ARIZONA DEPARTMENT OF TRANSPORTATION

SR 264 Corridor Planning Study

FINAL *December 2025*

Acknowledgments

The SR 264 Corridor Planning Study was initiated based on concerns reported by Hopi tribal officials and tribal community members. Thank you for reporting traffic and multimodal safety concerns to partners at the Arizona Department of Transportation.

Special recognition to the stakeholders that have been involved in the study process!

ADOT PROJECT MANAGEMENT TEAM

- Don Sneed - Project Manager
- Paula Brown - Project Manager
- Jason James - Planning Section/P2P Manager

IN PARTNERSHIP WITH:

- Michael Lomayaktewa - Director, Hopi Tribe DOT
- Gregory Sehongva - Safety Coordinator, Hopi Tribe DOT

CONSULTANT TEAM

- Chris Joannes - Project Manager, Kimley-Horn
- Kristen Faltz - Deputy Project Manager, Kimley-Horn
- Sarah Herr - Archaeology President, Desert Archaeology, Inc.
- Christopher La Roche - Project Director, Desert Archaeology

TECHNICAL WORKING GROUP (TWG)

- ADOT Communications and Public Involvement
- ADOT Multimodal Planning Division
- ADOT Northcentral District
- ADOT Northeast District
- ADOT Northern Region Traffic
- ADOT Project Delivery and Operations
- ADOT Roadway Engineering
- ADOT Traffic Safety Section
- Bureau of Indian Affairs - Western Region
- Coconino County
- Hopi Tribe Department of Transportation
- Hopi Law Enforcement Services
- Hopi Tribal Council
- Navajo County
- Navajo Nation Division of Transportation
- Northern Arizona Council of Government

Special appreciation to Hopi Law Enforcement Services and Navajo Nation Police Department for compiling and sharing crash data for the study.

We acknowledge the valuable input from Tribal community members and the public who attended the public information meetings for the study.

Table of Contents

Table of Contents

1 Introduction

Project Overview

The State Route (SR) 264 corridor serves as a major roadway connecting several population centers of the Hopi Tribe and Navajo Nation, including Moenkopi, Hotevilla-Bacavi, Kykotsmovi, Second Mesa, First Mesa, Keams Canyon, and Jeddito. The corridor provides access to essential services, schools, and employment opportunities. In recent years, the Arizona State Transportation Board and the Arizona Department of Transportation (ADOT) Northeast District have received concerns about traffic and multimodal safety along the corridor from Hopi Tribal officials and Tribal community members.

The Hopi Tribe is a sovereign nation located in Coconino and Navajo counties in Arizona. The Tribe is located on three mesas (First Mesa, Second Mesa, and Third Mesa) and is comprises of 12 villages.

The SR 264 Corridor Planning Study (Study) assesses SR 264 from Moenkopi, at Milepost 321.97, to the Navajo-Apache County boundary, at Milepost 417.58, as shown in **Figure 2** on the following page. The Study will develop strategic countermeasures to improve safety and access along the corridor. The Study has six primary objectives:

Study Objectives

- Assess existing conditions
- Compile historical crash data
- Perform Road Safety Audits (RSAs)
- Develop and prioritize recommendations
- Identify potential funding opportunities
- Strengthen the relationship between ADOT, the Hopi Tribe, and the Navajo Nation

PLANNING PROCESS

The study aimed to identify infrastructure improvements to improve corridor safety. Existing conditions were assessed to identify current deficiencies and develop potential recommendations. Evaluation criteria was applied to prioritize recommendations. Recommendations were matched with potential funding sources to support implementation. Three interim working papers, listed below, were summarized in the Corridor Planning Study document.

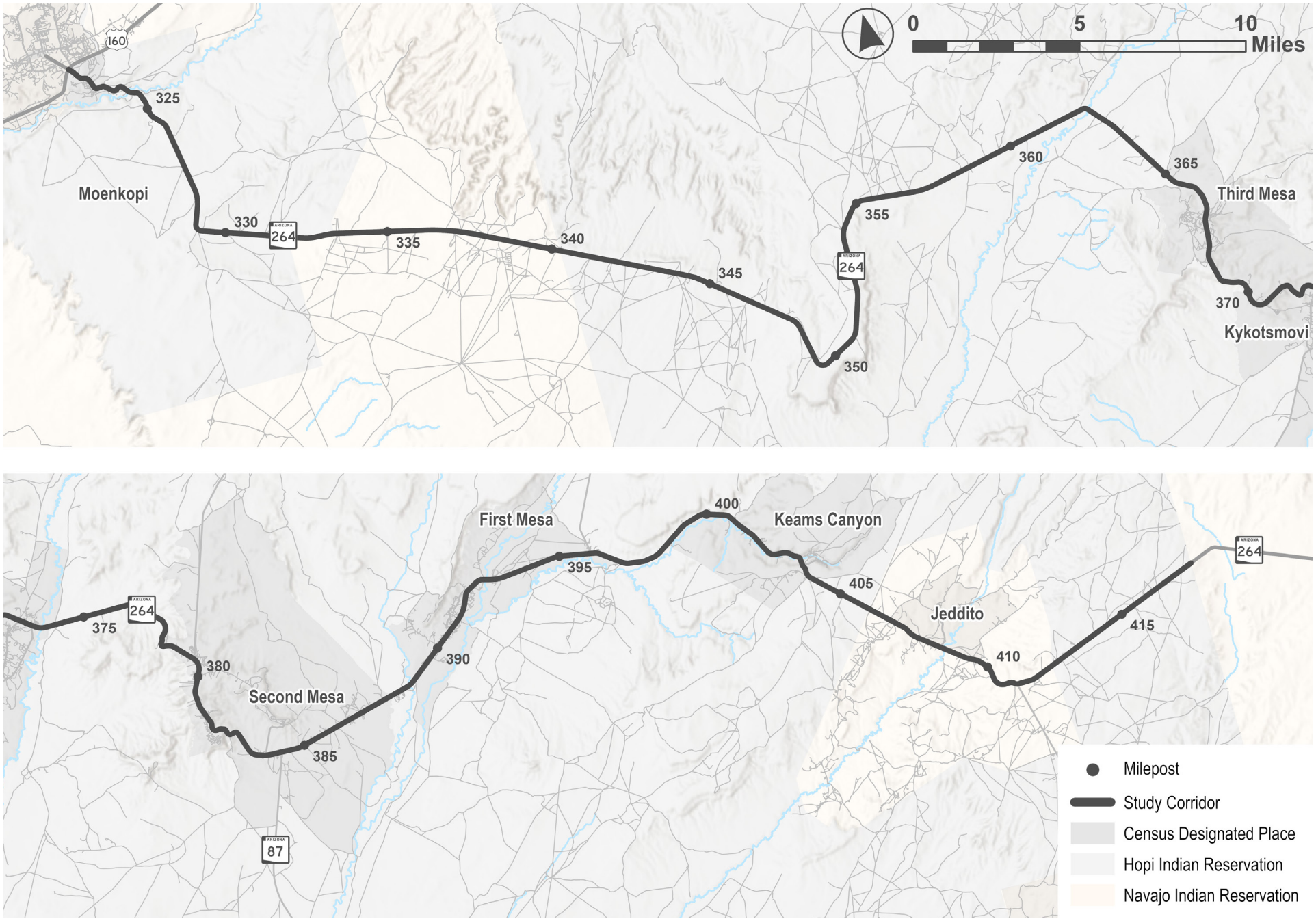
- Working Paper 1: Identify Current and Future Conditions
- Working Paper 2: Identify Deficiencies and Establish Evaluation Criteria
- Working Paper 3: Develop Recommended Plan for Improvements

The planning process is shown in **Figure 1**.

Figure 1. Study Planning Process

Figure 2. Study Corridor

Source: ADOT



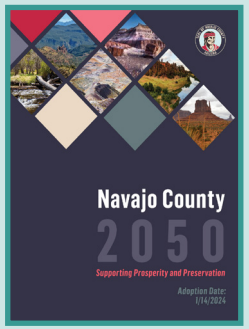
2 Existing and Future Conditions

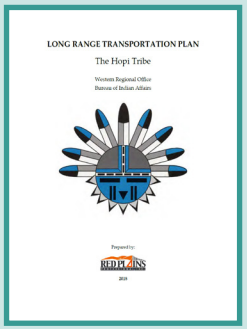
Existing conditions were reviewed through previously recommended improvements, current safety concerns, and infrastructure challenges along the corridor. The review of geometric design features, infrastructure conditions, topography, roadway context, usage patterns, and safety analysis established a baseline for identifying deficiencies and constraints. Existing conditions data and maps are shown in **Appendix B.**

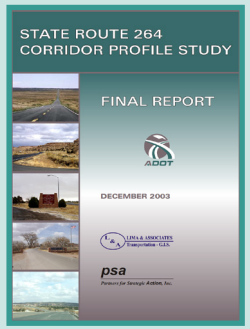
RELEVANT PLANS REVIEW

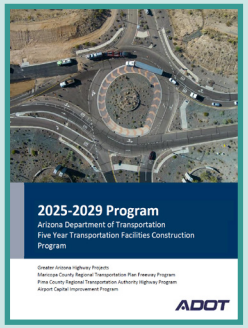
Previous corridor plans and programs identify potential infrastructure projects as well as goals for the corridor. Reviewed plans are shown below. The reviewed plans shared common goals for the corridor, including:

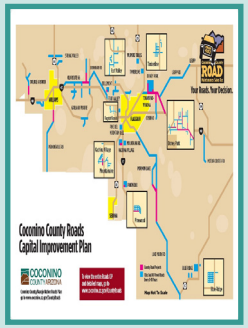
- Provide a range of transportation options that are safe and efficient
- Ensure quality design and development of a connected circulation network
- Improve the roadway to meet the needs of residents and protect the natural environment
- Improve the multimodal network to support active transportation and transit travel

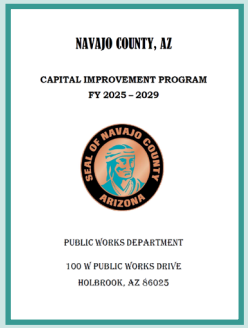












PREVIOUSLY RECOMMENDED IMPROVEMENTS AND PROGRAMMED PROJECTS

Infrastructure recommendations that have not been implemented as well as programmed projects are shown in **Figure 3** by source. Previously recommended and programmed projects are shown in **Appendix A**.

1 Project from ADOT 2025-29 Program

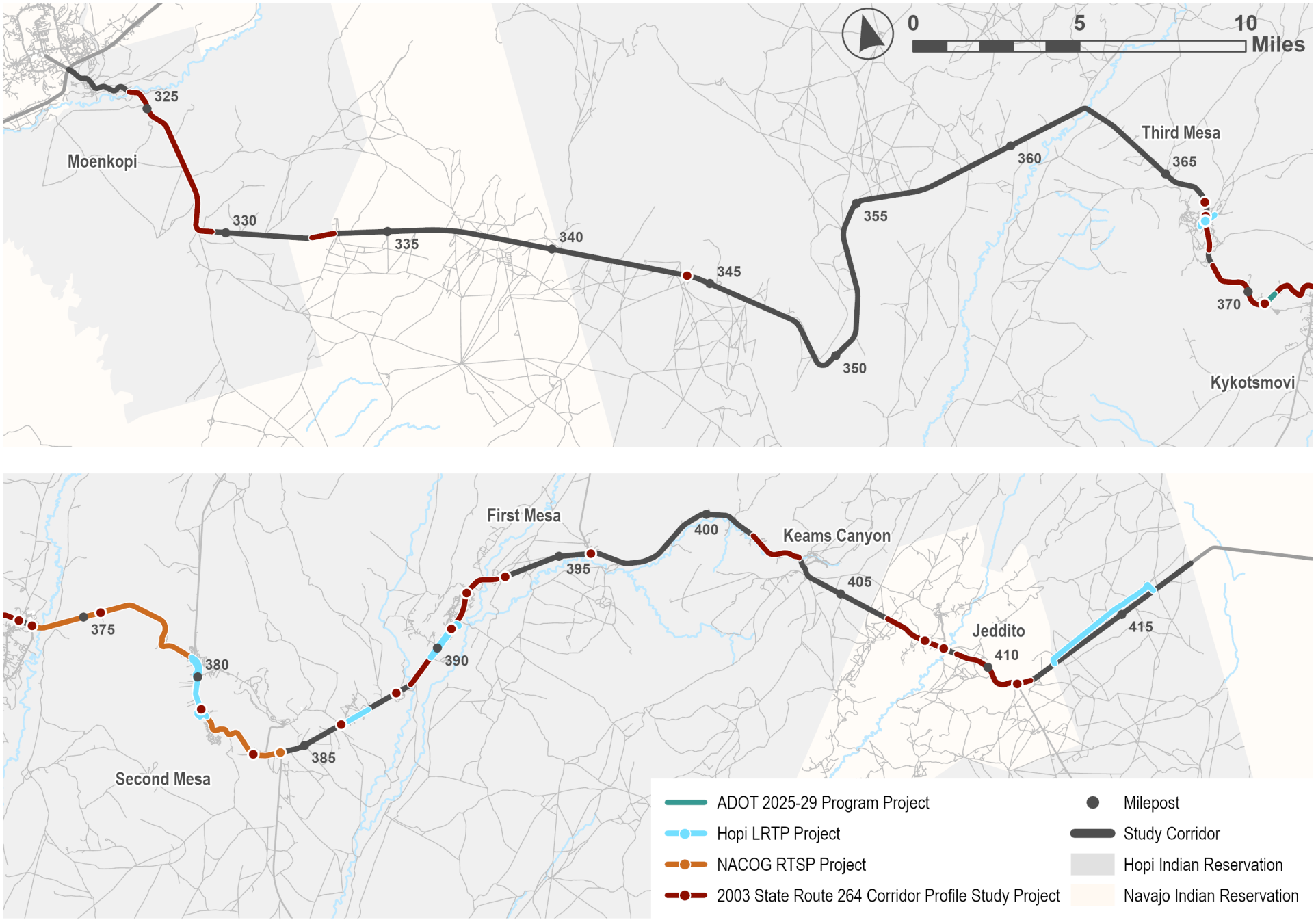
10 Projects from Hopi Tribe LRTP

2 Projects from Northern Arizona Regional Transportation Safety Plan

36 Projects from State Route 264 Corridor Profile Study

Figure 3. Previously Recommended Projects

Source: ADOT, SR 264 Corridor Profile Study, Hopi LRTP, NACOG RTSP



CORRIDOR GEOMETRIC DESIGN FEATURES

To understand the corridor's current geometric design features, a detailed examination of the following features was conducted:

- Safety Features
- Traffic control features
- Active transportation facilities
- Transit infrastructure
- Corridor cross-sections

SAFETY FEATURES

Guardrails, shown in **Figure 4**, are placed in areas with sharp curves and steep terrain to help improve safety for drivers, with the highest concentration found from MP 365 to MP 390. Rumble strips are limited, present only in short sections near Jeddito and west of First Mesa. There are no centerline rumble strips along the corridor. Bus and vehicle safety pullouts are located throughout the corridor, offering safe places to stop, concentrated from MP 360 to MP 400. Most pullouts are made of dirt and gravel, with a few paved options available. **Figure 5** shows the locations for both rumble strips and safety pullout locations.

TRAFFIC CONTROL FEATURES

There are 323 access points on the corridor, one of which is signalized at US 160 at the western end of the corridor. All other access points are two-way stop controlled. An access point was considered an intersection if SR 264 intersects with a named roadway or a roadway that led to multiple residents or roadways. All other access points were considered driveways. The highest concentration of access points is from west of Second Mesa to Keams Canyon.

44 Pullout Locations

16 Miles of Guardrails

323 Access Points

Figure 4. Guardrail Locations

Source: Kimley-Horn

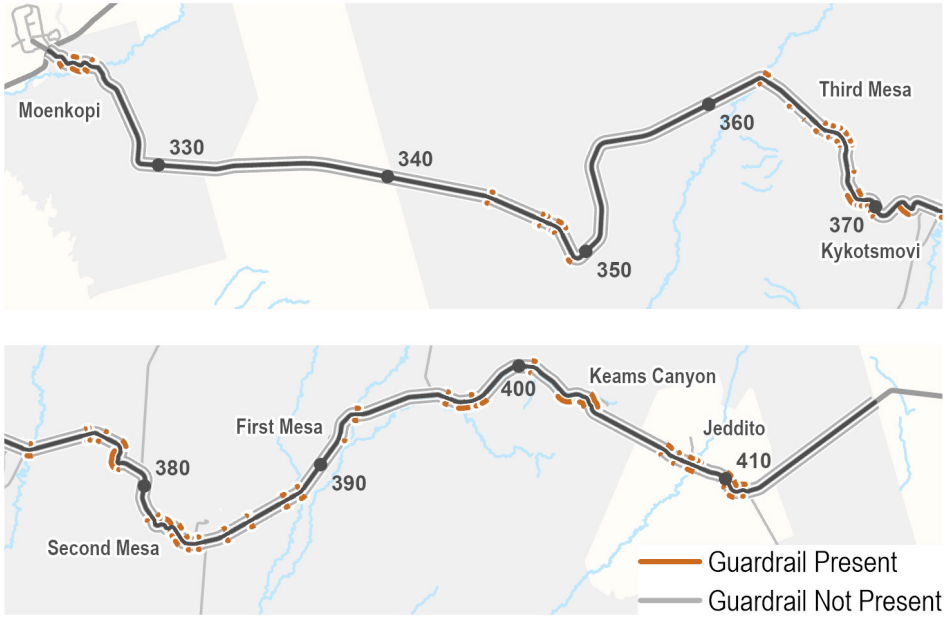
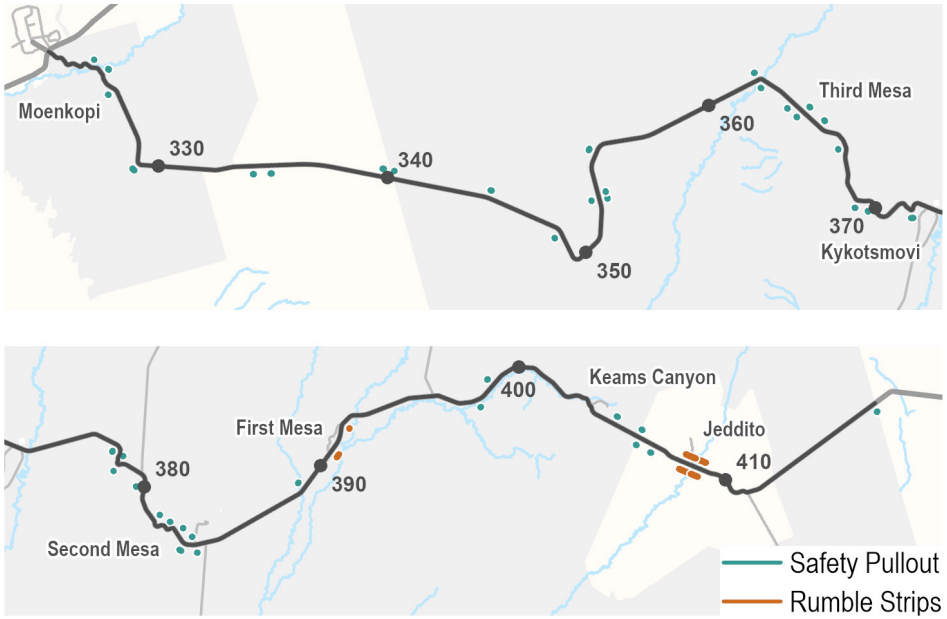


Figure 5. Rumble Strips and Safety Pullout Locations

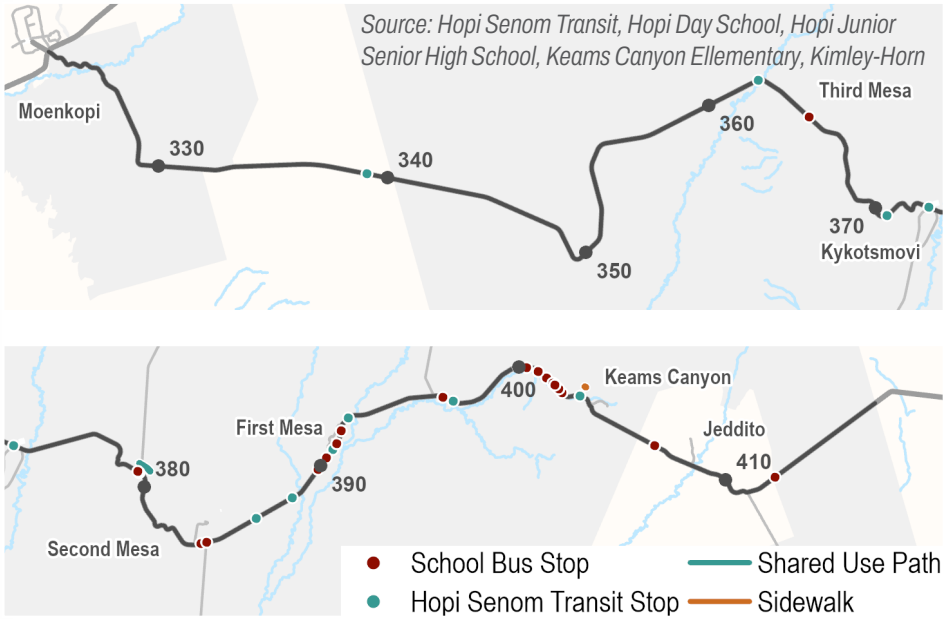
Source: Kimley-Horn



MULTIMODAL INFRASTRUCTURE

SR 264 offers limited options for multimodal usage along the corridor. The only sidewalk is located near the Keams Canyon Shopping Center at MP 403. A shared-use path is located, from MP 379 to MP 380, at the Hopi Cultural Center. The only designated pedestrian crossing on the corridor is located in Moenkopi at Bacavi Street. The corridor serves as a major route for the Hopi Senom Transit service, which provides a fixed-route service to Winslow, Flagstaff, and local destinations such as Kykotsmovi and Keams Canyon. The route stops on the SR 264 corridor at the Hopi Tribal Hall, Hopi Health Care Center, Hopi Cultural Center, Hopi Police Department, and various shopping centers. School bus stops are also present on the corridor, concentrated near First Mesa (MP 390–393) and Keams Canyon (MP 400–403). Bus stops along the corridor serve Hopi Day School, Hopi Junior Senior High School, and Keams Canyon Elementary School. **Figure 6** shows transit stops and active transportation infrastructure along the SR 264 corridor.

Figure 6. Active Transportation and Transit Facilities

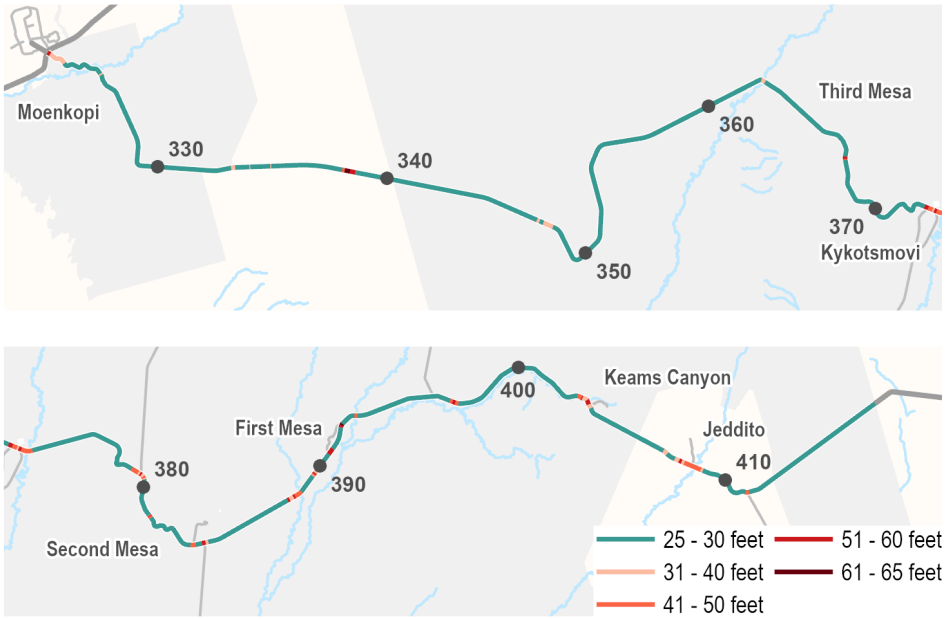


CORRIDOR CROSS-SECTION

The SR 264 corridor generally features one travel lane in each direction with a typical width of 25 to 30 feet. The corridor widens near activity centers and major intersections, including Moenkopi, Keams Canyon, and Jeddito, where shoulders are broader. The widest cross-section on the corridor is in Moenkopi, reaching a 5-lane cross section. **Figure 7** shows the cross-section widths along the corridor.

Figure 7. Corridor Cross-Section Width

Source: Kimley-Horn



TURN LANES

Turn lanes were documented at major intersections to evaluate if supplemental turn lanes should be a future recommendation in response to safety issues. Major corridor intersections and the associated turn lanes are shown in **Table 1**.

Table 1. Major Intersections and Turn Lanes

Source: Kimley-Horn

MP	Intersection	Left Turn Lane	Right Turn Lane
321.9	US 160	1	0
322.3	Roadrunner St	2	0
322.5	Hopi Dr	1	0
322.7	Kachina Trl	0	0
338.5	IR 6720	1	1
372.9	Main St	2	2
373.5	Leupp-Oraibi Rd	1	1
381.3	Main St	1	1
384.3	SR 87	1	1
388.2	Hopi Healthcare Driveway	1	1
396.7	Tribal Court Driveway	1	1
396.8	Hopi Junior Senior High School Driveway	1	1
403.3	Main St	1	1
407.9	Jeddito School Rd	1	1
411.2	Indian Rte. 6	1	1

INFRASTRUCTURE CONDITIONS

The condition of existing infrastructure on the corridor plays a crucial role in the safety of its users. A review of the existing shoulders by lane miles as well as the pavement and bridge condition was conducted to identify areas that need improvement.

SHOULDER WIDTH

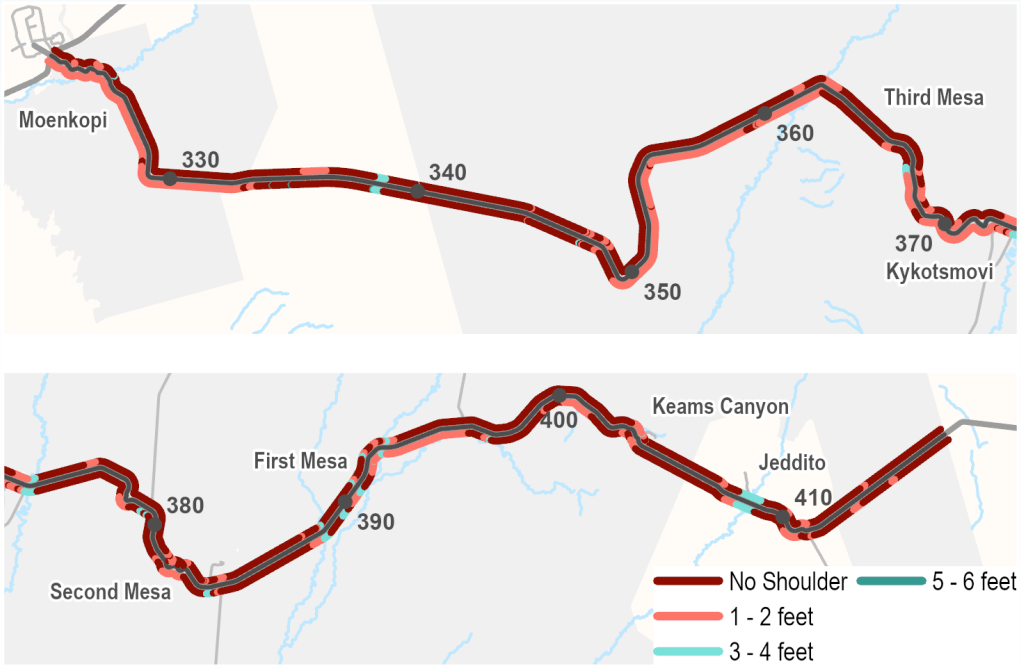
According to ADOT Roadway Design Guidelines, shoulders should be 8 feet wide. Most shoulders along the corridor are less than 2 feet, making it difficult for vehicles to recover if they run off the road. While no segment meets the full guideline width, wider shoulders are found between Second Mesa and First Mesa and near Jeddito, though these sections are not continuous. **Figure 8** shows shoulder width along the corridor.

