15 | 0 | Project does not address safety at a specific location |
| Emergency Response/Evacuation Routes | 5 | 5 | Project provides only 100-year flood resistant bridge over Show Low Creek, adds additional access to hospital |
| VEHICLE MOBILITY | 15 | 5 | |
| Addresses a Known Congestion Location | 5 | 0 | New roadway, not on a congested route |
| Improves Regional Connectivity | 5 | 5 | Provides additional access between SR 260 and Penrod Rd |
| Improves Access to Industrial Area/Opportunity Zone | 5 | 0 | Not near an industrial area or Opportunity Zone |
| FREIGHT MOBILITY | 5 | 5 | |
| Improves Freight Mobility | 5 | 5 | Provides alternate routes for freight to major retail areas |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 10 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not add safety features to an existing roadway |
| Increases Connectivity of Multimodal Network | 5 | 5 | Provides an additional pedestrian connection over Show Low Creek |
| Improves Multimodal Access to Show Low Services | 5 | 5 | Increases access to the hospital and other social services |
| TOTAL | 100 | 60 | |

Thornton Corridor Phases I-IV

| Scoring Category | Avail. Points | Points Received | Comments |
|---|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 30 | |
| Capital Funding | 10 | 5 | Phase I fully funded, remaining phases unfunded |
| Operations and Maintenance Funding | 5 | 5 | City of Show Low will maintain the roadway |
| Implementation Readiness | 5 | 5 | Phase I complete, remaining phases not designed |
| Project Combination | 5 | 5 | Phase IV utilities already in place, Phase II will involve water expansion, no utilities needed with Phases I or III |
| Jurisdictional Entities | 5 | 5 | Phases I-III are all within Show Low, Phase IV may require coordination with the Flood Control District |
| Environmental Impact/Clearance | 10 | 5 | No clearance required for Phases I-III, Phase IV will require 404 waterway clearance |
| SAFETY | 20 | 5 | |
| Vehicular Safety | 15 | 0 | Project does not address safety at a specific location |
| Emergency Response/Evacuation Routes | 5 | 5 | Provides an alternate east-west route through Show Low and another crossing over Show Low Creek |
| VEHICLE MOBILITY | 15 | 10 | |
| Addresses a Known Congestion Location | 5 | 0 | New roadway, not on a congested route |
| Improves Regional Connectivity | 5 | 5 | Provides additional access between SR 77 and Central Avenue, as well as other north-south routes in Show Low |
| Improves Access to Industrial Area/Opportunity Zone | 5 | 5 | Provides additional access for employees and freight to the industrial parks along SR 77 north of US 60 |
| FREIGHT MOBILITY | 5 | 5 | |
| Improves Freight Mobility | 5 | 5 | Provides alternate routes for freight to industrial parks |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not add safety features to an existing roadway |
| Increases Connectivity of Multimodal Network | 5 | 0 | Current plans do not include any multimodal facilities |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Current plans do not include any multimodal facilities |
| TOTAL | 100 | 50 | |

Woolford Road Crossing

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|---|
| EASE OF IMPLEMENTATION | 40 | 40 | |
| Capital Funding | 10 | 10 | Developer of Show Low Bluffs is responsible for the roadway and bridge improvements when there are 310 residential lots platted |
| Operations and Maintenance Funding | 5 | 5 | City of Show Low will maintain the roadway |
| Implementation Readiness | 5 | 5 | 100% designed |
| Project Combination | 5 | 5 | Utilities already exist on both sides of Show Low Creek |
| Jurisdictional Entities | 5 | 5 | Project exists completely within the City of Show Low |
| Environmental Impact/ Clearance | 10 | 10 | All clearances have already been obtained |
| SAFETY | 20 | 5 | |
| Vehicular Safety | 15 | 0 | Project does not address safety at a specific location |
| Emergency Response/ Evacuation Routes | 5 | 5 | Provides an alternate east-west route through Show Low and another crossing over Show Low Creek |
| VEHICLE MOBILITY | 15 | 5 | |
| Addresses a Known Congestion Location | 5 | 0 | New roadway, not on a congested route |
| Improves Regional Connectivity | 5 | 5 | Provides additional access between SR 260 and Penrod Rd |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not provide access to an industrial area or Opportunity Zone |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not provide additional freight access |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 5 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not add safety features to an existing roadway |
| Increases Connectivity of Multimodal Network | 5 | 5 | Current plans include sidewalks on both sides of the roadway |
| Improves Multimodal Access to Show Low Services | 5 | 0 | The project is not in close proximity to Show Low services |
| TOTAL | 100 | 55 | |

