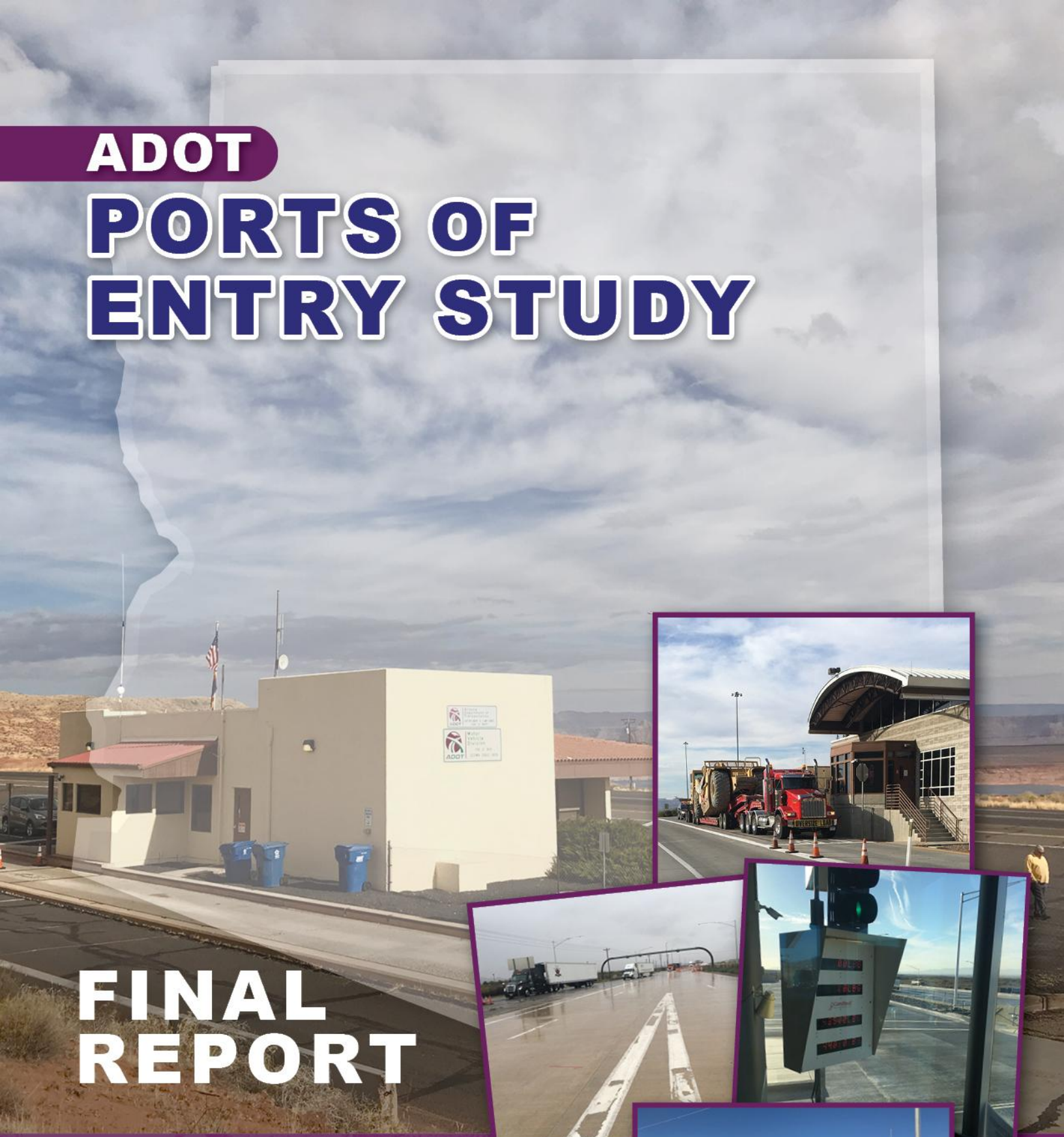
# ADOT
# PORTS OF ENTRY STUDY



## FINAL REPORT







Presented by:

Kimley»Horn

For:

ADOT

*Arizona Department of Transportation*

# DRAFT
# Ports of Entry Needs Study

## FINAL REPORT

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# 1 STUDY BACKGROUND

Arizona's Ports of Entry (POE) monitor commercial traffic entering Arizona for registration, taxes, size and weight restrictions, commercial driver license requirements, insurance requirements and equipment safety requirements, and issue permits as required.

ADOT Enforcement and Compliance Division (ECD) conducts commercial vehicle enforcement operations at 22 fixed POEs. 14 of the 22 POEs are domestic ports, and eight POEs are located at the international border with Mexico. Through the fixed POE system and mobile enforcement, peace officers check commercial vehicles for compliance with size, weight, and safety laws, including those related to the transportation of hazardous materials. In addition, Enforcement Services Bureau (ESB) certified peace officers inspect vehicles for authorized ownership, monitors and recovers stolen vehicles and vehicle components, and completes administrative and criminal investigations.

As with any other transportation asset, POE facilities must be maintained and modernized. This Arizona Ports of Entry Study documents needs and recommends prioritized investments to address the needs at each of the 14 domestic POE. The information will be used to assist ECD and ADOT to determine the level of investment needed, and their prioritization of the investments.

## 1.1 PROJECT ELEMENTS

The Arizona POE Study includes the following elements:

- Develop a comprehensive list of POE improvement needs through a data-driven process and Technical Advisory Committee (TAC), POE staff, and stakeholder outreach.
- Prepare a baseline description of an "optimal" POE facility to serve as a guide for needs identification and POE project development.
- Develop improvement projects and costs.
- Rank improvements using a performance-based process to evaluate, score, and prioritize the projects.
- Prepare a Return on Investment Analysis for the 14 domestic Ports of Entry.
- Summarize findings in a Report that documents POE conditions, the "optimal" POE description, POE needs, potential improvement projects and investments, planning-level costs, and a scored prioritization process. The final report will also include the Return on Investment analysis.

## 1.2 POE CLASSIFICATIONS

To facilitate analysis documented in this report, the POEs were organized into three POE classifications which represent their varying levels of infrastructure needs. The POE classifications are:

- **Primary POEs.** Located on interstates and major divided highways, these POEs generally have separate inbound and outbound facilities, most hours of operation, and serve the highest number of commercial vehicles.
- **Secondary POEs.** Located primarily on two-lane highways, these POEs do not have separate inbound and outbound facilities and have regular but more limited hours of operation as compared to Primary POEs. Secondary POEs serve a moderate number of commercial vehicles.
- **Tertiary POEs.** Located primarily on two-lane US highways, do not have a separate outbound facility, no regular hours of operation, but mobile details may be performed, and serve the fewest number of commercial vehicles.

The Arizona POEs included in this analysis shown graphically in **Figure 1** and are listed in **Table 1**.

*Figure 1: Arizona Ports of Entry by Classification*

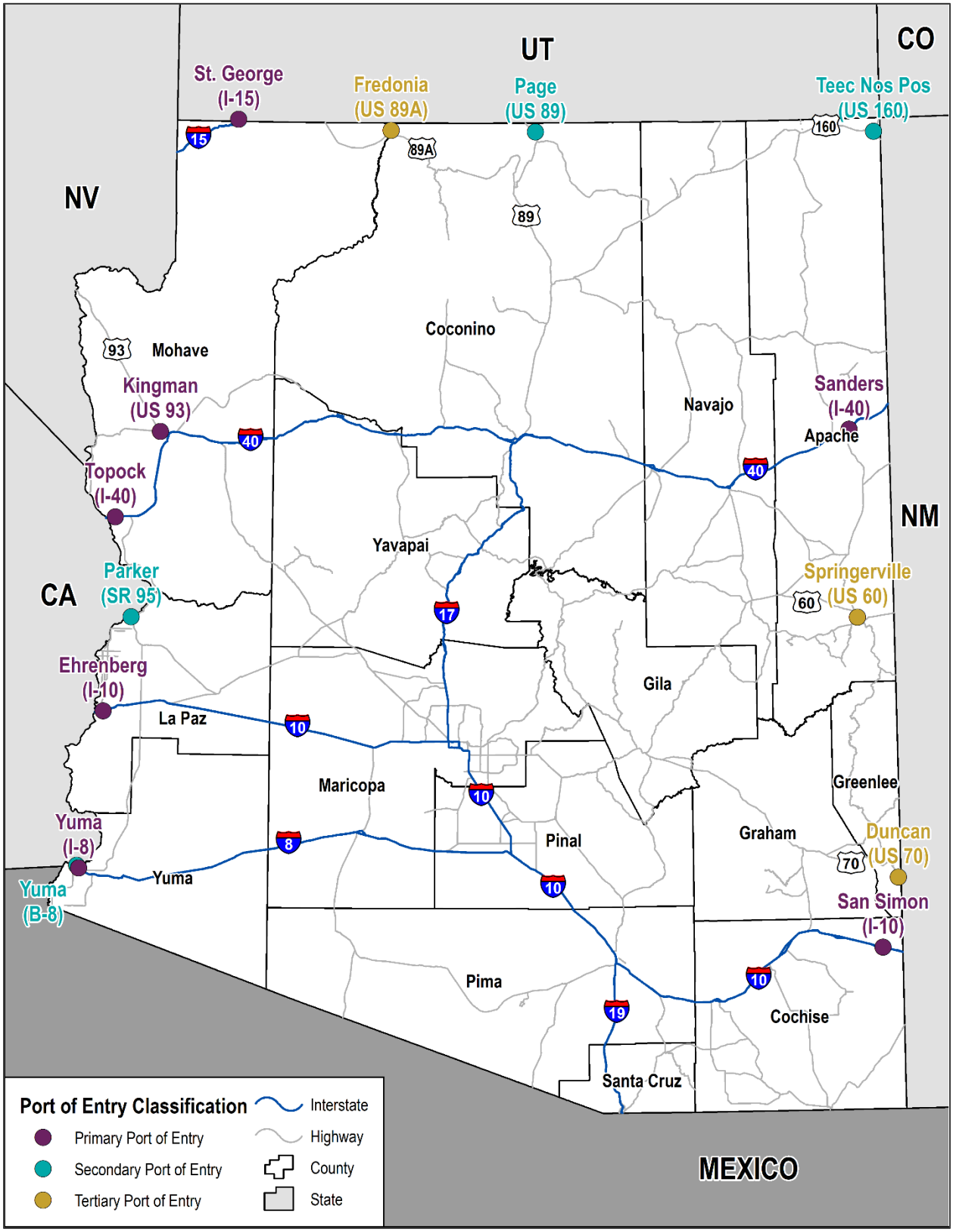


*Table 1: Arizona Ports of Entry*

| Primary POEs | Secondary POEs | Tertiary POEs |
|---|---|---|
| Yuma (I-8) POE | Yuma (B-8) POE | Fredonia (US 89A) POE[1] |
| Ehrenberg (I-10) POE | Parker (SR 95) POE | Springerville (US 60) POE[2] |
| Topock (I-40) POE | Page (US 89) POE | Duncan (US 70) POE[3] |
| Kingman (US 93) POE | Teec Nos Pos (US 160) POE | |
| St. George (I-15) POE | *Notes:* | |
| Sanders (I-40) POE | *1. Fredonia POE is opened on occasion for mobile enforcement* | |
| San Simon (I-10) POE | *2. Springerville POE is currently closed* | |
| | *3. Duncan POE is currently closed* | |

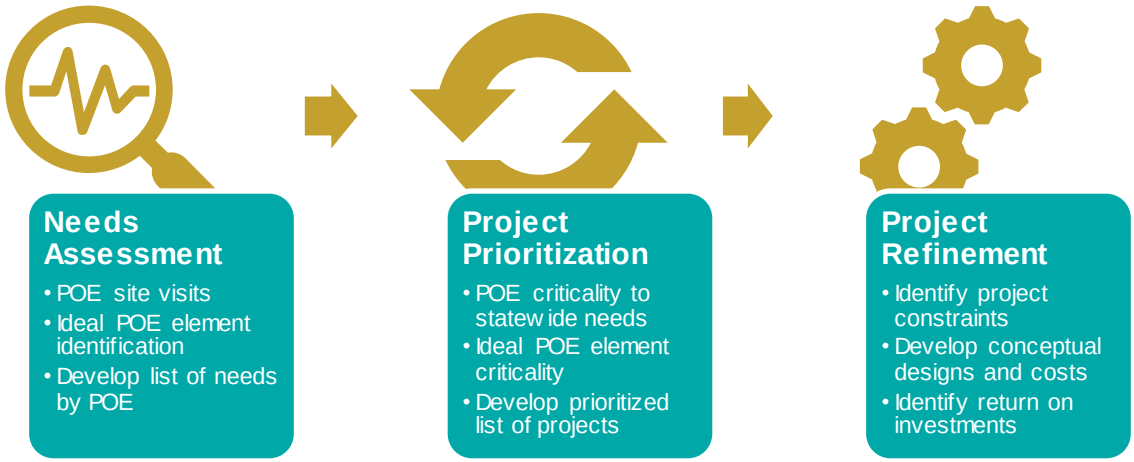
## 1.3 PLANNING PROCESS

The planning process employed for this study was designed to identify and address a comprehensive list of infrastructure needs related to POE operations and enforcement. The process included three steps:

1. **Needs Assessment.** Identify what improvements are needed at each POE.
2. **Project Prioritization.** Determine which projects are most critical to continued POE success.
3. **Refine Projects.** Develop project cost estimates.

The three steps and the major steps within each step are shown in **Figure 2**.

*Figure 2: POE Study Planning Process*




Report process, findings, and recommendations are reported in eight sections:

1. Study Background
2. Traffic Data Overview
3. POE Site Visits
4. Needs Assessment
5. Project Prioritization Model
6. Project Concepts and Constraints
7. Potential Systemic Improvement Projects
8. Return on Investment Analysis

# 2 TRAFFIC DATA OVERVIEW

Traffic data was obtained for each POE from two sources:

1. ADOT ECD: weigh-in-motion (WIM) data and truck counts entering each POE.
2. Field counts: vehicle classification counts performed in January 2020 on highway mainline and POE ramps.

## 2.1 ADOT ECD TRAFFIC DATA

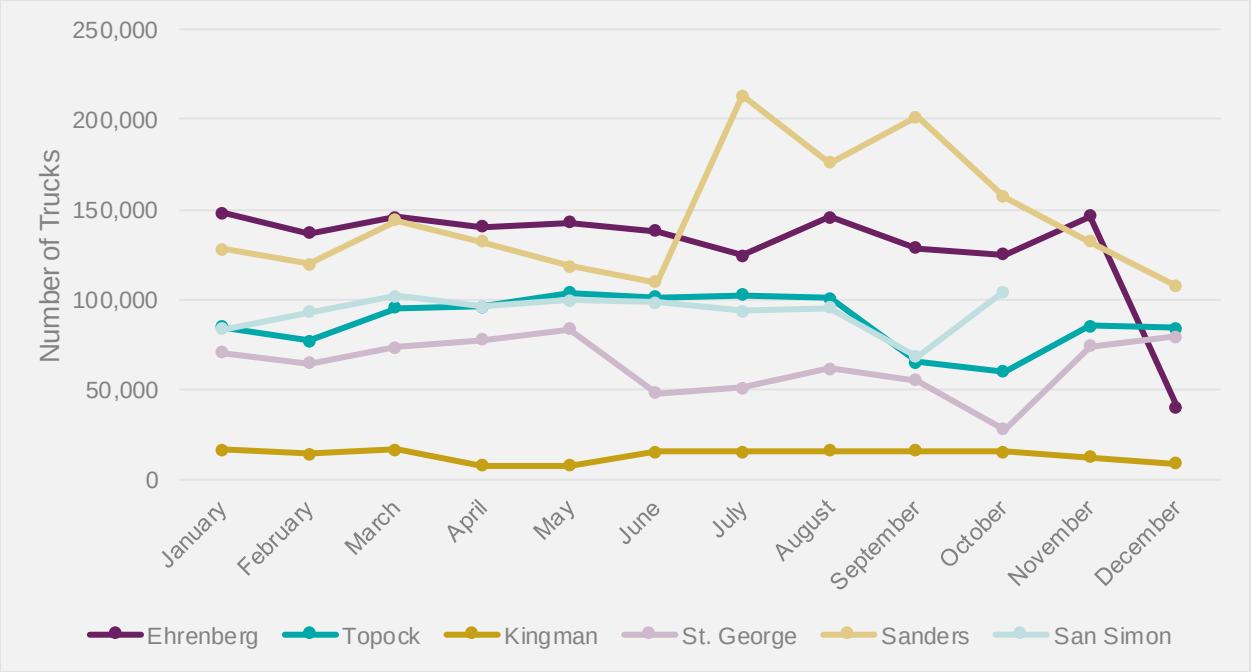
Weigh-in-motion was provided by ECD for each of the six POEs that have a WIM system (as of 2019): Ehrenberg, Topock, Kingman, St. George, Sanders, and San Simon.

**Figure 3** shows 2019 monthly truck volumes for highway mainlines, collected by the WIM.

The data shows that Sanders (I-40) and Ehrenberg (I-10) have the highest monthly truck volumes. Sanders has the largest seasonal variation, with summer and fall having significantly higher truck volumes than winter and spring.

Kingman (US 93) had the lowest monthly mainline traffic throughout the year.