135

lane miles of roadway missing shoulder

Figure 8. Shoulder Width

Source: Kimley-Horn



PAVEMENT AND BRIDGE CONDITION

Pavement condition data was sourced from ADOT's Pavement Management Group and is categorized by:

- **Good.** Rating is above the identified desirable/average range
- **Fair.** Rating is within the identified desirable/average range
- **Poor.** Rating is below the identified desirable/average range

Over 95% of the corridor is in fair or good condition. Only two miles are in poor condition, located within the eastern half of the corridor from MP 375 to MP 414. Failing segments are typically short, averaging 0.2 miles each. Of the six bridges and three culverts along the SR 264 corridor, and based on ADOT's inspection ratings, three of the bridges are in fair condition, while the rest, including all culverts, are in good condition. Bridge and pavement condition is shown in **Figure 9** and **Table 2.**

17.4% of pavement in good condition

80.9% of pavement in fair condition

1.7% of pavement in poor condition

Figure 9. Pavement and Bridge/Culvert Condition

Source: ADOT

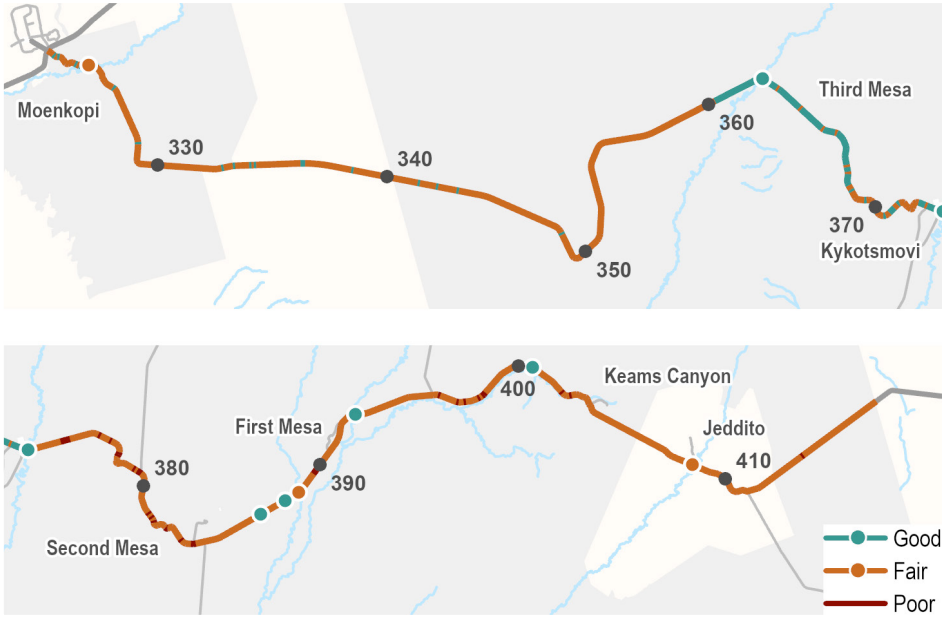


Table 2. Bridge and Culvert Characteristics

Source: ADOT

Name	Location	Length (ft)	Width (ft)	Condition	Type
Moenkopi Wash Bridge	MP 324.0	236	32	Fair	Bridge
Dinnebito Wash Bridge	MP 362.6	207	30	Good	Bridge
Oraibi Wash Bridge	MP 373.6	371	46	Good	Bridge
CMP Culvert	MP 387.2	18	36	Good	Culvert
Little Wepoi Wash Culvert	MP 387.9	30	28	Good	Culvert
Wepo Wash Bridge	MP 388.5	228	46	Fair	Bridge
Polacca Wash Bridge	MP 392.6	250	46	Good	Bridge
Cienega Wash Culvert	MP 400.5	42	32	Good	Culvert
Jeddito Wash Bridge	MP 408.4	297	46	Fair	Bridge

TOPOGRAPHY

The corridor includes the following topography types:

- Flat Terrain. Areas that are flat with little change in elevation.
- Mild Rolling Terrain. Areas where the terrain elevation changes gradually.
- Steep Terrain. Areas where the terrain elevation changes quickly.

The corridor is primarily characterized by mild rolling terrain with occasional steep, curvy alignments. Corridor topography changes are described in **Table 3**. Locations with steep terrain and curvy alignment can cause immense safety concerns if countermeasures are not implemented.

There are sections of terrain along the corridor that prevent vehicles from pulling off due to the risk of falling from a drop off. Areas of drop off are concentrated where the corridor curves due to terrain changes. **Figure 10** shows topography and areas of drop off along the corridor.

8.68

Miles of Areas with Drop-Off

Figure 10. Areas of Drop Off and Topography

Source: Kimley-Horn

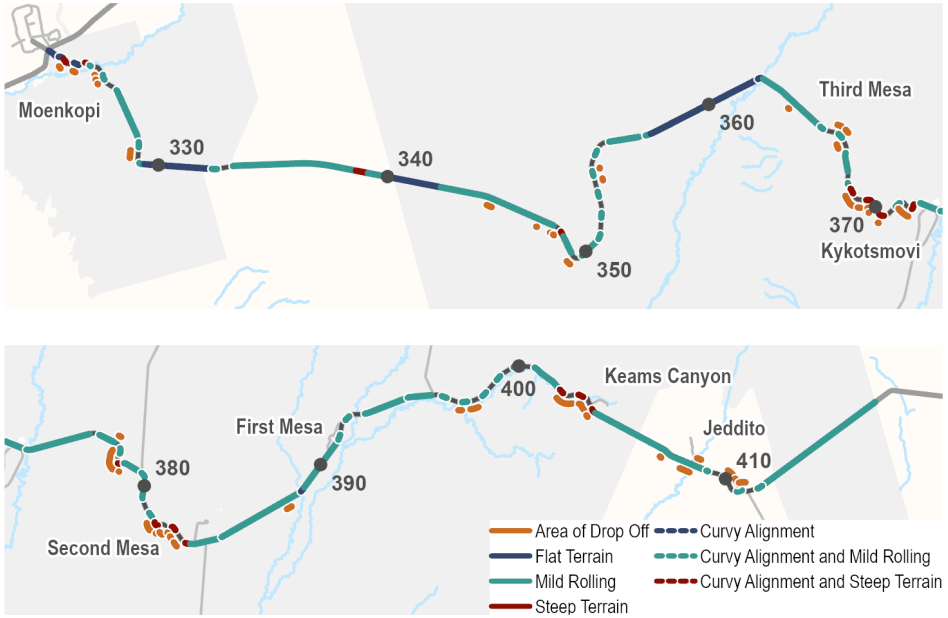


Table 3. Topography Characteristics

Source: Kimley-Horn

Begin (Milepost)	End (Milepost)	Character Description
322.6	324.0	Steep Terrain
324.0	338.6	Mild Rolling with some curvy alignment
338.6	339.1	Steep Terrain
339.1	347.5	Mild Rolling
347.5	348.3	Steep Terrain with some curvy alignment
348.3	368.4	Mild Rolling with some curvy alignment
368.4	372.3	Steep Terrain with some curvy alignment
372.3	377.9	Mild Rolling
377.9	383.5	Steep Terrain with some curvy alignment
383.5	402.0	Mild Rolling with some curvy alignment
402.0	404.0	Steep Terrain with some curvy alignment
404.0	417.5	Mild Rolling

ROADWAY CONTEXT

The study corridor and surrounding land was reviewed to understand how the corridor interacts with adjacent areas and communities.

LAND USE, OWNERSHIP, AND KEY ACTIVITY CENTERS

The SR 264 corridor runs through land owned by the Hopi Tribe and parts of the Navajo Nation, though the corridor easement is under ADOT jurisdiction. The Hopi Tribal Council and Navajo Nation Council oversee land use decisions on the reservations. Key activity centers, such as schools, medical facilities, shopping areas, and Tribal offices, are mostly located in village hubs, with the highest concentration found in Moenkopi and between Third Mesa and First Mesa near the Hopi Junior Senior High School. While the eastern part of the corridor is less populated, Keams Canyon and Jeddito still feature residential areas and schools. **Figure 11** shows the locations of the activity centers.

FUNCTIONAL CLASSIFICATION

ADOT groups Arizona's roadway network into a hierarchical functional classification system, similar to the federal system, based on the characteristics of the roadway, as well as the type of service the roadway is intended to provide. The federal functional classification for the study corridor identifies SR 264 as a minor arterial. **Figure 12** shows the functional classifications on and surrounding the study corridor.

- **Freeway:** Full access control, high speed, long-distance travel
- **Principal Arterial:** High speeds and long, uninterrupted travel
- **Minor Arterial:** Slower speeds than principal arterials, provides connections between principal arterials
- **Major Collector:** Collects traffic from local roads, distributes to arterials
- **Minor Collector:** Collects traffic from local roads, distributes to arterials or major collectors
- **Local:** Provides access to land, little or no through traffic, slow travel speeds

Tribal Land

The corridor is under ADOT jurisdiction; however, the land surrounding the corridor is within the Hopi Reservation and Navajo Nation.

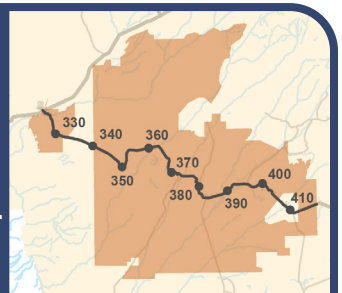


Figure 11. Activity Centers

Source: Kimley-Horn

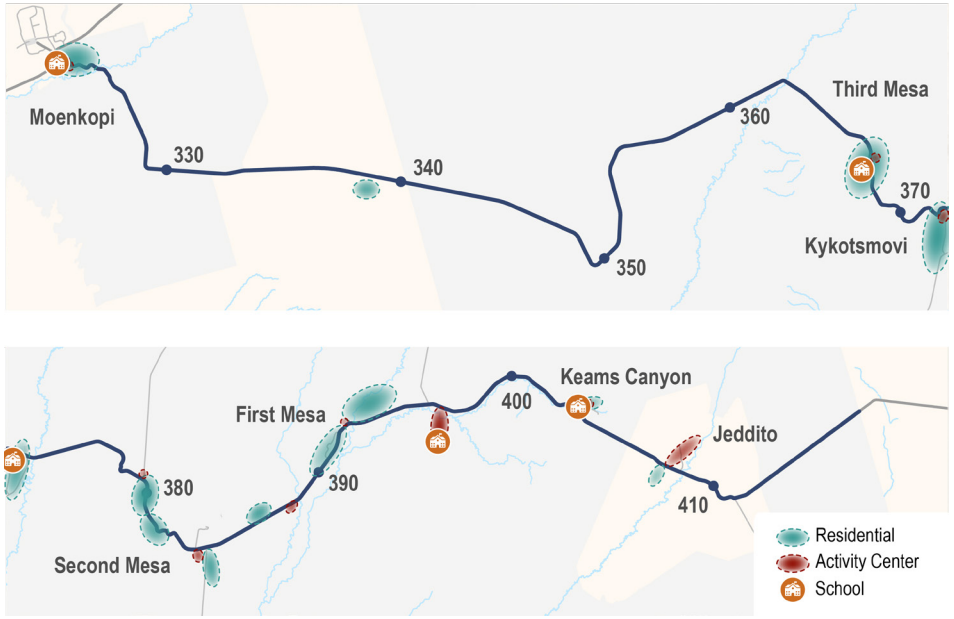
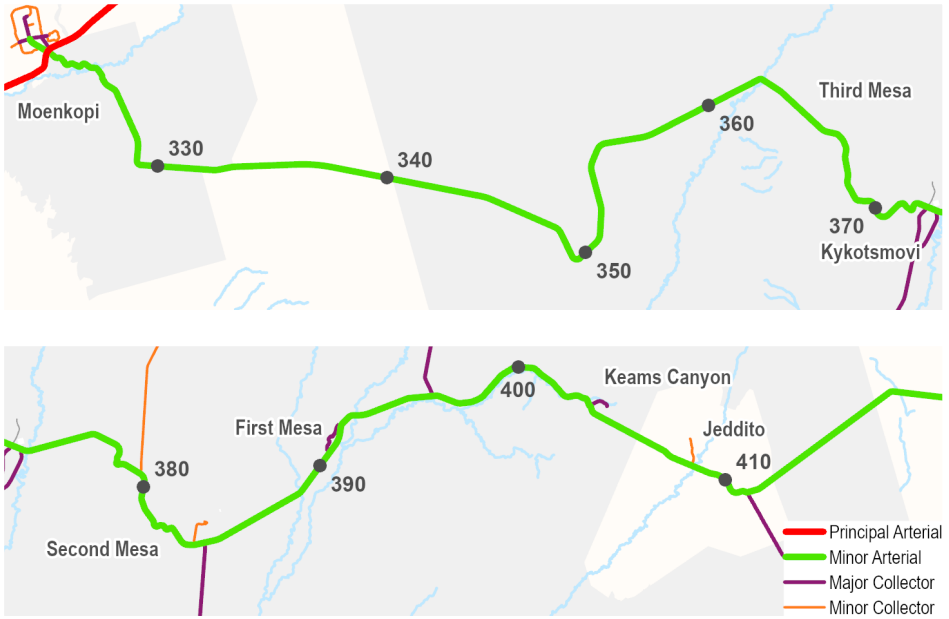


Figure 12. Functional Classification

Source: ADOT



ACCESS MANAGEMENT

There are 323 access points on the study corridor, including 206 private driveways. Of those driveways, 113 are dirt driveways and 93 are paved with asphalt. Dirt driveways are concentrated from MP 365 to MP 405. When driveways are spaced too close together, it creates more chances for accidents, especially in areas with hills or curves. Closely spaced driveways increase the likelihood of collisions, particularly in areas with hills or curves. Sections where corridor access points are densely concentrated warrant future study to improve access management. **Figure 13** shows the distance between access points along the corridor.

SPEED LIMIT

Along the corridor the speed limit ranges from 35 mph to 65 mph. Speed limits that are less than 40 mph are located in Moenkopi and in Keams Canyon. Over half of the study corridor has a speed limit of 65 mph. **Figure 14** details the speed limit and the changes along the corridor.

Areas with High Concentration of Access Points

MP 367 – 368.5
23 Access Points
15.3 Access Points per Mile

MP 378.5 – 381.5
44 Access Points
14.6 Access Points per Mile

MP 364 – 393
80 Access Points
2.8 Access Points per Mile

MP 400 – 403
18 Access Points
6 Access Points per Mile

Figure 13. Distance between Access Points

Source: Kimley-Horn

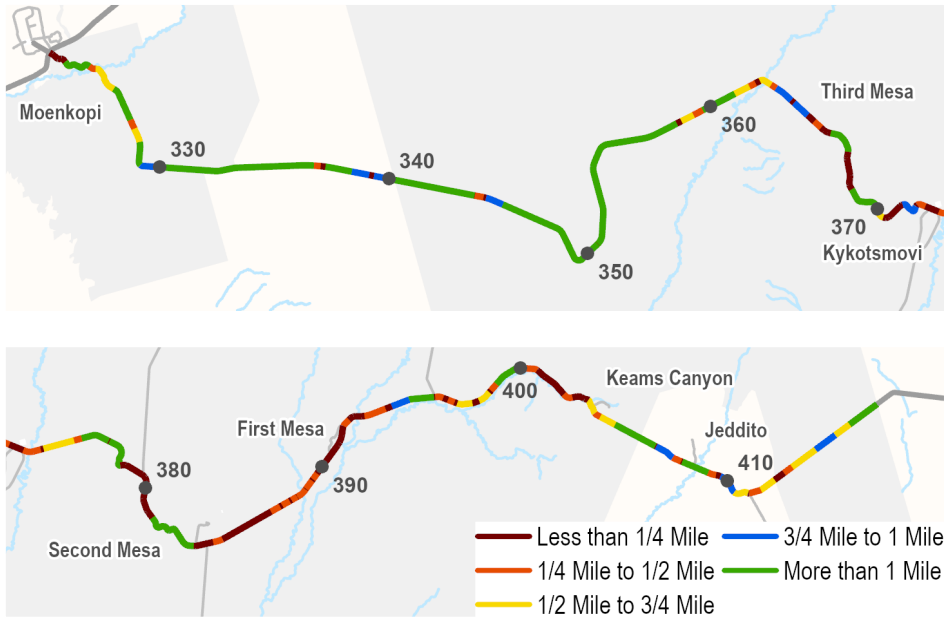
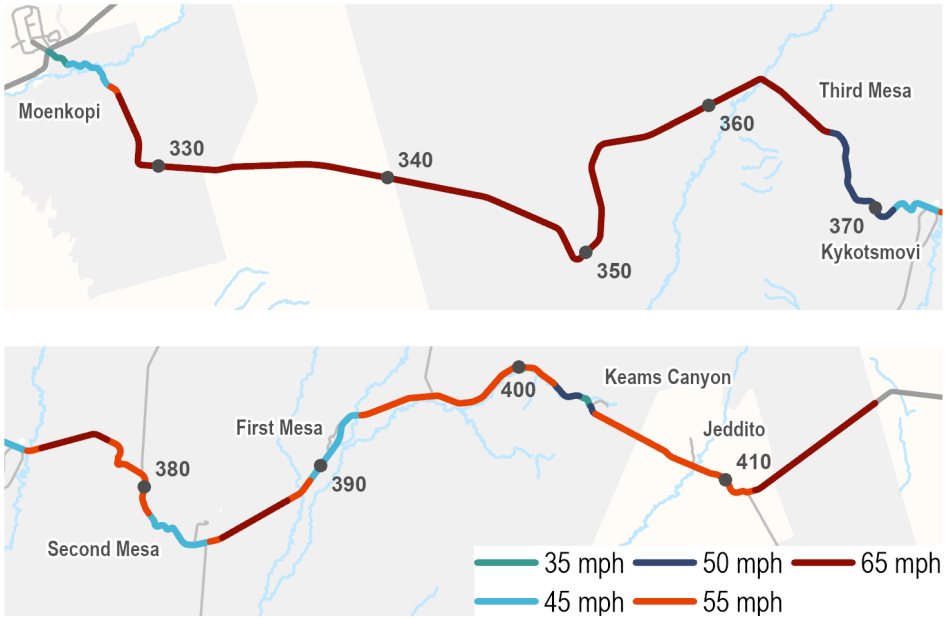


Figure 14. Speed Limit

Source: Kimley-Horn



SOCIOECONOMIC CHARACTERISTICS

Population, employment, and demographics help define transportation needs and deficiencies for the community. From 2010 to 2020, the population surrounding the corridor stayed fairly steady with a slight increase, but it dropped by 15% from 2020 to 2023. In 2019, there were 669 employees working within two miles of the corridor. Additional employment opportunities are present on the west side of US 160 in Tuba City and likely generate traffic along the corridor. **Table 4** shows top employers along the corridor.

Table 4. Numbers of Employees by Employer *Source: MAG Employment Data*

Employer	Number of Employees (2019)
Moenkopi Legacy Inn and Suites	20
Hopi Mission School Inc	24
Bureau of Indian Affairs	24
Hopi Tribal Council	26
Moenkopi Day School Inc	30
Hopi Assisted Living Facility Inc	31
Hopi Twin Arrows Limited Partnership	32
Cedar Public School District 25	48
Hopi Traders Inc	60
Hopi Tribe	300

VULNERABLE POPULATIONS

PERSONS WITH LIMITED ENGLISH PROFICIENCY (LEP)

Identification of LEP persons can be informative for the purpose of devising appropriate strategies for meaningful public involvement and ensuring LEP persons are able to weigh in on transportation decisions.

MINORITY POPULATIONS

ADOT and the Federal Highway Administration (FHWA) define five minority groups, as follows:

- **Black:** A person having origins in any of the black racial groups of Africa
- **Hispanic:** A person of Mexican, Puerto Rican, Cuban , Central or South American, or other Spanish culture or origin regardless of race.
- **Asian American:** a person having origins in any of the original people of the Far East, Southeast Asia, the Indian subcontinent
- **American Indian or Alaskan Native:** All persons having origins in any of the original peoples of North America.
- **Native Hawaiian or Other Pacific Islander:** people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands

LOW-INCOME POPULATION

Low-income populations are those whose median annual household income is at or below the Department of Health and Human Services poverty guidelines for a family of four, which is currently $32,150.

INTERNET AVAILABILITY

The ability to have reliable internet connectivity is a challenge in rural areas throughout Arizona and the United States.

ZERO-VEHICLE HOUSEHOLDS

Households without access to a personal vehicle can exist for several reasons, including residents having a disability, preferring not to drive, or are not being able to afford the expense of owning a vehicle.

11% *of the population has limited English proficiency*

35% *of the population is low income*

99% *of the population are minority*

48% *of residents do not have reliable internet*

17% *of the population do not have a vehicle*

ROADWAY USAGE

Average daily traffic (ADT) along SR 264 was collected in April of 2025. Daily traffic volumes along the corridor are shown in **Figure 16** and were collected at the following locations*:

- West of Second Mesa Day School
- Moenkopi Village Area
- Kykotsmovi Village Area
- West of Sunlight Mission Road
- West of BIA Route 60
- East of San Clan Intersection
- West of Keams Canyon Area
- West of SR 264/Jeddito School Road

**Note: The ADT reported on SR 264 in Moenkopi was supplemented from traffic counts collected in 2023, near MP 322.5.*

Truck Traffic is highest at the intersection with SR 87

Peak Traffic Volumes were highest from 7:00 to 8:00 am and 5:00 to 6:00 pm

Peak Traffic Speeds were highest from 3:00 to 6:00 am

TRUCK TRAFFIC

ADT counts were collected at eight locations throughout the route in April of 2025. The data was supplemented with additional counts that was collected in 2023. Traffic volumes along the corridor range from 1,300 to just under 3,000 vehicles per day. Volumes are highest in Second Mesa, close to the intersection with SR 87, and in Moenkopi, near US 160.

SR 264 is recognized by the Navajo Nation as an important freight route. To understand how much truck traffic uses the road, counts were taken near Second Mesa Day School and in Kykotsmovi Village. Near the SR 87 intersection, about 77 trucks travel the corridor each day, sharing the road with school traffic. In Kykotsmovi, truck traffic is lighter, with around 45 trucks per day.

SPEED SNAPSHOT

To provide a speed snapshot along the corridor, vehicle speeds were collected just west of Second Mesa Day School, in Kykotsmovi, and in Moenkopi. Early morning hours had the highest speeds on the corridor. The posted speed limit signage at collection locations is 45 mph and the average collected speed was 52 mph. **Figure 15** shows the 85th percentile speed per hour at collection locations.

Figure 15. 85th Percentile Speed by Hour

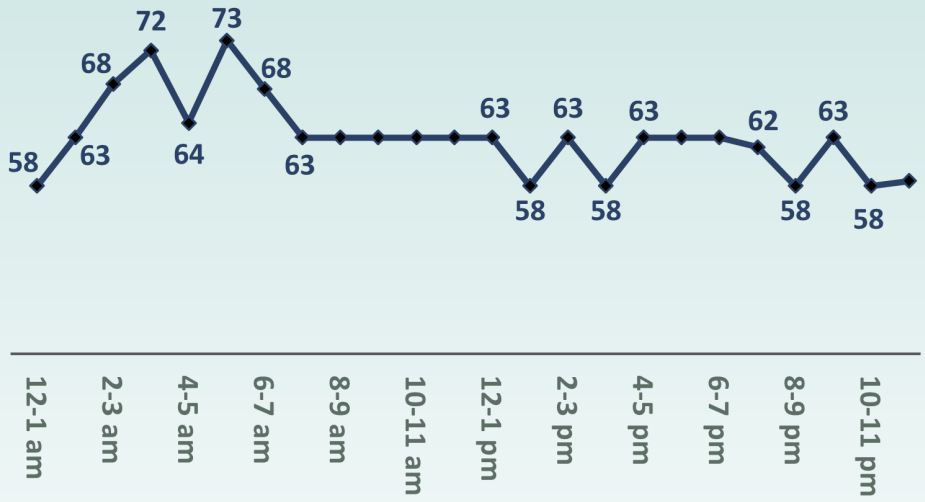
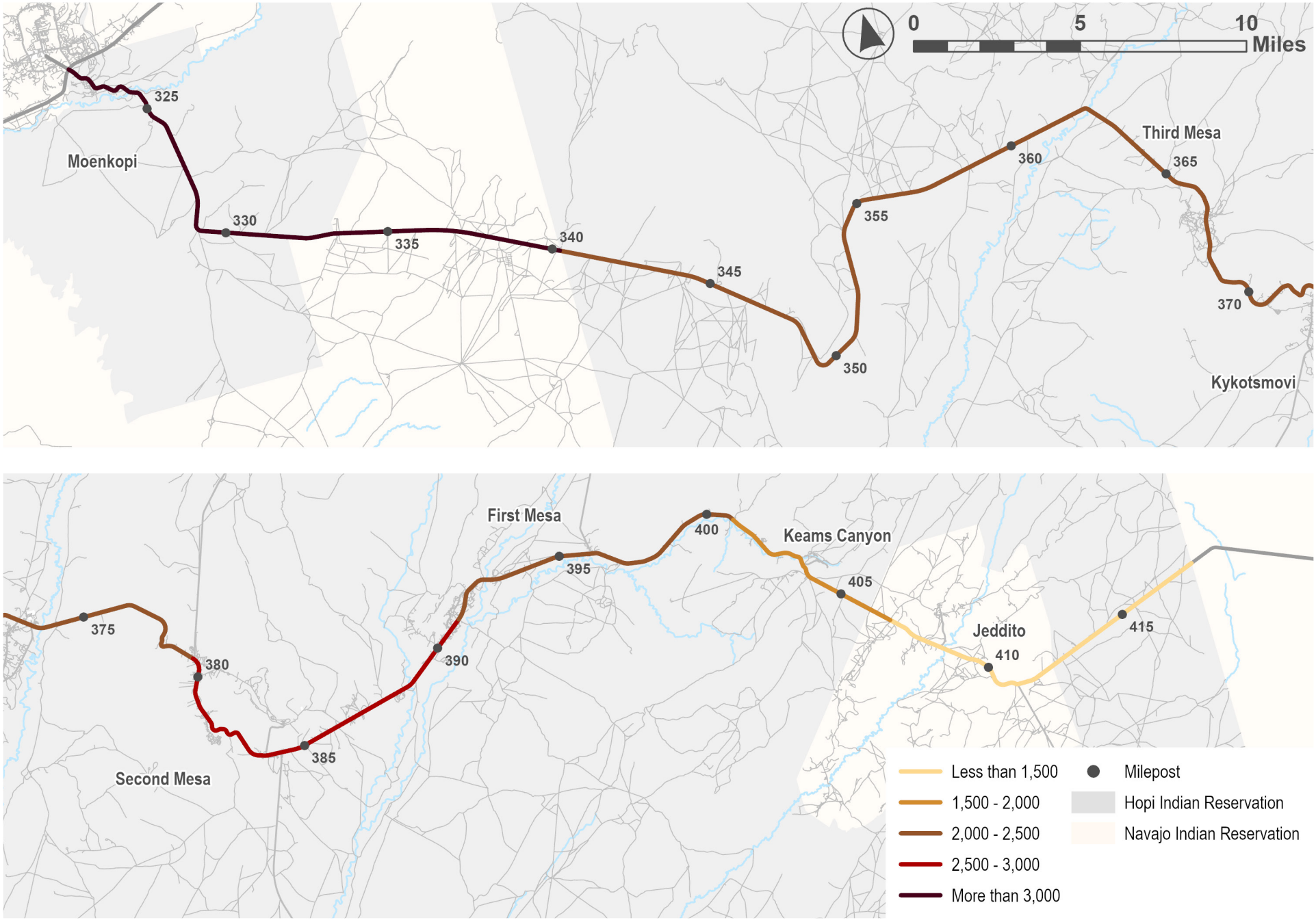


Figure 16. Average Daily Traffic Volumes

Source: ADOT, Hopi Tribe



SAFETY ANALYSIS

Safety along the study corridor was analyzed for the most recent five years of crash data available (2020-2024) from the ADOT Arizona Crash Information System (ACIS), the Hopi Law Enforcement Services, and the Navajo Nation Police Department to determine hot spots that may require safety improvements.