Summit Trail Extension

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 0 | No funding sources are currently identified |
| Operations and Maintenance Funding | 5 | 5 | City of Show Low will maintain the roadway |
| Implementation Readiness | 5 | 0 | Design has not yet begun |
| Project Combination | 5 | 0 | No additional projects have been identified |
| Jurisdictional Entities | 5 | 0 | Project would require a land swap with the Forest Service, which is a difficult and lengthy process |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 5 | |
| Vehicular Safety | 15 | 0 | Project does not address safety at a specific location |
| Emergency Response/ Evacuation Routes | 5 | 5 | Provides a circumferential route around southwest Show Low which would increase the efficiency of emergency response |
| VEHICLE MOBILITY | 15 | 5 | |
| Addresses a Known Congestion Location | 5 | 0 | New roadway, not on a congested route |
| Improves Regional Connectivity | 5 | 5 | Provides additional direct access between US 60 and SR 260 |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not provide access to an industrial area or Opportunity Zone |
| FREIGHT MOBILITY | 5 | 5 | |
| Improves Freight Mobility | 5 | 5 | Provides freight access between state-maintained highways and major retail areas |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not add safety features to an existing roadway |
| Increases Connectivity of Multimodal Network | 5 | 0 | It is not anticipated that Multimodal accommodations will be provided on the roadway |
| Improves Multimodal Access to Show Low Services | 5 | 0 | It is not anticipated that multimodal accommodations will be provided on the roadway |
| TOTAL | 100 | 30 | |

Woolford Road/Central Avenue Improvements

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|---|
| EASE OF IMPLEMENTATION | 40 | 25 | |
| Capital Funding | 10 | 0 | No funding sources are currently identified |
| Operations and Maintenance Funding | 5 | 5 | City of Show Low will maintain the roadway |
| Implementation Readiness | 5 | 0 | Design has not yet begun |
| Project Combination | 5 | 5 | Utilities already exist in the area, shared-use path included |
| Jurisdictional Entities | 5 | 5 | Project is completely within the City of Show Low |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 0 | |
| Vehicular Safety | 15 | 0 | Project does not address safety at a specific location |
| Emergency Response/ Evacuation Routes | 5 | 0 | The project does not provide any additional emergency response or evacuation routes |
| VEHICLE MOBILITY | 15 | 5 | |
| Addresses a Known Congestion Location | 5 | 5 | The project would add capacity to a congested roadway |
| Improves Regional Connectivity | 5 | 0 | The project does not provide any new regional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not provide additional access to an industrial area or Opportunity Zone |
| FREIGHT MOBILITY | 5 | 5 | |
| Improves Freight Mobility | 5 | 5 | Provides additional capacity to a common freight route |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 20 | |
| Improves Multimodal Safety Accommodations | 10 | 10 | Project adds an off-street shared-use path to a segment that currently does not have pedestrian or bicycle accommodations |
| Increases Connectivity of Multimodal Network | 5 | 5 | Project adds an off-street shared-use path which connects existing pedestrian facilities |
| Improves Multimodal Access to Show Low Services | 5 | 5 | Project provides additional connections through the core of Show Low, near many services |
| TOTAL | 100 | 55 | |

Stanford Drive Reconstruction

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|---|
| EASE OF IMPLEMENTATION | 40 | 30 | |
| Capital Funding | 10 | 10 | Phase I (southern 2 miles) fully funded, Phase II unfunded |
| Operations and Maintenance Funding | 5 | 5 | Apache County will maintain the roadway |
| Implementation Readiness | 5 | 5 | Phase I complete, Phase II currently under study |
| Project Combination | 5 | 0 | No utility extensions anticipated |
| Jurisdictional Entities | 5 | 5 | Project is completely within Apache County |
| Environmental Impact/ Clearance | 10 | 5 | Categorical Exclusion obtained for Phase I, it is anticipated that one would be required for Phase II as well |
| SAFETY | 20 | 5 | |
| Vehicular Safety | 15 | 5 | Project addresses safety, but not at a NACOG-identified location |
| Emergency Response/ Evacuation Routes | 5 | 0 | The project does not provide any additional emergency response or evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Not a congested route |
| Improves Regional Connectivity | 5 | 0 | The project does not provide any new regional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not provide additional access to an industrial area or Opportunity Zone |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not provide additional freight access |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not provide multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not provide multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not provide multimodal accommodations |
| TOTAL | 100 | 35 | |