*Figure 3: 2019 Monthly Mainline Weigh-in-Motion Data (Inbound)*



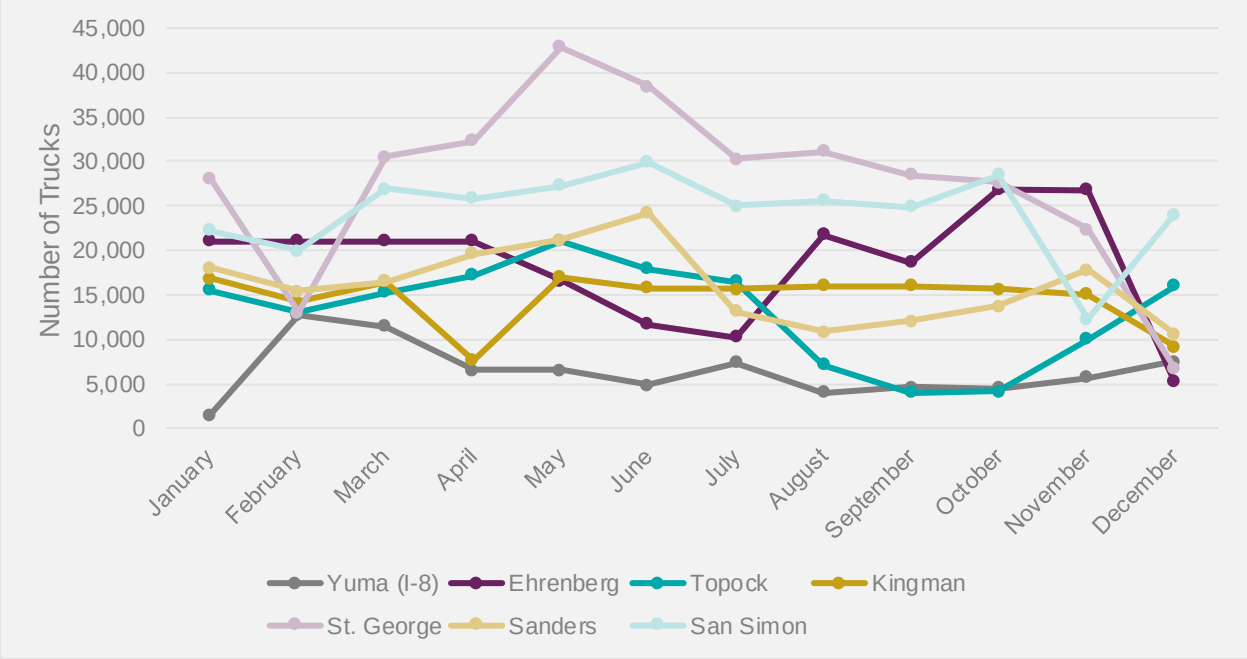

***Sanders and San Simon experienced intermittent outages of the WIM in November, Topock experienced intermittent outages of the WIM in November and December, and Kingman lost WIM communications in November. San Simon WIM was down for construction in December.**

**Figure 4** shows the 2019 monthly truck volume entering each POE.

St. George (I-15) has the highest truck volumes entering the POE for most of the year, and particularly during a peak in truck volumes in spring/early summer.

Yuma (I-8) had the lowest monthly truck traffic entering the POE throughout the year.

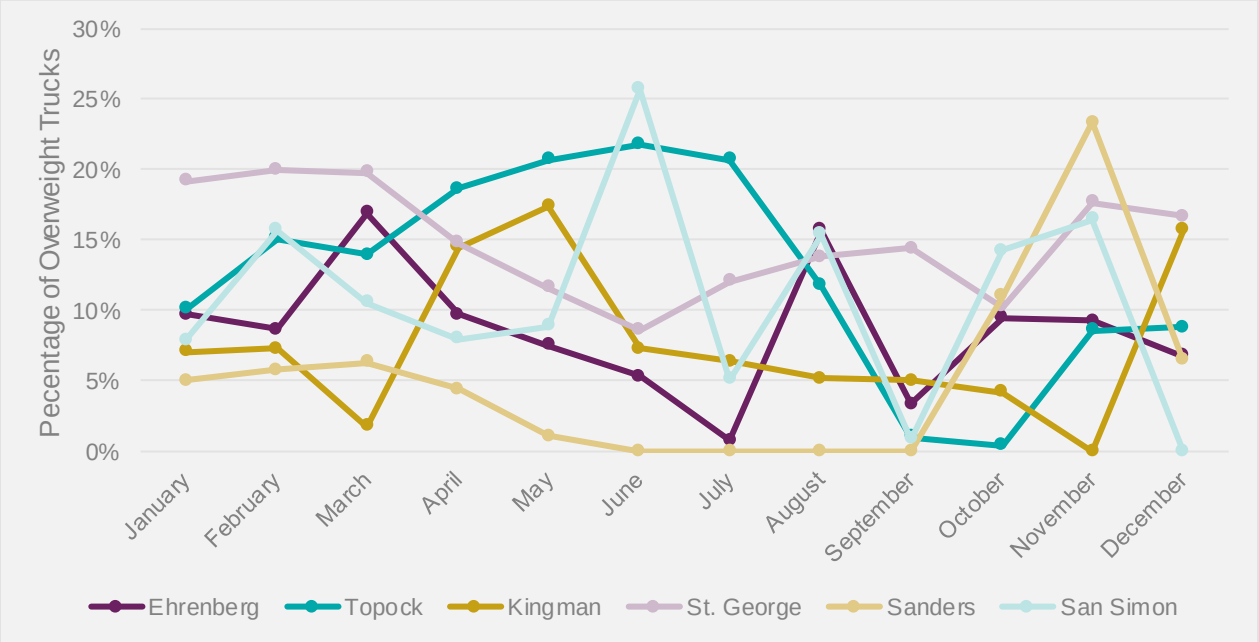
*Figure 4: 2019 Monthly Truck Volumes Entering Ports (Inbound)*




***Ehrenberg was estimated for January – April due to construction.**

**Figure 5** shows the percentage of overweight vehicles by POE and month as taken from each WIM. Overweight vehicle percentages vary widely throughout the year by Port. The data is somewhat unclear due to intermittent system outages at some of the POEs during the year (see notes on Figure 4). From what can be discerned, Topock. St. George, and Sanders each period periods where over 20% of trucks were identified as overweight by the WIM.

*Figure 5: 2019 Mainline Percentage of Overweight Vehicles (from WIM – Inbound)*




***Sanders and San Simon experienced intermittent outages of the WIM in November, Topock experienced intermittent outages of the WIM in November and December, and Kingman lost WIM communications in November. San Simon WIM was down for construction in December.**

## 2.2 TRAFFIC COUNTS

### 2.2.1 AVERAGE DAILY TRAFFIC COUNTS

Traffic counts were collected in late 2019 and early 2020 for one week each by United Civil Group.

Average daily traffic (ADT) for the highway mainline, average daily truck traffic on the highway mainline, and the ADT for each POE ramp are summarized in **Figure 6** through **Figure 25**.

A summary table of ADTs is provided in **Appendix A**.

**Figure 6** and **Figure 7** show the mainline ADT in proximity to each POE. **Figure 8** and **Figure 9** show the mainline truck volumes in proximity to each POE. **Figure 10** and **Figure 11** show the ADT entering each POE. Columns in these figures are color coded by POE classification; purple columns indicate Primary POEs, teal columns indicate Secondary POEs, and gold columns indicate Tertiary POEs.

#### 2.2.1.1 Mainline Traffic Volumes (All Vehicles)

The data show that Ehrenberg, Kingman, and St. George had the highest total mainline traffic volumes.

*Figure 6: Average Mainline Daily Inbound Traffic Volume by POE (All Vehicles)*

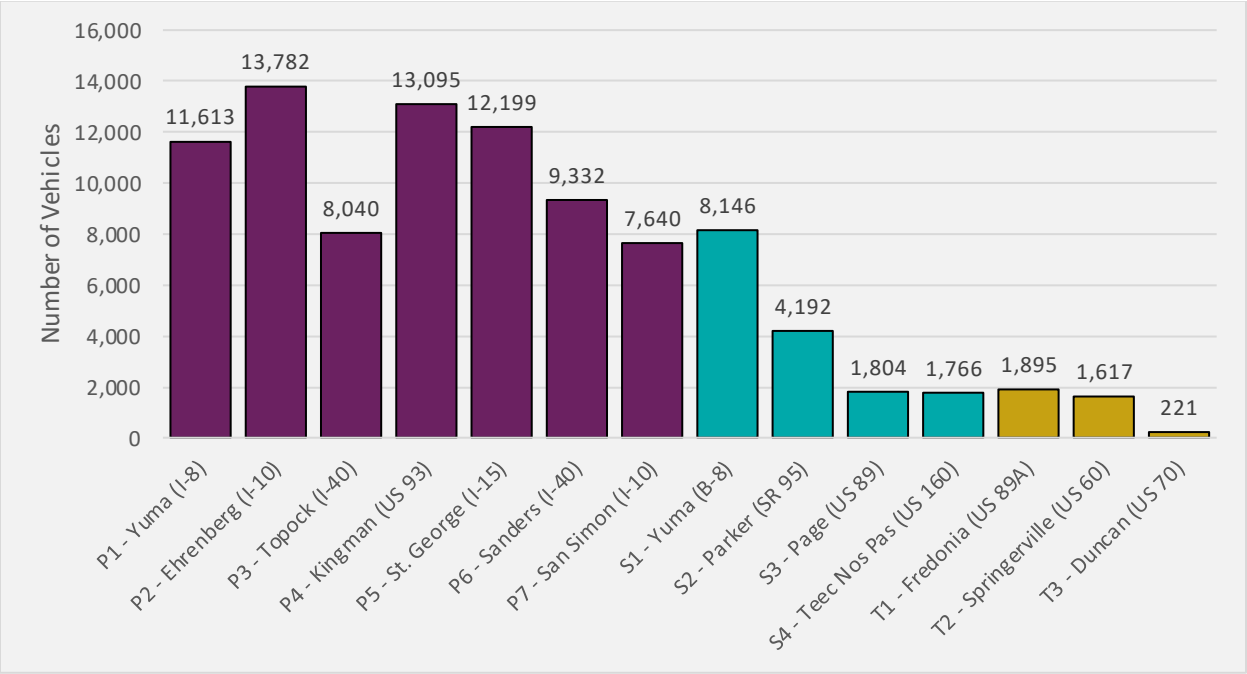
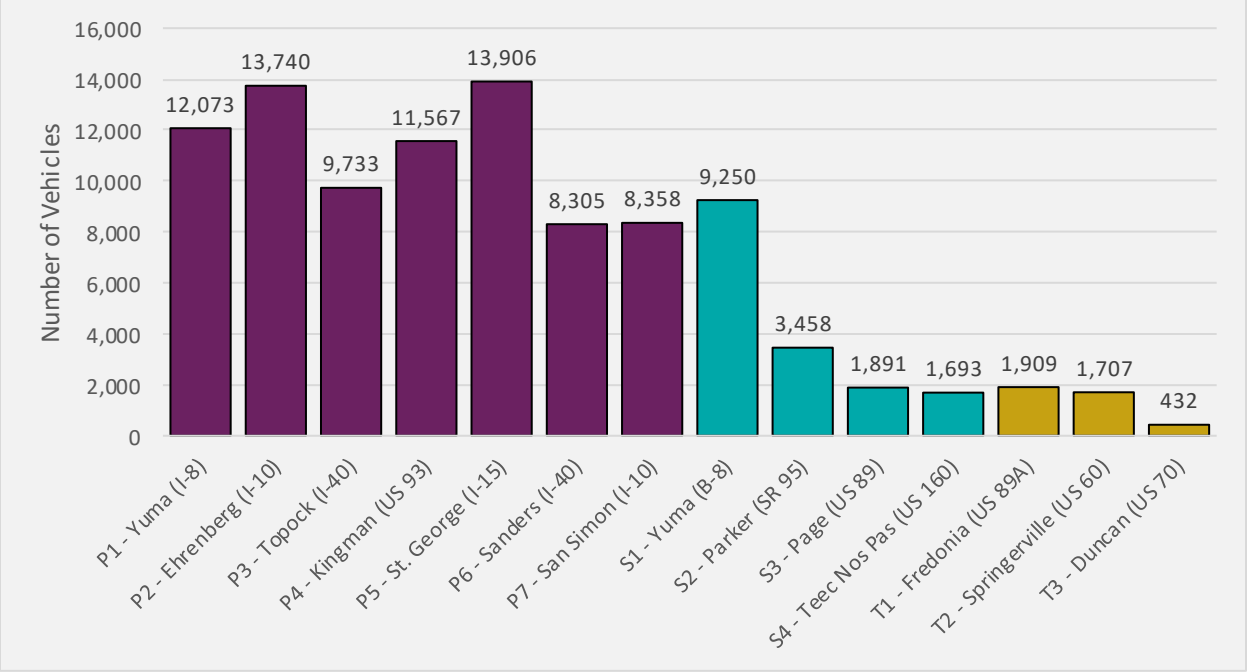



*Figure 7: Average Mainline Daily Outbound Traffic Volume by POE (All Vehicles)*



### 2.2.1.2 Mainline Traffic Volumes (Truck Volumes)

The data shows that Ehrenberg, Sanders, Topock, and San Simon have the highest inbound mainline truck volumes. For outbound volumes, the highest mainline volumes are Ehrenberg, Topock and Sanders.

*Figure 8: Average Mainline Daily Inbound Truck Volume by POE*

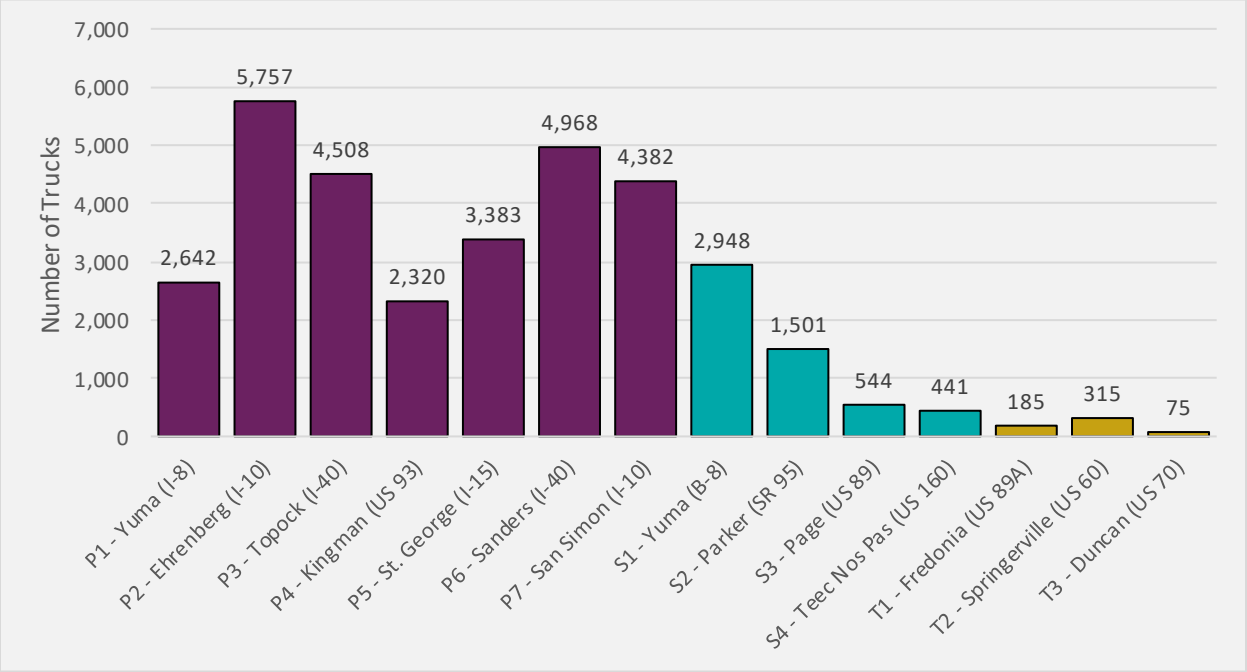
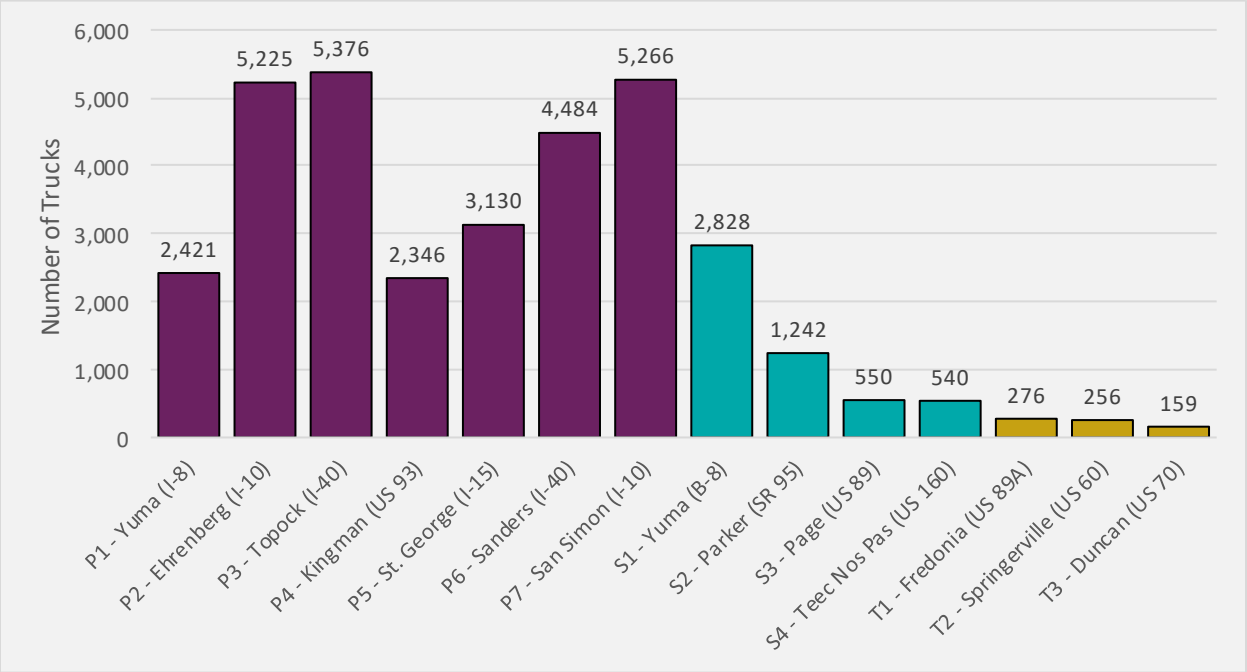



*Figure 9: Average Mainline Daily Outbound Truck Volume by POE*



### 2.2.1.3 POE Ramp Traffic Volumes

The data shows that San Simon had the highest number of trucks entering the inbound POE ramps. For outbound, only St. George and Yuma I-8 had a significant level of outbound POE ramp traffic.