Crashes along SR 264 may be handled by Hopi Law Enforcement, the Navajo Nation Police, or Arizona Department of Public Services (DPS), depending on which agency is closest at the time. Historically, only DPS reported crash data to the statewide database (ACIS), but Hopi Law Enforcement has recently started contributing as well. To obtain a full picture of crash activity from 2020 to 2024, data was gathered from all three agencies.

Tribal Police Departments are encouraged to work with ADOT and other stakeholders on how to improve safety on Tribal lands, including how to improve Tribal crash data collection and sharing, including leveraging ADOT's Traffic and Criminal Software (TraCS) to report crashes. It is recommended that enhancements to safety data-sharing be a priority to ensure crash trends, and the types and extent of injuries, are accurately and quickly identified so they can be mitigated.

SAFETY SNAPSHOT

A total of 114 crashes was reported from 2020 to 2024 along the corridor. There are likely additional crashes not captured in this dataset due to lack of crash data sharing. Some crash data reports had limited details regarding the crash characteristics; crashes with limited information are shown as 'unknown' in the safety snapshot (**Figure 17**) if the data was not available. **Figure 18** shows crash density along the corridor. Crash frequency was the highest west of Hotevilla-Bacavi from MP 337 to just past MP 361.

Between 2020-2024 a total of 114 crashes was reported

Highest crash density is found near intersections with US 160, SR 87, and IR 6

2.91 miles of high crash rates along the corridor, near the IR 6 Intersection

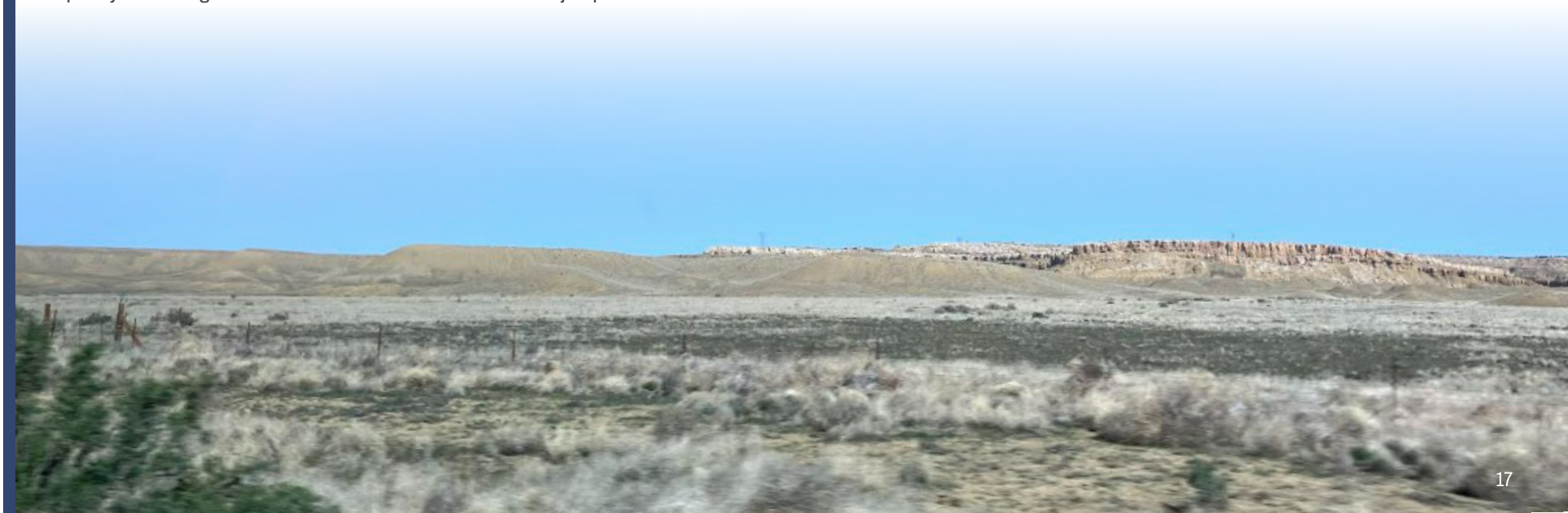
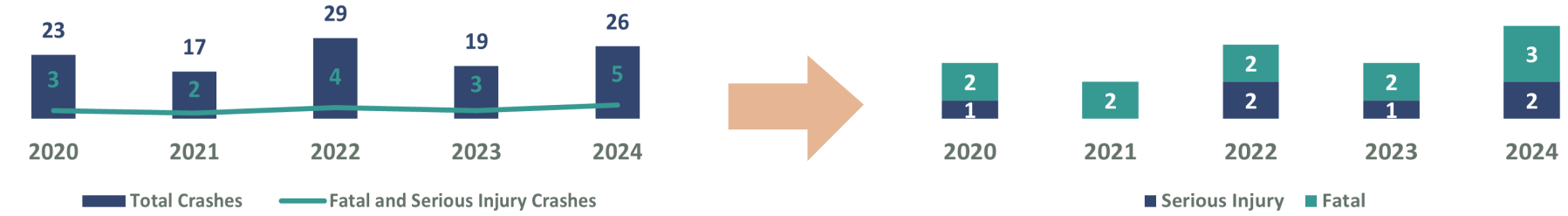


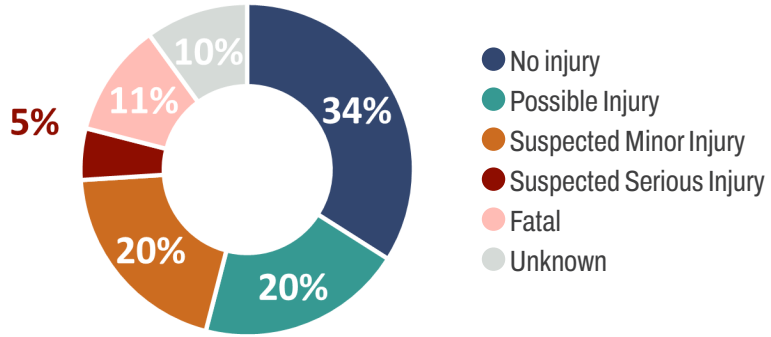
Figure 17. Safety Snapshot

Source: ADOT, Hopi Tribe, Navajo Nation

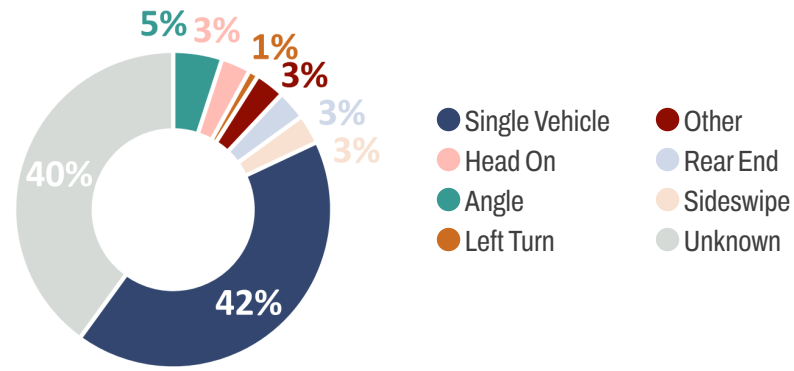
CRASHES BY YEAR



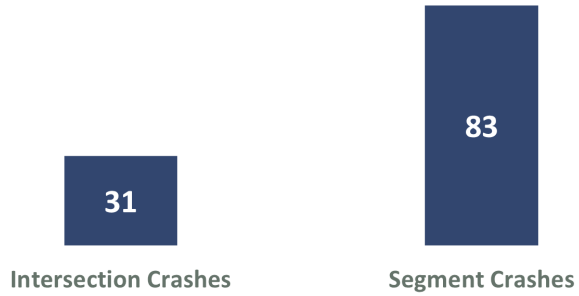
CRASHES BY INJURY LEVEL



TOP MANNER OF COLLISION



CRASHES BY LOCATION



CRASHES BY LIGHT CONDITION

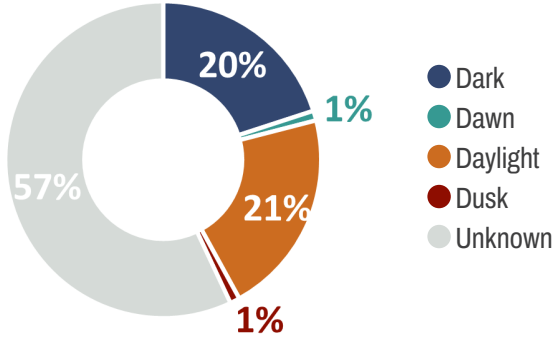


Figure 18. Crash Density

Source: ADOT, Hopi Tribe, Navajo Nation

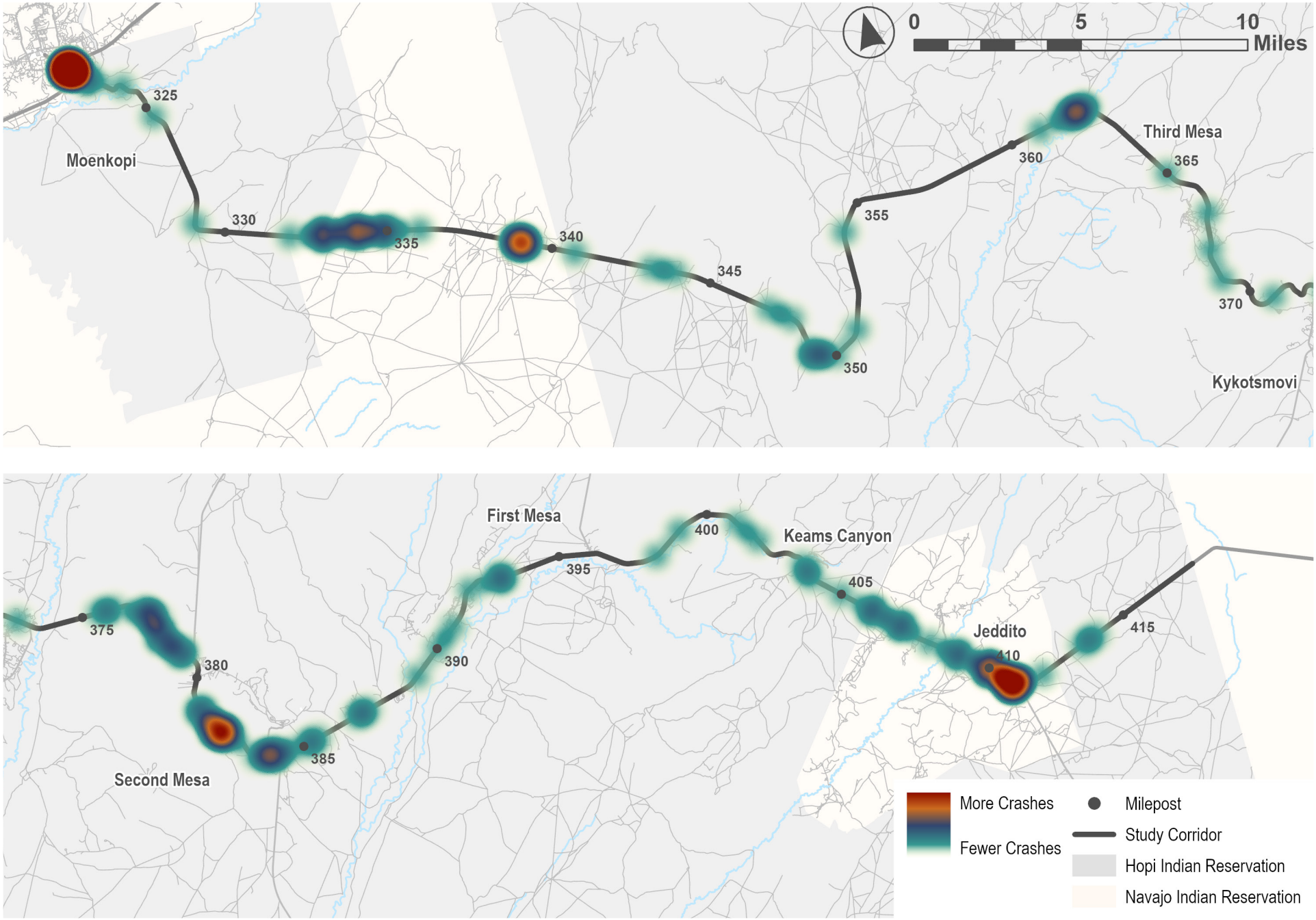


Figure 19. Crash Rates by Intersection and Segment (2020-2024)

Source: ADOT, Hopi Tribe, Navajo Nation

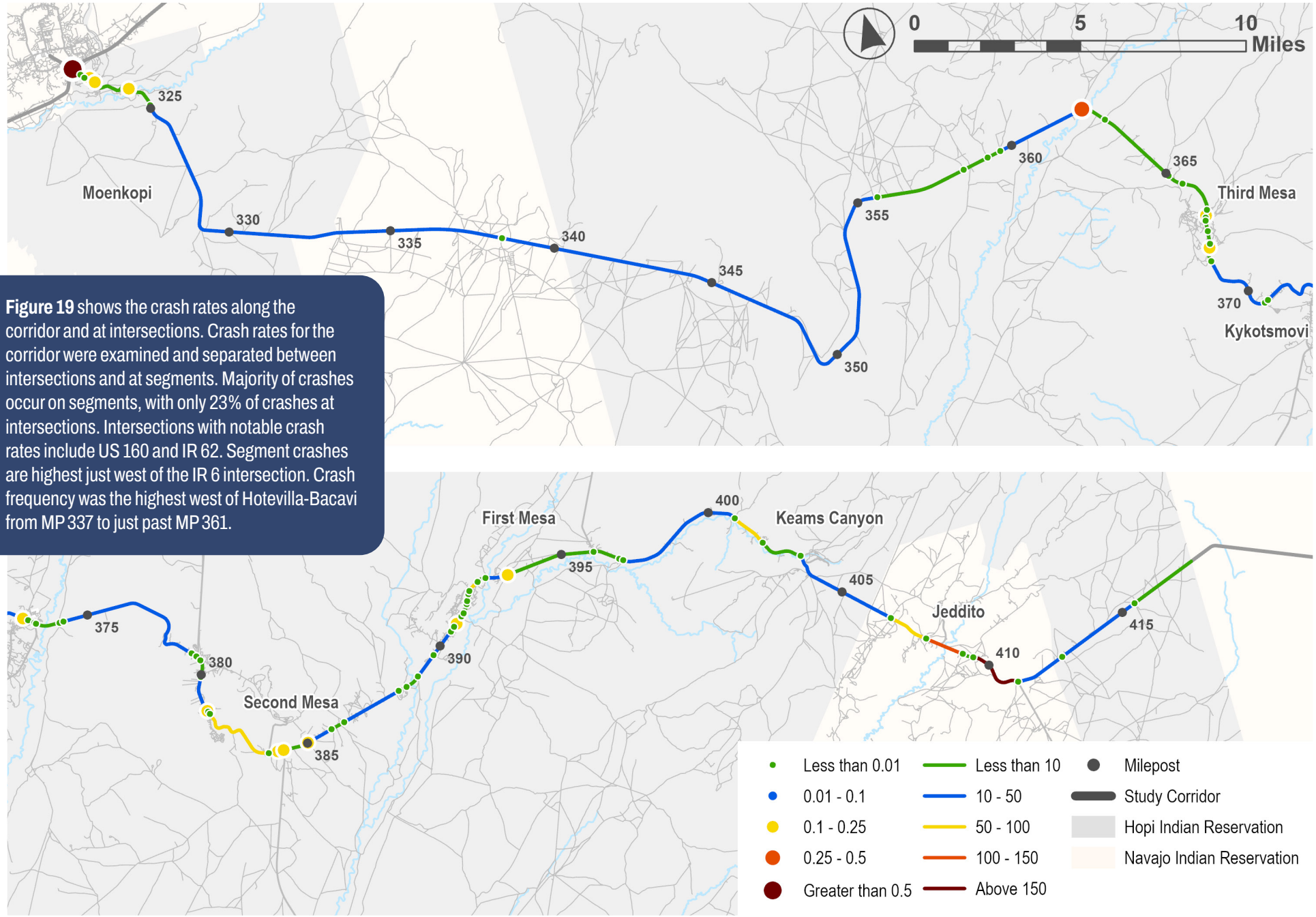


Figure 19 shows the crash rates along the corridor and at intersections. Crash rates for the corridor were examined and separated between intersections and at segments. Majority of crashes occur on segments, with only 23% of crashes at intersections. Intersections with notable crash rates include US 160 and IR 62. Segment crashes are highest just west of the IR 6 intersection. Crash frequency was the highest west of Hotevilla-Bacavi from MP 337 to just past MP 361.

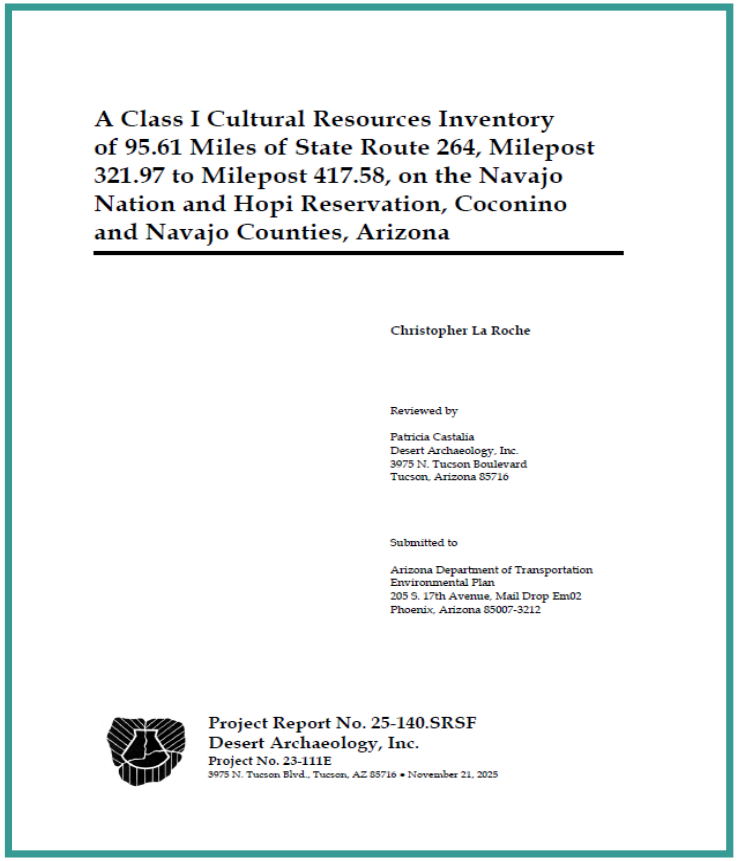
LIMITED ENVIRONMENTAL INVENTORY AND EVALUATION

A Limited Environmental Inventory and Evaluation was completed to identify environmental issues, constrains, and opportunities. Key findings include:

- There are 8 federally threatened, endangered, proposed, candidate, or experimental population species near the corridor, see **Appendix B, Table 10**.
- The corridor includes riverine features, freshwater forested/shrub wetlands, and freshwater pond features.
- Floodplain hazards are unknown due to a lack of detailed analysis.
- Noise-sensitive receptors are located on the study corridor.

As part of the environmental overview, cultural resources were documented along the corridor through a Class I Cultural Resources Inventory, shown in **Figure 20**. Cultural avoidance areas were identified to ensure culturally significant areas remain undisturbed by study recommendations. As corridor projects progress, a Class III cultural survey should be completed to confirm archaeological data, guide design, mark avoidance zones, and determine any needed treatments. Also the Class I Cultural Resouces Inventory report can be made available to the project team leads, as required.

Figure 20. Class I Cultural Resource Inventory Cover



A Class I Cultural Resources Inventory of 95.61 Miles of State Route 264, Milepost 321.97 to Milepost 417.58, on the Navajo Nation and Hopi Reservation, Coconino and Navajo Counties, Arizona

Christopher La Roche

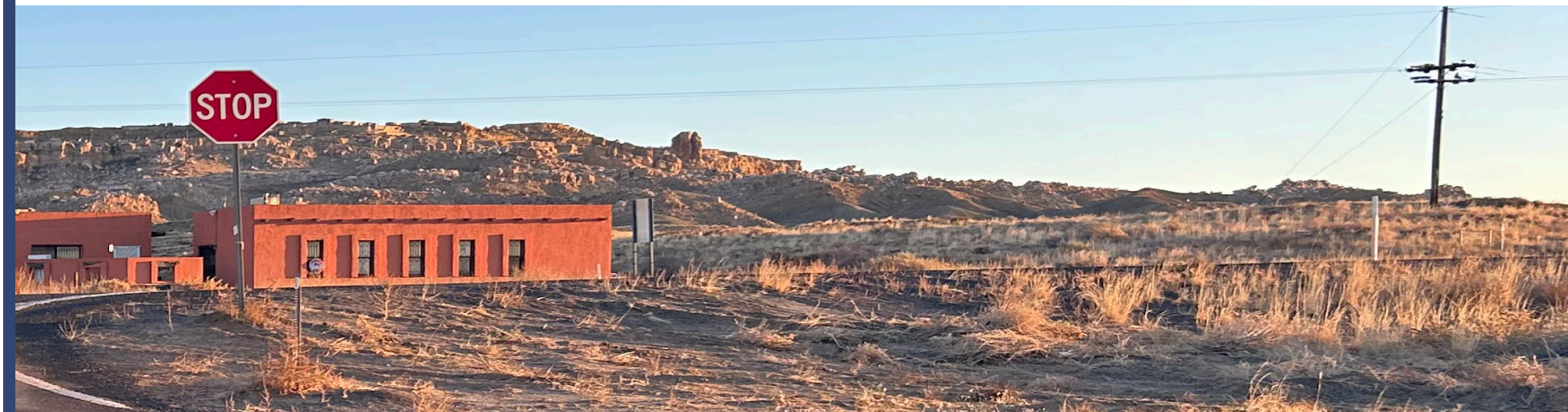
Reviewed by

Patricia Castalia
Desert Archaeology, Inc.
3975 N. Tucson Boulevard
Tucson, Arizona 85716

Submitted to

Arizona Department of Transportation
Environmental Plan
205 S. 17th Avenue, Mail Drop Em02
Phoenix, Arizona 85007-3212

Project Report No. 25-140.SRSF
Desert Archaeology, Inc.
Project No. 23-111E
3975 N. Tucson Blvd., Tucson, AZ 85716 • November 21, 2025



FUTURE CONDITIONS ANALYSIS

Future projections for population, employment, and traffic usage provide insight into future corridor needs. Forecasted data was reviewed to provide insights into how they will impact future improvements.

POPULATION AND EMPLOYMENT

The Arizona Office of Economic Opportunity (OEO) has developed low, medium, and high forecasts for Navajo County, extending to 2060. The low projection anticipates a county-wide population decrease of 20% by 2060 while the medium and high forecasts project county-wide population to decrease by 12% and 2% respectively, shown in **Figure 21.** Of the Census Designated Places found along the corridor, five of six have projected populations from the OEO, shown in **Figure 22.**

The forecasted employment is based on the medium Navajo County forecasted population growth rate (-12%) applied to the number of employees from the MAG Employment data (669). The forecasted employment along the corridor in 2060 is 588, a reduction of 81 jobs.

FUTURE ROADWAY CONDITIONS

Projected traffic volumes, identified by ADOT's Average Annual Daily Traffic Report, projected corridor volumes to 2043. Projected traffic volumes along the corridor anticipate volumes increasing by an average of 234 daily vehicles. **Figure 23** shows the volume change by 2043.

Figure 23. Future Traffic Volumes

Source: ADOT

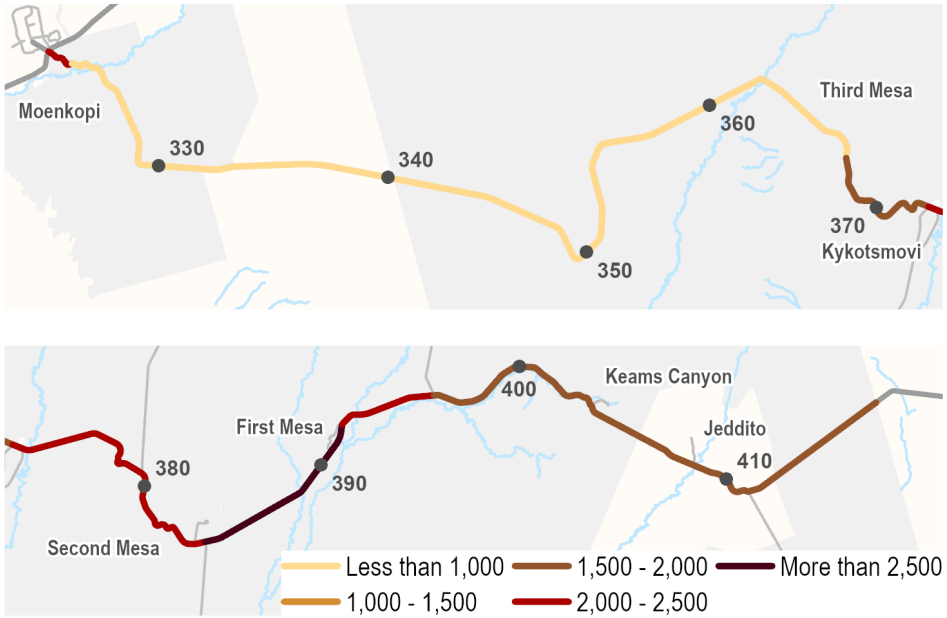
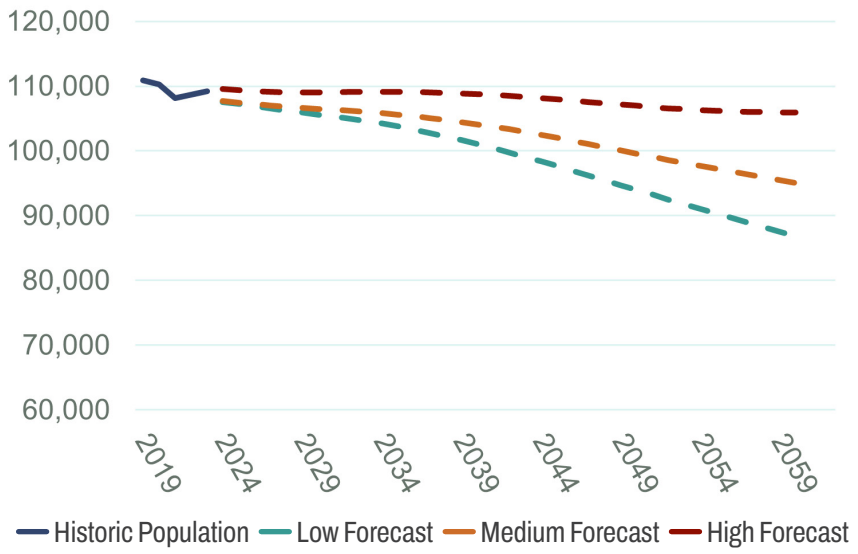


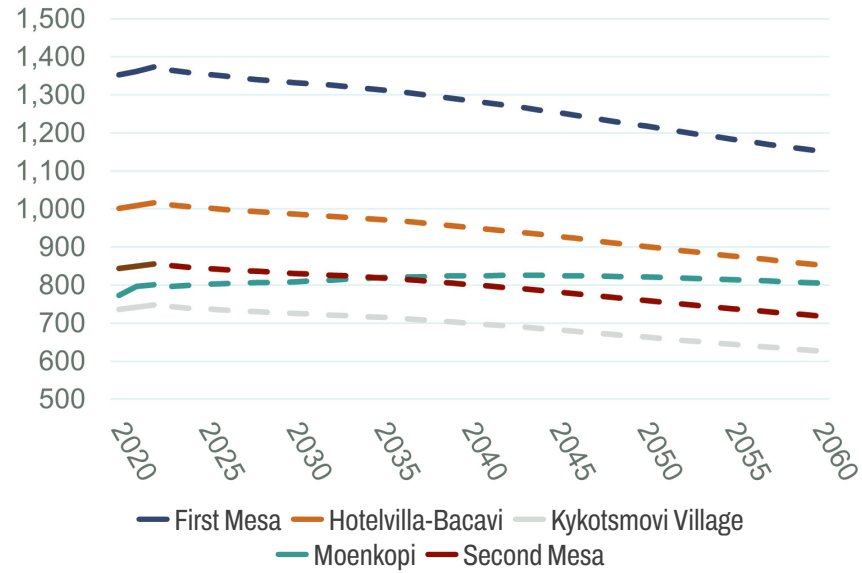
Figure 21. Navajo County Forecasted Population Changes

Source: Arizona Office of Economic Opportunity



Moenkopi growing by 4.3%

Figure 22. Census Designated Place Forecasted Population Changes



NEEDS AND DEFICIENCIES

The existing conditions analyses identified deficiencies and constraints that the study recommendations will aim to address. These deficiencies and constraints are described below.