Porter Mountain Road/CR-3144 Paving/Reconstruction

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 5 | Paving identified in 4FRI project as a priority, increases chances for FLAP grants |
| Operations and Maintenance Funding | 5 | 5 | Navajo and Apache Counties currently maintain, and would continue to maintain the roadway |
| Implementation Readiness | 5 | 0 | Design has not yet begun |
| Project Combination | 5 | 0 | No utility extensions anticipated |
| Jurisdictional Entities | 5 | 0 | Navajo and Apache Counties, Forest Service, adjacent property owners |
| Environmental Impact/ Clearance | 10 | 10 | No clearance requirements anticipated |
| SAFETY | 20 | 5 | |
| Vehicular Safety | 15 | 0 | Does not address a high-crash location |
| Emergency Response/ Evacuation Routes | 5 | 5 | The project provides a more efficient connection to the immediate area and provides an evacuation route alternate to US 60 |
| VEHICLE MOBILITY | 15 | 5 | |
| Addresses a Known Congestion Location | 5 | 0 | Not a congested route |
| Improves Regional Connectivity | 5 | 5 | The project provides an additional route between Pinetop-Lakeside and Vernon and a reliever route to US 60 |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not provide additional access to an industrial area or Opportunity Zone |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not provide additional freight access |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not provide multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not provide multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not provide multimodal accommodations |
| TOTAL | 100 | 25 | |

US 60 Widening (Show Low to Vernon)

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 5 | |
| Capital Funding | 10 | 0 | None identified |
| Operations and Maintenance Funding | 5 | 0 | ADOT has not committed to fund operations and maintenance of a wider highway |
| Implementation Readiness | 5 | 0 | Design has not yet begun |
| Project Combination | 5 | 0 | No utility extensions anticipated |
| Jurisdictional Entities | 5 | 5 | ADOT maintains exclusive control of the roadway |
| Environmental Impact/ Clearance | 10 | 0 | NEPA approval required |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | US 60 is a high-crash location |
| Emergency Response/ Evacuation Routes | 5 | 0 | Does not provide additional emergency access or evacuation routes |
| VEHICLE MOBILITY | 15 | 10 | |
| Addresses a Known Congestion Location | 5 | 5 | US 60 is an identified congestion location in the future |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 5 | Improves efficient access to industrial areas in the vicinity of SR 77 |
| FREIGHT MOBILITY | 5 | 5 | |
| Improves Freight Mobility | 5 | 5 | Adds capacity to a common freight route |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not provide multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not provide multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not provide multimodal accommodations |
| TOTAL | 100 | 35 | |

SR 61 Widening (Stanford to Concho)

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 5 | |
| Capital Funding | 10 | 0 | None identified |
| Operations and Maintenance Funding | 5 | 0 | ADOT has not committed to fund operations and maintenance of a wider highway |
| Implementation Readiness | 5 | 0 | Design has not yet begun |
| Project Combination | 5 | 0 | No utility extensions anticipated |
| Jurisdictional Entities | 5 | 5 | ADOT maintains exclusive control of the roadway |
| Environmental Impact/ Clearance | 10 | 0 | NEPA approval required |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | SR 61 is a high-crash location |
| Emergency Response/ Evacuation Routes | 5 | 0 | Does not provide additional emergency access or evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | SR 61 is not an identified congestion location in the future |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not provide additional or upgraded access to an industrial area or Opportunity Zone |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | SR 61 is not a major freight route |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not provide multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not provide multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not provide multimodal accommodations |
| TOTAL | 100 | 20 | |

SR 77 Widening (Show Low to Taylor)

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 5 | |
| Capital Funding | 10 | 0 | None identified |
| Operations and Maintenance Funding | 5 | 0 | ADOT has not committed to fund operations and maintenance of a wider highway |
| Implementation Readiness | 5 | 0 | Design has not yet begun |
| Project Combination | 5 | 0 | No utility extensions anticipated |
| Jurisdictional Entities | 5 | 5 | ADOT maintains exclusive control of the roadway |
| Environmental Impact/ Clearance | 10 | 0 | NEPA approval required |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | SR 77 is an identified high-crash location |
| Emergency Response/ Evacuation Routes | 5 | 0 | Does not provide additional emergency access or evacuation routes |
| VEHICLE MOBILITY | 15 | 10 | |
| Addresses a Known Congestion Location | 5 | 5 | SR 77 is an identified congestion location in the future |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 5 | Provides upgraded accessibility to industrial areas in the vicinity of US 60 |
| FREIGHT MOBILITY | 5 | 5 | |
| Improves Freight Mobility | 5 | 5 | Adds capacity to a common freight route |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not provide multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not provide multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not provide multimodal accommodations |
| TOTAL | 100 | 35 | |