*Figure 10: Average Daily Inbound Ramp Traffic Volume by POE*

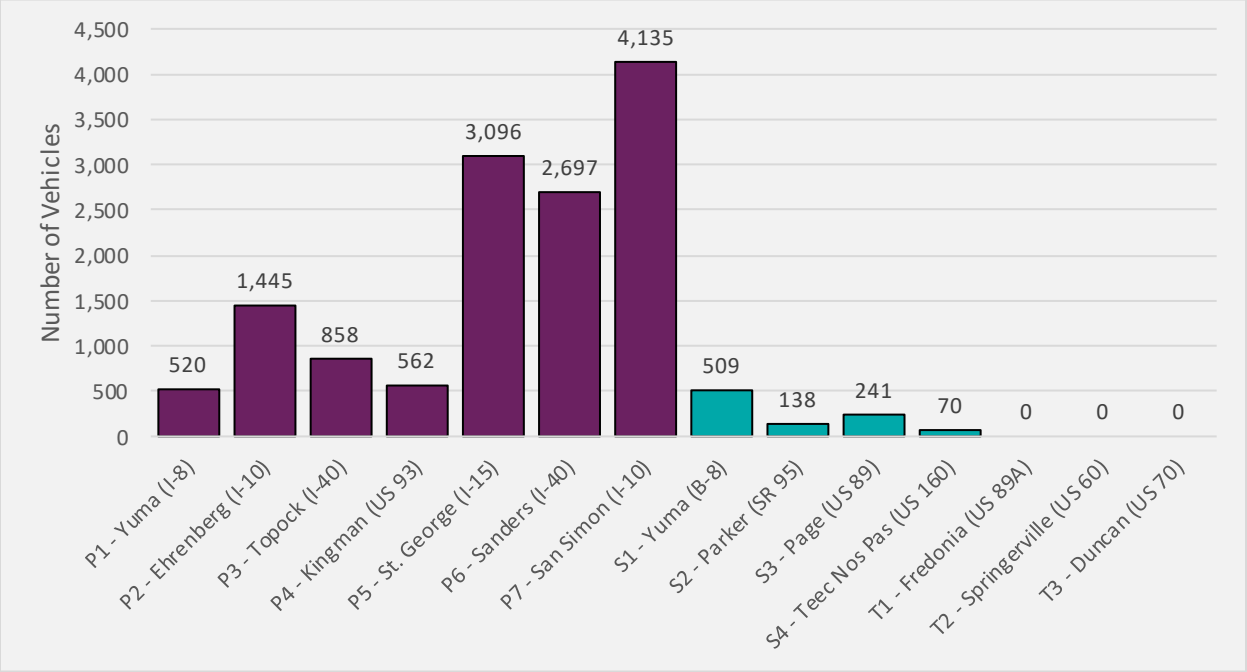
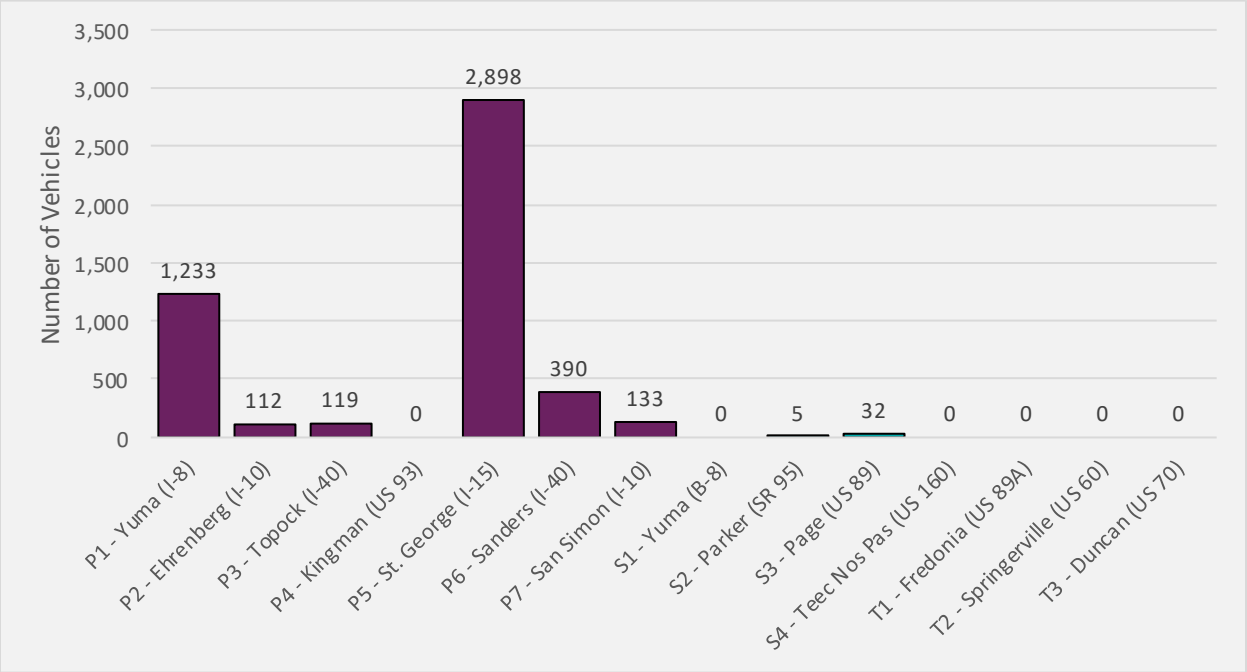



*Figure 11: Average Daily Outbound Ramp Traffic Volume by POE*



### 2.2.2 TRAFFIC VOLUMES BY DAY OF WEEK

Inbound traffic volumes by day of week are shown in **Figure 12** through **Figure 25**. Three types of traffic volumes are shown in each POE:

- Mainline highway total traffic volumes
- Mainline highway truck volumes
- POE ramp volumes

Detailed tables containing inbound and outbound traffic volumes by day of week for mainline total traffic volumes, truck volumes, and POE ramp volumes are provided in **Appendix A**.