TRANSPORTATION DEFICIENCIES

- Although most of the corridor's pavement is in fair or good condition, two miles are in poor condition and pose potential safety risks.
- The western portion of the corridor, from Third Mesa to Moenkopi, has few bus stops along the corridor, limiting transit options.
- Between Kykotsmovi Village and Keams Canyon, inadequate access management in several areas contributes to unsafe roadway conditions and numerous conflict points.
- There is a lack of active transportation facilities for pedestrians and cyclists throughout the corridor.
- A high number of crashes have occurred east of Jeddito near the intersection with IR 6 as well as east of Second Mesa near the intersection with SR 87.

CORRIDOR CONSTRAINTS

- Several sections of the corridor feature steep edge drop-offs, limiting opportunities for roadway widening.
- Many of the roadways that intersect with the corridor are unpaved and lack signed traffic control.
- The areas with active transportation are isolated and disconnected. Even if accessibility is improved along SR 264, additional neighborhood connections will likely be needed to make active transportation trips feasible.
- The SR 264 corridor is the sole roadway in northern Navajo County connecting US 160 and US 191. Any disruption along this route would significantly impact travel, as no alternate routes exist.

3 Recommendation Development

Figure 24. Areas of Need

Source: Kimley-Horn

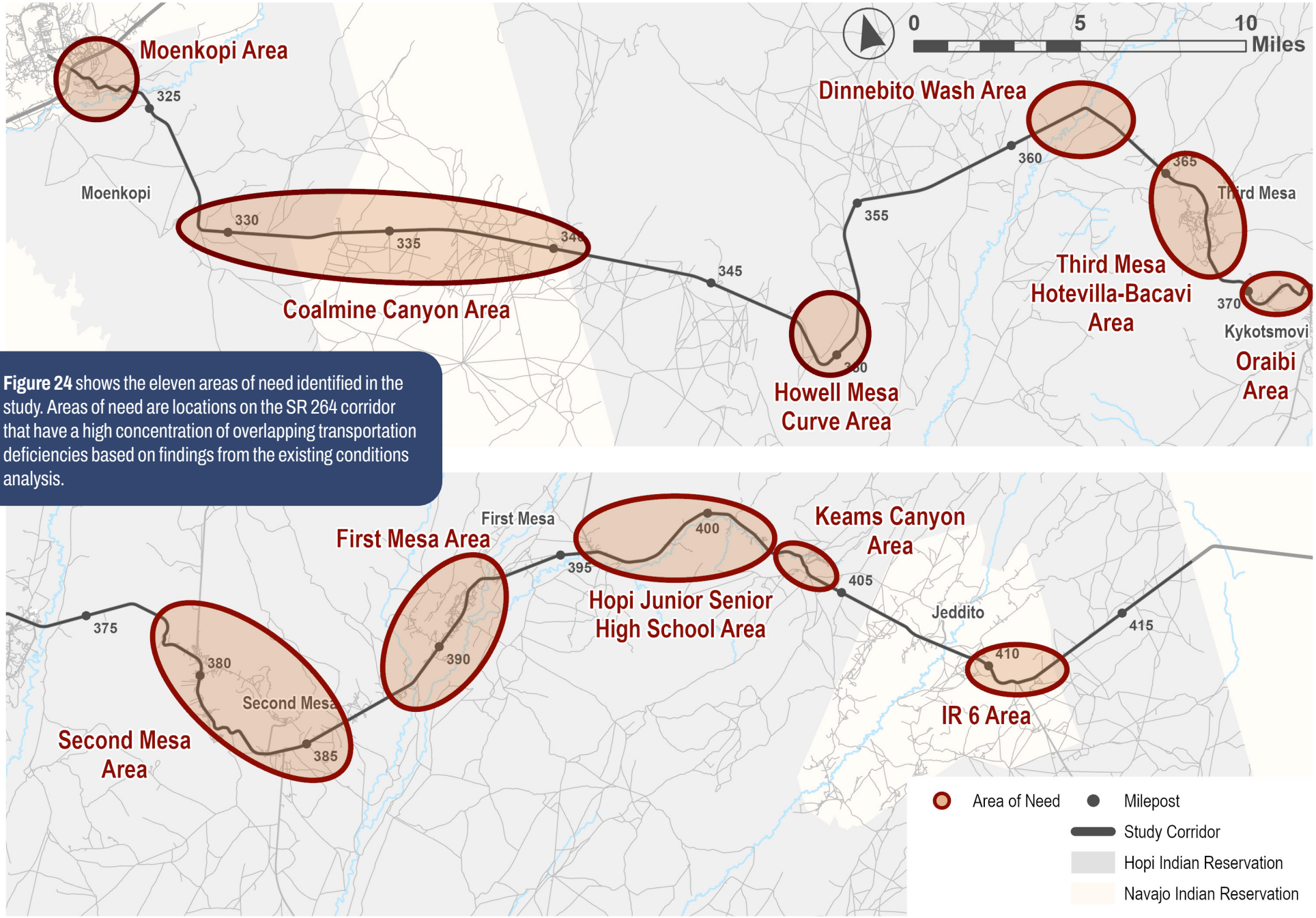


Figure 24 shows the eleven areas of need identified in the study. Areas of need are locations on the SR 264 corridor that have a high concentration of overlapping transportation deficiencies based on findings from the existing conditions analysis.

RECOMMENDATION DEVELOPMENT PROCESS

For each area of need, the following sources were used to develop initial recommendations:

- **Transportation Deficiencies and Corridor Constraints.** The transportation deficiencies and corridor constraints identified were assessed at each location to identify potential causes for safety issues in the area.
- **Previously Recommended Projects.** Recommended projects identified in the Previous Plan Review were reviewed to identify potential improvements that have already been recommended.
- **National Best Practices.** National best practices, including the FHWA Proven Safety Countermeasures, were leveraged to identify best-fitting countermeasures for a given location's current needs.

Following development of initial recommendations, the countermeasures were refined by:

- Stakeholder and community input
- Recommendation field review

The refined recommendations were then categorized into short- and long-term recommendations. Short-term recommendations are typically low-cost improvements that may fit into existing funding sources, such as maintenance funds or District Minor funds, and are expected to be implemented in the next five years. Long-term recommendations are improvements that require additional funding and are anticipated to be implemented outside of the five-year planning horizon. The recommendation development process is shown in **Figure 25**.

Figure 25. Recommendation Development Process

NUMBER OF RECOMMENDATIONS BY IMPROVEMENT TYPE

17 Signage Improvements

9 Intersection Improvements

23 Multimodal Improvements

10 Capacity Improvements

15 Preservation Improvements

NUMBER OF RECOMMENDATIONS BY AREA OF NEED

- MOENKOPI AREA – **9 RECOMMENDATIONS**
- COALMINE CANYON AREA – **6 RECOMMENDATIONS**
- HOWELL MESA CURVE – **2 RECOMMENDATIONS**
- DINNEBITO WASH AREA – **4 RECOMMENDATIONS**
- THIRD MESA/HOTEVILLA-BACAVI AREA – **6 RECOMMENDATIONS**
- ORAIBI AREA – **9 RECOMMENDATIONS**
- SECOND MESA AREA – **18 RECOMMENDATIONS**
- FIRST MESA AREA – **14 RECOMMENDATIONS**
- HOPI JUNIOR HIGH SCHOOL AREA – **7 RECOMMENDATIONS**
- KEAMS CANYON AREA – **3 RECOMMENDATIONS**
- IR 6 AREA – **4 RECOMMENDATIONS**

4 Planning-Level Cost Development

COST DEVELOPMENT

Planning-level cost estimates were developed for each recommendation for the implementation process and identification of potential funding sources. Planning-level cost estimates were prepared by examining and quantifying the physical extents of each improvement and then using the unit costs defined below. Planning-level cost estimates are reflective of total construction but do not include additional studies or design costs. Additional study will be needed for each recommendation to identity detailed cost estimates that can be used for design and construction in the future.

PLANNING-LEVEL UNIT COSTS

Planning-level costs are based on unit costs for similar recent projects. Unit costs are shown below for each category:

- Signage improvement unit costs are shown in **Table 5**.
- Multimodal improvement unit costs are shown in **Table 6**.
- Roadway improvement unit costs are shown in **Table 7**.

Table 5. Signage Improvement Unit Costs

Improvement	Description	Unit Cost (2025$)	Unit
School Zone Sign	Deploy School Zone Signs	$2,000	Location
Speed Feedback Sign	Install speed feedback sign	$9,000	Location
Road May Flood Sign	Install 'Road May Flood' Sign	$2,000	Location
Downgrade Sign	Install downgrade sign	$1,000	Location
Double Arrow Sign	Install double arrow sign	$1,000	Location
Advanced Diagram Sign	Install advanced diagram sign	$2,000	Location
Oversized Stop Sign with LED	Replace existing stop sign with oversized stop sign with LED	$10,000	Location
Oversized Chevrons with Retroreflective Strips	Install oversized chevrons with retroreflective strips	$1,000	Number of Signs
Dynamic Curve Warning Signage	Install dynamic curve warning sign	$9,000	Location
Curve Delineation Signage	Install curve delineation	$1,000	Location
Street Sign	Install new street sign	$750	Location
Delineators	Install delineators	$1,000	Location
Install Reflective Tabs on Guardrails	Install reflective tabs on guardrails	$500	Mile

Table 6. Multimodal Improvement Unit Costs

Improvement	Description	Unit Cost (2025$)	Unit
Shared-use path	Construct new 10’ off-street paved path	$2,200,000	Mile
New sidewalk	Construct new 6' wide sidewalk	$22	Square-foot
New HAWK Signal and Crosswalk	Install signalized crossing (HAWK) for pedestrians/bicyclists	$500,000	Location
Rectangular Rapid Flashing Beacon	Install crossing	$25,000	Location
ADA Improvements	Install curb ramps	$16,000	Location
Bus Pullout, Shelter, and ADA Facilities	Construct new bus pullout and shelter	$158,750	Location
Pedestrian Refuge Island	Install pedestrian refuge island	$125,000	Location
Pedestrian-Scale Lighting	Install pedestrian-scale lighting	$220,000	Location

Table 7. Roadway Improvement Unit Costs

Improvement	Description	Unit Cost (2025$)	Unit
Widen Roadway	Construct one additional lane on existing roadway	$2,360,000	Lane-mile
New Safety Access Road	Construct a new safety access road	$3,900,000	Lane-mile
High Friction Surface Treatment	Install high friction surface treatment	$50	Square-yard
Roadway Resurfacing	Resurface and restripe existing roadway	$500,000	Lane-mile
Road Restabilization	Spot Restabilization	$2,232,000	Lane-mile
Extend Guardrail	Extend guardrail from existing	$369,600	Mile
Intersection lighting	Install intersection lighting	$220,000	Location
Corridor Lighting	Install Lighting along corridor	$1,100,000	Mile
Widen Shoulder	Widen shoulder	$220,000	Foot-mile
Install No Passing Zones at Intersection	Replace passing zone with no passing zone	$10,360	Mile
Median	Construct a new median	$1,267,200	Mile
Centerline Rumble Strip	Install centerline rumble strips	$5,280	Mile
Edgeline Rumble Strip	Install edge line rumble strips	$37,000	Mile
Roadway Reconstruction	Full-depth reconstruction of the roadway and realignment of the roadway	$2,130,000	Lane-mile
Cut Back Rock Face	Remove rock to widen roadway	$30	Cubic Yard
Multiple Low-Cost Countermeasures at Stop Controlled Intersections			

Multiple Low-Cost Countermeasures at Stop-Controlled Intersections Improvement Unit Costs

Improvement	Description	Unit Cost (2025$)
Oversized Intersection Warning Signage	Install oversized intersection warning sign	$2,000
Transverse Rumble Strip	Install transverse rumble strips	$8,200
Oversized LED Stop Sign	Replace existing stop sign with oversized LED stop sign	$10,000
Edge-line Rumble Strip	Install edge line rumble strips	$7,400
Oversized Intersection Warning Signage	Install oversized intersection warning sign	$2,000
	Total (per intersection)	**$29,600**

5 Recommendations

The study recommendations are separated into four recommendation types: short-term recommendation packages, long-term recommendations packages, systemic corridor programs, and future study recommendations.

SHORT-TERM
11 *PACKAGES*

LONG-TERM
11 *PACKAGES*

SYSTEMIC CORRIDOR PROGRAMS
10 *PROGRAMS*

FUTURE STUDY RECOMMENDATIONS
10 *STUDIES*

SHORT-TERM RECOMMENDATION PACKAGES

Short-term recommendation packages are typically low-cost improvements that are anticipated to be funded using existing funding sources, such as maintenance funds or District Minor Program Funds, after review and approval. Short-term recommendations are expected to be implemented in the next five years. Packages are organized based on their location along the corridor and are not prioritized. **Table 8** shows the total cost of short-term recommendations by areas of need. For each short-term recommendation package, there is a spread on the following pages that includes:

- Recommendation locations
- Recommendation descriptions
- Recommendation planning-level cost

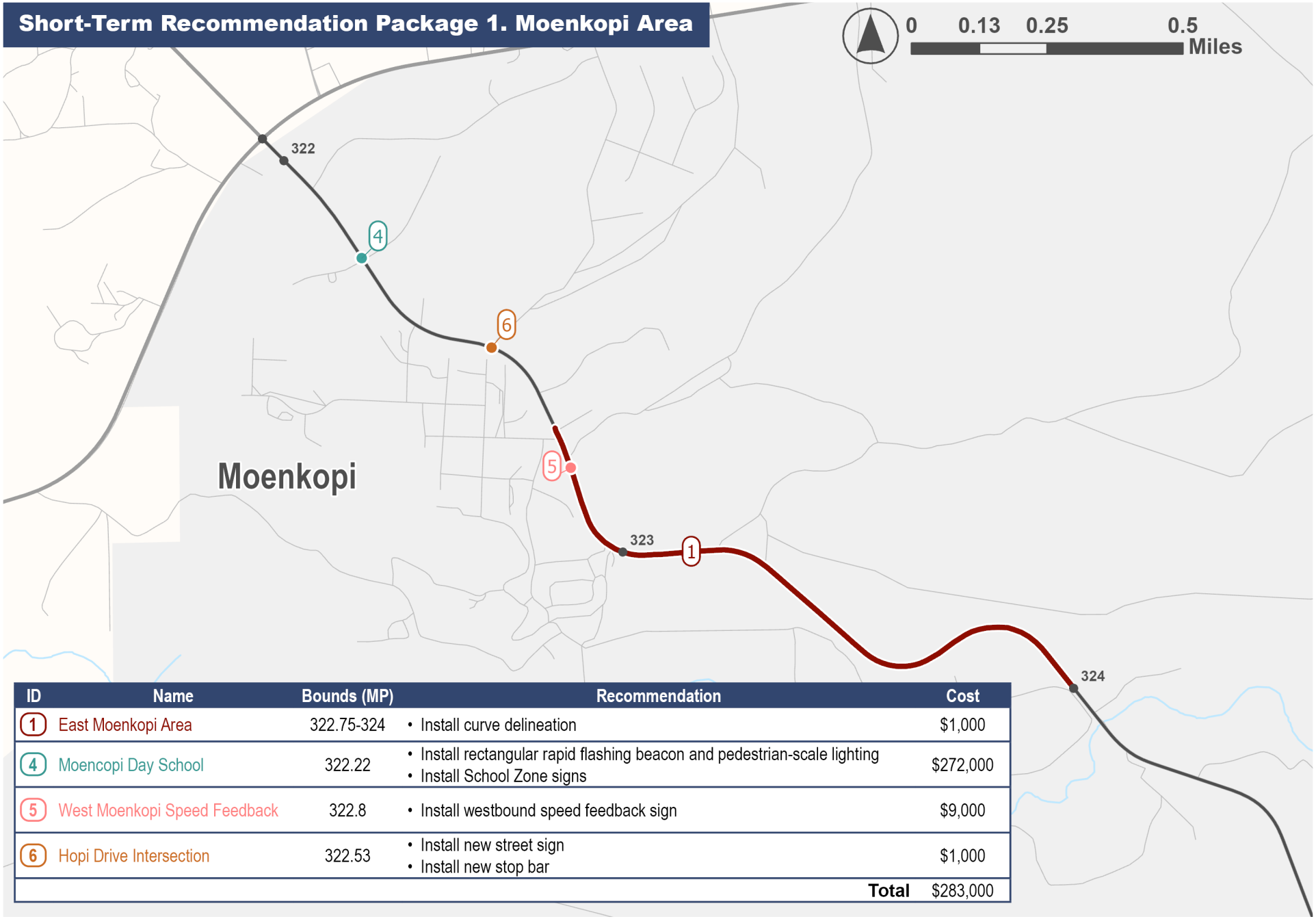
Table 8. Cost by Area of Need

Source: Kimley-Horn

Package ID	Area of Need	Cost($)
1	Moenkopi Area	$283,000
2	Coalmine Canyon Area	$54,000
3	Howell Mesa Curve Area	$54,000
4	Dinnebito Wash Area	$75,000
5	Third Mesa/Hotevilla-Bacavi Area	$270,000
6	Oraibi Area	$52,000
7	Second Mesa Area	$1,205,000
8	First Mesa Area	$67,000
9	Hopi Junior Senior High School Area	$61,000
10	Keams Canyon Area	NA*
11	IR 6 Area	$103,000
Total		**$2,172,000**

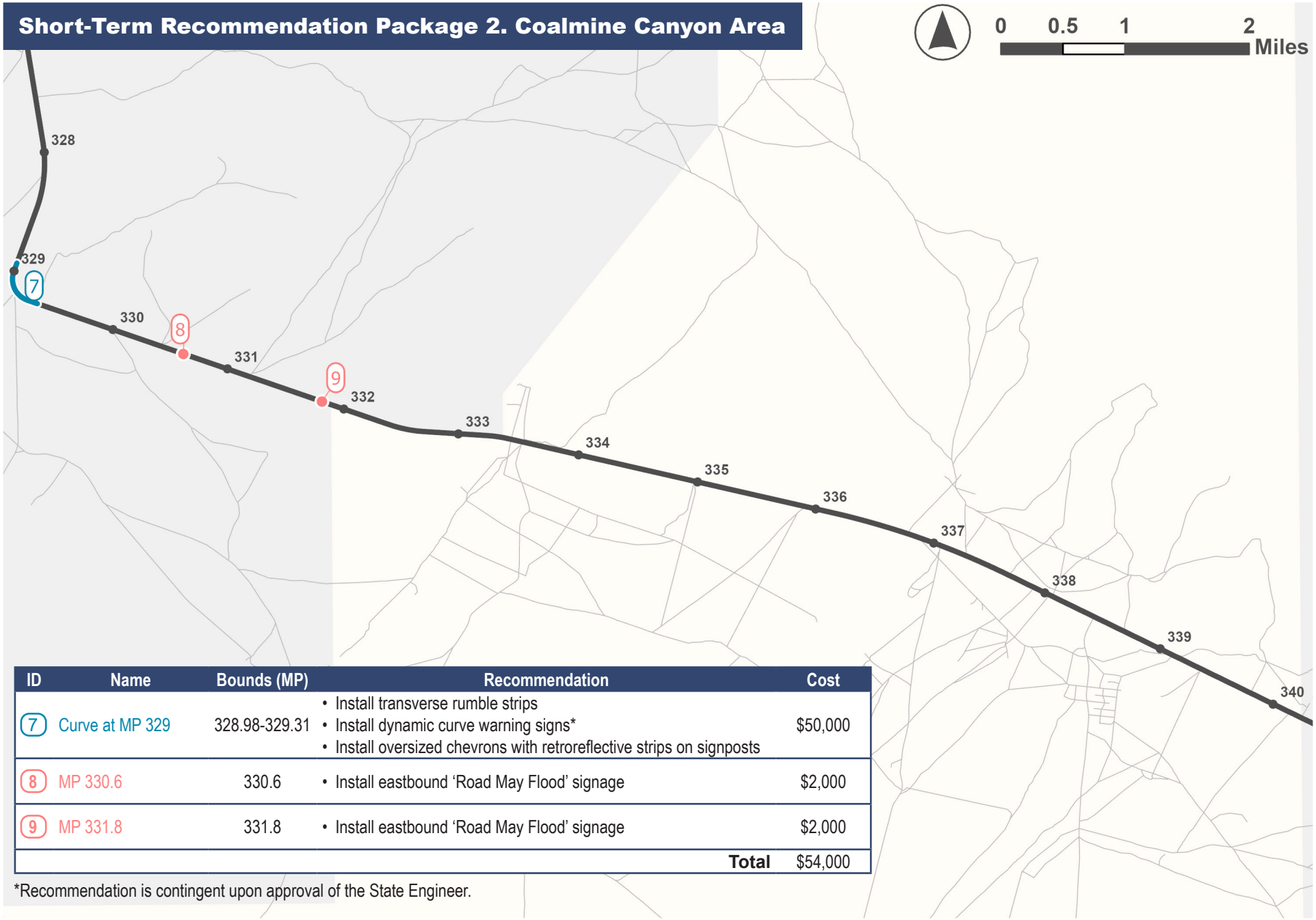
**Project costs are minimal based on the nature of the recommended improvements.*

Short-Term Recommendation Package 1. Moenkopi Area



ID	Name	Bounds (MP)	Recommendation	Cost
1	East Moenkopi Area	322.75-324	• Install curve delineation	$1,000
4	Moencopi Day School	322.22	• Install rectangular rapid flashing beacon and pedestrian-scale lighting • Install School Zone signs	$272,000
5	West Moenkopi Speed Feedback	322.8	• Install westbound speed feedback sign	$9,000
6	Hopi Drive Intersection	322.53	• Install new street sign • Install new stop bar	$1,000
			Total	$283,000

Short-Term Recommendation Package 2. Coalmine Canyon Area



ID	Name	Bounds (MP)	Recommendation	Cost
7	Curve at MP 329	328.98-329.31	• Install transverse rumble strips • Install dynamic curve warning signs* • Install oversized chevrons with retroreflective strips on signposts	$50,000
8	MP 330.6	330.6	• Install eastbound 'Road May Flood' signage	$2,000
9	MP 331.8	331.8	• Install eastbound 'Road May Flood' signage	$2,000
			Total	$54,000

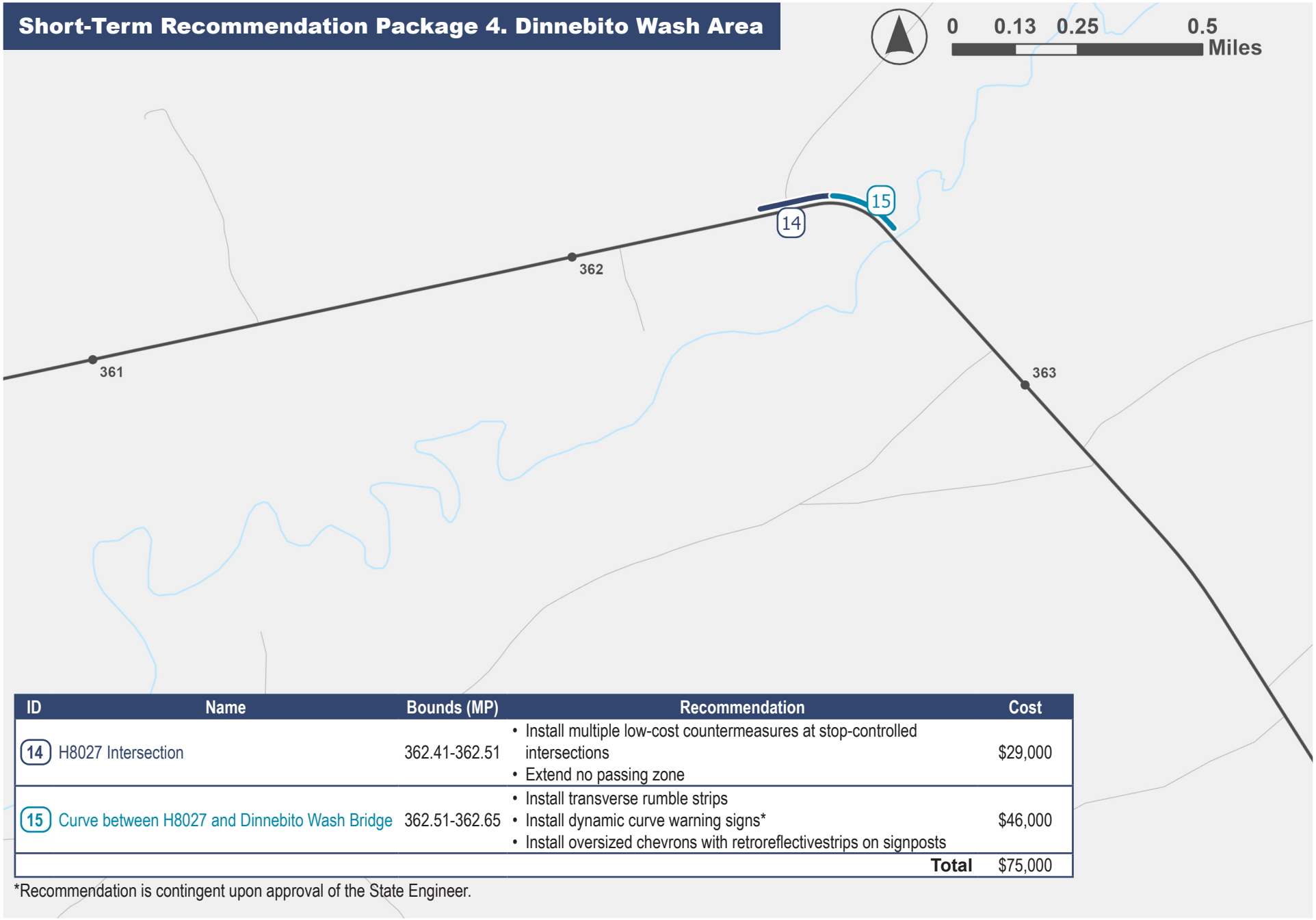
*Recommendation is contingent upon approval of the State Engineer.