SR 260 Widening (MP 335 to Old Linden Rd)

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 5 | |
| Capital Funding | 10 | 0 | None identified |
| Operations and Maintenance Funding | 5 | 0 | ADOT has not committed to fund operations and maintenance of a wider highway |
| Implementation Readiness | 5 | 0 | Design has not yet begun |
| Project Combination | 5 | 0 | No utility extensions anticipated |
| Jurisdictional Entities | 5 | 5 | ADOT maintains exclusive control of the roadway |
| Environmental Impact/ Clearance | 10 | 0 | NEPA approval required |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | SR 260 is an identified high-crash location |
| Emergency Response/ Evacuation Routes | 5 | 0 | Does not provide additional emergency access or evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | SR 260 is not an identified congestion location in the future |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not provide additional access to an industrial area or opportunity zone |
| FREIGHT MOBILITY | 5 | 5 | |
| Improves Freight Mobility | 5 | 5 | Adds capacity to a common freight route |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not provide multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not provide multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not provide multimodal accommodations |
| TOTAL | 100 | 25 | |

1.5 SAFETY PROJECTS

US 60 Safety Improvements (MP 341-343)

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 25 | |
| Capital Funding | 10 | 5 | The project is on the ADOT P2P, but not yet funded |
| Operations and Maintenance Funding | 5 | 5 | ADOT would maintain the improvements, and O&M costs have been quantified in the corridor profile study |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Improvements are within ADOT right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 5 | |
| Vehicular Safety | 15 | 5 | Project addresses safety, but not at a NACOG location |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 5 | |
| Addresses a Known Congestion Location | 5 | 5 | Adds a turn lane and a median to a congested segment |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not provide multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not provide multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not provide multimodal accommodations |
| TOTAL | 100 | 35 | |

US 60 Safety Improvements (MP 345-352)

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 25 | |
| Capital Funding | 10 | 5 | The project is on the ADOT P2P, but not yet funded |
| Operations and Maintenance Funding | 5 | 5 | ADOT would maintain the improvements, and O&M costs have been quantified in the corridor profile study |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Improvements are within ADOT right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 5 | |
| Vehicular Safety | 15 | 5 | Project addresses safety, but not at a NACOG location |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 5 | |
| Addresses a Known Congestion Location | 5 | 5 | Adds passing lanes to a congested location |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not provide multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not provide multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not provide multimodal accommodations |
| TOTAL | 100 | 35 | |

US 60 Safety Improvements (MP 352-384)

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 25 | |
| Capital Funding | 10 | 5 | The project is on the ADOT P2P, but not yet funded |
| Operations and Maintenance Funding | 5 | 5 | ADOT would maintain the improvements, and O&M costs have been quantified in the corridor profile study |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Improvements are within ADOT right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | Project addresses safety at a NACOG location |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 5 | |
| Addresses a Known Congestion Location | 5 | 5 | Adds turn lanes to a congested segment |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not provide multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not provide multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not provide multimodal accommodations |
| TOTAL | 100 | 45 | |

SR 77 Safety Improvements (MP 347-351)

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 25 | |
| Capital Funding | 10 | 5 | The project is on the ADOT P2P, but not yet funded |
| Operations and Maintenance Funding | 5 | 5 | ADOT would maintain the improvements, and O&M costs have been quantified in the corridor profile study |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Improvements are within ADOT right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | Project addresses safety at a NACOG location |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | No capacity improvements planned |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not provide multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not provide multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not provide multimodal accommodations |
| TOTAL | 100 | 40 | |

SR 260/Penrod Lane Safety Improvements

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 10 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 0 | Improvements impact private properties |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | Project addresses safety at a NACOG location |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | No capacity improvements planned |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 25 | |

SR 260/Woolford Road Safety Improvements

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 20 | |
| Capital Funding | 10 | 10 | Project is in Show Low 5-year CIP |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun, likely requires an RSA |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 0 | Will require coordination between ADOT and the City of Show Low |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | Addresses safety on a NACOG high-crash segment |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 5 | |
| Addresses a Known Congestion Location | 5 | 5 | Capacity will likely need to be increased to improve safety |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 40 | |