*Figure 12: Yuma (I-8) Inbound Traffic Volumes*

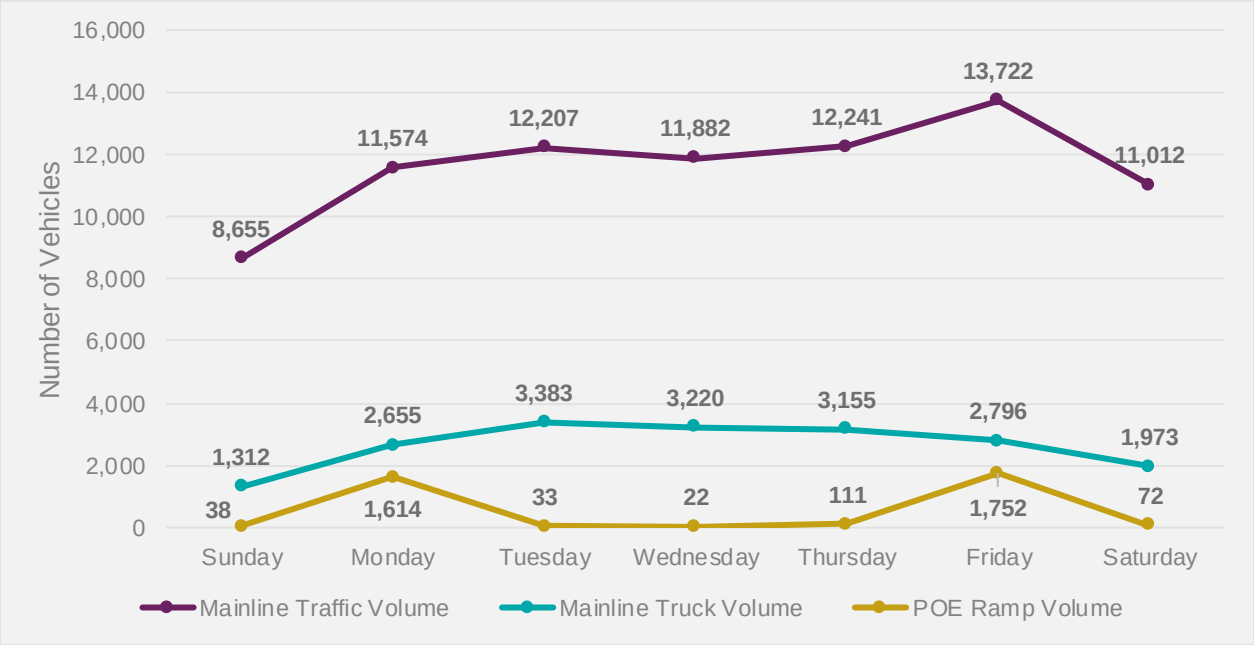


*Figure 13: Ehrenberg (I-10) Inbound Traffic Volumes*

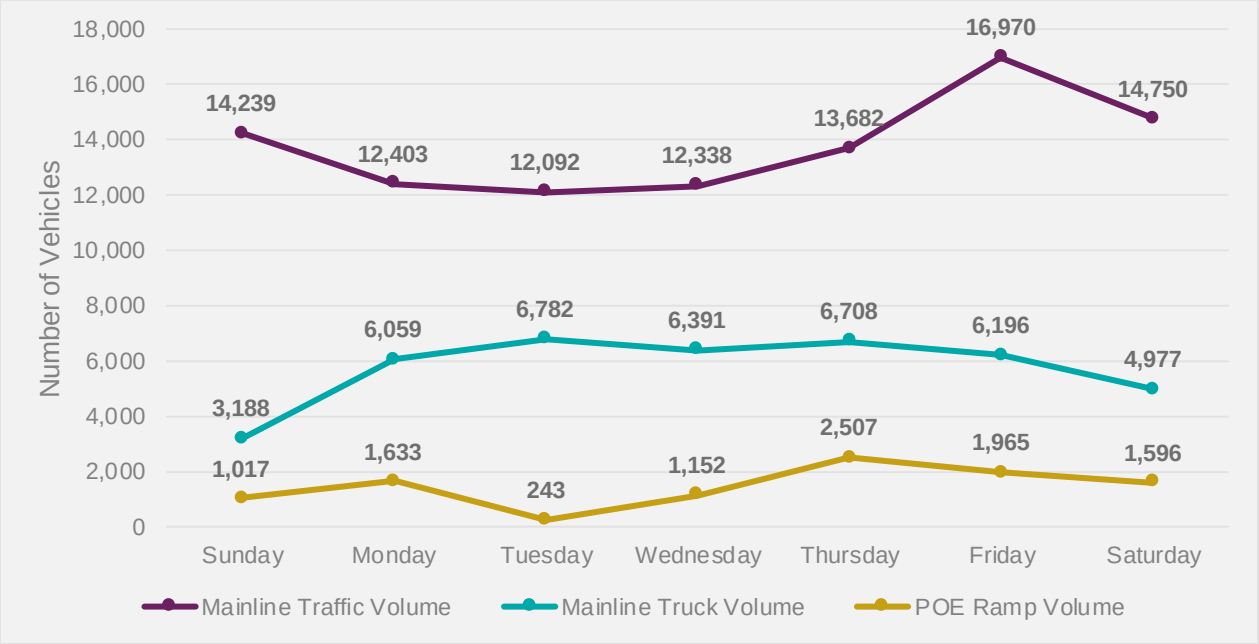



*Figure 14: Topock (I-40) Inbound Traffic Volumes*

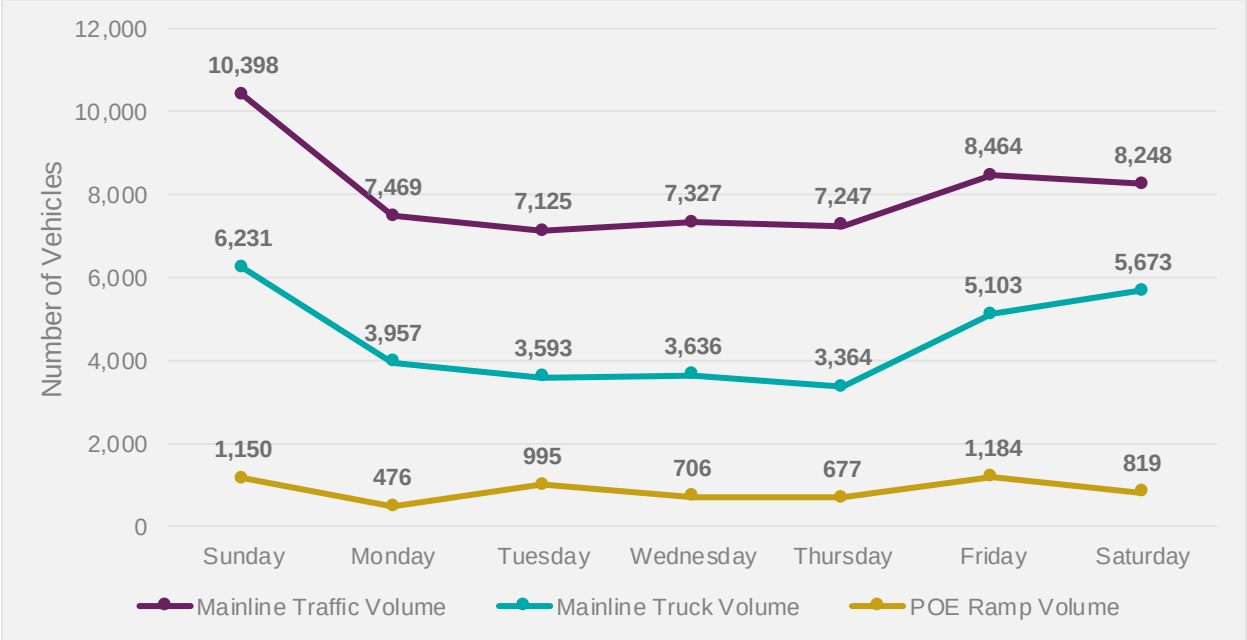


*Figure 15: Kingman (US 93) Inbound Traffic Volumes*

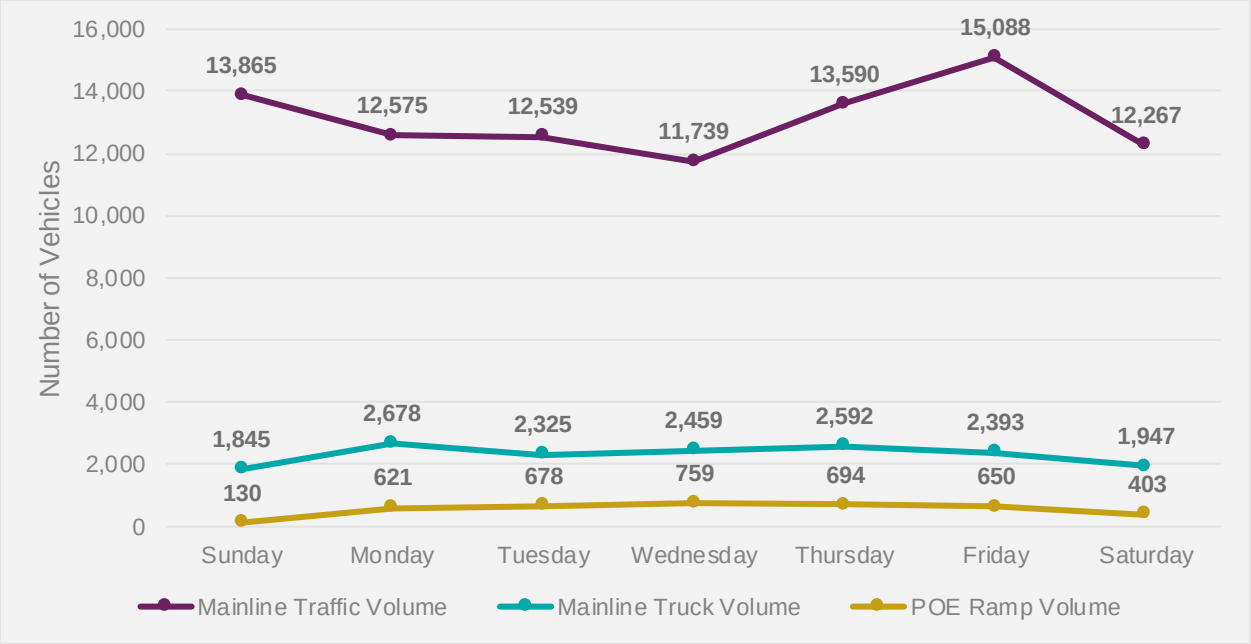



*Figure 16: St. George (I-15) Inbound Traffic Volumes*

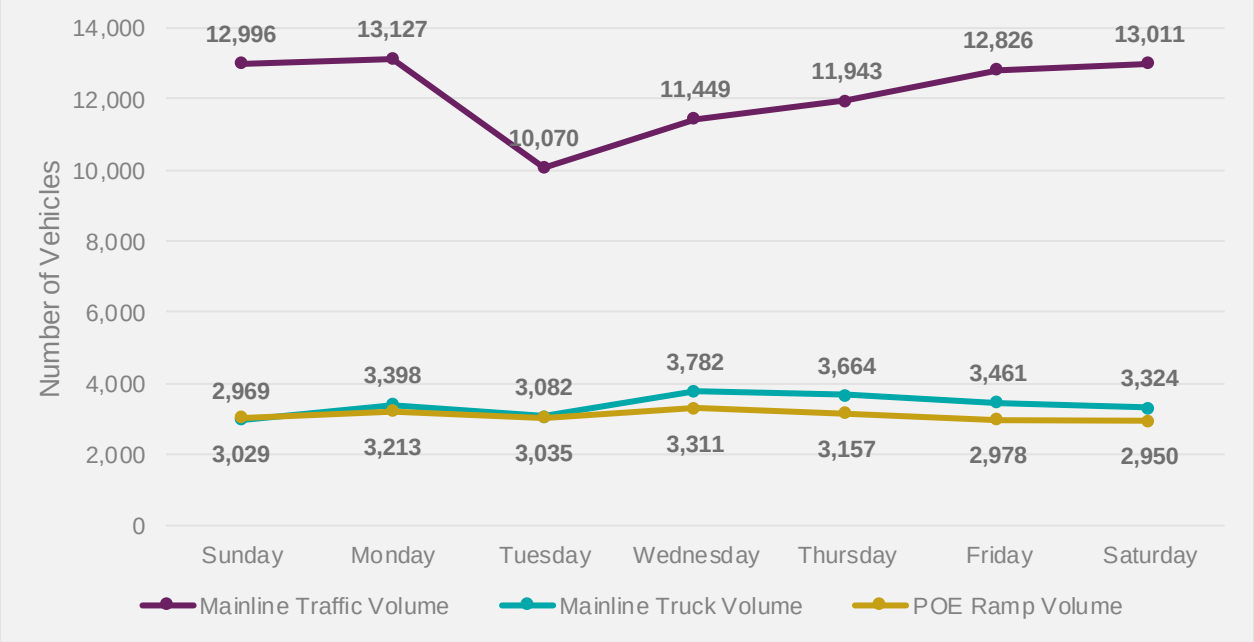


*Figure 17: Sanders (I-40) Inbound Traffic Volumes*

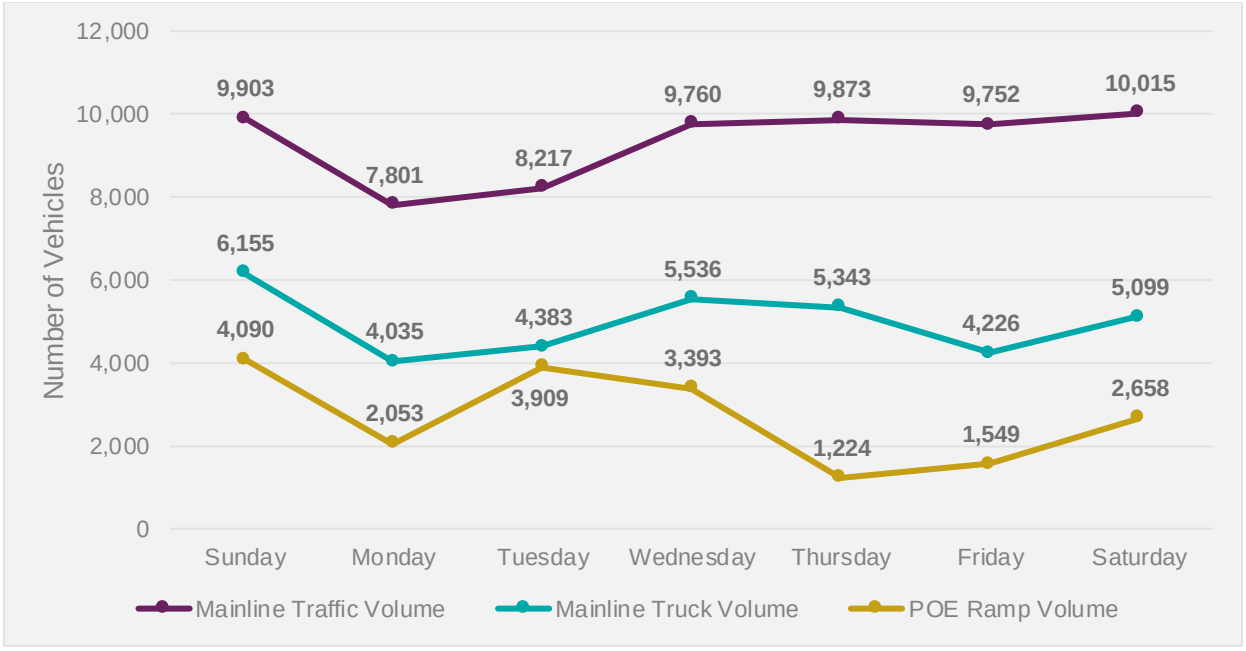



*Figure 18: San Simon (I-10) Inbound Traffic Volumes*

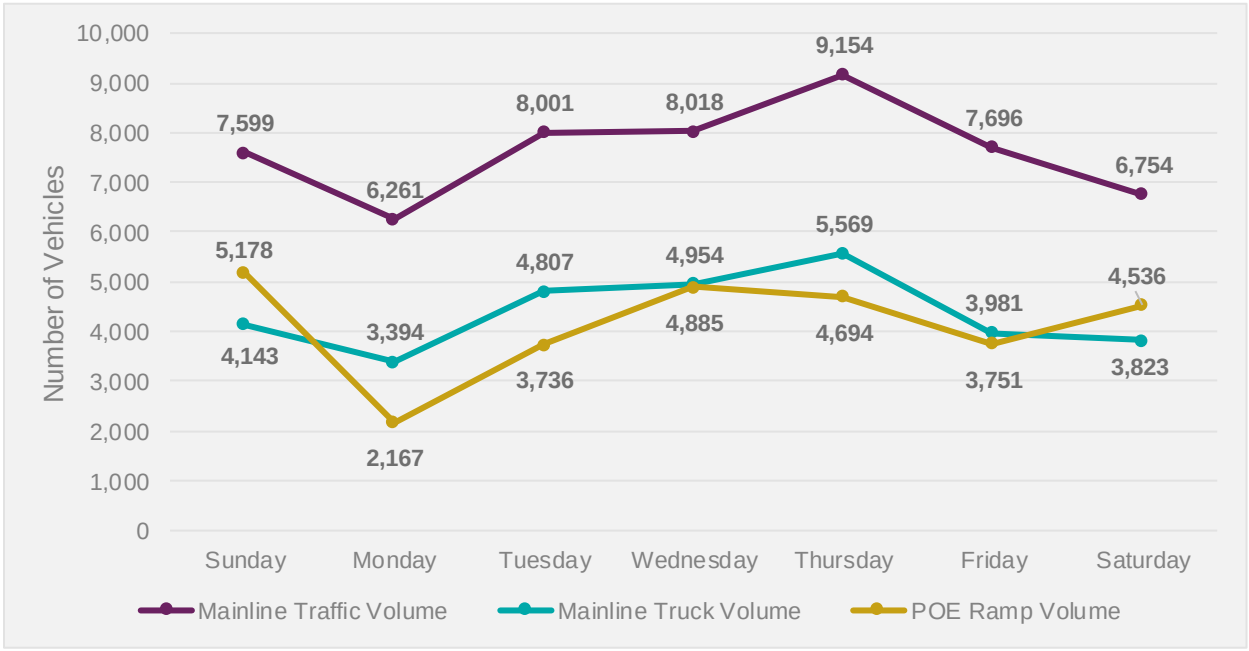


*Figure 19: Yuma (B-8) Inbound Traffic Volumes*

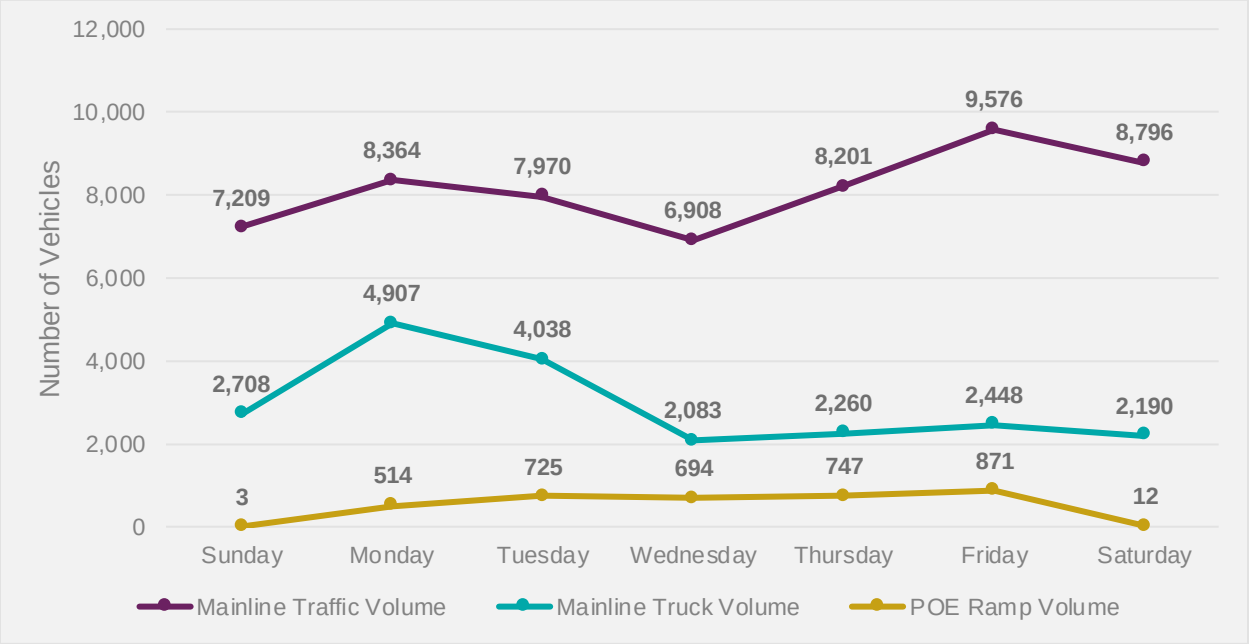



*Figure 20: Parker (SR 95) Inbound Traffic Volumes*

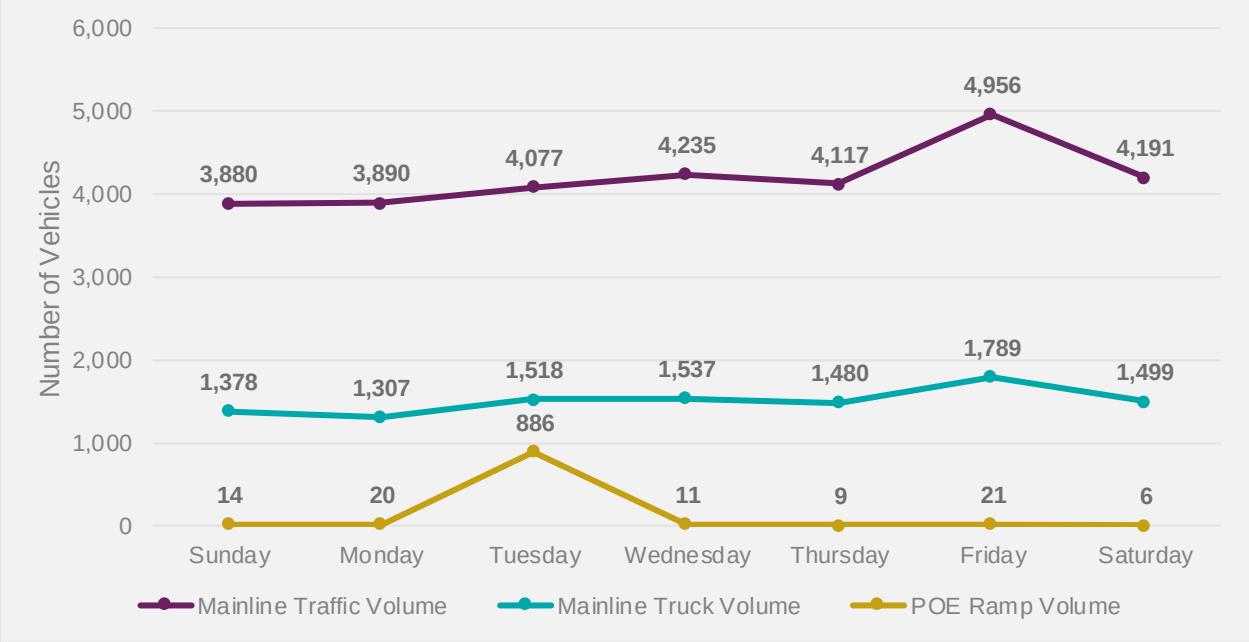


*Figure 21: Page (US 89) Inbound Traffic Volumes*

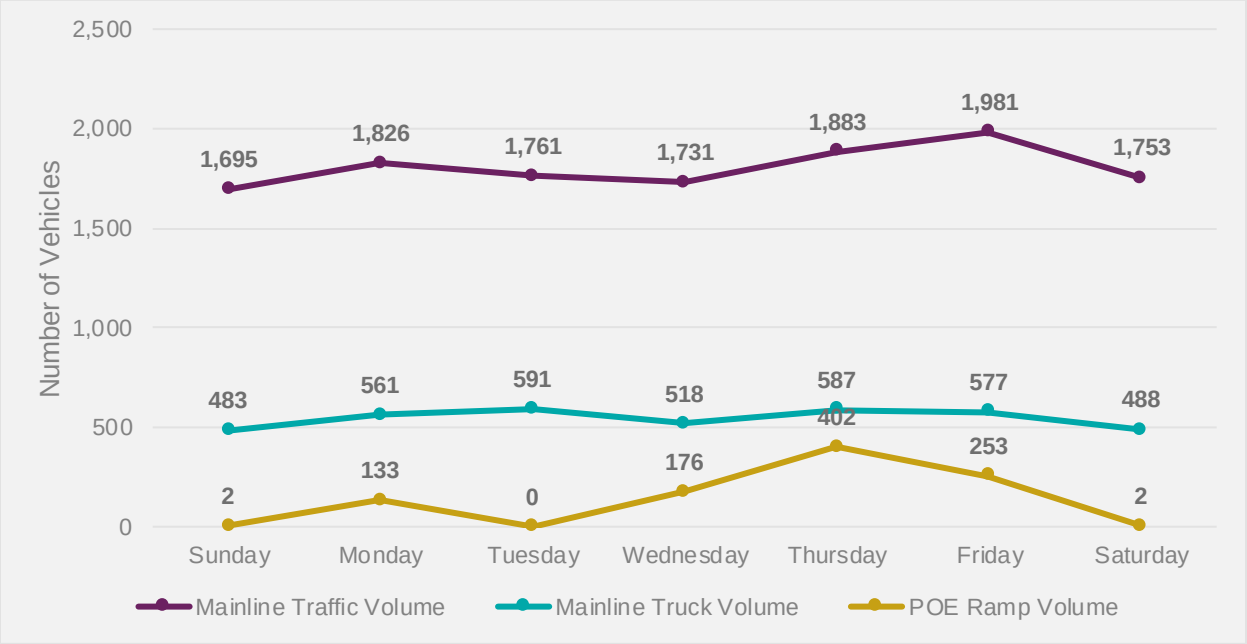



*Figure 22: Teec Nos Pos (US 160) Inbound Traffic Volumes*

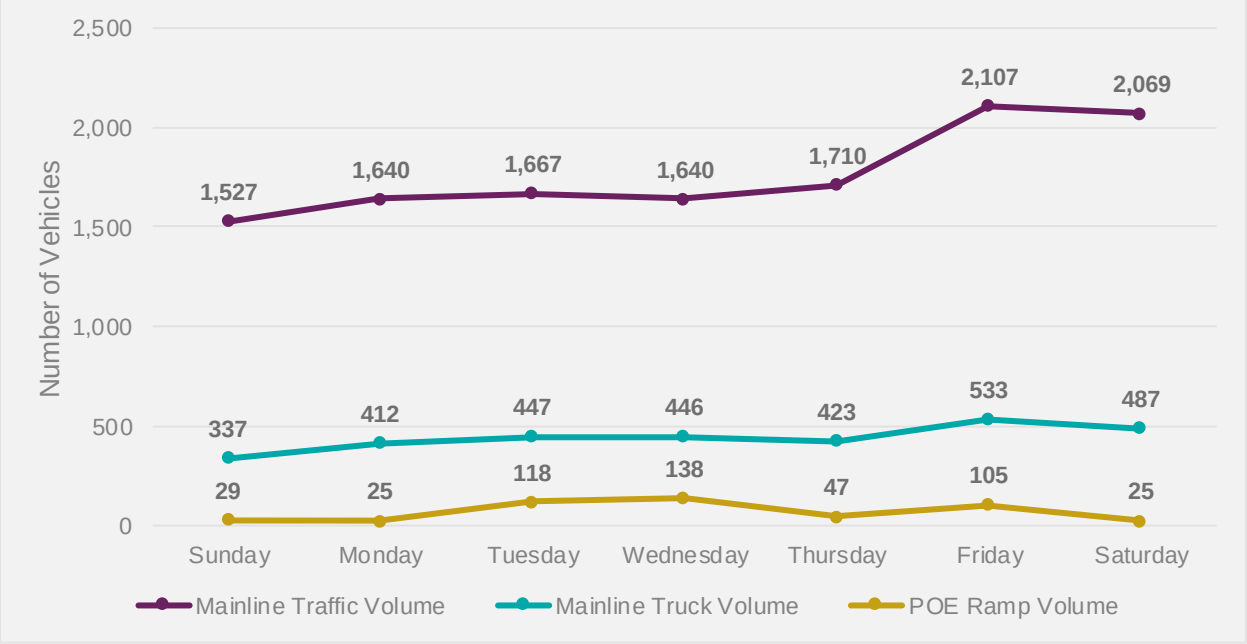


*Figure 23: Fredonia (US 89A) Inbound Traffic Volumes*

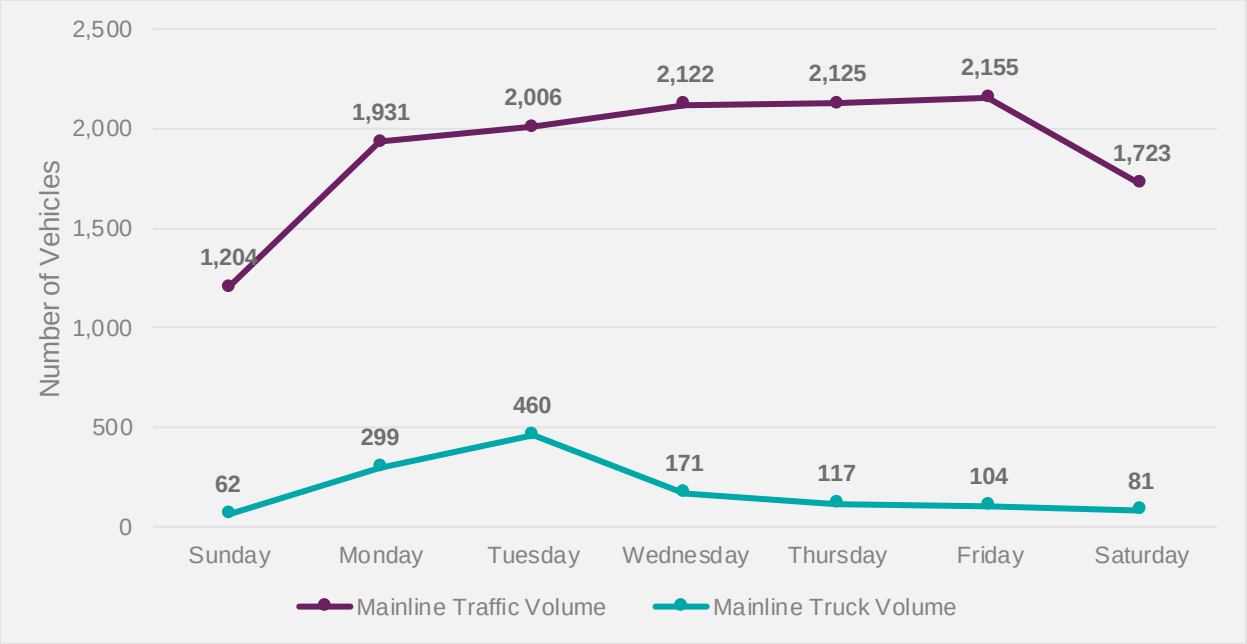



*Figure 24: Springerville (US 60) Inbound Traffic Volumes*

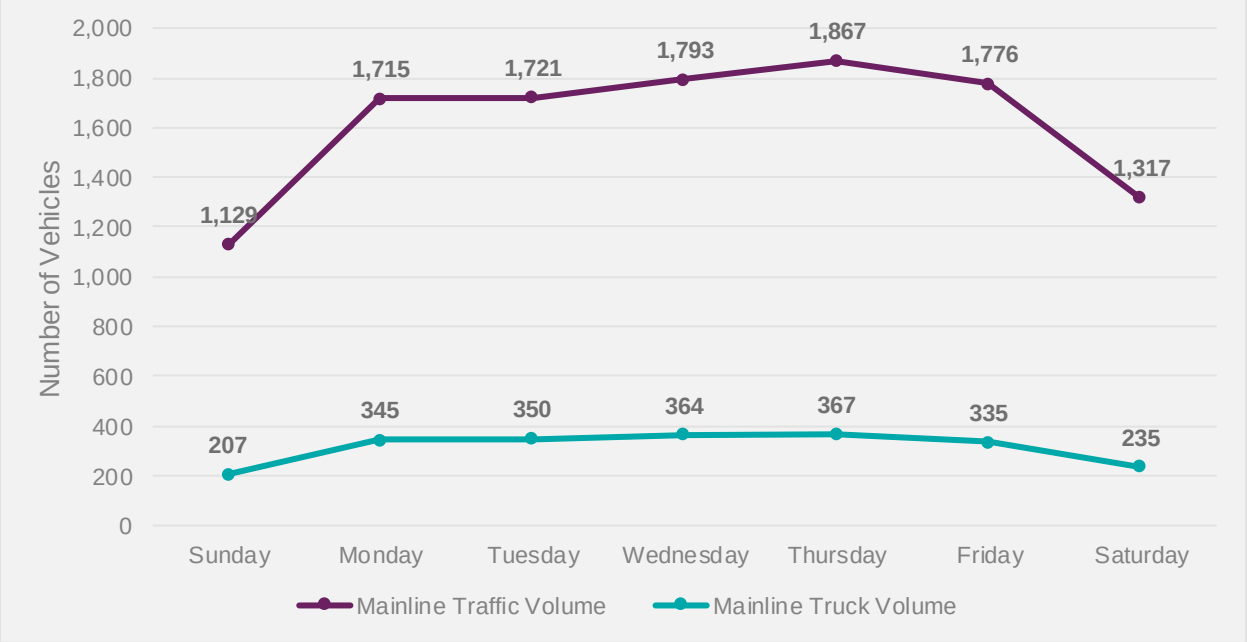
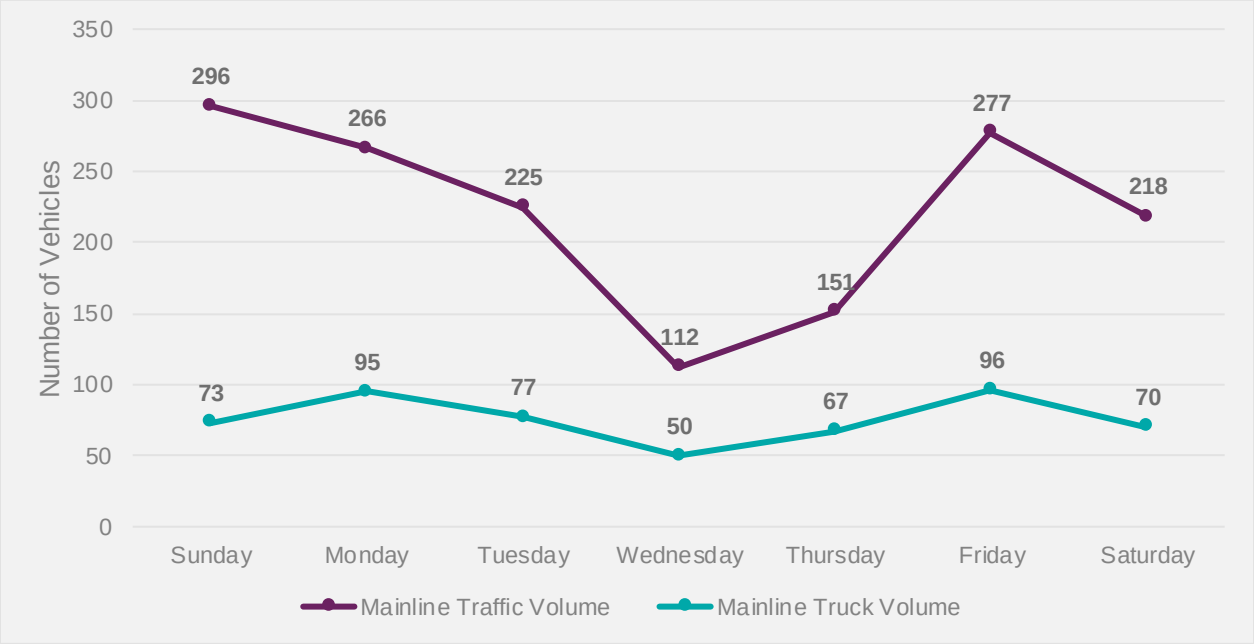


*Figure 25: Duncan (US 70) Inbound Traffic Volumes*



# 3 POE SITE VISITS

Site visits were made to each of the 14 domestic POEs in November 2019. These site visits included meetings with Port Commanders and staff and observation of POE operations. Observations on needs are provided in the following subsections. A full summary of each visit is included in **Appendix B**.

## 3.1 YUMA (I-8) NEEDS OBSERVATIONS

- Need a WIM sorter system so compliant trucks and avoid entering POE.
- Larger scale (12'x100') to weigh entire truck at once.
- Portable scales are needed when scales are down or for oversized loads.
- Rumble strip to slow down approaching trucks and jersey barriers to protect the building and staff.
- Safety improvements in the permit sales area – security glass, etc.
- Interview room, holding cells, evidence facilities.
- Larger restrooms and public restrooms.
- Parking area for outbound port – trucks must currently park in the credential check/weigh lane and other drivers must wait behind them.
- Covered inspection area with pit.
- Education and outreach regarding on-line permitting.

## 3.2 EHRENBERG (I-10) NEEDS OBSERVATIONS

- Would like to have a Class C super-scale.
- Security cameras in parking lot.
- Missing intercom.
- Floor drain in holding cell.
- 100' pit cover.
- Fire suppression issue in living quarters.

## 3.3 TOPOCK (I-40) NEEDS OBSERVATIONS

- Need communications/intercom from POE building to the scale house.
- Enclose scale house to be a part of permits office.
- Shade over the eating area, fence in patio area.
- Improve front doorway finding/visibility; patrons have difficulty seeing the front door.
- Barricades between mainline and westbound facilities.

## 3.4 KINGMAN (US 93) NEEDS OBSERVATIONS

- Generator exhaust stack needs to be modified.
- Bathroom drain systems need maintenance.
- 2nd port lane exit: when credentials are being checked at window, the commercial vehicle could then exit the port and onto US 93 rather than having to circle the building.
- Supervisor office insulation – building is hot due to high ceilings and use of brick.
- Increase size of training room, possibly double the size.
- Double the size of the garage. Currently, cannot park a vehicle in the impound for an extended period due to rats and field mice chewing electrical wires.
- Workstations – need a total of 6.
- Additional cameras around building perimeter.
- Highway cameras not blocked by parking lot.
- Move canopy to block sun.
- Heater for inspection pit; current heater is too far away.

## 3.5 ST. GEORGE (I-15) NEEDS OBSERVATIONS

- Platform scales long enough to weigh long combination trucks
    - Port staff would like a 115' scale
    - Could move existing scale to Fredonia if the St. George one is replaced
- Parking pad adjacent to the scale bypass lane next to the southbound administration building to allow for fast enforcement response.
- Additional storage space, secure evidence lockers, and a secure evidence processing area
- Additional office space – currently three officers must share one office
- Fix/replace the pit door to be able to perform inspections at the SB Port.
- Fiber optic connection to an external network (currently only POE buildings connected to each other via fiber optic)
- Replace HVAC/improve building insulation
- Larger radii on truck turnaround ramps

## 3.6 SANDERS (I-40) NEEDS OBSERVATIONS

- Replace the scale.
    - Would prefer a 14'x120' scale for oversize loads.
- Full-depth pit(s) inside a Quonset Hut(s) for inspections.
    - Would like to be fully protected from elements because of weather in Sanders.
    - Desire for two inspection pits/areas.
- Hazmat area (currently no provisions for hazmat materials).
- Dorms and living space for employees that do not live locally.
- Additional storage – all workspaces are currently shared with storage.
- Employee breakroom and locker room.
- Loading dock to unload overweight trucks.
- Replace all the concrete around the POE – curbs are crumbling, and some areas are down to the rebar.
- Holding cells (3), interview rooms for drug/money loads that come through.
- Flip weight and inspection areas to improve operations.
    - Drivers complain about having to cross active truck traffic lane between parking and permit office.

## 3.7 SAN SIMON (I-10) NEEDS OBSERVATIONS

- 100' scale to weigh entire truck at once (currently do one axle at a time)
- Outbound WIM needs electric signage to direct heavy vehicles into the Port
- Generator – the POE loses power often during weather events
- Replace the annex building on the east end of the POE
    - Could be replaced with an additional sergeants' office (existing office too small for three sergeants) and current sergeants' office could be replaced with a Customer Service Representative (CSR) workspace (currently no place for CSRs to do paperwork)
- Construct a pit for inspections – a shallow one would be acceptable to allow workers on creepers to maneuver under trucks
    - There used to be a full-length scale at the Port – that area could be used to construction an inspection pit or the area currently striped out adjacent to truck parking area
    - Would like a covered area to perform inspections
    - Sometimes a need to inspect two trucks at the same time
- Insulate the concrete floor under the main building
- Training room/meeting space
- Establish clear, standardized signage for all Ports to make it more apparent which vehicles need to stop

- On-site dorms to accommodate staff that does not live locally
- Employee parking away from the inspection area (currently mixed together)
- Hazmat area – currently must pile up dirt to prevent runoff to adjacent desert
- Additional barriers on-site for security
- Relocate POE to a new site
    - Construct a median POE near the rest area east of the current facility in the median – only need to maintain one facility for inbound and outbound instead of two
    - Kingman POE may be a good model for San Simon (more compact size than Ehrenberg)

## 3.8 YUMA (B-8) NEEDS OBSERVATIONS

- Security improvements needed.
    - Rumble strip needed to slow down approaching trucks.
    - Jersey barriers needed to protect the building and staff.
- Large scale is needed (12'x100') to weigh entire truck.
- Pull-off area, canopy, and pit needed to perform inspections – very hot in the summer and would facilitate hazmat inspections.

## 3.9 PARKER (SR 95) NEEDS OBSERVATIONS

- Security improvements for CSRs inside the POE building – security glass, cameras, panic buttons
    - A threat analysis has been performed
- Covered inspection area with a pit due to high summer temperatures
    - Should be in a location that does not require trucks to circulate around the Port and back in through the entrance