Short-Term Recommendation Package 3. Howell Mesa Curve Area

ID	Name	Bounds (MP)	Recommendation	Cost
12	Howell Mesa Curve	348.58 - 351.5	• Install transverse rumble strips • Install dynamic curve warning signs* • Install oversized chevrons with retroreflective strips on signposts	$54,000
			Total	$54,000

*Recommendation is contingent upon approval of the State Engineer.

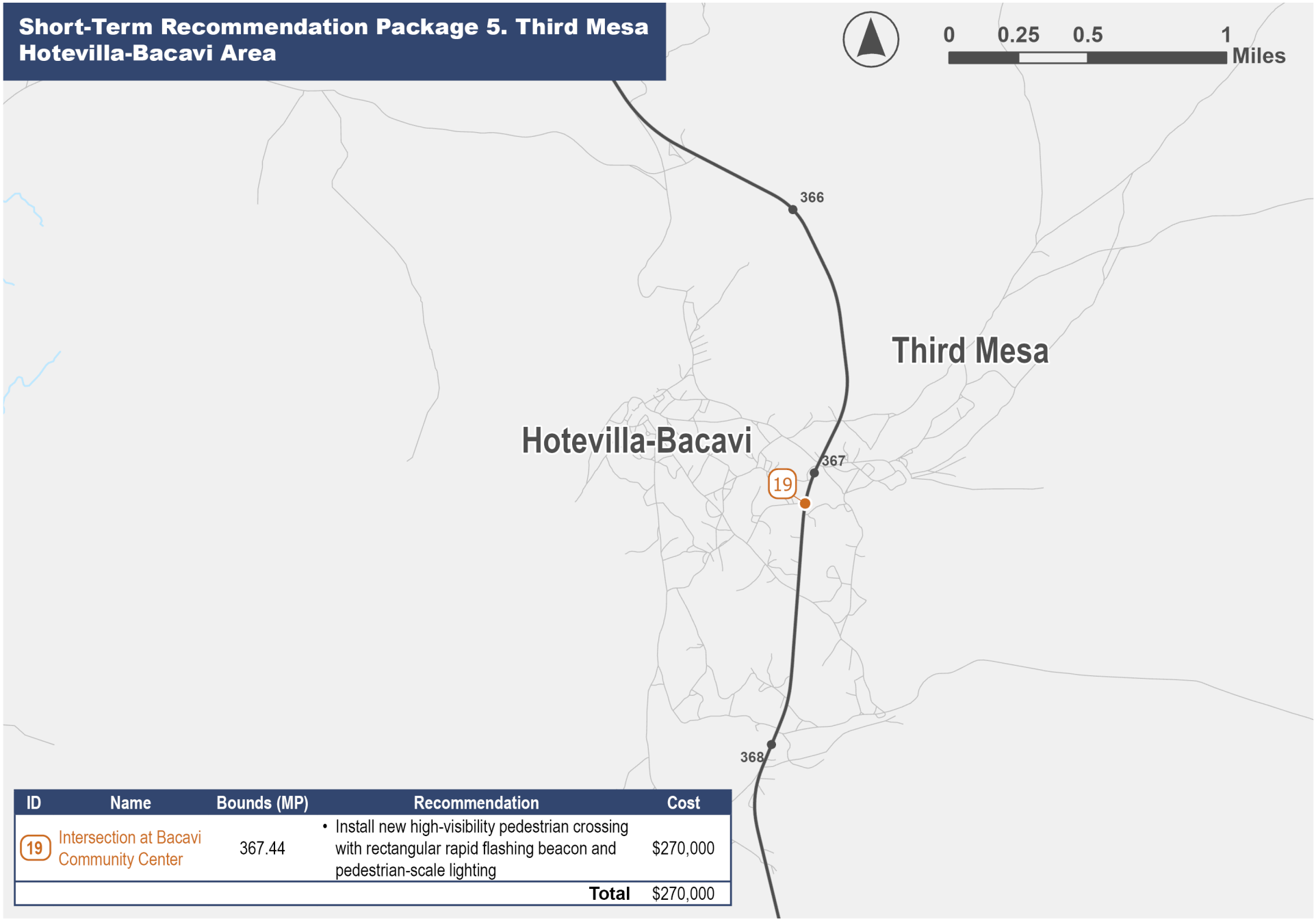
Short-Term Recommendation Package 4. Dinnebito Wash Area



ID	Name	Bounds (MP)	Recommendation	Cost
14	H8027 Intersection	362.41-362.51	• Install multiple low-cost countermeasures at stop-controlled intersections • Extend no passing zone	$29,000
15	Curve between H8027 and Dinnebito Wash Bridge	362.51-362.65	• Install transverse rumble strips • Install dynamic curve warning signs* • Install oversized chevrons with retroreflectivestrips on signposts	$46,000
			Total	$75,000

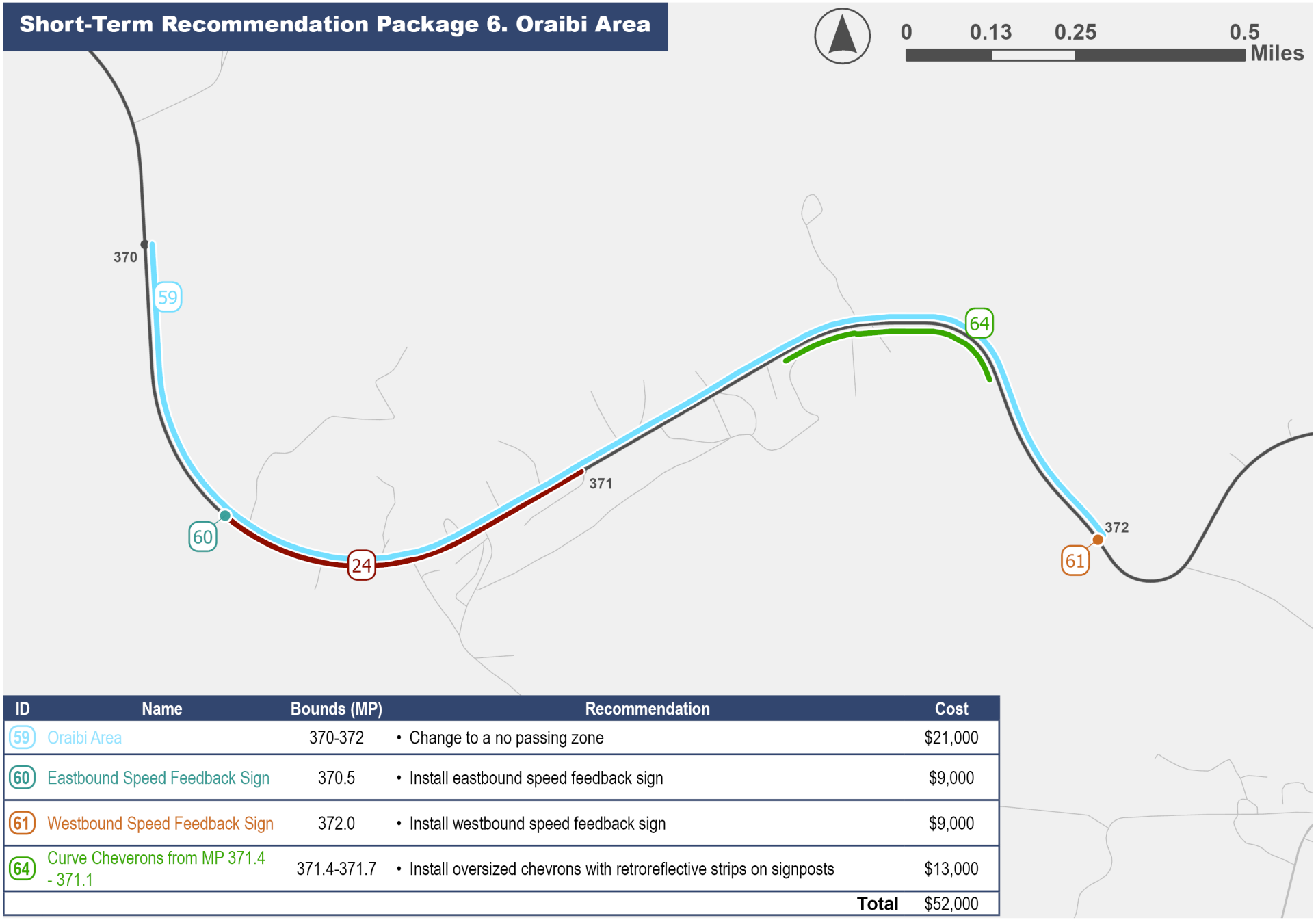
*Recommendation is contingent upon approval of the State Engineer.

Short-Term Recommendation Package 5. Third Mesa Hotevilla-Bacavi Area



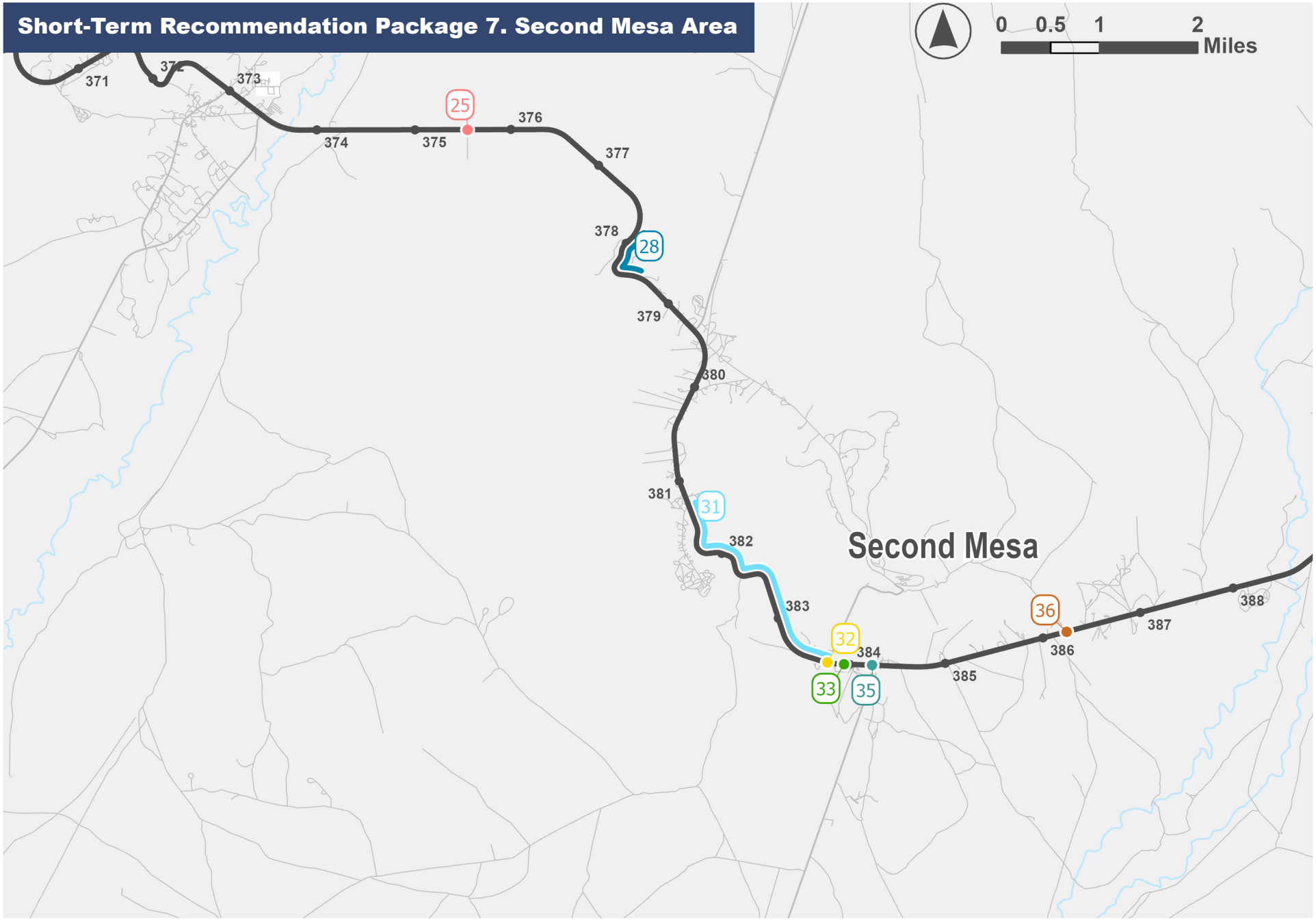
ID	Name	Bounds (MP)	Recommendation	Cost
19	Intersection at Bacavi Community Center	367.44	• Install new high-visibility pedestrian crossing with rectangular rapid flashing beacon and pedestrian-scale lighting	$270,000
			Total	$270,000

Short-Term Recommendation Package 6. Oraibi Area



ID	Name	Bounds (MP)	Recommendation	Cost
59	Oraibi Area	370-372	• Change to a no passing zone	$21,000
60	Eastbound Speed Feedback Sign	370.5	• Install eastbound speed feedback sign	$9,000
61	Westbound Speed Feedback Sign	372.0	• Install westbound speed feedback sign	$9,000
64	Curve Cheverons from MP 371.4 - 371.1	371.4-371.7	• Install oversized chevrons with retroreflective strips on signposts	$13,000
			Total	$52,000

Short-Term Recommendation Package 7. Second Mesa Area

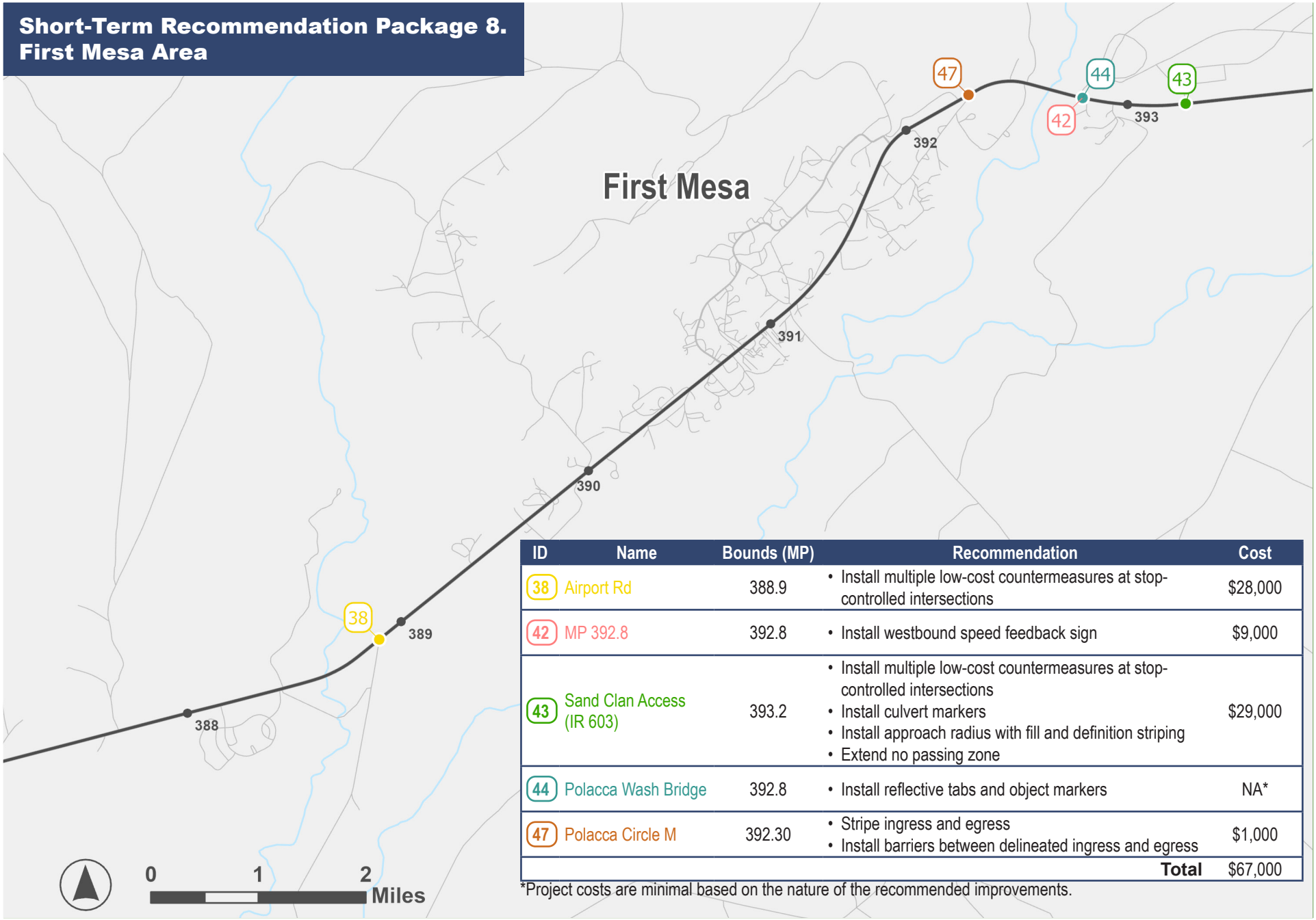


Short-Term Recommendation Package 7. Second Mesa Area

ID	Name	Bounds (MP)	Recommendation	Cost
25	Wellness Center/IR 25	375.5	• Install multiple low-cost countermeasures at stop-controlled intersections • Install double arrow signage • Install cattle guard object markers • Install no passing zone • Reconstruct approach and define edge lines	$456,000
28	Climbing Section at MP 378	377.8-378.53	• Install transverse rumble strips • Install downgrade sign • Instal dynamic curve warning signs* • Install oversized chevrons with retroflective strips on signposts • Extend guardrail	$95,000
31	Main Street to Second Mesa Day School	381.27-383.75	• Install transverse rumble strips • Install dynamic curve warning signs* • Install oversized chevrons with retroreflective strips on signposts • Install reflective tabs on guardrail	$76,000
32	Second Mesa Day School Intersection	383.75	• Install rectangular rapid flashing beacon and pedestrian-scale lighting • Install school zone signage	$272,000
33	MP 383.9	383.9	• Install westbound speed feedback sign	$9,000
35	SR 87 Intersection	384.22	• Install multiple low-cost countermeasures at stop-controlled intersections • Install advanced diagram signs at stop-controlled intersections on SR 87 • Extend left-turn lane	$266,000
36	Sunlight Community Church Road	386.23	• Install multiple low-cost countermeasures at stop-controlled intersections • Install advanced diagram signs • Install delineators at stop-controlled intersections on Sunlight Community Church Road	$31,000
			Total	$1,205,000

*Recommendation is contingent upon approval of the State Engineer.

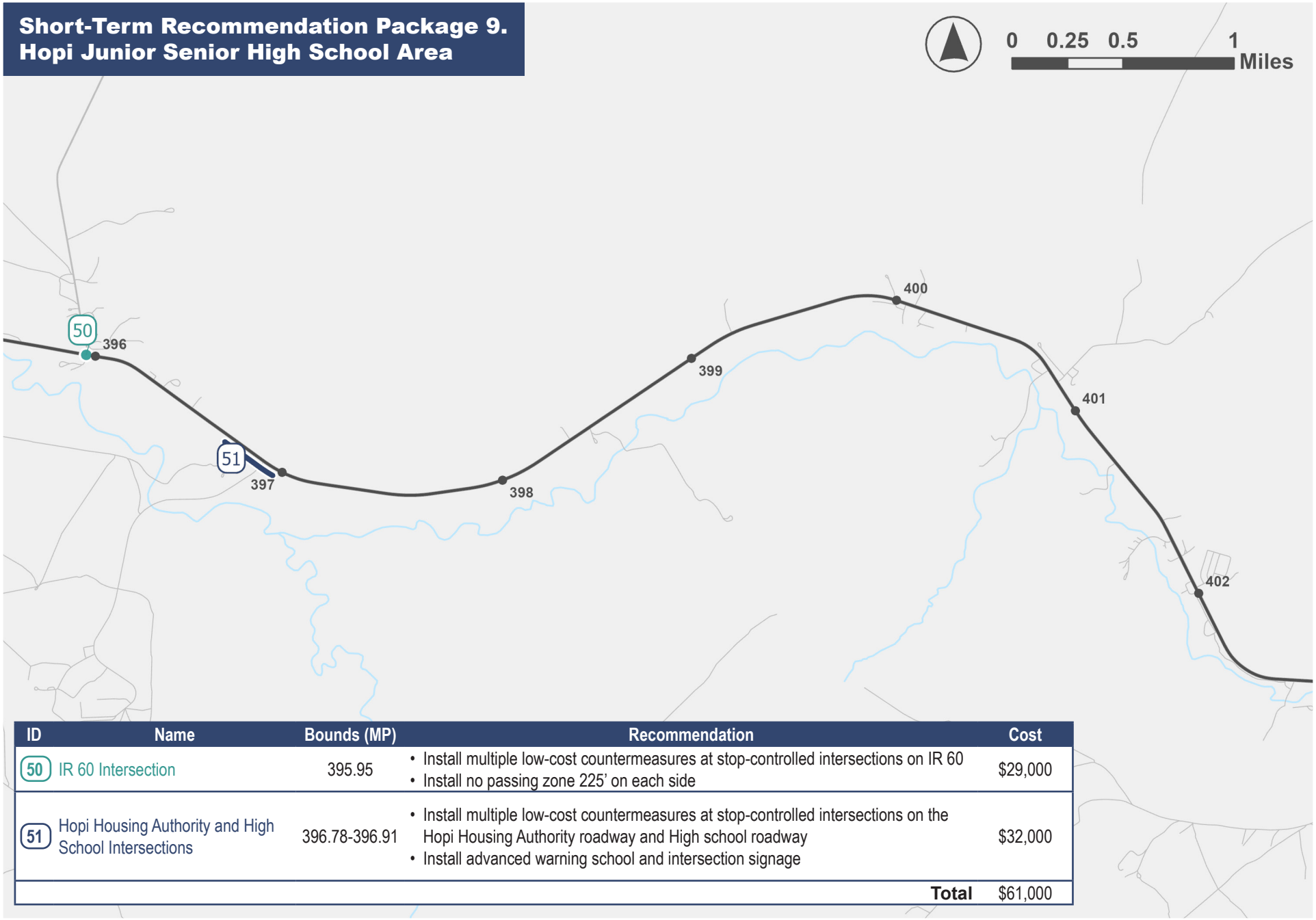
Short-Term Recommendation Package 8. First Mesa Area



ID	Name	Bounds (MP)	Recommendation	Cost
38	Airport Rd	388.9	• Install multiple low-cost countermeasures at stop-controlled intersections	$28,000
42	MP 392.8	392.8	• Install westbound speed feedback sign	$9,000
43	Sand Clan Access (IR 603)	393.2	• Install multiple low-cost countermeasures at stop-controlled intersections • Install culvert markers • Install approach radius with fill and definition striping • Extend no passing zone	$29,000
44	Polacca Wash Bridge	392.8	• Install reflective tabs and object markers	NA*
47	Polacca Circle M	392.30	• Stripe ingress and egress • Install barriers between delineated ingress and egress	$1,000
			Total	$67,000

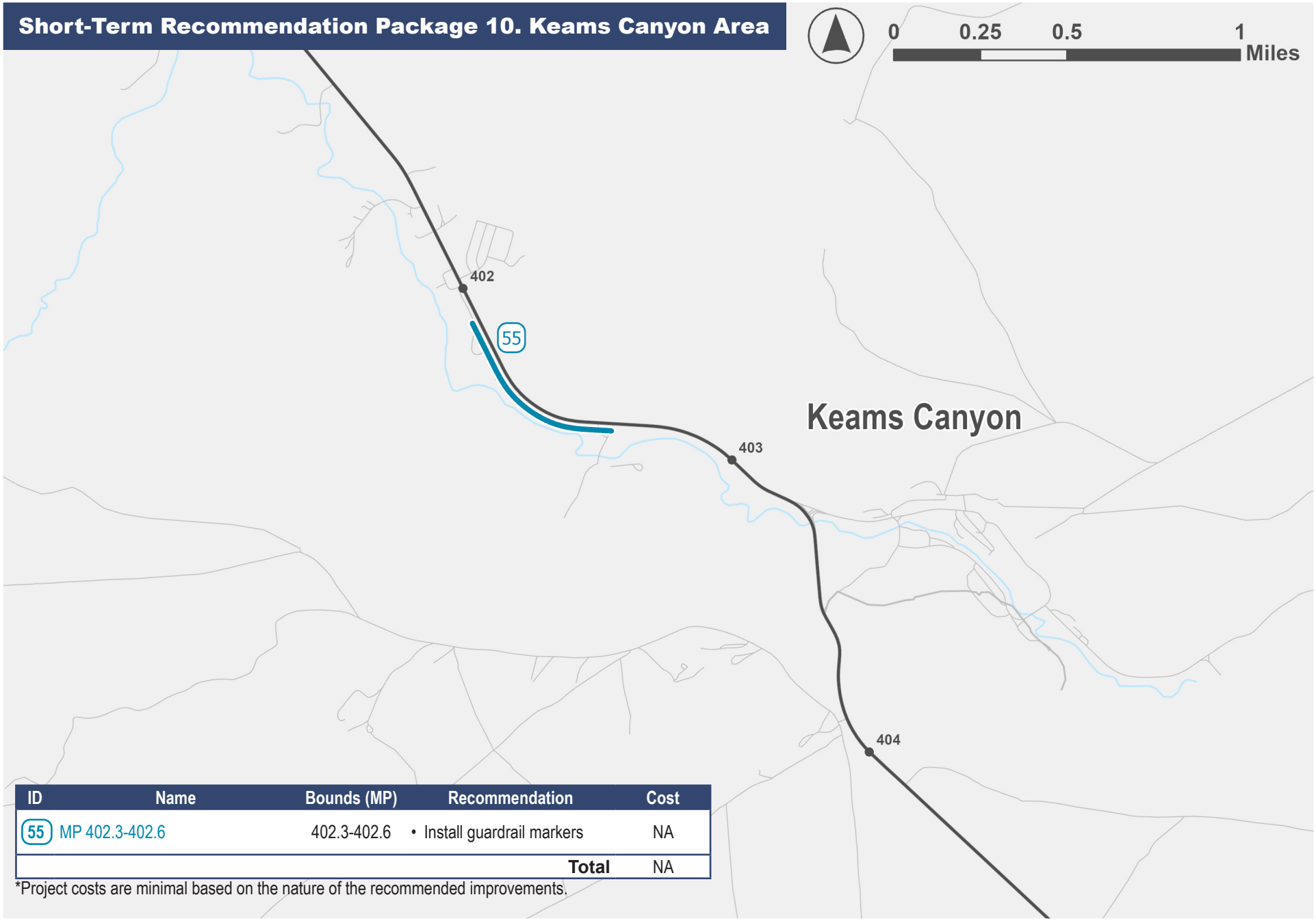
*Project costs are minimal based on the nature of the recommended improvements.