SR 260/Show Low Lake Road-Cub Lake Road Safety Improvements

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 40 | |
| Capital Funding | 10 | 10 | Project fully funded in NACOG TIP |
| Operations and Maintenance Funding | 5 | 5 | ADOT will maintain |
| Implementation Readiness | 5 | 5 | Design in underway |
| Project Combination | 5 | 5 | Planned along with ADOT pavement preservation in the area |
| Jurisdictional Entities | 5 | 5 | ADOT, NACOG, and Show Low are already working together |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 20 | |
| Vehicular Safety | 15 | 15 | Addresses safety on a NACOG high-crash segment |
| Emergency Response/ Evacuation Routes | 5 | 5 | Project would impact operations at the White Mountain Medical Center |
| VEHICLE MOBILITY | 15 | 5 | |
| Addresses a Known Congestion Location | 5 | 5 | Capacity will likely need to be increased to improve safety |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 65 | |

SR 260/Rainbow Lake Road Safety Improvements

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 10 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 0 | Will require coordination between ADOT and the Town of Pinetop-Lakeside |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | Addresses safety on a NACOG high-crash segment |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 5 | |
| Addresses a Known Congestion Location | 5 | 5 | Capacity will likely need to be increased to improve safety |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 30 | |

US 60 Variable Message Signs

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|---|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Improvements would be completely within ADOT right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 20 | |
| Vehicular Safety | 15 | 15 | Can help improve safety on two NACOG high-crash segments |
| Emergency Response/ Evacuation Routes | 5 | 5 | Can direct traffic in emergency evacuation situations |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Does not provide additional capacity |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 35 | |

SR 260/Branding Iron Loop Safety Improvements

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Improvements would be within ADOT right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | Improves safety at a NACOG high-crash intersection |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Likely does not provide additional capacity |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 30 | |

SR 61 Safety Improvements (MP 352-373)

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Improvements would be within ADOT right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | Improves safety at a NACOG high-crash segment |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Not a congested segment |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 30 | |

SR 260 Safety Improvements (SR 277 to US 60)

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Improvements would be within ADOT right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | Improves safety at a NACOG high-crash segment |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Not a congested segment |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 30 | |

SR 260 Raised Median (Vacation Village Drive to Wagon Wheel Lane)

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 5 | Eligible for safety funding and is already in a NACOG plan |
| Operations and Maintenance Funding | 5 | 0 | Current ADOT policy does not allow for medians |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 0 | Improvements would be within ADOT right-of-way, but requires a policy change |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | Improves safety at a NACOG high-crash segment |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 5 | |
| Addresses a Known Congestion Location | 5 | 5 | May have a positive impact on traffic flow on a very congested segment |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 35 | |

US 60 Safety Improvements (MP 317 to SR 260)

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Improvements would be within ADOT right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | Improves safety at a NACOG high-crash segment |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Likely would not increase capacity on a congested segment |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 30 | |

US 60/Old Linden Road Safety Improvements

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 10 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 0 | Would require coordination between ADOT and the City of Show Low |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | Improves safety at a NACOG high-crash intersection |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Likely would not increase capacity |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 25 | |

SR 277/Paper Mill Road Safety Improvements

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 10 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 0 | Would require coordination between ADOT and Navajo County |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | Improves safety at a NACOG high-crash intersection |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Likely would not increase capacity |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 25 | |

SR 77/Center Street (Snowflake) Safety Improvements

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 10 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 0 | Would require coordination between ADOT and the Town of Snowflake |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | Improves safety at a NACOG high-crash intersection |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Likely would not increase capacity |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 15 | |
| Improves Multimodal Safety Accommodations | 10 | 10 | Improves safety for pedestrians across the state highway |
| Increases Connectivity of Multimodal Network | 5 | 5 | Adds a new crosswalk across SR 77 |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 40 | |

SR 77/White Mountain Lake Road Safety Improvements

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 25 | |
| Capital Funding | 10 | 5 | Eligible for safety funding and is already in a NACOG plan |
| Operations and Maintenance Funding | 5 | 5 | Project would be maintained by ADOT |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Project would be within ADOT right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | Improves safety at a NACOG high-crash intersection |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Likely would not increase capacity |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 40 | |

Concho Highway/El Dorado Road Safety Improvements

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Project would be within Navajo County right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 5 | |
| Vehicular Safety | 15 | 5 | Improves safety, not at a NACOG high-crash location |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Likely would not increase capacity |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 20 | |

US 60/Bordon Ranch Road Safety Improvements

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Project would be within ADOT right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 5 | |
| Vehicular Safety | 15 | 5 | Improves safety, not at a NACOG high-crash location |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Likely would not increase capacity |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 20 | |