- Concrete barriers should be installed to protect the POE building
- Scale bypass lane and more areas for trucks to safely pull out of line
- Install appropriate technology in the REL booth to operate with one staff member (scale readout)

## 3.10 PAGE (US 89) NEEDS OBSERVATIONS

- Create a way for outbound trucks to be checked without having drivers cross the highway.
    - Potentially a camera/intercom system or add turnarounds to bring outbound trucks to west side of roadway.
- Widen the weight/inspection area to accommodate oversize loads (houseboats).
- Address flooding issues around the Port facility and replace/fix the scale.
- Add additional storage space (currently shared with MVD operations).
- Additional parking.
- Improve ADA issues.
- Potentially construct new Port – the area north of the existing location is flatter but may cause circulation issues with houseboats from Wahweap.

## 3.11 TEEC NOS POS (US 160) NEEDS OBSERVATIONS

- Add a scale – cut out hillside behind the building to fit a lane on the north side
- Additional parking – very limited parking for MVD and mixes with truck parking
- Formal inspection area – would like it to be enclosed in a Quonset Hut due to weather
- Evidence storage – currently transport evidence to Sanders
- Electronic signage to indicate when the POE is open
- Upgraded workstations – difficult to access files with current configuration
- Personnel lockers and more storage
- Create a safe way for outbound drivers to cross the highway and an indication that they must get out and present credentials on the inbound side
- Faster internet speeds

## 3.12 FREDONIA (US 89A) NEEDS OBSERVATIONS

- Additional staffing to run the Port 2-3 times per week.
    - Hire an additional CSR.
    - Hire an additional officer to split time between Fredonia and Page.
- Fix water damage from roof leak.
- Create provisions to have outbound trucks turn into the Port so that drivers don't have to cross highway traffic.

## 3.13 SPRINGERVILLE (US 60) NEEDS OBSERVATIONS

- Raze the building – use the location for temporary operations.

## 3.14 DUNCAN (US 70) NEEDS OBSERVATIONS

- Modern septic system if facility were to reopen.

# 4 NEEDS ASSESSMENT

A comprehensive assessment of POE needs was conducted through a data-driven process and input from ADOT, Technical Advisory Committee (TAC), and POE staff. Needs were established through a comparison of "ideal" port elements to existing POE facilities.

## 4.1 IDEAL PORT ELEMENTS

"Ideal" port elements were established for each POE classification (Primary, Secondary, and Tertiary).

Ideal port elements were identified through a review of the 2013 ADOT Ports of Entry Study, best practices research, and site visits conducted at each of the domestic 14 POEs.

### 4.1.1 PRIMARY PORTS OF ENTRY

Primary POEs require the highest level of investment to maintain operations to serve the high level of traffic volumes present on the Interstate system. Ideal port elements for the Primary POEs are provided in **Table 2**. Port elements are organized by group, then by inbound or outbound facilities, and lastly by POE element and description. Primary POE element groups are:

- Weight/Credential Check
- Port Geometrics
- Inspection Facilities
- Security Measures
- Evidence/Suspect Areas
- Port Facility

*Table 2: Ideal Primary Port Elements*

| Element Group | Direction | Ideal Port Element | Ideal Port Element Description |
|---|---|---|---|
| Weight/ Credential Check | Inbound | Weigh-in-Motion (WIM) | Mainline WIM with International Road Dynamics (IRD) system and Dynamic Messaging Sign (DMS) to instantly check credentials and direct trucks to enter Port or bypass |
| | | Scale/Bypass Indication | Lane control to direct to scale or bypass lane |
| | | Scale | 12' x 100' scale |
| | | Scale Indication | Scale readout and DMS at scale to inform drivers to pull into the parking or inspection areas, or to proceed out of the Port |
| | Outbound | WIM | Mainline WIM with IRD system and DMS to instantly check credentials and direct trucks to enter Port or bypass |
| | | Scale/Bypass Indication | Lane control to direct to scale or bypass lane |
| | | Scale | 12' x 100' scale |
| | | Scale Indication | Scale readout and DMS at scale to inform drivers to pull into the parking or inspection areas, or to proceed out of the Port |
| | | Communications | Add communications to control the outbound DMS and view scale/credential data from the inbound Port |
| Port Geometrics | Inbound | Off-Ramp Length | Adequate stopping distance for trucks (1,600' preferred) |
| | | On-Ramp Length | Adequate acceleration distance for trucks (3,520' preferred) |
| | | Scale Bypass Lane | One scale bypass lane |
| | | Parking Circulation | Adequate truck access/egress to parking, drivers do not cross traffic lane |
| | | Circulation to Inspection | Adequate access/egress to inspection area without blocking traffic |

| Element Group | Direction | Ideal Port Element | Ideal Port Element Description |
|---|---|---|---|
| | | Truck Parking Supply | Adequate truck parking (15 spaces preferred) |
| | | Staff Parking Supply | Adequate staff/public parking (15 spaces preferred) |
| | | Access between Port Directions | Efficient access from inbound to outbound Port |
| | | Enforcement Parking | Parking for enforcement vehicles to quickly exit the Port |
| | Outbound | Off-Ramp Length | Adequate stopping distance for trucks (1,600' preferred) |
| | | On-Ramp Length | Adequate acceleration distance for trucks (3,520' preferred) |
| | | Scale Bypass Lane | One scale bypass lane |
| | | Truck Parking Supply | Adequate truck parking supply (3 spaces preferred) |
| | | Staff Parking Supply | Adequate staff/public parking supply (6 spaces preferred) |
| | | Access between inbound/outbound | Efficient access from inbound to outbound Port |
| Inspection Facilities | Inbound | Inspection Bays | At least 2 inspection bays |
| | | Inspection Pit | One full-depth inspection pit |
| | | Inspection Area Climate Control | One climate-controlled inspection bay |
| | | Hazmat Area | Hazardous materials containment area |
| | | Loading Dock | Loading dock to unload overweight trucks |
| Security Measures | Inbound | Port Building Barriers | Concrete barriers/bollards to protect the POE building/credential booths |
| | | Security Glass | Security glass in permit sales area |
| | | Security Cameras | Security cameras inside and outside of the POE |
| | | Panic Buttons | Panic buttons for Customer Service Representative (CSR) desks |
| | | Permit Sales Desks | Permit sales desks to obscure view of cash transactions |
| | Outbound | Port Building Barriers | Concrete barriers/bollards to protect the POE building/credential booths |
| Evidence/ Suspect Areas | Inbound | Holding Cells | At least 2 holding cells |
| | | Interview Room | Interview room to interrogate suspects |
| | | Evidence Processing Area | Secure room to process evidence |
| | | Evidence Storage | Secure evidence storage area with refrigerator |
| Port Facility | Inbound | Restrooms | Separate staff and public restrooms |
| | | Storage Space | Adequate storage space for equipment and electronics |
| | | Office Space | Office space for lieutenant, sergeants, officers, and a CSR space |
| | | Climate Control | Port facility can be kept at a comfortable temperature year-round |
| | | Generator | Generator to supply power during outages |
| | | Meeting Space | Meeting space for staff/ADOT meetings |
| | | On-Site Dorms | On-site living quarters at remote Ports |
| | | Employee Break Room | Space with kitchenette for employees to eat meals |
| | | Locker Room | Designated employee locker room |
| | | ADA Compliance | Public areas are ADA compliant |
| | Outbound | Climate Control | Port facility can be kept at a comfortable temperature year-round |

### 4.1.2 SECONDARY PORTS OF ENTRY

Secondary POEs have lower truck volumes on the adjacent highway facilities and entering the POE facilities, and thus require less extensive elements than Primary POEs. Ideal port elements for Secondary POEs are provided in **Table 3**.