Short-Term Recommendation Package 9. Hopi Junior Senior High School Area



ID	Name	Bounds (MP)	Recommendation	Cost
50	IR 60 Intersection	395.95	• Install multiple low-cost countermeasures at stop-controlled intersections on IR 60 • Install no passing zone 225' on each side	$29,000
51	Hopi Housing Authority and High School Intersections	396.78-396.91	• Install multiple low-cost countermeasures at stop-controlled intersections on the Hopi Housing Authority roadway and High school roadway • Install advanced warning school and intersection signage	$32,000
			Total	$61,000

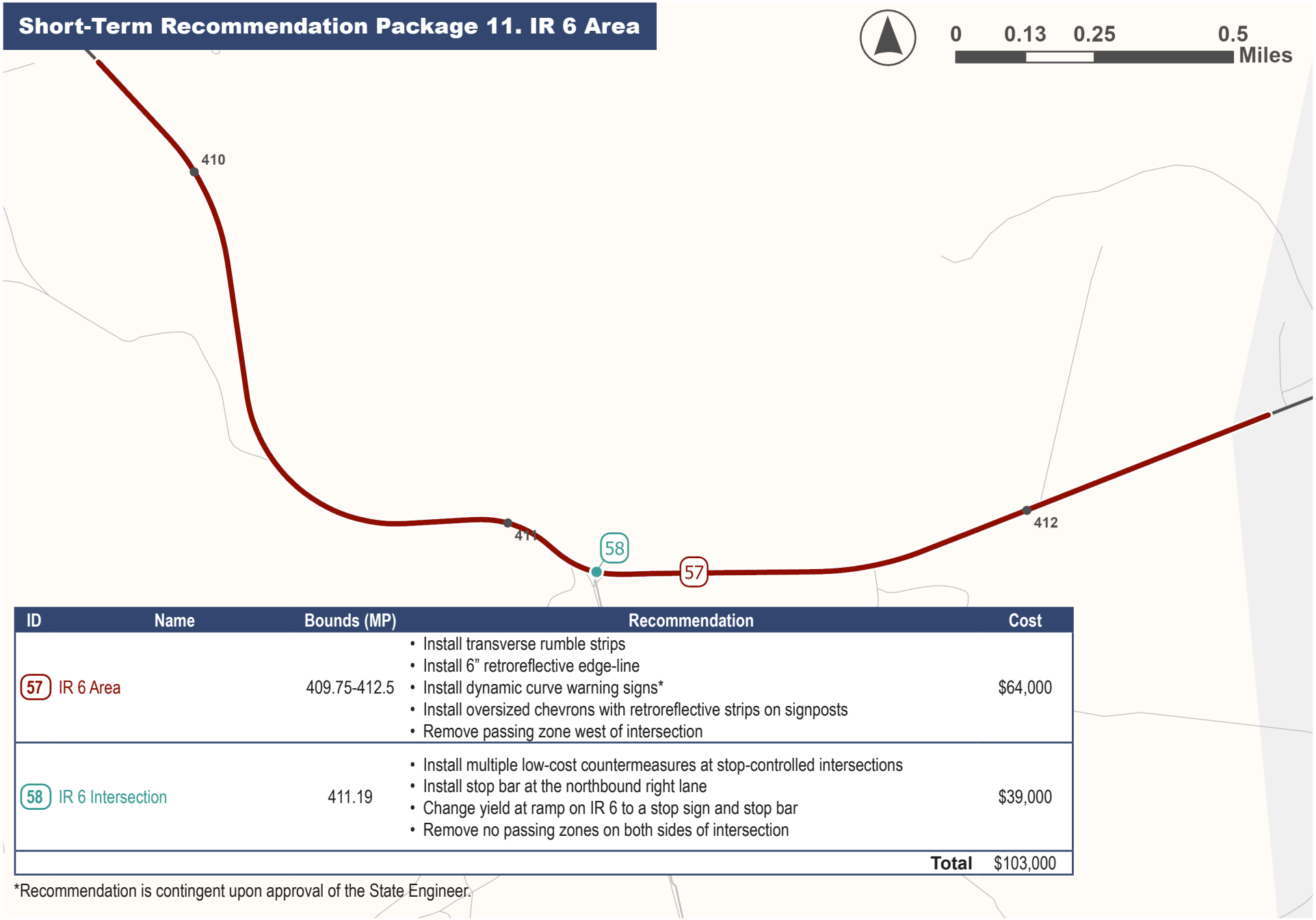
Short-Term Recommendation Package 10. Keams Canyon Area



ID	Name	Bounds (MP)	Recommendation	Cost
55	MP 402.3-402.6	402.3-402.6	• Install guardrail markers	NA
			Total	NA

*Project costs are minimal based on the nature of the recommended improvements.

Short-Term Recommendation Package 11. IR 6 Area



ID	Name	Bounds (MP)	Recommendation	Cost
57	IR 6 Area	409.75-412.5	• Install transverse rumble strips • Install 6" retroreflective edge-line • Install dynamic curve warning signs* • Install oversized chevrons with retroreflective strips on signposts • Remove passing zone west of intersection	$64,000
58	IR 6 Intersection	411.19	• Install multiple low-cost countermeasures at stop-controlled intersections • Install stop bar at the northbound right lane • Change yield at ramp on IR 6 to a stop sign and stop bar • Remove no passing zones on both sides of intersection	$39,000
			Total	$103,000

*Recommendation is contingent upon approval of the State Engineer.

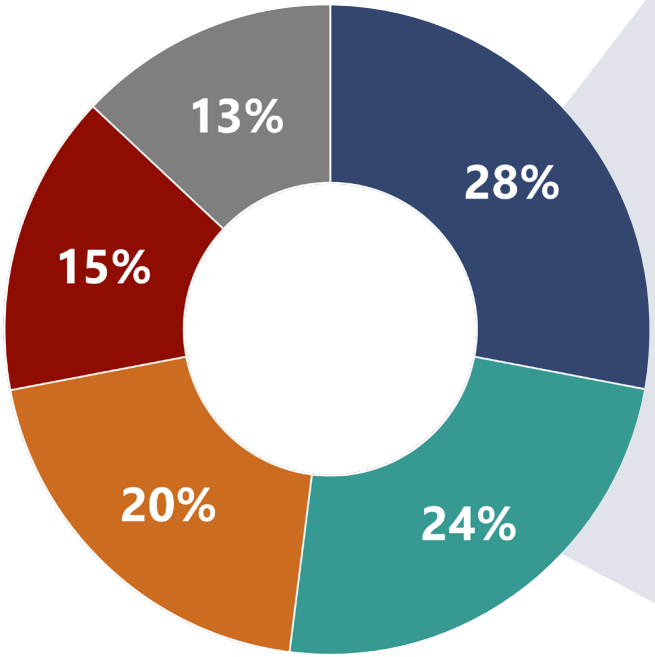
LONG-TERM RECOMMENDATION PACKAGES

Long-term recommendation packages are improvements that require additional funding and are anticipated to be implemented outside of the five-year planning horizon. Because long-term recommendations require additional funding that is limited for ADOT and Hopi DOT, areas of need were prioritized using the prioritization framework, shown below, to rank the areas of need. The following section reviews the prioritization and results of the long-term recommendation packages.

PRIORITIZATION FRAMEWORK

Long-term recommendations were prioritized at the area of need level to identify which locations require the highest implementation priority. Each area of need and its long-term recommendations were assessed against the corridor priorities and evaluation criteria shown in **Figure 26**. Corridor priority weighting was guided by the study's key stakeholders.

Figure 26. Corridor Priority Weighting *Source: ADOT*



Safety

- Monetary value of crashes avoided by recommendations
- Average crash rate of area of need
- Pavement and Bridge Condition of area of need (good, fair, poor)
- Average access points per mile of area of need

Engineering Constraints

- Number of constructibility risks by recommendation related to topography issues and areas of drop-off
- Severity of identified constructibility issues (low, medium, high)
- Number of cultural sensitivity and environmental conflicts by recommendation

Tribal Community, Public, and Stakeholder Support

- Number of previously recommended projects in area of need
- Average area of need ranking from public input
- Average area of need ranking for project from TWG

Activity Center Accessibility

- Recommendation adds or enhances a direct multimodal connection to an activity center
- Number of modes of travel improved in area of need
- Future estimated congestion in area of need

Construction and Maintenance Costs

- Recommendation planning-level construction costs
- Recommendation planning-level maintenance costs (high, medium, low)

PRIORITIZATION RESULTS

The prioritized areas of need were assigned a priority level of high, mid, and low based on their composite prioritization score. Prioritization results for long-term recommendation packages are shown in **Figure 27**. **Table 9** shows the prioritized packages and their associated total implementation cost.

Long-term recommendation packages for each area of need are shown on the following pages. Each package includes the area's recommendations, including recommendation descriptions, locations and cost estimates, and the prioritization score by corridor priority.

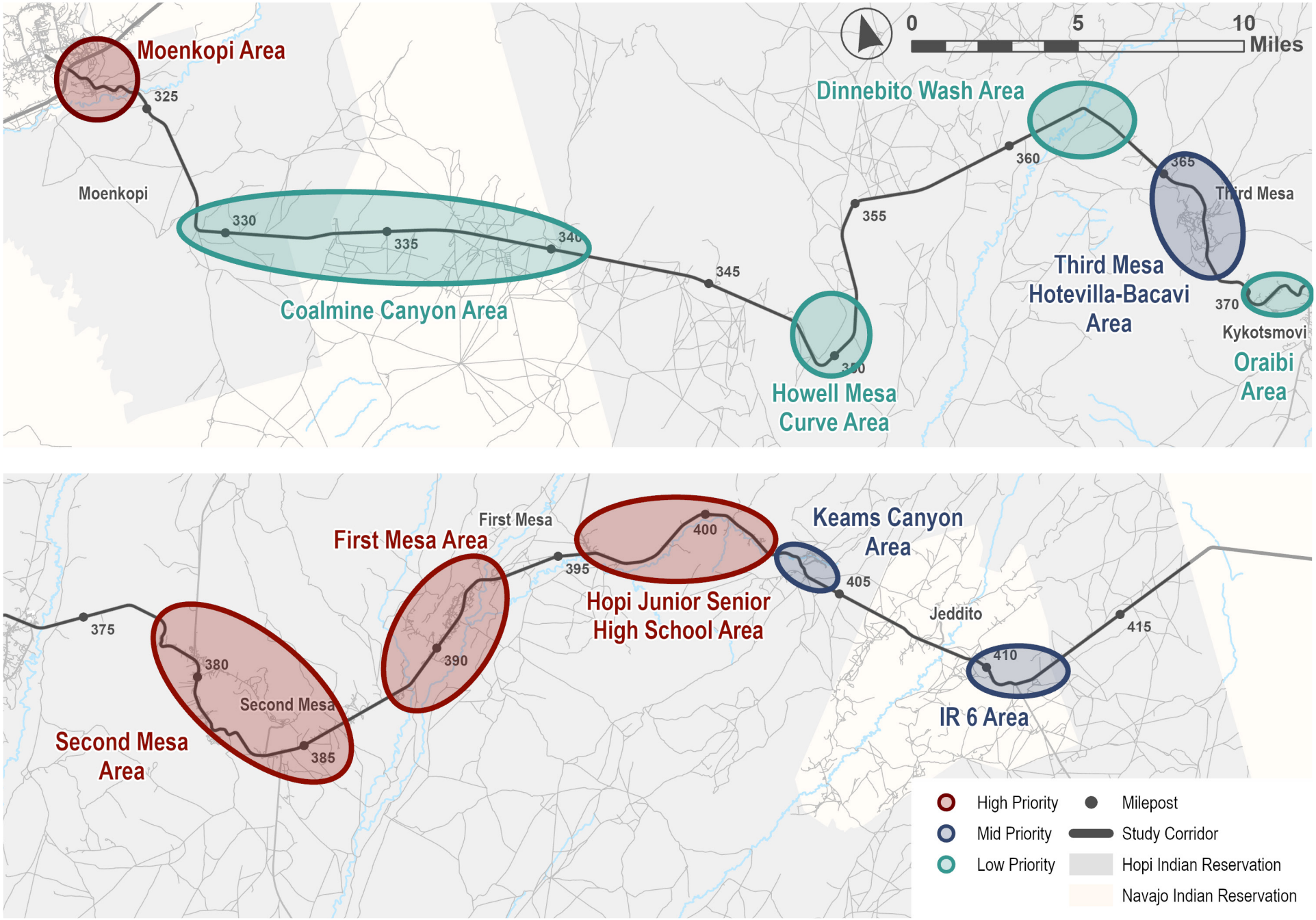
Table 9. Prioritization Scoring and Rank

Source: Kimley-Horn

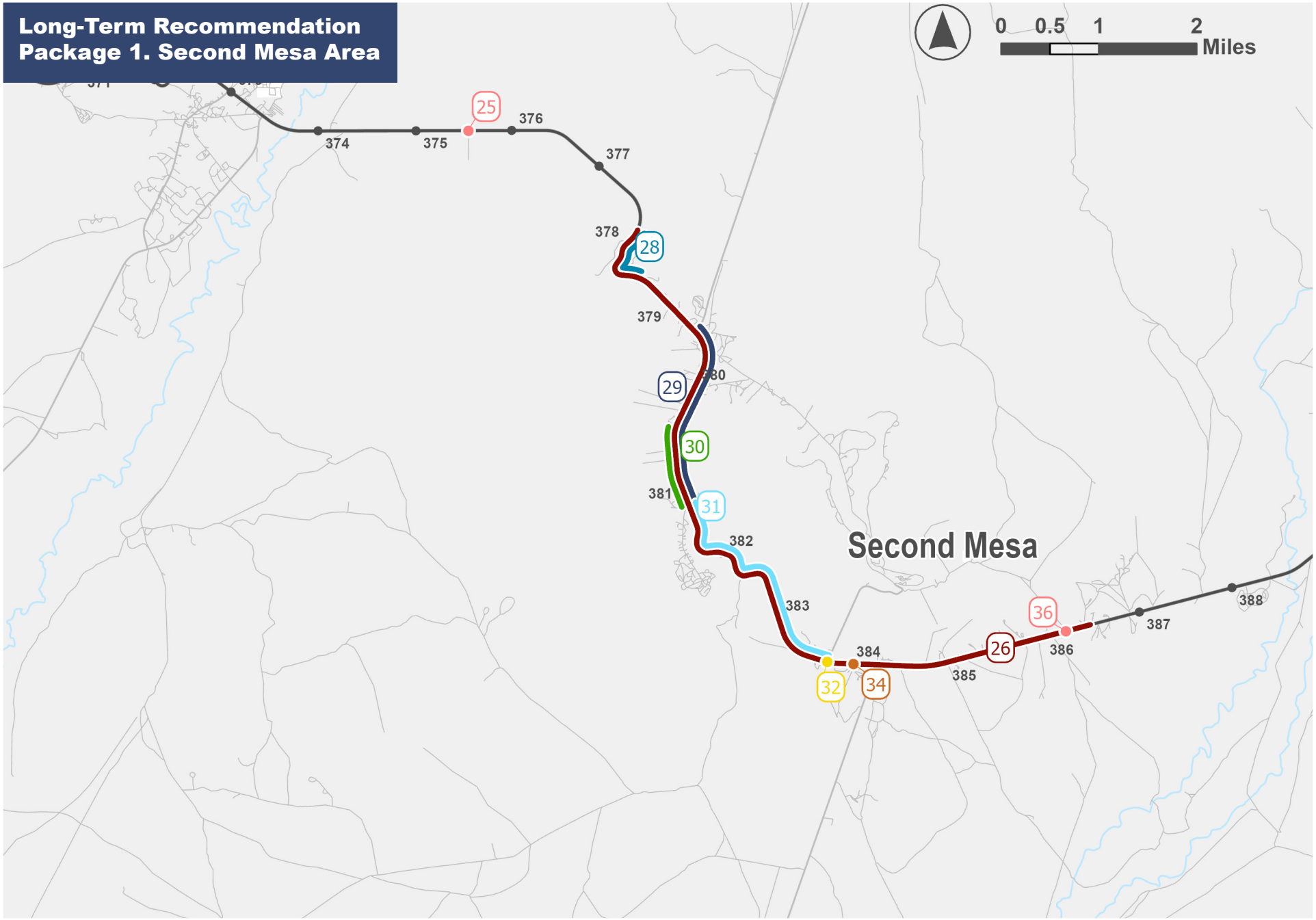
Rank	Area of Need	Priority	Cost($)
1	Second Mesa Area	High	$42,000,000
2	First Mesa Area	High	$33,270,000
3	Hopi Junior Senior High School Area	High	$11,720,000
4	Moenkopi Area	High	$4,310,000
5	IR 6 Area	Mid	$3,510,000
6	Keams Canyon Area	Mid	$3,440,000
7	Third Mesa/Hotevilla-Bacavi Area	Mid	$8,260,000
8	Howell Mesa Curve Area	Low	$3,760,000
9	Coalmine Canyon Area	Low	$6,830,000
10	Oraibi Area	Low	$5,730,000
11	Dinnebito Wash Area	Low	$3,410,000

Figure 27. Area of Need by Priority

Source: Kimley-Horn



Long-Term Recommendation Package 1. Second Mesa Area

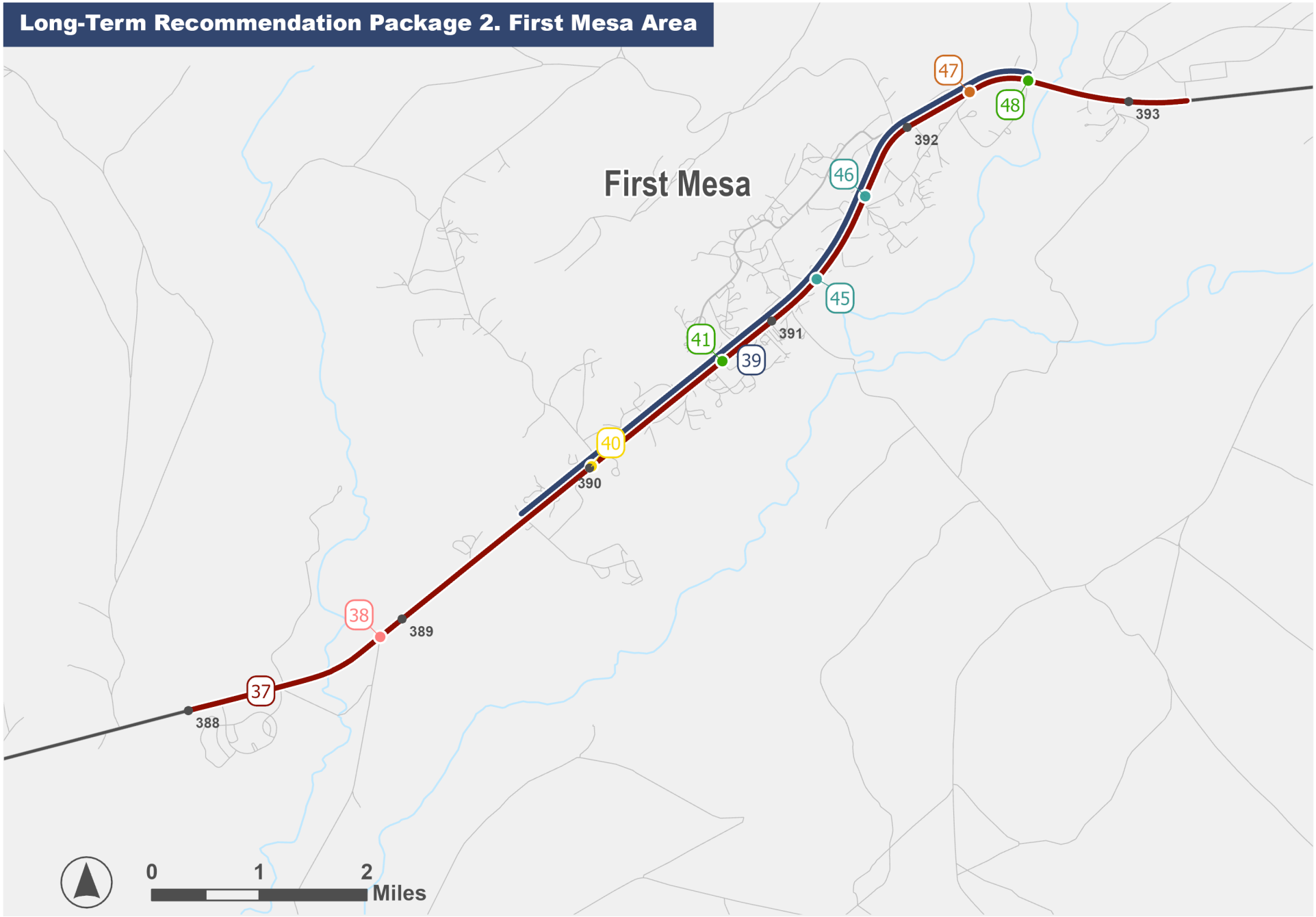


Long-Term Recommendation Package 1. Second Mesa Area

ID	Name	Bounds	Recommendation	Cost
25	Wellness Center/IR 25	375.5	• Install left- and right-turn lanes	$470,000
26	Second Mesa Area	375.5-386.5	• Widen shoulders to 5' • Install edge-line rumble strips • Resurface roadway and install spot stabilization	$26,170,000
28	Climbing Section at MP 378	377.8-378.5	• High friction surface treatment • Install centerline rumble strips	$770,000
29	IR 4 to Main Street	379.36-381.27	• Extend shared-use path • Install pedestrian-scale lighting on east side of roadway	$4,380,000
30	Intersection at MP 380.61 to Main Street	380.61-381.27	• Widen to 3-lane roadway section	$1,900,000
31	Main Street to Second Mesa Day School	381.27-383.75	• Cut back rock face/rock scale • Widen road to include 5' shoulders with edge-line rumble strips and median buffer space • Install centerline rumble strips	$7,440,000
32	Second Mesa Day School Intersection	383.75	• Install right-turn lane	$240,000
34	Hopi Senom Transit Stop L	384.05	• Install bus pullout, shelter, and ADA facilities	$160,000
36	Sunlight Community Church Road	386.23	• Install left- and right-turn lanes	$470,000
			Total	$42,000,000

Priority	Score
Safety	63
Engineering Constraints	67
Tribal Community, Public, and Stakeholder Support	97
Accessibility	100
Construction and Maintenance Costs	7.7
Overall Score	**69**

Long-Term Recommendation Package 2. First Mesa Area

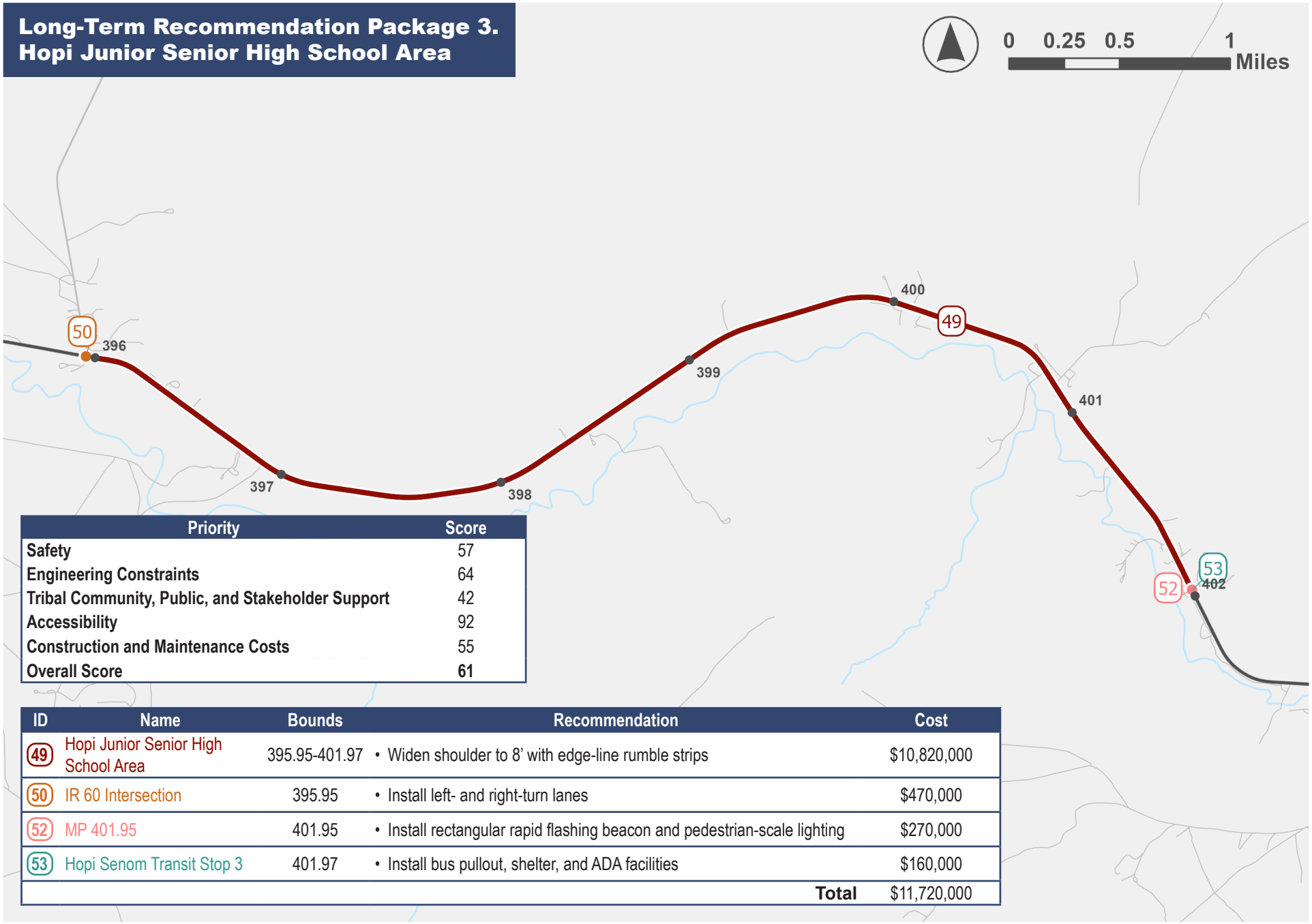


Long-Term Recommendation Package 2. First Mesa Area

ID	Name	Bounds	Recommendation	Cost
37	First Mesa Area	388-393.2	• Install corridor lighting • Widen to 3-lane roadway section • Widen shoulders to 5' with edge-line rumble strips	$24,150,000
38	Airport Road	388.9	• Realign Airport Rd approach	$430,000
39	First Mesa Elementary School to the Intersection West of Polacca Bridge	389.67-392.56	• Install shared-use path on north side of roadway	$6,390,000
40	FIrst Mesa Access Road	390.02	• Install left- and right-turn lanes • Install rectangular rapid flashing beacon and pedestrian-scale lighting	$740,000
41	IR 508 Intersection	390.74	• Install rectangular rapid flashing beacon and pedestrian-scale lighting	$270,000
45	Hopi Senom Transit Stop K	391.24	• Install bus pullout, shelter, and ADA facilities	$160,000
46	Hopi Senom Transit Stop J	391.68	• Install bus pullout, shelter, and ADA facilities	$160,000
47	Polacca Circle M	392.3	• Realign roadway opposite of convenience store • Install rectangular rapid flashing beacon and pedestrian-scale lighting	$700,000
48	IR 25 Intersection	392.56	• Install rectangular rapid flashing beacon and pedestrian-scale lighting	$270,000
			Total	$33,270,000

Priority	Score
Safety	60
Engineering Constraints	59
Tribal Community, Public, and Stakeholder Support	70
Accessibility	100
Construction and Maintenance Costs	32
Overall Score	**64**