US 60/Mormon Lake Road Safety Improvements

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Project would be within ADOT right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 5 | |
| Vehicular Safety | 15 | 5 | Improves safety, not at a NACOG high-crash location |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Likely would not increase capacity |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 20 | |

1.6 TRAFFIC OPERATIONS PROJECTS

Whipple Road Traffic Calming

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Project would be within Show Low right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 5 | |
| Vehicular Safety | 15 | 5 | Improves safety, but not at a NACOG high-crash location |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Intended to decrease capacity and speeds |
| Improves Regional Connectivity | 5 | 0 | Reduces regional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 10 | |
| Improves Multimodal Safety Accommodations | 10 | 10 | Slower traffic decreases the possibility of severe pedestrian and bicycle crashes |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 30 | |

Old Linden Road/Central Avenue Roundabout

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|---|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Project would be within Show Low right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 5 | |
| Vehicular Safety | 15 | 5 | Improves safety, but not at a NACOG high-crash location |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 5 | |
| Addresses a Known Congestion Location | 5 | 5 | Increases capacity at a future congestion location |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 10 | |
| Improves Multimodal Safety Accommodations | 10 | 10 | There are currently no marked crosswalks or bicycle accommodations, the new roundabout would add pedestrian and bicycle accommodations on all four legs of the intersection |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 30 | |

Concho Highway Intersection Improvements

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Project would be within Navajo and Apache County right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 5 | |
| Vehicular Safety | 15 | 5 | Improves safety, but not at a NACOG high-crash location |
| Emergency Response/ Evacuation Routes | 5 | 0 | Project does not provide improved emergency response or additional evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Not a congested segment |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 20 | |

Vernon-McNary Road Paving

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|---|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Project would be within Apache County right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 5 | |
| Vehicular Safety | 15 | 0 | Does not impact safety |
| Emergency Response/ Evacuation Routes | 5 | 5 | Improves an emergency evacuation route |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Not a congested segment |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 20 | |

Additional Fire Station Signals

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 10 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 0 | Project would require coordination between fire departments and the owner of the adjacent roadways |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 5 | |
| Vehicular Safety | 15 | 0 | Does not impact safety |
| Emergency Response/ Evacuation Routes | 5 | 5 | Improves emergency response time |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Not a congested segment |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 15 | |

US 60/SR 260 Signal Modifications

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|---|
| EASE OF IMPLEMENTATION | 40 | 10 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | ADOT would be the sole responsible jurisdiction |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 20 | |
| Vehicular Safety | 15 | 15 | Improves safety at a NACOG high-crash intersection |
| Emergency Response/ Evacuation Routes | 5 | 5 | Improves emergency response time |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Does not address congestion |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 30 | |

Show Low Lake Road Operational Improvements

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|---|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Project would be within City of Show Low right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 0 | |
| Vehicular Safety | 15 | 0 | Project does not address safety |
| Emergency Response/ Evacuation Routes | 5 | 0 | Does not impact emergency response time or evacuation routes |
| VEHICLE MOBILITY | 15 | 5 | |
| Addresses a Known Congestion Location | 5 | 5 | Improves traffic operations on a known future congestion location |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to industrial areas or Opportunity Zones |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 20 | |

SR 77 Industrial Access Improvements

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Project would be within ADOT right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 0 | |
| Vehicular Safety | 15 | 0 | Project does not address safety |
| Emergency Response/ Evacuation Routes | 5 | 0 | Does not impact emergency response time or evacuation routes |
| VEHICLE MOBILITY | 15 | 5 | |
| Addresses a Known Congestion Location | 5 | 0 | Not a congested segment |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 5 | Improves access to industrial areas an Opportunity Zone |
| FREIGHT MOBILITY | 5 | 5 | |
| Improves Freight Mobility | 5 | 5 | Improves localized freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 25 | |

Whipple Street/Central Avenue Roundabout

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Project would be within City of Show Low right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 5 | |
| Vehicular Safety | 15 | 5 | Improves safety, but not at a NACOG high-crash location |
| Emergency Response/ Evacuation Routes | 5 | 0 | Does not impact emergency response time or evacuation routes |
| VEHICLE MOBILITY | 15 | 5 | |
| Addresses a Known Congestion Location | 5 | 5 | Increases intersection capacity on a future congested corridor |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to an industrial area or Opportunity Zone |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 0 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Does not improve multimodal accommodations |
| Increases Connectivity of Multimodal Network | 5 | 0 | Does not improve multimodal accommodations |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Does not improve multimodal accommodations |
| TOTAL | 100 | 25 | |

1.7 ALTERNATIVE MODE PROJECTS

SR 260 Complete Streets Elements (MP 337-340)