*Table 3: Ideal Secondary Port Elements*

| Element Group | Direction | Category | Ideal Port Element |
|---|---|---|---|
| Weight/ Credential Check | Inbound | WIM | Mainline WIM with IRD system and DMS to instantly check credentials and direct trucks to enter Port or bypass |
| | | Scale/Bypass Indication | Lane control to direct to scale or bypass lane |
| | | Scale | 12' x 100' scale |
| | | Scale Indication | Scale readout and DMS at scale to inform drivers to pull into the parking or inspection areas, or to proceed out of the Port |
| | Outbound | WIM | Mainline WIM with IRD system and DMS to instantly check credentials and direct trucks to enter Port or bypass |
| Port Geometrics | Inbound | Off-Ramp Length | Adequate stopping distance for trucks (500' preferred) |
| | | On-Ramp Length | Adequate storage area for trucks past scale and parking area (150' preferred) |
| | | Scale Bypass Lane | One scale bypass lane |
| | | Parking Circulation | Adequate truck access/egress to parking, drivers do not cross traffic lane |
| | | Circulation to Inspection | Adequate access/egress to inspection area |
| | | Truck Parking Supply | Adequate truck parking supply (3 spaces preferred) |
| | | Staff Parking Supply | Adequate staff/public parking supply (6 spaces preferred) |
| | | Access between Port Directions | Efficient/safe access from inbound to outbound sides of Port |
| | | Enforcement Parking | Parking for enforcement vehicles to quickly exit the Port |
| | Outbound | Off-Ramp Length | Adequate stopping distance for trucks (500' preferred) |
| | | On-Ramp Length | Adequate storage area for trucks past scale and parking area (150' preferred) |
| | | Parking Circulation | Drivers do not need to cross traffic to access Port |
| | | Truck Parking Supply | Adequate truck parking supply (3 spaces preferred) |
| | | Access between Port Directions | Efficient/safe pedestrian access from inbound to outbound sides of Port |
| Inspection Facilities | Inbound | Inspection Bays | At least 1 inspection bay |
| | | Inspection Pit | One shallow inspection pit |
| | | Inspection Area Cover | One covered inspection bay |
| Security Measures | Inbound | Port Building Barriers | Concrete barriers/bollards to protect the POE building/credential booths |
| | | Security Glass | Security glass in permit sales area |
| | | Security Cameras | Security cameras inside and outside POE |
| | | Panic Buttons | Panic buttons for Customer Service Representative (CSR) desks |
| | | Permit Sales Desks | Permit sales desks to obscure view of cash transactions |
| Evidence/ Suspect Areas | Inbound | Interview/Holding Room | 1 secure interview/holding room |
| | | Evidence Storage | Secure evidence storage area with refrigerator |
| Port Facility | Inbound | Restrooms | Separate staff and public restrooms |
| | | Storage Space | Adequate storage space for equipment and electronics |
| | | Office Space | Adequate office space for lieutenant, sergeants, officers, and a CSR space |
| | | Climate Control | Port facility can be kept at a comfortable temperature year-round |
| | | On-Site Dorms | On-site living quarters at remote Ports |
| | | Locker Room | Designated employee locker room |
| | | ADA Compliance | Public areas are ADA compliant |

### 4.1.3 TERTIARY PORTS OF ENTRY

Ideal port elements for Tertiary POEs are provided in **Table 4**. Tertiary POEs generally require the least extensive elements because their used is limited to occasional mobile enforcement.

*Table 4: Ideal Tertiary Port Elements*

| Element Group | Direction | Category | Ideal Port Element |
|---|---|---|---|
| Weight/ Credential Check | Inbound | WIM | Mainline WIM and DMS to direct trucks to enter Port or bypass |
| | | Scale | At least 1 mobile ramp scale |
| | Outbound | WIM | Mainline WIM and DMS to direct trucks to enter Port or bypass |
| Port Geometrics | Inbound | Access between Port Directions | Efficient access from inbound to outbound Port |
| | | Enforcement Parking | Parking for enforcement vehicles to quickly exit the Port |
| | | Internal Circulation | Truck circulation to parking/inspection area(s) without crossing traffic |
| | Outbound | Access between Port Directions | Efficient/safe access from inbound Port to outbound Port |
| Inspection Facilities | Inbound | Inspection Bays | At least 1 inspection area |
| Security Measures | Inbound | Security Cameras | Security cameras for scale and storage areas |
| Port Facility | Inbound | Storage Space | Adequate storage space for mobile scale(s), traffic control, etc. |
| | | External Communications | Communications to be able to run credit cards for permit sales. |

## 4.2 NEEDS OVERVIEW

Needs at each POE were identified by comparing each POE's current systems and facilities to those of the ideal POE.

**Table 6** and **Table 7** are summary report cards of the degree to which each POE is consistent with the ideal POE. Within each table, a rating of "25%" indicates that the POE has 25% of the ideal POE elements, for that element group. **Table 6** summarizes inbound POEs, and **Table 7** summarizes outbound POEs.

**Table 6** and **Table 7** are based on the detailed evaluation of each POE as presented in **Table 8** (Primary POEs), **Table 9** (Secondary POEs), and **Table 10** (Tertiary POEs).

**Table 8** through **Table 10** utilize a Harvey Ball rating system for each port element. The Harvey Ball methodology scoring, and the associated point system is described in **Table 5**. Note that ideal port elements that received a '◑' or '○' rating were advanced to project identification (Section 4).

*Table 5: Harvey Ball Scoring Methodology for Needs Assessment*

| Symbol | Description | Point Value |
|---|---|---|
| ● | POE has the ideal port element | 1 point |
| ● | Ideal POE element is currently under construction | 1 point |
| ◑ | POE has a less than ideal version of the ideal port element | ½ point |
| ○ | Element does not currently exist at POE | 0 points |
| ◌ | Element is not applicable or not needed at that POE | 1 point removed from total possible points for element group |

The highest-scoring POEs are Ehrenberg, Kingman, and St. George. The lowest-scoring POEs are Yuma (I-8), Springerville, and Duncan.

Element groups that have a low percentage of ideal elements are Inspection Facilities, Evidence/Suspect Areas, and Port Facilities.

*Table 6: Inbound POE Needs Summary*

| Element Group | Yuma (I-8) | Ehrenberg (I-10) | Topock (I-40) | Kingman (US 93) | St. George (I-15) | Sanders (I-40) | San Simon (I-10) | Yuma (B-8) | Parker (SR 95) | Page (US 89) | Teec Nos Pos (US 160) | Fredonia (US 89A) | Springerville (US 60) | Duncan (US 70) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Weight/ Credential Check | 25% | 75% | 63% | 63% | 88% | 75% | 63% | 25% | 50% | 13% | 0% | 50% | 0% | 0% |
| Port Geometrics | 67% | 100% | 89% | 100% | 89% | 56% | 67% | 75% | 39% | 78% | 56% | 67% | 83% | 67% |
| Inspection Facilities | 0% | 80% | 0% | 70% | 70% | 20% | 20% | 0% | 67% | 0% | 0% | 0% | 0% | 0% |
| Security Measures | 60% | 90% | 80% | 90% | 60% | 90% | 70% | 60% | 30% | 83% | 40% | 0% | 0% | 0% |
| Evidence/ Suspect Areas | 0% | 100% | 0% | 50% | 100% | 0% | 50% | 0% | 25% | 100% | 0% | - | - | - |
| Port Facility | 11% | 100% | 56% | 72% | 67% | 25% | 30% | 50% | 25% | 42% | 50% | 50% | 50% | 0% |
| **Total** | **31%** | **93%** | **54%** | **74%** | **75%** | **43%** | **49%** | **46%** | **38%** | **48%** | **35%** | **44%** | **39%** | **22%** |

*Table 7: Outbound POE Needs Summary*

| Element Group | Yuma (I-8) | Ehrenberg (I-10) | Topock (I-40) | Kingman (US 93) | St. George (I-15) | Sanders (I-40) | San Simon (I-10) | Yuma (B-8) | Parker (SR 95) | Page (US 89) | Teec Nos Pos (US 160) | Fredonia (US 89A) | Springerville (US 60) | Duncan (US 70) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Weight/ Credential Check | 20% | 30% | 20% | 25% | 100% | 20% | 20% | - | - | 0% | 0% | 0% | 0% | 0% |
| Port Geometrics | 100% | 86% | 86% | 0% | 100% | 57% | 57% | - | 50% | 50% | 70% | 50% | 100% | 100% |
| Security Measures | 0% | 0% | 0% | - | 100% | 0% | 0% | - | - | - | - | - | - | - |
| Port Facility | 100% | 100% | 100% | 100% | 100% | 0% | 0% | - | - | - | - | - | - | - |
| **Total** | **64%** | **61%** | **57%** | **38%** | **100%** | **36%** | **36%** | **-** | **50%** | **42%** | **58%** | **25%** | **50%** | **50%** |

### 4.2.1 PRIMARY PORTS OF ENTRY

The comprehensive needs assessment for Primary POEs is provided in **Table 8**. The table uses a Harvey Ball format to indicate whether the ideal port element is met.

*Table 8: Primary POE Needs Assessment*

| Symbol | Description | Point Value |
|---|---|---|
| ● | POE has the ideal port element | 1 point |
| ● | Ideal POE element is currently under construction | 1 point |
| ◑ | POE has a less than ideal version of the ideal port element | ½ point |
| ○ | Element does not currently exist at POE | 0 points |
| ◌ | Element is not applicable or not needed at that POE | 1 point removed from total possible points for element group |

| Element Group | Direction | Category | Yuma (I-8) | Ehrenberg (I-10) | Topock (I-40) | Kingman (US 93) | St. George (I-15) | Sanders (I-40) | San Simon (I-10) |
|---|---|---|---|---|---|---|---|---|---|
| Weight/ Credential Check | Inbound | Weigh-in-Motion (WIM) | ○ | ● | ● | ○ | ● | ● | ● |
| | | Scale/Bypass Indication | ○ | ● | ○ | ● | ● | ● | ● |
| | | Scale | ◑ | ● | ● | ● | ◑ | ◑ | ◑ |
| | | Scale Indication | ◑ | ○ | ◑ | ◑ | ● | ◑ | ○ |
| | **Inbound Subtotal** | | **1.0** | **3.0** | **2.5** | **2.5** | **3.5** | **3.0** | **2.5** |
| | **Inbound % of Ideal Elements** | | **25%** | **75%** | **63%** | **63%** | **88%** | **75%** | **63%** |
| | Outbound | WIM | ◑ | ◑ | ◑ | ○ | ● | ◑ | ◑ |
| | | Scale/Bypass Indication | ○ | ○ | ○ | ◌ | ● | ○ | ○ |
| | | Scale | ◑ | ● | ◑ | ◑ | ● | ◑ | ◑ |
| | | Scale Indication | ○ | ○ | ○ | ◌ | ● | ○ | ○ |
| | | Communications | ○ | ○ | ○ | ◌ | ● | ○ | ○ |
| | **Outbound Subtotal** | | **1.0** | **1.5** | **1.0** | **0.5** | **5.0** | **1.0** | **1.0** |
| | **Outbound % of Ideal Elements** | | **20%** | **30%** | **20%** | **25%** | **100%** | **20%** | **20%** |
| Port Geometrics | Inbound | Off-Ramp Length | ● | ● | ● | ● | ● | ○ | ● |
| | | On-Ramp Length | ● | ● | ● | ● | ● | ○ | ○ |
| | | Scale Bypass Lane | ○ | ● | ● | ● | ● | ● | ● |
| | | Parking Circulation | ● | ● | ● | ● | ● | ◑ | ◑ |
| | | Circulation to Inspection | ○ | ● | ● | ● | ● | ◑ | ◑ |
| | | Truck Parking Supply | ● | ● | ● | ● | ● | ○ | ● |
| | | Staff Parking Supply | ○ | ● | ○ | ● | ● | ● | ○ |
| | | Access between Port Directions | ● | ● | ● | ◌ | ● | ● | ● |
| | | Enforcement Parking | ● | ● | ● | ○ | ○ | ● | ● |
| | **Inbound Subtotal** | | **6.0** | **9.0** | **8.0** | **7.0** | **8.0** | **5.0** | **6.0** |

| Element Group | Direction | Category | Yuma (I-8) | Ehrenberg (I-10) | Topock (I-40) | Kingman (US 93) | St. George (I-15) | Sanders (I-40) | San Simon (I-10) |
|---|---|---|---|---|---|---|---|---|---|
| | **Inbound % of Ideal Elements** | | **67%** | **100%** | **89%** | **100%** | **89%** | **56%** | **67%** |
| | Outbound | Off-Ramp Length | ● | ● | ● | ◌ | ● | ○ | ○ |
| | | On-Ramp Length | ● | ● | ● | ◌ | ● | ○ | ○ |
| | | Scale Bypass Lane | ● | ● | ● | ◌ | ● | ● | ● |
| | | Truck Parking Supply | ● | ● | ● | ○ | ● | ● | ● |
| | | Staff Parking Supply | ● | ○ | ○ | ◌ | ● | ○ | ● |
| | | Access between Port Directions | ● | ● | ● | ◌ | ● | ● | ○ |
| | | Ped Access between Port Directions | ● | ● | ● | ◌ | ● | ● | ● |
| | **Outbound Subtotal** | | **7.0** | **6.0** | **6.0** | **0.0** | **7.0** | **4.0** | **4.0** |
| | **Outbound % of Ideal Elements** | | **100%** | **86%** | **86%** | **0%** | **100%** | **57%** | **57%** |
| Inspection Facilities | Inbound | Inspection Bays | ○ | ● | ○ | ● | ● | ◑ | ◑ |
| | | Inspection Pit | ○ | ● | ○ | ● | ● | ○ | ○ |
| | | Inspection Area Climate Control | ○ | ● | ○ | ◑ | ◑ | ◑ | ◑ |
| | | Hazmat Area | ○ | ● | ○ | ● | ● | ○ | ○ |
| | | Loading Dock | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| | **Inbound Subtotal** | | **0.0** | **4.0** | **0.0** | **3.5** | **3.5** | **1.0** | **1.0** |
| | **Inbound % of Ideal Elements** | | **0%** | **80%** | **0%** | **70%** | **70%** | **20%** | **20%** |
| Security Measures | Inbound | Port Building Barriers | ○ | ● | ○ | ● | ● | ◑ | ◑ |
| | | Security Glass | ○ | ● | ● | ● | ○ | ● | ● |
| | | Security Cameras | ● | ◑ | ● | ◑ | ● | ● | ● |
| | | Panic Buttons | ● | ● | ● | ● | ● | ● | ● |
| | | Permit Sales Desks | ● | ● | ● | ● | ○ | ● | ○ |
| | **Inbound Subtotal** | | **3.0** | **4.5** | **4.0** | **4.5** | **3.0** | **4.5** | **3.5** |
| | **Inbound % of Ideal Elements** | | **60%** | **90%** | **80%** | **90%** | **60%** | **90%** | **70%** |
| | Outbound | Port Building Barriers | ○ | ○ | ○ | ◌ | ● | ○ | ○ |
| | **Outbound Subtotal** | | **0.0** | **0.0** | **0.0** | **0.0** | **1.0** | **0.0** | **0.0** |
| | **Outbound % of Ideal Elements** | | **0%** | **0%** | **0%** | **-** | **100%** | **0%** | **0%** |
| Evidence/ Suspect Areas | Inbound | Holding Cells | ○ | ● | ○ | ○ | ◌ | ○ | ○ |
| | | Interview Room | ○ | ● | ○ | ○ | ◌ | ○ | ○ |
| | | Evidence Processing Area | ○ | ● | ○ | ● | ◌ | ○ | ● |
| | | Evidence Storage | ○ | ● | ○ | ● | ◌ | ○ | ● |
| | **Inbound Subtotal** | | **0.0** | **4.0** | **0.0** | **2.0** | **0.0** | **0.0** | **2.0** |
| | **Inbound % of Ideal Elements** | | **0%** | **100%** | **0%** | **50%** | **100%** | **0%** | **50%** |
| Port Facility | Inbound | Restrooms | ○ | ● | ● | ● | ● | ● | ● |
| | | Storage Space | ○ | ● | ● | ● | ○ | ○ | ○ |
| | | Office Space | ○ | ● | ● | ● | ○ | ○ | ○ |

| Element Group | Direction | Category | Yuma (I-8) | Ehrenberg (I-10) | Topock (I-40) | Kingman (US 93) | St. George (I-15) | Sanders (I-40) | San Simon (I-10) |
|---|---|---|---|---|---|---|---|---|---|
| | | Climate Control | ● | ● | ● | ◑ | ○ | ○ | ○ |
| | | Generator | ○ | ● | ● | ● | ● | ○ | ○ |
| | | Meeting Space | ○ | ● | ○ | ● | ● | ○ | ● |
| | | On-Site Dorms | ◌ | ● | ◌ | ◌ | ◌ | ○ | ○ |
| | | Employee Break Room | ○ | ● | ○ | ● | ● | ◑ | ◑ |
| | | Locker Room | ○ | ● | ○ | ○ | ● | ○ | ◑ |
| | | ADA Compliance | ○ | ● | ○ | ● | ● | ● | ○ |
| | **Inbound Subtotal** | | **1.0** | **10.0** | **5.0** | **6.5** | **6.0** | **2.5** | **3.0** |
| | **Inbound % of Ideal Elements** | | **11%** | **100%** | **56%** | **72%** | **67%** | **25%** | **30%** |
| | Outbound | Climate Control | ● | ● | ● | ● | ● | ○ | ○ |
| | **Outbound Subtotal** | | **1.0** | **1.0** | **1.0** | **1.0** | **1.0** | **0.0** | **0.0** |
| | **Outbound % of Ideal Elements** | | **100%** | **100%** | **100%** | **100%** | **100%** | **0%** | **0%** |
| **Total Inbound % of Ideal Elements** | | | **31%** | **93%** | **54%** | **74%** | **75%** | **43%** | **49%** |
| **Total Outbound % of Ideal Elements** | | | **64%** | **61%** | **57%** | **38%** | **100%** | **36%** | **36%** |

### 4.2.2 SECONDARY PORTS OF ENTRY

The comprehensive needs assessment for Secondary POEs is provided in **Table 9**. The table uses a Harvey Ball format to indicate whether the ideal port element is met.