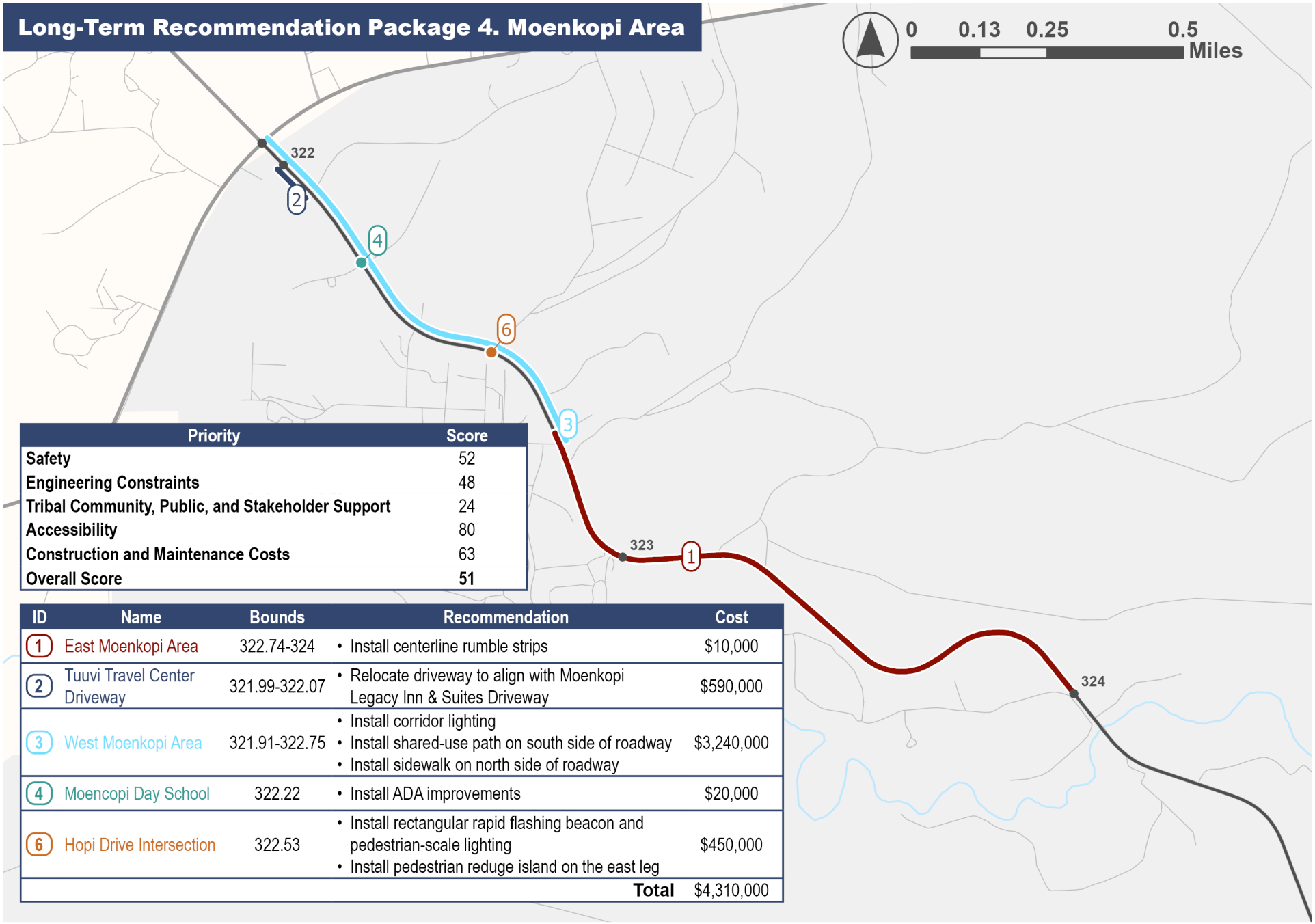
Long-Term Recommendation Package 3. Hopi Junior Senior High School Area



Priority	Score
Safety	57
Engineering Constraints	64
Tribal Community, Public, and Stakeholder Support	42
Accessibility	92
Construction and Maintenance Costs	55
Overall Score	**61**

ID	Name	Bounds	Recommendation	Cost
49	Hopi Junior Senior High School Area	395.95-401.97	• Widen shoulder to 8' with edge-line rumble strips	$10,820,000
50	IR 60 Intersection	395.95	• Install left- and right-turn lanes	$470,000
52	MP 401.95	401.95	• Install rectangular rapid flashing beacon and pedestrian-scale lighting	$270,000
53	Hopi Senom Transit Stop 3	401.97	• Install bus pullout, shelter, and ADA facilities	$160,000
			Total	$11,720,000

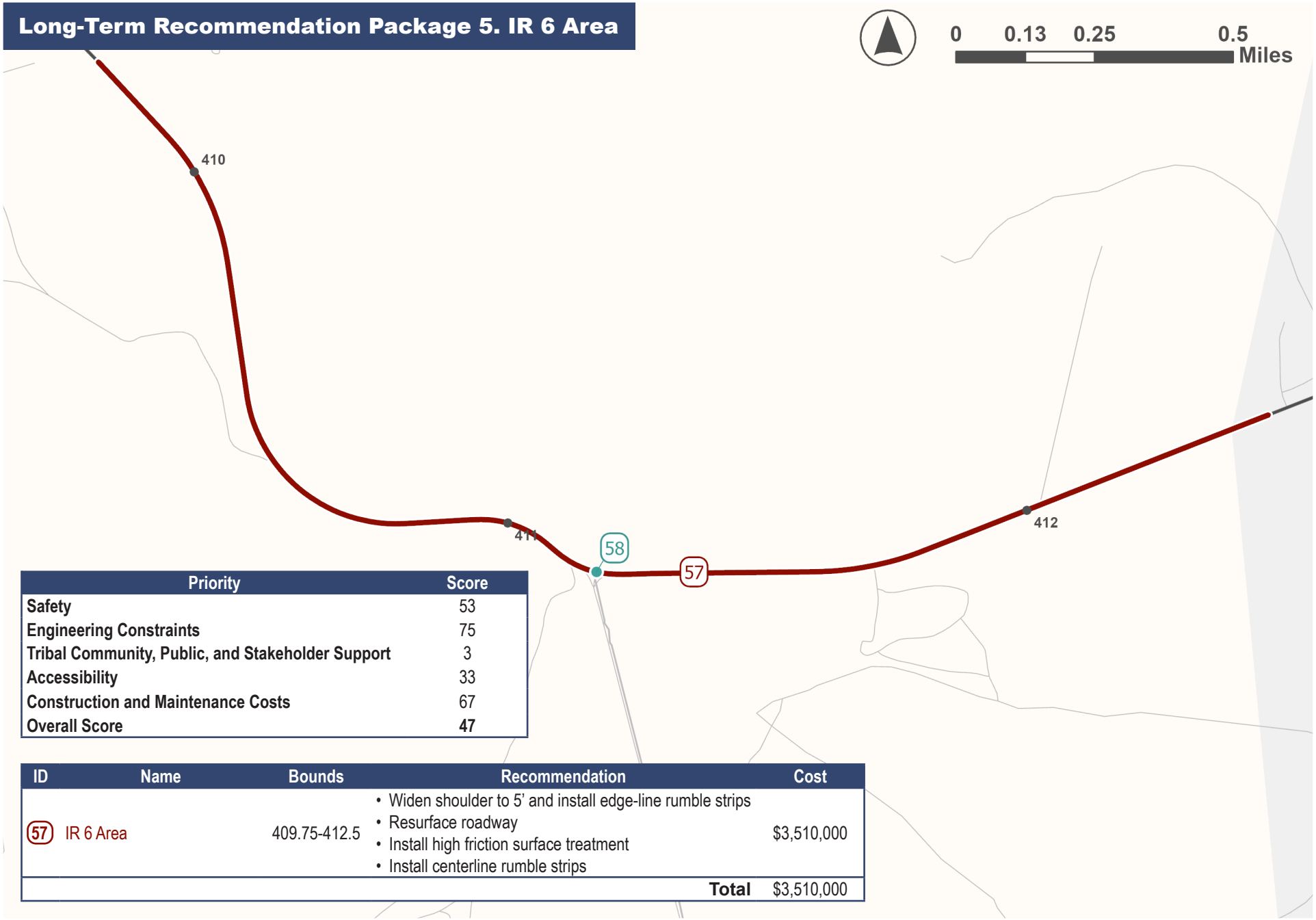
Long-Term Recommendation Package 4. Moenkopi Area



Priority	Score
Safety	52
Engineering Constraints	48
Tribal Community, Public, and Stakeholder Support	24
Accessibility	80
Construction and Maintenance Costs	63
Overall Score	**51**

ID	Name	Bounds	Recommendation	Cost
1	East Moenkopi Area	322.74-324	• Install centerline rumble strips	$10,000
2	Tuuvi Travel Center Driveway	321.99-322.07	• Relocate driveway to align with Moenkopi Legacy Inn & Suites Driveway	$590,000
3	West Moenkopi Area	321.91-322.75	• Install corridor lighting • Install shared-use path on south side of roadway • Install sidewalk on north side of roadway	$3,240,000
4	Moencopi Day School	322.22	• Install ADA improvements	$20,000
6	Hopi Drive Intersection	322.53	• Install rectangular rapid flashing beacon and pedestrian-scale lighting • Install pedestrian reduge island on the east leg	$450,000
			Total	$4,310,000

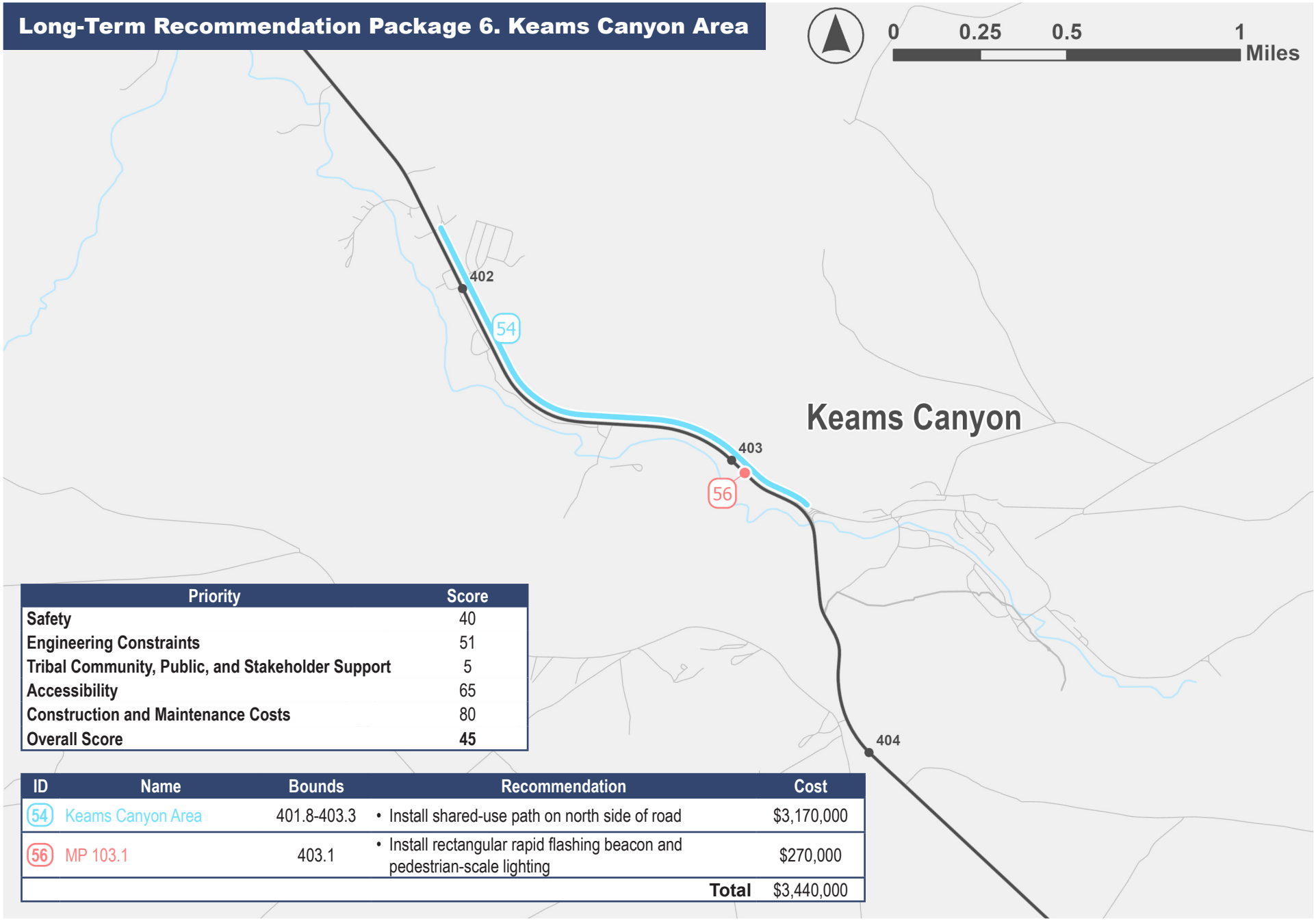
Long-Term Recommendation Package 5. IR 6 Area



Priority	Score
Safety	53
Engineering Constraints	75
Tribal Community, Public, and Stakeholder Support	3
Accessibility	33
Construction and Maintenance Costs	67
Overall Score	**47**

ID	Name	Bounds	Recommendation	Cost
57	IR 6 Area	409.75-412.5	• Widen shoulder to 5' and install edge-line rumble strips • Resurface roadway • Install high friction surface treatment • Install centerline rumble strips	$3,510,000
			Total	$3,510,000

Long-Term Recommendation Package 6. Keams Canyon Area

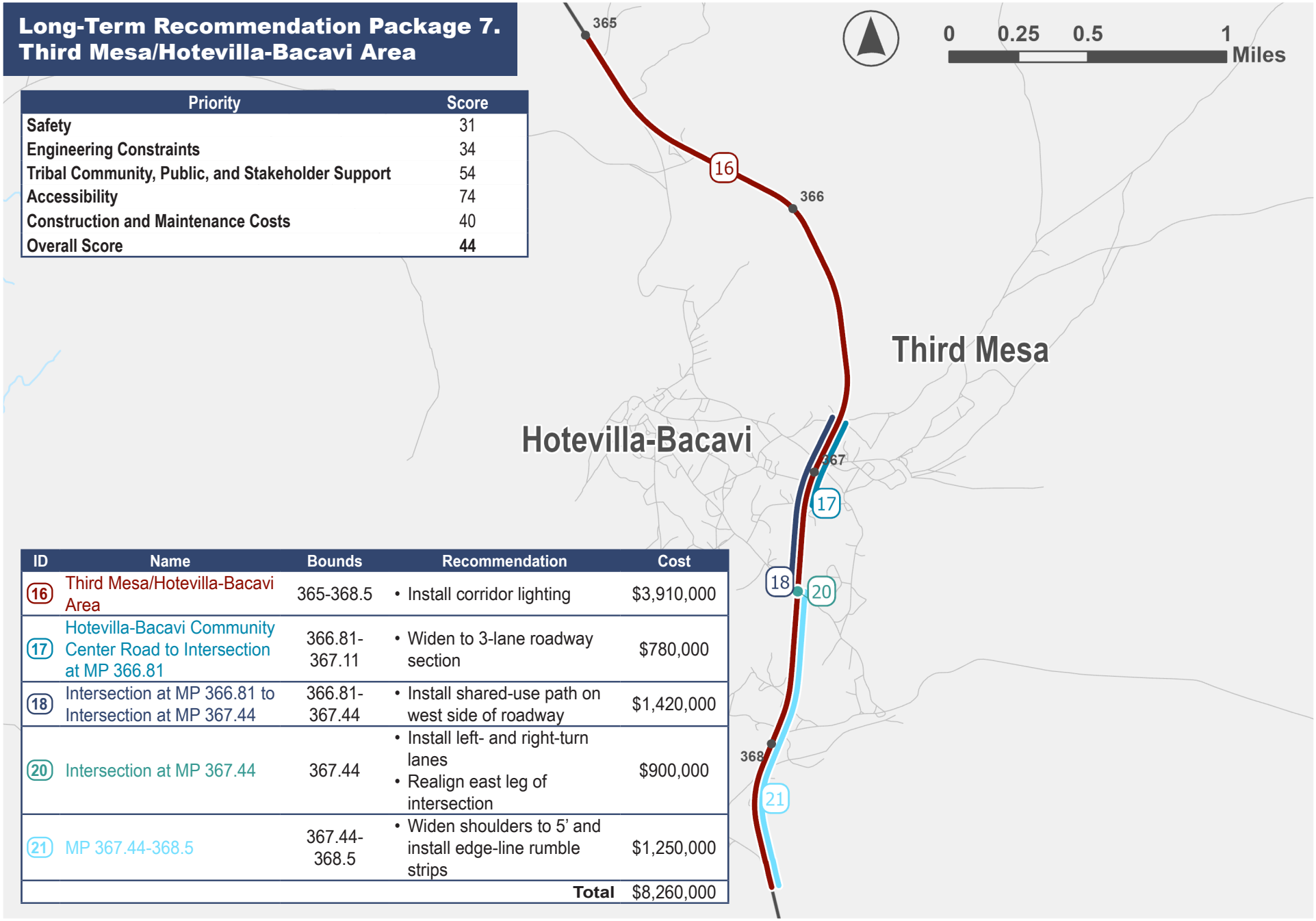


Priority	Score
Safety	40
Engineering Constraints	51
Tribal Community, Public, and Stakeholder Support	5
Accessibility	65
Construction and Maintenance Costs	80
Overall Score	**45**

ID	Name	Bounds	Recommendation	Cost
54	Keams Canyon Area	401.8-403.3	• Install shared-use path on north side of road	$3,170,000
56	MP 103.1	403.1	• Install rectangular rapid flashing beacon and pedestrian-scale lighting	$270,000
			Total	$3,440,000

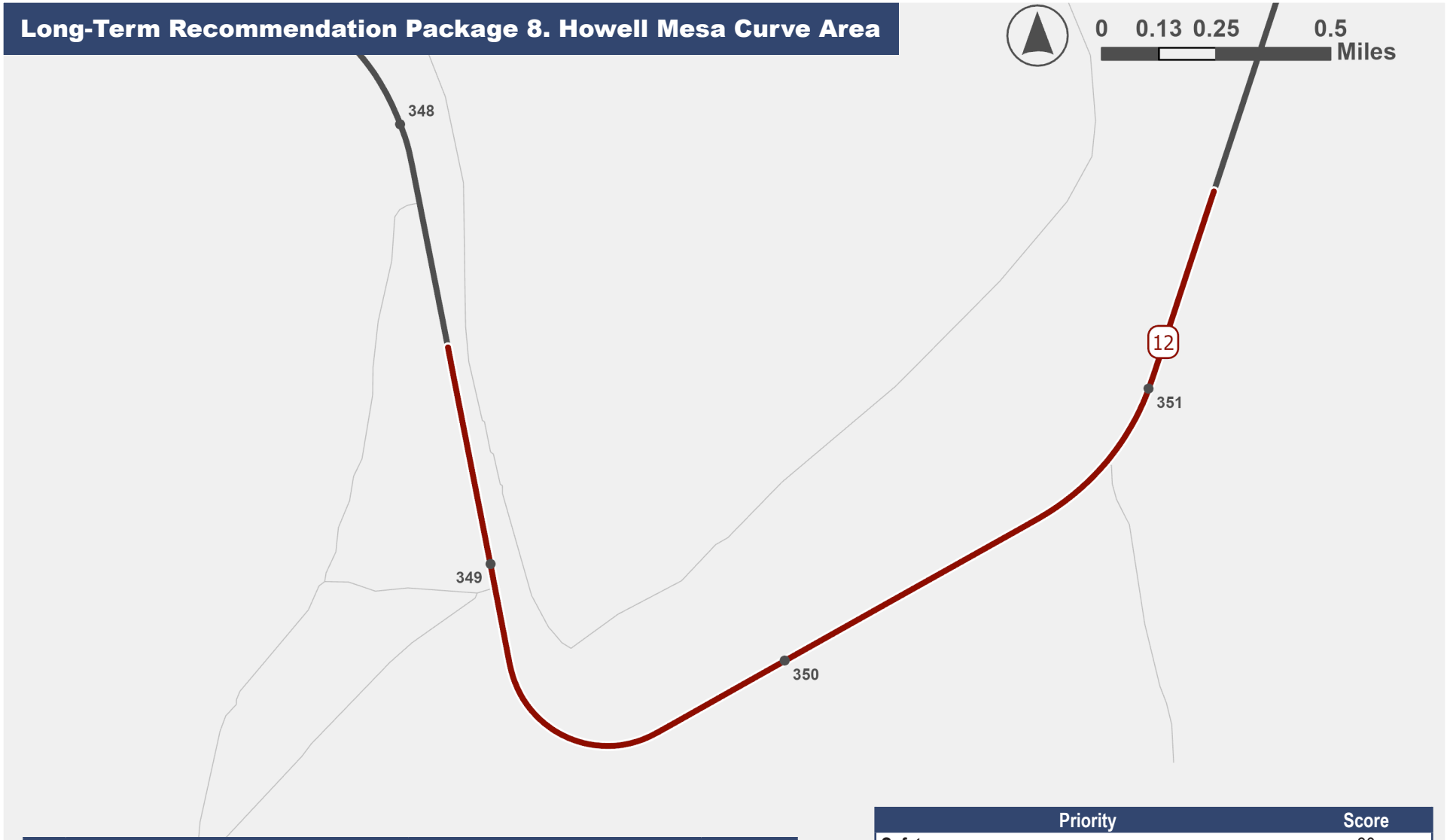
Long-Term Recommendation Package 7. Third Mesa/Hotevilla-Bacavi Area

Priority	Score
Safety	31
Engineering Constraints	34
Tribal Community, Public, and Stakeholder Support	54
Accessibility	74
Construction and Maintenance Costs	40
Overall Score	**44**



ID	Name	Bounds	Recommendation	Cost
16	Third Mesa/Hotevilla-Bacavi Area	365-368.5	• Install corridor lighting	$3,910,000
17	Hotevilla-Bacavi Community Center Road to Intersection at MP 366.81	366.81-367.11	• Widen to 3-lane roadway section	$780,000
18	Intersection at MP 366.81 to Intersection at MP 367.44	366.81-367.44	• Install shared-use path on west side of roadway	$1,420,000
20	Intersection at MP 367.44	367.44	• Install left- and right-turn lanes • Realign east leg of intersection	$900,000
21	MP 367.44-368.5	367.44-368.5	• Widen shoulders to 5' and install edge-line rumble strips	$1,250,000
			Total	$8,260,000

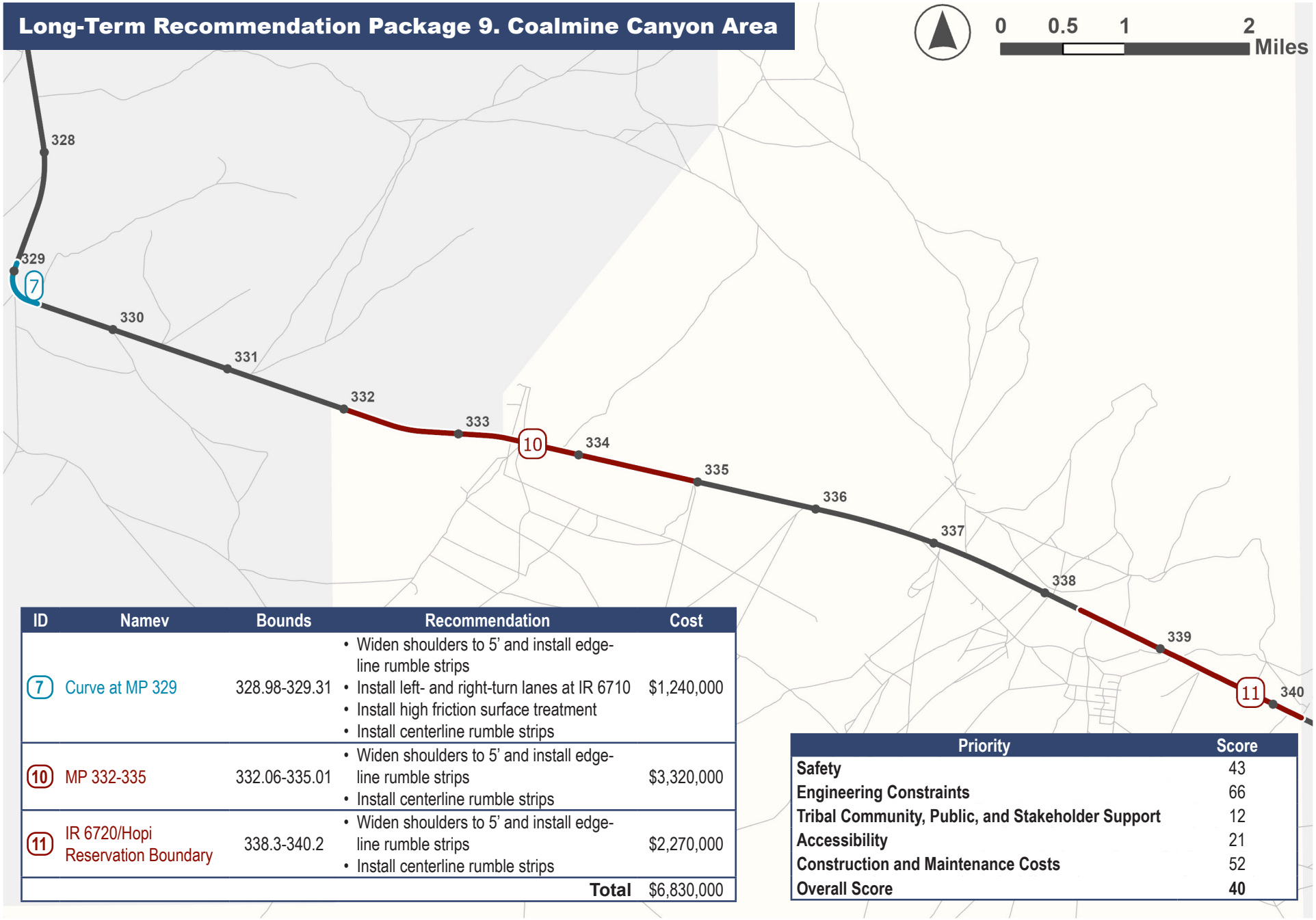
Long-Term Recommendation Package 8. Howell Mesa Curve Area



ID	Name	Bounds	Recommendation	Cost
(12)	Howell Mesa Curve Area	348.58-351.5	• Widen shoulders to 5' and install edge-line rumble strips • Install high friction surface treatment • Install centerline rumble strips	$3,760,000
			Total	$3,760,000

Priority	Score
Safety	30
Engineering Constraints	60
Tribal Community, Public, and Stakeholder Support	32
Accessibility	21
Construction and Maintenance Costs	66
Overall Score	**41**