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 5 | Project would likely be within ADOT right-of-way |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | Improves safety on a NACOG high-crash segment |
| Emergency Response/ Evacuation Routes | 5 | 0 | Does not impact emergency response time or evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Not on a known future congestion location |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to an industrial area or Opportunity Zone |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 15 | |
| Improves Multimodal Safety Accommodations | 10 | 10 | Improves multimodal safety features throughout the corridor |
| Increases Connectivity of Multimodal Network | 5 | 5 | Fills in gaps in the existing pedestrian/bicycle network |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Not near Show Low services |
| TOTAL | 100 | 45 | |

SR 260 Complete Streets Elements (US 60 to SR 73)

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|---|
| EASE OF IMPLEMENTATION | 40 | 15 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 0 | Project would require coordination between ADOT, City of Show Low, Town of Pinetop-Lakeside. It may require right-of-way from adjacent jurisdictions. |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | Improves safety on a NACOG high-crash segment |
| Emergency Response/ Evacuation Routes | 5 | 0 | Does not impact emergency response time or evacuation routes |
| VEHICLE MOBILITY | 15 | 5 | |
| Addresses a Known Congestion Location | 5 | 5 | May positively affect traffic congestion on a known congestion location |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to an industrial area or Opportunity Zone |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 20 | |
| Improves Multimodal Safety Accommodations | 10 | 10 | Improves multimodal safety features throughout the corridor |
| Increases Connectivity of Multimodal Network | 5 | 5 | Fills in gaps in the existing pedestrian/bicycle network |
| Improves Multimodal Access to Show Low Services | 5 | 5 | Provides increased access to Show Low services |
| TOTAL | 100 | 55 | |

ADOT Route Trails

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|---|
| EASE OF IMPLEMENTATION | 40 | 5 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Design has not begun |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 0 | Project would require coordination between ADOT and jurisdictions through which the trails would extend |
| Environmental Impact/ Clearance | 10 | 5 | Environmental clearances are possible, depending on the location of the trails |
| SAFETY | 20 | 0 | |
| Vehicular Safety | 15 | 0 | Projects would not affect vehicular safety |
| Emergency Response/ Evacuation Routes | 5 | 0 | Does not impact emergency response time or evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Projects would not impact vehicular congestion |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to an industrial area or Opportunity Zone |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 20 | |
| Improves Multimodal Safety Accommodations | 10 | 10 | Projects would greatly impact multimodal safety along state highways |
| Increases Connectivity of Multimodal Network | 5 | 5 | Projects would fill in gaps in the existing pedestrian/bicycle network |
| Improves Multimodal Access to Show Low Services | 5 | 5 | Projects would likely increase regional access to Show Low services |
| TOTAL | 100 | 25 | |

Implement Recommendations from Pinetop-Lakeside Pedestrian Safety Study

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 10 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | Only conceptual designs have been created |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 0 | Project would require coordination between ADOT and the Town of Pinetop-Lakeside |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | Access management principles would increase safety on a NACOG high-crash segment |
| Emergency Response/ Evacuation Routes | 5 | 0 | Does not impact emergency response time or evacuation routes |
| VEHICLE MOBILITY | 15 | 5 | |
| Addresses a Known Congestion Location | 5 | 5 | Access management and medians could improve traffic flow on a congested segment |
| Improves Regional Connectivity | 5 | 0 | Does not provide additional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Does not increase access to an industrial area or Opportunity Zone |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 15 | |
| Improves Multimodal Safety Accommodations | 10 | 10 | Projects would substantially increase safety features along the SR 260 corridor |
| Increases Connectivity of Multimodal Network | 5 | 5 | Projects would fill in gaps in the existing pedestrian/bicycle network |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Projects are not located near Show Low services |
| TOTAL | 100 | 45 | |

Supplement/Expand Operations of the White Mountain Connection

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|---|
| EASE OF IMPLEMENTATION | 40 | 10 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | N/A |
| Project Combination | 5 | 0 | N/A |
| Jurisdictional Entities | 5 | 0 | Project would require coordination between several local agencies and the transit operator |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 0 | |
| Vehicular Safety | 15 | 0 | Project would not impact vehicular safety |
| Emergency Response/ Evacuation Routes | 5 | 0 | Does not impact emergency response time or evacuation routes |
| VEHICLE MOBILITY | 15 | 15 | |
| Addresses a Known Congestion Location | 5 | 5 | Project could reduce congestion on several congested routes |
| Improves Regional Connectivity | 5 | 5 | Improves transit connections between several population and employment centers |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 5 | Improves worker access to industrial areas and an Opportunity Zone |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 10 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Project does not impact multimodal safety |
| Increases Connectivity of Multimodal Network | 5 | 5 | Project would increase the available options to travel through the region without a private vehicle |
| Improves Multimodal Access to Show Low Services | 5 | 5 | Project would increase regional access to Show Low services |
| TOTAL | 100 | 35 | |