*Table 9: Secondary POE Needs Assessment*

| Symbol | Description | Point Value |
|---|---|---|
| ● | POE has the ideal port element | 1 point |
| ● | Ideal POE element is currently under construction | 1 point |
| ◑ | POE has a less than ideal version of the ideal port element | ½ point |
| ○ | Element does not currently exist at POE | 0 points |
| ◌ | Element is not applicable or not needed at that POE | 1 point removed from total possible points for element group |

| Element Group | Direction | Category | Yuma (B-8) | Parker (SR 95) | Page (US 89) | Teec Nos Pos (US 160) |
|---|---|---|---|---|---|---|
| Weight/ Credential Check | Inbound | WIM | ○ | ● | ○ | ○ |
| | | Scale/Bypass Indication | ○ | ○ | ○ | ○ |
| | | Scale | ◑ | ◑ | ○ | ○ |
| | | Scale Indication | ◑ | ◑ | ◑ | ○ |
| | **Inbound Subtotal** | | **1.0** | **2.0** | **0.5** | **0.0** |
| | **Inbound % of Ideal Elements** | | **25%** | **50%** | **13%** | **0%** |
| | Outbound | WIM | ◌ | ◌ | ○ | ○ |
| | **Outbound Subtotal** | | **0.0** | **0.0** | **0.0** | **0.0** |
| | **Outbound % of Ideal Elements** | | **-** | **-** | **0%** | **0%** |
| Port Geometrics | Inbound | Off-Ramp Length | ● | ○ | ● | ● |
| | | On-Ramp Length | ● | ○ | ● | ○ |
| | | Scale Bypass Lane | ● | ○ | ● | ○ |
| | | Parking Circulation | ● | ● | ● | ● |
| | | Circulation to Inspection | ○ | ○ | ○ | ○ |
| | | Truck Parking Supply | ○ | ○ | ● | ● |
| | | Staff Parking Supply | ● | ● | ◑ | ◑ |
| | | Access between Port Directions | ◌ | ◑ | ◑ | ◑ |
| | | Enforcement Parking | ● | ● | ● | ● |
| | **Inbound Subtotal** | | **6.0** | **3.5** | **7.0** | **5.0** |
| | **Inbound % of Ideal Elements** | | **75%** | **39%** | **78%** | **56%** |
| | Outbound | Off-Ramp Length | ◌ | ○ | ○ | ● |
| | | On-Ramp Length | ◌ | ● | ● | ● |
| | | Parking Circulation | ◌ | ○ | ○ | ○ |
| | | Truck Parking Supply | ◌ | ● | ● | ● |
| | | Access between Port Directions | ◌ | ◑ | ◑ | ◑ |
| | **Outbound Subtotal** | | **0.0** | **2.5** | **2.5** | **3.5** |

| Element Group | Direction | Category | Yuma (B-8) | Parker (SR 95) | Page (US 89) | Teec Nos Pos (US 160) |
|---|---|---|---|---|---|---|
| | **Outbound % of Ideal Elements** | | **-** | **50%** | **50%** | **70%** |
| Inspection Facilities | Inbound | Inspection Bay | ○ | ● | ○ | ○ |
| | | Inspection Pit | ○ | ○ | ○ | ○ |
| | | Inspection Area Cover | ○ | ● | ○ | ○ |
| | **Inbound Subtotal** | | **0.0** | **2.0** | **0.0** | **0.0** |
| | **Inbound % of Ideal Elements** | | **0%** | **67%** | **0%** | **0%** |
| Security Measures | Inbound | Port Building Barriers | ○ | ◑ | ● | ○ |
| | | Security Glass | ○ | ○ | ◌ | ○ |
| | | Security Cameras | ● | ● | ◑ | ● |
| | | Panic Buttons | ● | ○ | ● | ● |
| | | Permit Sales Desks | ● | ○ | ◌ | ○ |
| | **Inbound Subtotal** | | **3.0** | **1.5** | **2.5** | **2.0** |
| | **Inbound % of Ideal Elements** | | **60%** | **30%** | **83%** | **40%** |
| Evidence/ Suspect Areas | Inbound | Interview/Holding Room | ○ | ○ | ◌ | ○ |
| | | Evidence Storage | ○ | ◑ | ◌ | ○ |
| | **Inbound Subtotal** | | **0.0** | **0.5** | **0.0** | **0.0** |
| | **Inbound % of Ideal Elements** | | **0%** | **25%** | **100%** | **0%** |
| Port Facility | Inbound | Restrooms | ◑ | ◑ | ● | ● |
| | | Storage Space | ○ | ○ | ○ | ○ |
| | | Office Space | ◑ | ○ | ◑ | ○ |
| | | Climate Control | ● | ● | ● | ● |
| | | On-Site Dorms | ◌ | ◌ | ◌ | ◑ |
| | | Employee Break Room | ○ | ○ | ○ | ○ |
| | | ADA Compliance | ● | ○ | ○ | ● |
| | **Inbound Subtotal** | | **3.0** | **1.5** | **2.5** | **3.5** |
| | **Inbound % of Ideal Elements** | | **50%** | **25%** | **42%** | **50%** |
| **Total Inbound % of Ideal Elements** | | | **46%** | **38%** | **48%** | **48%** |
| **Total Outbound % of Ideal Elements** | | | **-** | **50%** | **42%** | **58%** |

### 4.2.3 TERTIARY (VIRTUAL) PORTS OF ENTRY

The comprehensive needs assessment for Tertiary POEs is provided in **Table 10**. The table uses a Harvey Ball format to indicate whether the ideal port element is met.

*Table 10: Tertiary POE Needs Assessment*

| Symbol | Description | Point Value |
|---|---|---|
| ● | POE has the ideal port element | 1 point |
| ● | Ideal POE element is currently under construction | 1 point |
| ◑ | POE has a less than ideal version of the ideal port element | ½ point |
| ○ | Element does not currently exist at POE | 0 points |
| ◌ | Element is not applicable or not needed at that POE | 1 point removed from total possible points for element group |

| Element Group | Direction | Category | Fredonia (US 89A) | Springerville (US 60) | Duncan (US 70) |
|---|---|---|---|---|---|
| Weight/ Credential Check | Inbound | WIM | ○ | ○ | ○ |
| | | Scale | ● | ○ | ○ |
| | | **Inbound Subtotal** | **1.0** | **0.0** | **0.0** |
| | | **Inbound % of Ideal Elements** | **50%** | **0%** | **0%** |
| | Outbound | WIM | ○ | ○ | ○ |
| | | **Outbound Subtotal** | **0.0** | **0.0** | **0.0** |
| | | **Outbound % of Ideal Elements** | **0%** | **0%** | **0%** |
| Port Geometrics | Inbound | Access between Port Directions | ◑ | ● | ● |
| | | Enforcement Parking | ● | ● | ● |
| | | Internal Circulation | ◑ | ◑ | ○ |
| | | **Inbound Subtotal** | **2.0** | **2.5** | **2.0** |
| | | **Inbound % of Ideal Elements** | **67%** | **83%** | **67%** |
| | Outbound | Access between Port Directions | ◑ | ● | ● |
| | | **Outbound Subtotal** | **0.5** | **1.0** | **1.0** |
| | | **Outbound % of Ideal Elements** | **50%** | **100%** | **100%** |
| Inspection Facilities | Inbound | Inspection Bay | ○ | ○ | ○ |
| | | **Inbound Subtotal** | **0.0** | **0.0** | **0.0** |
| | | **Inbound % of Ideal Elements** | **0%** | **0%** | **0%** |
| Security Measures | Inbound | Security Cameras | ○ | ○ | ○ |
| | | **Inbound Subtotal** | **0.0** | **0.0** | **0.0** |
| | | **Inbound % of Ideal Elements** | **0%** | **0%** | **0%** |
| Port Facility | Inbound | Storage Space | ● | ● | ○ |
| | | External Communications | ○ | ○ | ○ |
| | | **Inbound Subtotal** | **1.0** | **1.0** | **0.0** |
| | | **Inbound % of Ideal Elements** | **50%** | **50%** | **0%** |
| **Total Inbound % of Ideal Elements** | | | **44%** | **39%** | **22%** |
| **Total Outbound % of Ideal Elements** | | | **25%** | **50%** | **50%** |

# 5 PROJECT PRIORITIZATION MODEL

The needs assessment presented in Section 4 informs the identification of projects that can be considered at each POE. Section 5 (Project Prioritization Model) presents a project prioritization framework that is applied to the projects presented in Section 6. The prioritization framework consists of two components:

- **POE Criticality Score.** Prioritizes POE facilities within the context of the state highway and freight network, considering metrics such as Interstate truck volumes, etc.
- **Ideal Port Element Score.** Prioritizes individual ideal port elements, considering the relative importance of the element to assist ECD staff to achieve their enforcement objectives.

The sum of these two scores is used to prioritize identified projects at each POE, in **Section 5.3**.

## 5.1 POE CRITICALITY SCORE

The POE Criticality Score (**Table 11**) prioritizes POE facilities within the context of each POE's relative criticality to the highway system and statewide freight network.

*Table 11: POE Criticality Score Criteria*

| Criteria | Metric | Data Source |
|---|---|---|
| Route Significance | POE located on the National Highway Freight Network (NHFN) | Arizona State Freight Plan (2017) |
| | POE located on the National Highway System (NHS) | Federal Highway Administration (FHWA) |
| Safety | Identified safety need | ADOT Corridor Profile Studies |
| Truck Travel Mobility | Current congestion (volume to capacity (V/C) ratio) | ADOT Corridor Profile Studies |
| | Future congestion (2045 V/C ratio) | ADOT Corridor Profile Studies |
| Truck Volumes and Composition | Inbound truck volumes | POE Study classification counts |
| | Outbound truck volumes | POE Study classification counts |
| | 2012 freight tonnage | Freight Analysis Framework (FAF) |
| | 2045 freight tonnage | FAF |

### 5.1.1 SCORING CRITERIA

**Route Significance.** The scoring process for two metrics that represent the Route Significance are:

- POE located on the National Highway Freight Network (NHFN):
  - 4 points = Primary Highway Freight System (PHFS)
  - 3 points = Interstates not on the PHFS
  - 2 points = Critical Rural Freight Corridors (CRFC)/Critical Urban Freight Corridors (CUFC)
  - 1 point = Not on the NHFN
- POE located on the NHS:
  - 5 points = Eisenhower Interstate System
  - 4 points = Other NHS Routes
  - 3 points = Non-Interstate Strategic Highway Network (STRAHNET) Route
  - 2 points = MAP-21 Principal Arterial
  - 1 point = Not on the NHS

**Safety.** The safety metric is based on safety needs identified in the individual Corridor Profile Studies (CPS) performed throughout the state. The scoring process for CPS-identified safety need is:

- 5 points = "Poor" safety score
- 3 points = "Fair" safety score
- 1 point = "Good" safety score

**Truck Travel Mobility.** The truck travel mobility metrics are based on existing and forecasted volume to capacity ratios from the statewide Corridor Profile Studies. The scoring process for the volume to capacity (V/C) ratios is:

- 5 points = V/C ratio of 0.7 – 1.0
- 4 points = V/C ratio of 0.5 – 0.7
- 3 points = V/C ratio of 0.4 – 0.5
- 2 points = V/C ratio of 0.3 – 0.4
- 1 point = V/C ratio of 0.0 – 0.3

**Truck Volumes and Composition.** The metric for truck volumes is based on classification counts conducted in an earlier phase of this study between November 2019 and February 2020. The scoring process for truck volumes is:

- 5 points = greater than 5,000 trucks per day
- 4 points = 4,000 – 5,000 trucks per day
- 3 points = 2,500 – 4,000 trucks per day
- 2 points = 500 – 2,500 trucks per day
- 1 point = less than 500 trucks per day

The metric for freight tonnage is based on the Freight Analysis Framework base year and 2045 forecasts. The scoring process for freight tonnage is:

- 5 points = greater than 30,000 kTons
- 4 points = 20,000 – 30,000 kTons
- 3 points = 10,000 – 20,000 kTons
- 2 points = 1,000 – 10,000 kTons
- 1 point = less than 1,000 kTons

### 5.1.2 POE CRITICALITY SCORE RESULTS

The POE Criticality Score results are presented in **Table 12**. The top three scoring POEs are:

1. Ehrenberg (I-10)
2. San Simon (I-10)
3. Topock (I-40)

*Table 12: POE Criticality Score Results*

| Criterion | Yuma (I-8) | Ehrenberg (I-10) | Topock (I-40) | Kingman (US 93) | St. George (I-15) | Sanders (I-40) | San Simon (I-10) | Yuma (B-8) | Parker (SR 95) | Page (US 89) | Teec Nos Pos (US 160) | Fredonia (US 89A) | Springerville (US 60) | Duncan (US 70) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Route Significance** | | | | | | | | | | | | | | |
| Located on the NHFN | 3 | 4 | 4 | 2 | 4 | 4 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Located on the NHS | 5 | 5 | 5 | 3 | 5 | 5 | 5 | 2 | 1 | 4 | 3 | 1 | 4 | 1 |
| **Safety** | | | | | | | | | | | | | | |
| CPS-identified safety need | 1 | 3 | 5 | 5 | 1[1] | 1 | 1 | 1[1] | 3 | 1 | 1 | 1[1] | 1 | 1[1] |
| **Truck Travel Mobility** | | | | | | | | | | | | | | |
| Current V/C (raw value) | 0.3 | 0.36 | 0.24 | 0.74 | 0.26[2] | 0.33 | 0.44 | 0.73[2] | 0.24 | 0.22 | 0.21 | 0.33[2] | 0.17 | 0.15[2] |
| Current V/C (score) | 2 | 2 | 1 | 5 | 1 | 2 | 4 | 5 | 1 | 1 | 1 | 2 | 1 | 1 |
| Future V/C (raw value) | 0.38 | 0.43 | 0.44 | 0.98 | 0.38[2] | 0.59 | 0.64 | 0.78[2] | 0.27 | 0.32 | 0.27 | 0.47[2] | 0.22 | 0.26[2] |
| Future V/C (score) | 2 | 3 | 3 | 5 | 2 | 4 | 4 | 5 | 1 | 2 | 1 | 3 | 1 | 1 |
| **Truck Volumes and Composition** | | | | | | | | | | | | | | |
| Inbound Truck Vol (raw count) | 2,642 | 5,757 | 4,508 | 2,320 | 3,383 | 4,968 | 4,382 | 2,948 | 1,501 | 544 | 441 | 185 | 315 | 75 |
| Inbound Truck Vol (score) | 3 | 5 | 4 | 2 | 3 | 4 | 4 | 3 | 2 | 2 | 1 | 1 | 1 | 1 |
| Outbound Truck Vol (raw count) | 2,421 | 5,225 | 5,376 | 2,346 | 3,130 | 4,484 | 5,266 | 2,828 | 1,242 | 550 | 540 | 276 | 256 | 159 |
| Outbound Truck Vol (score) | 2 | 5 | 5 | 2 | 3 | 4 | 5 | 3 | 2 | 2 | 2 | 1 | 1 | 1 |
| 2012 Tonnage (raw val.) | 5,144 | 30,604 | 16,084 | 5,842 | 39,702 | 25,296 | 25,072 | 7 | 1,237 | 237 | 3 | 65 | 58 | 21 |
| 2012 Tonnage (score) | 2 | 5 | 3 | 2 | 5 | 4 | 4 | 1 | 2 | 1 | 1 | 1 | 1 | 1 |
| 2045 Tonnage (raw val.) | 13,731 | 60,953 | 29,171 | 9,220 | 78,581 | 47,190 | 54,891 | 12 | 1,977 | 507 | 3 | 142 | 89 | 30 |
| 2045 Tonnage (score) | 3 | 5 | 4 | 2 | 5 | 5 | 5 | 1 | 2 | 1 | 1 | 1 | 1 | 1 |
| **Avg. Score** | **2.6** | **4.1** | **3.8** | **3.1** | **3.2** | **3.7** | **4.0** | **2.4** | **1.7** | **1.7** | **1.3** | **1.3** | **1.3** | **1.0** |
| **POE Criticality Score[3]** | **62** | **100** | **92** | **76** | **78** | **89** | **97** | **59** | **41** | **41** | **32** | **32** | **32** | **24** |

1. *No Corridor Profile Study identified at this location; values estimated from ADOT crash data.*
2. *No Corridor Profile Study performed at this location; volumes estimated from the ADOT Traffic Data Management System and capacities from the Highway Capacity Manual.*
3. *The POE Criticality Score normalizes the average score as a percentage of the maximum average score.*

## 5.2 IDEAL PORT ELEMENT SCORE

The POE Ideal Port Element Score prioritizes individual ideal port elements, providing emphasis to those that are necessary to achieve the mission and daily operations of each Port of Entry. The ideal port elements are ranked in two ways:

- **Top 10 Elements.** ECD identified the 10 most important POE elements, from amongst all elements across all element groups.
- **Group Rank.** ECD ranked each ideal port element within the element group.

These rankings were performed by ECD staff.

The Ideal Port Element Score was calculated based on the following:

1. Calculate the Average Element Group Score, from the Top 10 Elements ranking. A lower score results in a higher ranking.
2. Calculate the Composite Ideal Port Element Score as a multiple of the Group Rank and the Average Element Group Score. A lower score results in a higher ranking.
3. Calculate the Ideal Port Element Score, by normalizing the Composite Ideal Port Element Priority Score so that the worst-scoring Ideal Port Element receives a score of '0' and the best-scoring Ideal Port Element receives a score of '100'. With this normalization, the highest-ranking elements receive the highest scores.

The Port Ideal Port Element Score rankings are provided in **Table 13**. The process shows that the weigh in motion and the scale are the most critical projects at the POEs. High-priority improvements, each of which has a Ideal Port Element Score of 90 or above, include:

- Weigh in Motion System
- Scale
- Off-ramp with adequate deceleration length
- Inspection bays
- Security cameras
- Evidence storage
- Office space

## 5.3 PRIORITIZATION RESULTS

The prioritization process was applied to each POE. Ideal Port Elements that received '◑' or '○' ratings were advanced as projects.

| Rating | Description |
|---|---|
| ◑ | POE has a less than ideal version of the ideal port element |
| ○ | Element does not currently exist at POE |

This process resulted in a list of more than 200 projects at the 14 domestic Ports of Entry. The list of projects for each POE is included in **Appendix C**. **Table 14** shows the top 50 project priorities identified through the prioritization process.