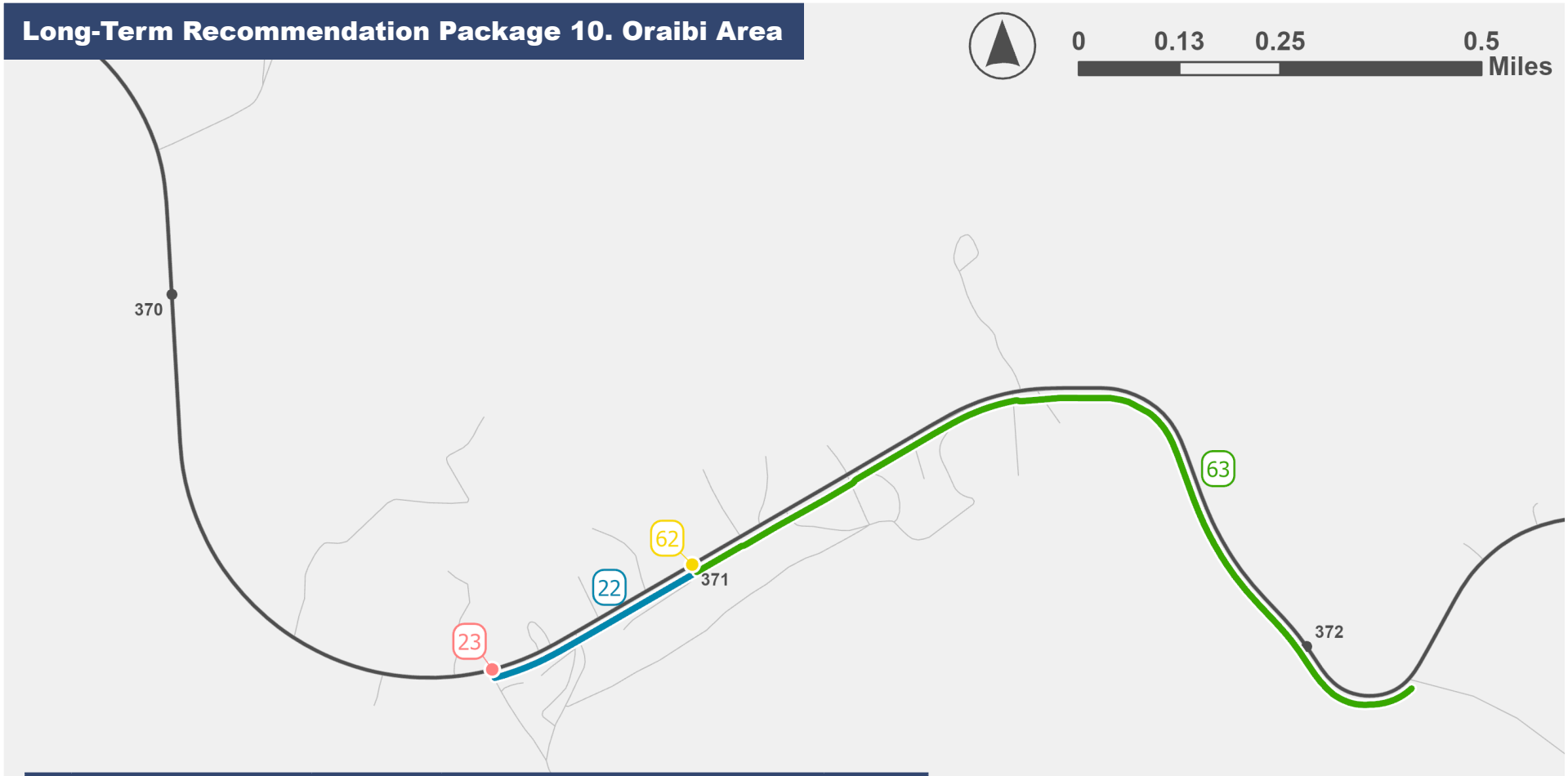
Long-Term Recommendation Package 9. Coalmine Canyon Area



ID	Namev	Bounds	Recommendation	Cost
7	Curve at MP 329	328.98-329.31	• Widen shoulders to 5' and install edge-line rumble strips • Install left- and right-turn lanes at IR 6710 • Install high friction surface treatment • Install centerline rumble strips	$1,240,000
10	MP 332-335	332.06-335.01	• Widen shoulders to 5' and install edge-line rumble strips • Install centerline rumble strips	$3,320,000
11	IR 6720/Hopi Reservation Boundary	338.3-340.2	• Widen shoulders to 5' and install edge-line rumble strips • Install centerline rumble strips	$2,270,000
			Total	$6,830,000

Priority	Score
Safety	43
Engineering Constraints	66
Tribal Community, Public, and Stakeholder Support	12
Accessibility	21
Construction and Maintenance Costs	52
Overall Score	**40**

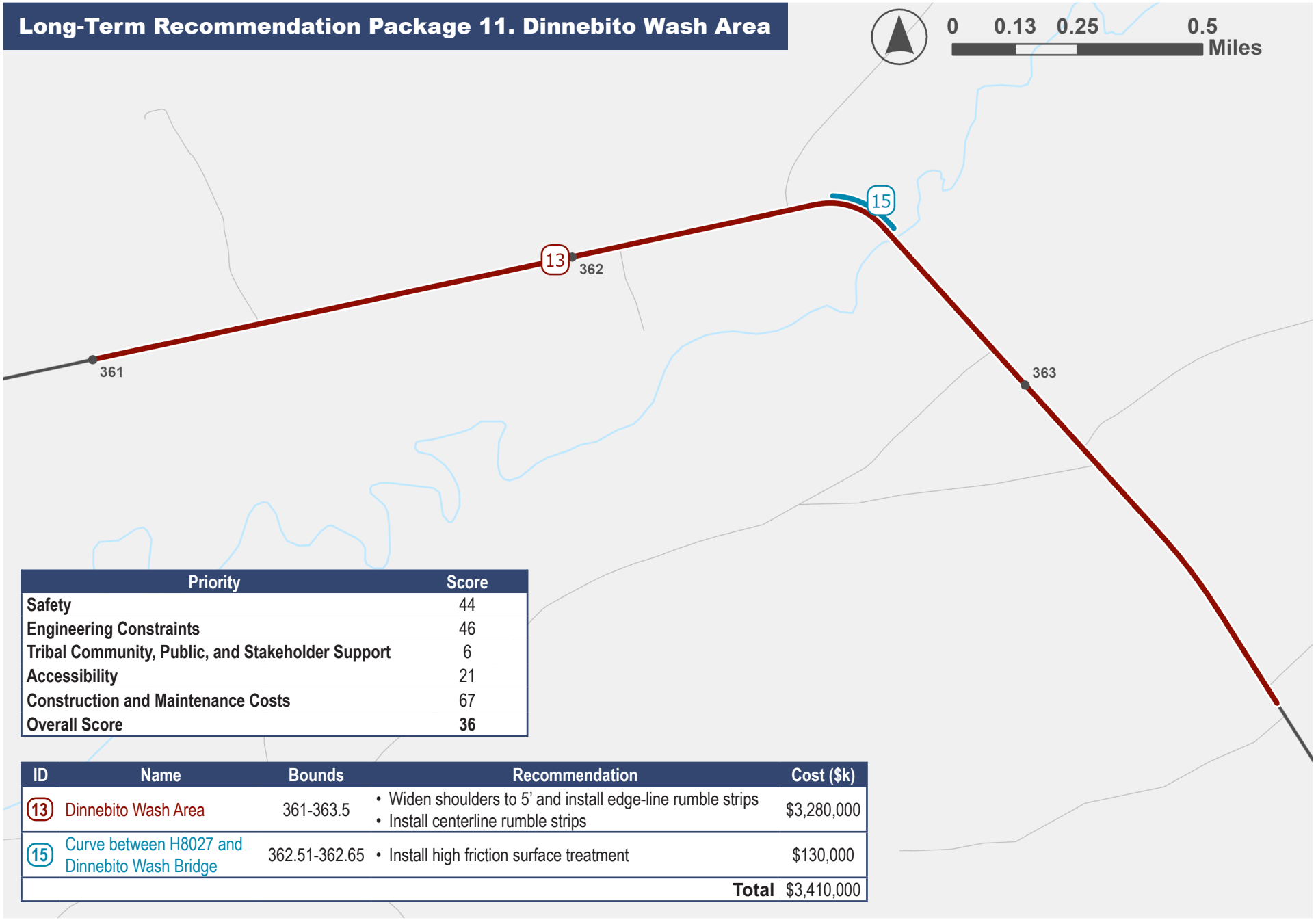
Long-Term Recommendation Package 10. Oraibi Area



ID	Name	Bounds	Recommendation	Cost
22	South Safety Access Road	370.8-371	• Construct safety access road on south side of SR 264	$2,190,000
23	Curve at MP 370.8	370.8	• Install left-and right-turn lanes, and rectangular rapid flashing beacon and pedestrian-scale lighting	$740,000
62	MP 371	371	• Install rectangular rapid flashing beacon and pedestrian-scale lighting	$270,000
63	MP 371 to 372.2	371-372.2	• Install Shared-Use Path from MP 371 to MP 372.2	$2,530,000
			Total	$5,730,000

Priority	Score
Safety	46
Engineering Constraints	33
Tribal Community, Public, and Stakeholder Support	9
Accessibility	40
Construction and Maintenance Costs	69
Overall Score	**38**

Long-Term Recommendation Package 11. Dinnebito Wash Area



Priority	Score
Safety	44
Engineering Constraints	46
Tribal Community, Public, and Stakeholder Support	6
Accessibility	21
Construction and Maintenance Costs	67
Overall Score	**36**

ID	Name	Bounds	Recommendation	Cost ($k)
13	Dinnebito Wash Area	361-363.5	• Widen shoulders to 5' and install edge-line rumble strips • Install centerline rumble strips	$3,280,000
15	Curve between H8027 and Dinnebito Wash Bridge	362.51-362.65	• Install high friction surface treatment	$130,000
			Total	$3,410,000

SYSTEMIC CORRIDOR PROGRAMS

Due to the length of the corridor, certain needs are best implemented with a systemic, corridor-wide program. Such programs should be applied wherever conditions along the study corridor justify their implementation. Systemic corridor programs include:

BRIDGE IMPROVEMENT PROGRAM

Review all existing bridges to identify deficiencies in infrastructure. Where needed, install bridge wall delineators.

GUARDRAIL IMPROVEMENT PROGRAM

Review all existing guardrail to identify deficiencies in end treatment object markers.

BIA IMPROVEMENT PROGRAM

At locations on the corridor that intersect with BIA routes, implement intersection warning signage.

TURN LANE REVIEW

Review all existing turn lanes on and intersecting the corridor for adequate length.

RIGHT-OF-WAY MARKER PROGRAM

Review the existing right-of-way along the corridor to identify its boundaries and install markers where right-of-way changes to clearly delineate the right-of-way and prevent future conflicts or encroachment.

Future Study Recommendations

In addition to the packages identified for each area of need, some infrastructure recommendations require further study to be implemented. The following studies should be completed to improve safety and infrastructure along the study corridor.

FREIGHT MANAGEMENT STUDY

SR 264 serves as the primary east-west route in the region, and freight traffic along this corridor has grown in recent years. The existing infrastructure and adjacent land uses do not currently support high volumes of freight, resulting in pavement deterioration, safety concerns, and increased noise for residents. A freight management study is recommended to assess present freight activity and consider approaches for minimizing corridor impacts, such as the potential establishment of a weigh station.

CORRIDOR ACCESS MANAGEMENT PLAN

The existing conditions assessment indicates that populated areas experience access management challenges. Several points along the corridor have multiple dirt roads and driveways connecting to SR 264. An access management plan is recommended for the corridor. This study should establish access management standards and propose strategies to consolidate locations with many access points. The plan aims to improve access to intersecting roads and driveways and decrease maintenance at intersections.

HOPI TRIBE ROAD NAMING AND ADDRESSING SYSTEM

Most intersecting roads along the corridor lack signage or formal names, creating safety and wayfinding challenges for drivers. The Hopi Tribe currently uses colors to mark intersections, but this system is limited. Hopi DOT plans to introduce a new road naming and addressing system to enhance wayfinding and safety throughout the corridor. The road naming and addressing system should be implemented along the corridor as well as through the rest of the Hopi Indian Reservation.

INTERSECTION CONTROL EVALUATION (ICE)

Numerous intersections along the SR 264 corridor require intersection control changes to improve the safety conditions. To identify the most appropriate recommendations for these intersection improvements, an intersection control evaluation (ICE) should be completed. Proposed ICE locations and potential improvements include:

- **Second Mesa Day School ICE:** Conduct an ICE to determine feasibility of roundabout construction or signalization and HAWK.
- **SR 87 Intersection ICE:** Conduct an ICE to determine the feasibility to construct a roundabout.
- **Hopi Housing Authority and High School Intersections ICE:** Conduct an ICE to determine the feasibility of installing roundabouts at both intersections.
- **IR 6 Intersection ICE:** Conduct an ICE to determine the feasibility of installing a roundabout.

CORRIDOR DRAINAGE STUDY

Drainage issues have been a common concern raised by both the public and stakeholders along the study corridor. To address this, a dedicated drainage study is recommended to confirm the problem areas identified to the right and uncover any additional current or future problem areas. This study would help develop targeted solutions to improve drainage and reduce related impacts in the area.

- **Near Coalmine Canyon:** MP 330-334
- **Bridge between Second Mesa and First Mesa:** MP 388.6
- **First Mesa:** MP 390.5 - 392
- **Bridge in First Mesa:** MP 392.6
- **Culvert near Hopi Junior Senior High School:** MP 400.6

SPOT SPEED STUDIES

Several areas identified in this study may benefit from lower speed limits to improve safety, especially in places with more people and activity. While public feedback and current conditions suggest slower speeds could help, formal speed studies are needed to confirm whether these changes are appropriate and justified. The following locations have been identified as areas that could benefit from lower speed limits:

- **Moencopi Day School:** 30 MPH
- **Oraibi Area:** 45 MPH
- **Second Mesa Area:** 45 MPH
- **Second Mesa Day School Intersection:** 35 MPH
- **Hopi Junior Senior High School:** 35 MPH
- **Third Mesa/Hotevilla-Bacavi Area:** 45 MPH

6 Public and Stakeholder Engagement

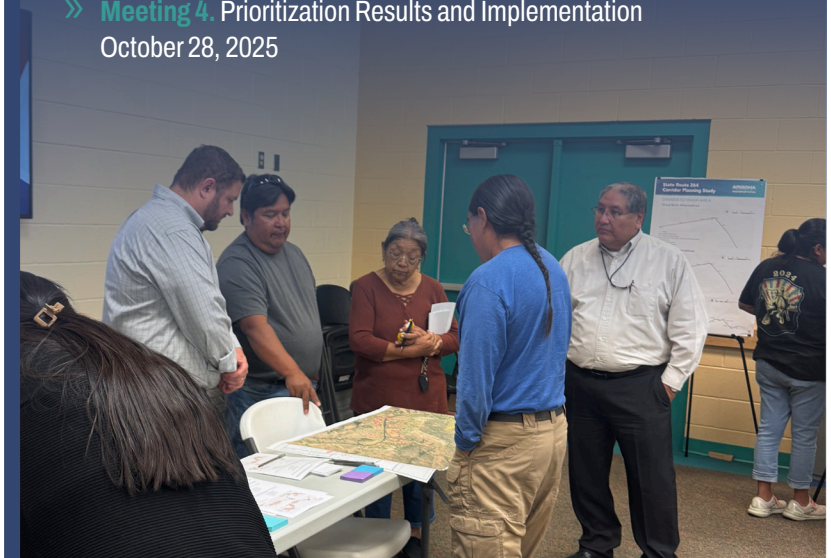
STAKEHOLDER ENGAGEMENT

A Technical Working Group (TWG) was established to guide the study process. The TWG was comprised of technical staff from key stakeholder groups, including:

- Arizona Department of Transportation (ADOT)
- Hopi Tribe
- Navajo Nation
- Northern Arizona Council of Governments
- Navajo County
- Coconino County
- Bureau of Indian Affairs

The group provided input on interim deliverables and informed the study process at key decision points. Members of the TWG coordinated within their agency to support study technical analyses and advertise public engagement opportunities. Four technical working group meetings were held during the study process, including:

- **Meeting 1.** Project Kick-off | December 10, 2024
- **Meeting 2.** Existing and Future Conditions Findings and Evaluation Criteria and Recommendations Visioning Session June 6, 2025
- **Meeting 3.** Updated Recommendations Review and Prioritization Process Discussion August 25, 2025
- **Meeting 4.** Prioritization Results and Implementation October 28, 2025



COMMUNITY INVOLVEMENT

Two rounds of in-person public information meetings were held, and outreach materials were sent to engage with the public during the study process. The first round was held in July, 2025, introducing initial recommendations to the public for refinement. The second round was held in November, 2025, presenting final study recommendations and implementation recommendations. Materials from community engagement is shown in **Appendix C**.

PUBLIC INFORMATION MEETING ROUND 1

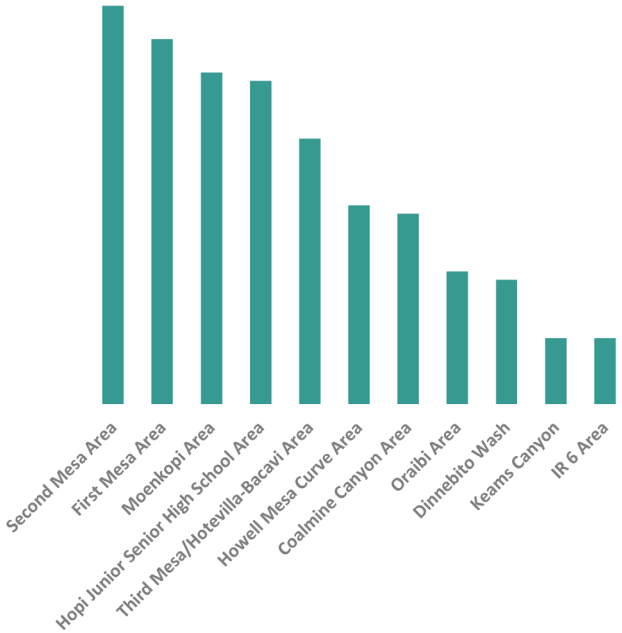
The first round of public engagement included two in-person public information meetings:

- July 14, 2025 5-7 PM | Hopi Veterans Memorial Center
- July 15, 2025 5-7 PM | Moencopi Day School

Community members were able to review the findings from the existing and future conditions analysis, areas of need, corridor priorities, and initial recommendations.

Attendees were asked to provide comments on the initial alternatives and rank areas of need by their importance. The results of the area of need ranking is shown in **Figure 28**. Areas with the highest population and concentration of activity centers were ranked highest. The results of the area of need ranking exercise were used in the long-term recommendation prioritization process. The participants provided additional recommendations that resulted in the addition of the Oraibi and Keams Canyon areas of need.

Figure 28. Area of Need Priority Ranking



41 Total Comments

30 In-Person Participants

10 Completed Surveys

PUBLIC INFORMATION MEETING ROUND 2

The second round of public engagement included two in-person public information meetings:

- November 18, 2025 5-6:30 PM | Moenkopi Senior Center
- November 19, 2025 6-7:30 PM | Hopi Veterans Memorial Center

Community members were able to review the final study recommendations, long-term recommendation package prioritization results, study implementation, and discuss the study with the project team.

19
Total Comments

35
In-Person Participants

GETTING THE WORD OUT

For both rounds of public information meetings, advertisements were distributed to key contacts to spread the word about the upcoming meetings, including media outlets, Hopi Tribe Community Health Representatives, Village Administrators, Service Administrators, schools, and Navajo Nation Chapters. **Figure 29** and **Figure 30** show the advertisement flyers for both rounds of public information meetings.

In addition to the advertisements, outreach letters were sent to the community members and agencies encouraging them to join the rounds of engagement. These outreach letters were sent out to identified lists of stakeholders beyond the members of the TWG.

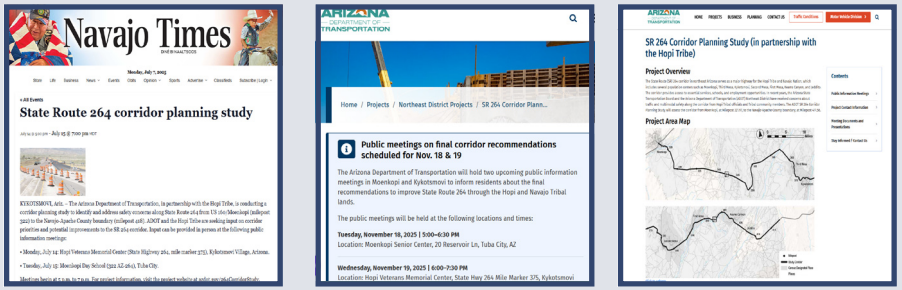
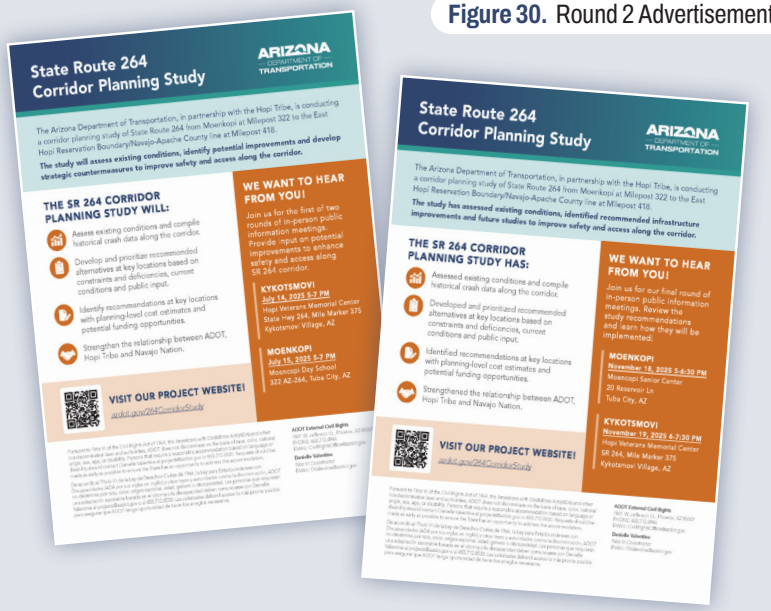


Figure 29. Round 1 Advertisement Flyer

Figure 30. Round 2 Advertisement Flyer



7 Implementation

Although short-term recommendation packages are expected to be implemented using existing funding sources, after thorough review and approval, such as maintenance or District Minor Program Funds, long-term recommendations will need supplemental funding. This section identifies possible sources of funding for long-term recommendation packages and reviews the implementation process. Implementation of long-term recommendations will require ADOT and the Hopi Tribe to collaborate on funding. Since SR 264 is a state highway, ADOT would lead funding efforts and coordinate with the Hopi Tribe for support and technical assistance. The Hopi Tribe may also contribute funding to projects using the tribal sources identified in this section.

POTENTIAL FUNDING SOURCES

Funding for recommendations can come from a variety of federal, state, regional and tribal-specific sources. The different forms of funding provide ADOT and Hopi DOT with the ability to pursue implementing packages with a higher likelihood of receiving funding. Federal transportation legislation may be coming in the near future and is subject to change.

Tribal Transportation Program (TTP)

The TTP is part of the Federal-Aid Highway Program and is funded by the Highway Trust Fund. The program focuses on improving safety and access for roadways within Indian reservation land. Tribes may use up to 25% of their share of the TTP funds on roadway maintenance and resealing.

AVAILABLE FUNDING PER APPLICATION: **$5,667,374**

Tribal High Priority Projects Program (THHP)

The Tribal HPP Program, was established to provide additional funding to Tribes whose annual TTP allocation is insufficient to complete their highest priority transportation projects. The program can also be leveraged for tribes that have experienced emergencies or disasters impacting their transportation network that is listed in the National Tribal Transportation Facility Inventory.

AVAILABLE FUNDING PER APPLICATION: **$25,118,400**

Tribal Transportation Program Safety Fund (TTPSF)

The TTPSF, managed by the Federal Highway Administration (FHWA), provides funding to Tribes to improve safety issues on their transportation network. The fund aims to reduce deaths and serious injury crashes within tribal areas. The fund can source infrastructure improvements, safety plans, systematic safety studies, and crash data analysis and improvements.

AVAILABLE FUNDING PER APPLICATION: **$25,118,400**

Indian Community Development Block Grant (ICDBG) Program

This program was developed to assist Native communities in improving quality of life and economic opportunities. Eligible projects include transportation infrastructure improvements, as well as housing and economic development projects.

AVAILABLE FUNDING PER APPLICATION: **$5,000,000**

Transportation Alternatives Program (TAP)

The TAP falls under the Bipartisan Infrastructure Law (BIL)'s Surface Transportation Block Grant (STBG) Program. The TAP funds smaller-scale transportation projects focusing on mobility and safety. The program prioritizes active transportation infrastructure improvements, programs like Safe Routes to School, and environmental mitigation.

AVAILABLE FUNDING PER APPLICATION: **$1,500,000**

Highway Safety Improvement Program (HSIP)

The HSIP was developed to reduce the frequency and overall severity of motor vehicle crashes occurring in Arizona. Funds from this program can be used on segments and intersections for spot and systemic improvements that would improve the safety of the roadway.

AVAILABLE FUNDING PER APPLICATION: **$5,000,000**

Better Utilizing Investment to Leverage Development (BUILD) Grant Program

The USDOT administers the BUILD grant program, which allows state, county, and tribal governments to apply for discretionary funds for transportation infrastructure projects. Projects can include roadway improvements, active transportation infrastructure, or transit enhancements.

AVAILABLE FUNDING PER APPLICATION: **$25,000,000**

LONG-TERM RECOMMENDATION FUNDING OPPORTUNITIES

Long-term recommendation package costs far outweigh available maintenance funds. Implementing recommendations will require funding from other sources, including federal, state, and regional opportunities. Focusing on high-priority investments will help move forward the study recommendations to improve safety on the corridor. Applicable funding sources for the long-term recommendation packages are shown in **Table 10**. Note that multiple funding sources may be required to implement all recommendations in a package. The identified sources below may not be applicable for the entire package but applicable for recommendations in the package.

Table 10. Potential Funding Sources for Long-Term Recommendation Packages

Source: Kimley-Horn

Rank	Area of Need	Cost ($)	TTP	THHP	TTPSF	ICDBG	TAP	HSIP	BUILD
1	Second Mesa Area	$42,000,000	✓	✓	✓	✓	✓	✓	✓
2	First Mesa Area	$33,270,000	✓	✓	✓	✓	✓	✓	✓
3	Hopi Junior Senior High School Area	$11,720,000	✓	✓	✓		✓	✓	✓
4	Moenkopi Area	$4,310,000	✓	✓	✓	✓	✓	✓	✓
5	IR 6 Area	$3,510,000			✓				✓
6	Keams Canyon Area	$3,440,000		✓	✓	✓	✓	✓	✓
7	Third Mesa/Hotevilla-Bacavi Area	$8,260,000		✓	✓	✓	✓	✓	✓
8	Howell Mesa Curve Area	$3,760,000			✓			✓	✓
9	Coalmine Canyon Area	$6,830,000			✓			✓	✓
10	Oraibi Area	$2,460,000		✓		✓	✓	✓	✓
11	Dinnebito Wash Area	$3,410,000		✓	✓			✓	✓

RECOMMENDATION IMPLEMENTATION PROCESS

There are many steps between identifying a high-priority recommendation and its implementation. For some projects, additional study may be needed to develop a cost estimate accurate enough to apply for grant funding. **Figure 31** shows the steps between identified recommendations and construction. The identified implementation process can be leveraged to move the identified packages, systemic corridor programs, and future studies forward following completion of the corridor study. The implementation process should include coordination with stakeholders along the corridor, including ADOT, Hopi Tribe DOT, Navajo Nation DOT, and Bureau of Indian Affairs (BIA) Western Region.

Figure 31. Implementation Process

- **Scoping:** Most recommendations will require additional scoping to collect additional data, confirm right-of-way availability, identify potential fatal flaws, mitigate potential issues, develop a more detailed cost estimate, and coordinate with partners along the corridor.
- **Preliminary Design:** After confirming a project's scope, high-level design activities are typically conducted to further refine elements that are included or excluded from a recommendation, further refine the cost estimate, and design mitigations for potential issues such as right-of-way constraints, environmental hazards, or conflict between modes of travel.
- **Final Design:** The final design process takes recommendations from conceptual design to construction-ready plans. This is the step where all potential project risks need to be addressed, and a final cost estimate is developed to program funds for construction.
- **Approvals:** Depending on the project type, approvals may be required. These approvals can cover a wide range of topics, including environmental approvals, permits, funding approvals, and right-of-way purchases.
- **Construction:** This phase is when implementation finally occurs, with new infrastructure being added. During this phase, ongoing disruption mitigation will be performed as needed to minimize the impact on the surrounding area. Recommendation construction should be coordinated with partners along the corridor. Following construction, the Hopi Tribe will need to update the National Tribal Transportation Facility Inventory to document any upgrades or changes made to the SR 264 corridor.
- **Maintenance:** This phase includes ongoing evaluation, maintenance, and modernization as needed depending on the improvement.
- **Grant Funding:** There are several points where ADOT and Hopi DOT can pursue grant funding to move to the next step in the implementation process. Grant funding may be pursued for preliminary design to address major issues and constraints as well as get a more accurate cost estimate. After preliminary design, additional funding may be pursued to take project through the final design and approvals process, which is typically 10-15% of the overall construction cost of the project. Finally, after final design and approvals, implementation funding may be pursued. Some grants may cover multiple steps in the implementation process.