Implement Regional Paratransit Services

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 10 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | N/A |
| Project Combination | 5 | 0 | N/A |
| Jurisdictional Entities | 5 | 0 | Project would require coordination between several local agencies and the potential transit operator |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 0 | |
| Vehicular Safety | 15 | 0 | Project would not impact vehicular safety |
| Emergency Response/ Evacuation Routes | 5 | 0 | Does not impact emergency response time or evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Project would not impact congestion |
| Improves Regional Connectivity | 5 | 0 | Project would not increase regional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Project would not increase access to industrial areas |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 10 | |
| Improves Multimodal Safety Accommodations | 10 | 0 | Project does not impact multimodal safety |
| Increases Connectivity of Multimodal Network | 5 | 5 | Project would increase the available options to travel through the region without a private vehicle |
| Improves Multimodal Access to Show Low Services | 5 | 5 | Project would increase regional access to Show Low services |
| TOTAL | 100 | 20 | |

Bus Shelter Replacements

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|--|
| EASE OF IMPLEMENTATION | 40 | 10 | |
| Capital Funding | 10 | 0 | No funding identified |
| Operations and Maintenance Funding | 5 | 0 | No quantifications of O&M costs have been performed |
| Implementation Readiness | 5 | 0 | No design has been performed |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 0 | Projects would require coordination with local agencies and the transit provider |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 0 | |
| Vehicular Safety | 15 | 0 | Project would not impact vehicular safety |
| Emergency Response/ Evacuation Routes | 5 | 0 | Does not impact emergency response time or evacuation routes |
| VEHICLE MOBILITY | 15 | 0 | |
| Addresses a Known Congestion Location | 5 | 0 | Project would not impact congestion |
| Improves Regional Connectivity | 5 | 0 | Project would not increase regional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Project would not increase access to industrial areas |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 10 | |
| Improves Multimodal Safety Accommodations | 10 | 10 | Project provides safer locations for transit riders to wait |
| Increases Connectivity of Multimodal Network | 5 | 0 | Project would not increase the connectivity of the multimodal network |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Project would not increase regional access to Show Low services |
| TOTAL | 100 | 20 | |

SR 260 Bus Pull-Outs

| Scoring Category | Avail. Points | Points Received | Comments |
|--|---------------|-----------------|---|
| EASE OF IMPLEMENTATION | 40 | 10 | |
| Capital Funding | 10 | 10 | Funding has been identified |
| Operations and Maintenance Funding | 5 | 5 | City of Show Low would maintain the pull-outs |
| Implementation Readiness | 5 | 5 | Design is underway |
| Project Combination | 5 | 0 | No utility or other projects planned |
| Jurisdictional Entities | 5 | 0 | Project requires coordination between ADOT and the City of Show Low |
| Environmental Impact/ Clearance | 10 | 10 | No environmental clearances are anticipated |
| SAFETY | 20 | 15 | |
| Vehicular Safety | 15 | 15 | Project would increase safety by allowing buses to stop outside of the travel lanes |
| Emergency Response/ Evacuation Routes | 5 | 0 | Does not impact emergency response time or evacuation routes |
| VEHICLE MOBILITY | 15 | 5 | |
| Addresses a Known Congestion Location | 5 | 5 | Project would improve travel reliability on a congested segment |
| Improves Regional Connectivity | 5 | 0 | Project would not increase regional connectivity |
| Improves Access to Industrial Area/ Opportunity Zone | 5 | 0 | Project would not increase access to industrial areas |
| FREIGHT MOBILITY | 5 | 0 | |
| Improves Freight Mobility | 5 | 0 | Does not improve freight mobility |
| TRANSIT, BICYCLE, AND PEDESTRIAN MOBILITY | 20 | 10 | |
| Improves Multimodal Safety Accommodations | 10 | 10 | Project reduces the risk of bus-involved crashes |
| Increases Connectivity of Multimodal Network | 5 | 0 | Project would not increase the connectivity of the multimodal network |
| Improves Multimodal Access to Show Low Services | 5 | 0 | Project would not increase regional access to Show Low services |
| TOTAL | 100 | 40 | |