*Table 13: POE Ideal Port Element Score Results*

| Element Group | Ideal Port Element | Top 10 Elements[1] | Avg. Element Group Score | Group Rank | Avg. Element Group Score x Group Rank | Ideal Port Element Score |
|---|---|---|---|---|---|---|
| Weight/ Credential Check | WIM | 5 | 5.5 | 1 | 5.5 | 100 |
| | Scale/Bypass Indication | 5 | | 1 | 5.5 | 100 |
| | Scale and Indication | 1 | | 2 | 11.0 | 94 |
| | Communications | *11* | | 3 | 16.5 | 89 |
| Port Geometrics | Off-Ramp Length | 7 | 10.22 | 1 | 10.2 | 95 |
| | On-Ramp Length | *11* | | 6 | 61.3 | 43 |
| | Scale Bypass Lane | 8 | | 2 | 20.4 | 85 |
| | Parking Circulation | *11* | | 5 | 51.1 | 54 |
| | Circulation to Inspection | *11* | | 3 | 30.7 | 74 |
| | Truck Parking Supply | *11* | | 4 | 40.9 | 64 |
| | Staff Parking Supply | *11* | | 8 | 81.8 | 23 |
| | Access btw. Port Directions | *11* | | 9 | 92.0 | 12 |
| | Enforcement Parking | *11* | | 7 | 71.6 | 33 |
| Inspection Facilities | Inspection Bays[2] | 6 | 9.33 | 1 | 9.3 | 96 |
| | Hazmat Area | *11* | | 2 | 18.7 | 87 |
| | Loading Dock | *11* | | 3 | 28.0 | 77 |
| Security Measures | Port Building Barriers | 9 | 8.75 | 4 | 35.0 | 70 |
| | Security Cameras | 4 | | 1 | 8.8 | 97 |
| | Panic Buttons | *11* | | 2 | 17.5 | 88 |
| | Permit Sales Desks and Security Glass[3] | *11* | | 3 | 26.3 | 79 |
| Evidence/ Suspect Areas | Holding Cells | *11* | 10.75 | 2 | 21.5 | 84 |
| | Interview Room | *11* | | 3 | 32.3 | 73 |
| | Evidence Processing Area | *11* | | 4 | 43.0 | 62 |
| | Evidence Storage | 10 | | 1 | 10.8 | 95 |
| Port Facility | Restrooms | 3 | 9.45 | 2 | 18.9 | 86 |
| | Storage Space | *11* | | 10 | 94.5 | 10 |
| | Office Space | 2 | | 1 | 9.5 | 96 |
| | Climate Control | *11* | | 4 | 37.8 | 67 |
| | Generator | *11* | | 5 | 47.3 | 58 |
| | Meeting Space | *11* | | 8 | 75.6 | 29 |
| | On-Site Dorms | *11* | | 6 | 56.7 | 48 |
| | Employee Break Room | *11* | | 9 | 85.1 | 19 |
| | Locker Room | *11* | | 7 | 66.2 | 38 |
| | ADA Compliance | *11* | | 3 | 28.4 | 77 |
| | External Communications | *11* | | 11 | 104.0 | 0 |

1. *For Ideal Port Elements that were not ranked as a Top 10 Element, a value of '11' was utilized in the Average Group Score.*
2. *Inspection Bays, Inspection Pit, and Inspection Area Control were combined into one project as they would likely occur simultaneously.*
3. *Permit Sales Desk improvements and Security Glass were combined into one project as they would likely occur simultaneously.*

*Table 14: Top 50 Project Priorities*

| Rank | Proj. ID | POE | Ideal POE Element | Project Description | POE Criticality Score | Ideal Port Element Score | Prioritization Score |
|---|---|---|---|---|---|---|---|
| 1 | 36 | P2. Ehrenberg (I-10) | Security Cameras | Install security cameras inside and outside the north side of the POE building | 100 | 97 | **197** |
| 2 | 29 | P2. Ehrenberg (I-10) | Scale and Indication | Overhead DMS at stop line for the scale house and credential booth and associated controls in the scale room | 100 | 94 | **194** |
| 3 | 123 | P7. San Simon (I-10) | Inspection Bays | Construct two inspection bays, one of which with a full-depth inspection pit. The inspection bays should be enclosed with climate control | 97 | 96 | **193** |
| 4 | 132 | P7. San Simon (I-10) | Office Space | Construct separate offices for the POE Commander, sergeants, officers, and CSRs | 97 | 96 | **193** |
| 5 | 38 | P3. Topock (I-40) | Scale/Bypass Indication | Overhead DMS at the split between the scale and bypass lane, associated controls in the scale room | 92 | 100 | **192** |
| 6 | 111 | P3. Topock (I-40) | Scale/Bypass Indication | Overhead DMS at scale stop line and associated controls in the scale room | 92 | 100 | **192** |
| 7 | 46 | P7. San Simon (I-10) | Scale and Indication | Install a 12'x100' scale and overhead DMS at scale stop line, and associated controls in the scale room | 97 | 94 | **192** |
| 8 | 54 | P3. Topock (I-40) | Inspection Bays | Construct two inspection bays, one of which with a full-depth inspection pit. The inspection bays should be enclosed with climate control | 92 | 96 | **188** |
| 9 | 39 | P3. Topock (I-40) | Evidence Storage | Construct a secure evidence storage area with a refrigerator | 92 | 95 | **187** |
| 10 | 93 | P6. Sanders (I-40) | Inspection Bays | Construct two inspection bays, one of which with a full-depth inspection pit. The inspection bays should be enclosed with climate control | 89 | 96 | **185** |
| 11 | 103 | P6. Sanders (I-40) | Office Space | Construct separate offices for the POE Commander, sergeants, officers, and CSRs | 89 | 96 | **185** |
| 12 | 85 | P6. Sanders (I-40) | Off-Ramp Length | Extend off-ramp by 605' | 89 | 95 | **184** |
| 13 | 124 | P7. San Simon (I-10) | Hazmat Area | Construct a hazardous materials containment area | 97 | 87 | **184** |
| 14 | 101 | P6. Sanders (I-40) | Evidence Storage | Construct a secure evidence storage area with a refrigerator | 89 | 95 | **184** |
| 15 | 80 | P6. Sanders (I-40) | Scale and Indication | Install a 12'x100' scale and overhead DMS at scale stop line, and associated controls in the scale room | 89 | 94 | **184** |
| 16 | 129 | P7. San Simon (I-10) | Holding Cells | Construct two suspect holding cells | 97 | 84 | **181** |
| 17 | 47 | P3. Topock (I-40) | Hazmat Area | Construct a hazardous materials containment area | 92 | 87 | **179** |
| 18 | 35 | P2. Ehrenberg (I-10) | Loading Dock | Construct a loading dock | 100 | 77 | **177** |
| 19 | 127 | P7. San Simon (I-10) | Permit Sales Desk with Security Glass | Reorient sales desks to obscure view of cash transactions | 97 | 79 | **176** |
| 20 | 94 | P6. Sanders (I-40) | Hazmat Area | Construct a hazardous materials containment area | 89 | 87 | **176** |
| 21 | 59 | P4. Kingman (US 93) | WIM | WIM scales, IRD camera structures, and two DMSs adjacent to outside shoulders on US 93 and SR 68 in advance of off-ramps, communications integration into POE scale room | 76 | 100 | **176** |
| 22 | 51 | P3. Topock (I-40) | Holding Cells | Construct two suspect holding cells | 92 | 84 | **176** |
| 23 | 74 | P5. St. George (I-15) | Inspection Bays | Add climate control to existing inspection bays | 78 | 96 | **174** |
| 24 | 125 | P7. San Simon (I-10) | Loading Dock | Construct a loading dock | 97 | 77 | **174** |
| 25 | 78 | P5. St. George (I-15) | Office Space | Construct separate offices for the POE Commander, sergeants, officers, and CSRs | 78 | 96 | **174** |
| 26 | 138 | P7. San Simon (I-10) | ADA Compliance | Retrofit the public areas to be ADA compliant | 97 | 77 | **174** |
| 27 | 98 | P6. Sanders (I-40) | Holding Cells | Construct two suspect holding cells | 89 | 84 | **173** |
| 28 | 72 | P5. St. George (I-15) | Scale and Indication | Install a 12'x105' scale | 78 | 94 | **173** |
| 29 | 67 | P4. Kingman (US 93) | Security Cameras | Install security cameras on US 93 and SR 68 to better identify port runners | 76 | 97 | **172** |

| Rank | Proj. ID | POE | Ideal POE Element | Project Description | POE Criticality Score | Ideal Port Element Score | Prioritization Score |
|---|---|---|---|---|---|---|---|
| 30 | 65 | P4. Kingman (US 93) | Inspection Bays | Enclose inspection bay and provide climate control | 76 | 96 | **172** |
| 31 | 118 | P7. San Simon (I-10) | Circulation to Inspection | Construct a ramp from the scale lane that does not involve trucks reversing into the inspection area | 97 | 74 | **172** |
| 32 | 130 | P7. San Simon (I-10) | Interview Room | Construct an interview room | 97 | 73 | **170** |
| 33 | 60 | P4. Kingman (US 93) | Scale and Indication | Overhead DMS just beyond the stop line for the scale and associated controls in the scale room | 76 | 94 | **170** |
| 34 | 48 | P3. Topock (I-40) | Loading Dock | Construct a loading dock | 92 | 77 | **169** |
| 35 | 58 | P3. Topock (I-40) | ADA Compliance | Retrofit the public areas to be ADA compliant | 92 | 77 | **169** |
| 36 | 126 | P7. San Simon (I-10) | Port Building Barriers | Construct concrete barriers or bollards on the east side of the POE building | 97 | 70 | **167** |
| 37 | 95 | P6. Sanders (I-40) | Loading Dock | Construct a loading dock | 89 | 77 | **166** |
| 38 | 52 | P3. Topock (I-40) | Interview Room | Construct an interview room | 92 | 73 | **165** |
| 39 | 133 | P7. San Simon (I-10) | Climate Control | Improve the heating/ventilation/air conditioning | 97 | 67 | **164** |
| 40 | 88 | P6. Sanders (I-40) | Circulation to Inspection | Construct a ramp from the scale lane to the inspection area, potentially flip scale area and inspection area | 89 | 74 | **164** |
| 41 | 1 | P1. Yuma (I-8) | WIM | WIM scale with IRD camera structure 1/2 mile upstream of POE off-ramp, two DMS adjacent to outside shoulder of inbound roadway | 62 | 100 | **162** |
| 42 | 2 | P1. Yuma (I-8) | Scale/Bypass Indication | Overhead DMS at the split between the scale and bypass lane, associated controls in the scale room - tied to creating bypass lane, mainline WIM, etc. | 62 | 100 | **162** |
| 43 | 99 | P6. Sanders (I-40) | Interview Room | Construct an interview room | 89 | 73 | **162** |
| 44 | 49 | P3. Topock (I-40) | Port Building Barriers | Construct concrete barriers or bollards on the approach to the POE building | 92 | 70 | **162** |
| 45 | 140 | S1. Yuma (B-8) | WIM | WIM scale with IRD camera structure upstream of POE off-ramp, two DMS adjacent to outside shoulder of inbound roadway, communications integration into POE scale room | 59 | 100 | **159** |
| 46 | 141 | S1. Yuma (B-8) | Scale/Bypass Indication | Overhead DMS at the split between the scale and bypass lane, associated controls in the scale room | 59 | 100 | **159** |
| 47 | 68 | P4. Kingman (US 93) | Holding Cells | Construct two suspect holding cells | 76 | 84 | **159** |
| 48 | 96 | P6. Sanders (I-40) | Port Building Barriers | Construct concrete barriers or bollards on the north side of the POE building | 89 | 70 | **159** |
| 49 | 11 | P1. Yuma (I-8) | Inspection Bays | Construct two inspection bays, one of which with a full-depth inspection pit. The inspection bays should be enclosed with climate control | 62 | 96 | **158** |
| 50 | 23 | P1. Yuma (I-8) | Office Space | Construct separate offices for the POE Commander, sergeants, officers, and CSRs | 62 | 96 | **158** |

# 6 PROJECT CONCEPTS AND CONSTRAINTS

This section presents the list of projects, as identified in section 5, for each POE. For each of the 14 domestic POEs, the following information is provided:

1. List of projects recommended for each POE.
2. Funding category
3. Cost estimate for each project identified as discussed in Section 5, illustrative concepts were prepared.

### 6.1.1 POE LIST OF PROJECTS

Projects proposed for each POE are grouped into three categories:

- **Systems/Technology Improvements.** Projects that are technology-based, including systems to improve the efficiency of operations, security, and communications at each POE.
- **Site Civil Improvements.** Projects that improve each POE site, such as circulation and parking.
- **Building Improvements.** Projects that improve the POE buildings.

### 6.1.2 FUNDING CATEGORIES

In addition, tables that accompany each illustrative concept identify a potential funding category for each POE improvement:

- **Maintenance.** Annual funds provided to ECD for the maintenance and minor improvements to POEs. For this exercise, projects of less than $100,000 are identified as maintenance projects.
- **P2P.** Competitive funding through ADOT's Planning to Programming (P2P) process where projects must compete with other statewide needs for inclusion in ADOT's 5-Year Program. For this exercise, projects with a cost estimate of more than $100,000 are identified as P2P projects.

### 6.1.3 COST ESTIMATES

For each POE package of projects, additional costs have been added to the planning-level cost estimates to engineering, contingency, and construction administration activities:

- Miscellaneous work/contingency 20%
- Construction engineering 15%
- Architecture, engineering, design 12%
- Mobilization 8%
- Construction survey and layout 6%
- Contractor quality control 5%
- Erosion control 2%
- Maintenance and protection of traffic 1%
- Consultant post-design activities 1%

## 6.2 YUMA (I-8)

28 improvement projects are identified for the Yuma (I-8) POE. **Table 15** shows the 28 projects by priority score. **Figure 25** shows the improvements illustrative plan.

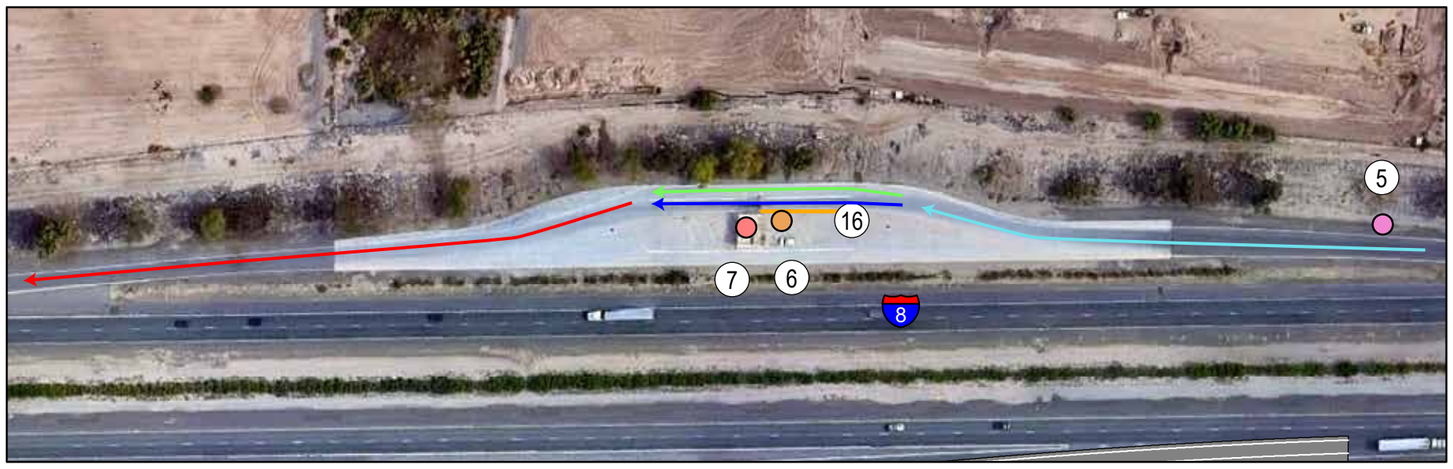
*Table 15: Yuma (I-8) Projects by Priority Score*

| Proj. ID | Direction | Project Type | Project Name | Project Description | POE Criticality Score | Facility Need Score | Prioritization Score | Estimated Cost | Potential Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Inbound | Systems/Technology | WIM, IRD, Truck Sorting | WIM, IRD camera structure, two DMS adjacent to outside shoulder of roadway | 62 | 100 | **162** | $200,000 | P2P |
| 2 | Inbound | Systems/Technology | Bypass Indication | Overhead DMS at the split between the scale and bypass lane (tied to creating bypass lane) | 62 | 100 | **162** | $150,000 | P2P |
| 11 | Inbound | Site Civil | Inspection Bays | Two enclosed, climate control inspection bays, with one full-depth inspection pit | 62 | 96 | **158** | $1,497,928 | P2P |
| 23 | Inbound | Building | Office Space | Separate offices for the POE Commander, sergeants, officers, CSRs | 62 | 96 | **158** | $148,500 | P2P |
| 3 | Inbound | Systems/Technology | Scale and Indication | Install a 12'x100' scale and overhead DMS at scale stop line | 62 | 94 | **157** | $1,500,000 | P2P |
| 20 | Inbound | Building | Evidence Storage | Secure evidence storage area with a refrigerator | 62 | 95 | **157** | $11,520 | Maintenance |
| 12 | Inbound | Site Civil | Hazmat Area | Hazardous materials containment area | 62 | 87 | **149** | $30,225 | Maintenance |
| 21 | Inbound | Building | Restrooms | New public or staff restrooms | 62 | 86 | **149** | $12,240 | Maintenance |
| 7 | Outbound | Systems/Technology | Communications | Communications to control outbound DMS, view scale/credentials from inbound Port | 62 | 44 | **147** | $18,000 | Maintenance |
| 8 | Inbound | Site Civil | Scale Bypass Lane | Reconfigure current inspection area to a bypass lane (reconfigure current inspection area) | 62 | 85 | **147** | $0 | - |
| 17 | Inbound | Building | Holding Cells | Two suspect holding cells | 62 | 84 | **146** | $21,600 | Maintenance |
| 15 | Inbound | Building | Permit Sales Desk | Add security glass to permit sales desks | 62 | 79 | **141** | $4,000 | Maintenance |
| 13 | Inbound | Site Civil | Loading Dock | Loading dock | 62 | 77 | **139** | $153,450 | P2P |
| 28 | Inbound | Building | ADA Compliance | Retrofit the public areas to be ADA compliant | 62 | 77 | **139** | $50,000 | Maintenance |
| 9 | Inbound | Site Civil | Circulation to Inspection | Ramp from the scale lane to the future inspection area | 62 | 74 | **137** | $541,820 | P2P |
| 18 | Inbound | Building | Interview Room | Interview room | 62 | 73 | **135** | $14,175 | Maintenance |
| 14 | Inbound | Site Civil | Port Building Barriers | Concrete barriers on the approach to the POE building | 62 | 70 | **132** | $17,600 | Maintenance |
| 19 | Inbound | Building | Evidence Processing Area | Secure evidence room | 62 | 62 | **124** | $16,000 | Maintenance |
| 24 | Inbound | Building | Generator | Generator capable of powering the POE | 62 | 58 | **120** | $22,600 | Maintenance |
| 4 | Outbound | Systems/Technology | WIM, IRD, Truck Sorting | IRD camera structure, two DMS adjacent to outside shoulder of roadway | 62 | 50 | **112** | $30,000 | Maintenance |
| 5 | Outbound | Systems/Technology | Bypass Indication | Overhead DMS at the split between the scale and bypass lane | 62 | 50 | **112** | $150,000 | P2P |
| 6 | Outbound | Systems/Technology | Scale and Indication | Install a 12'x100' scale and overhead DMS at scale stop line | 62 | 47 | **109** | $1,500,000 | P2P |
| 27 | Inbound | Building | Locker Room | Employee locker room/area | 62 | 38 | **101** | $115,920 | P2P |
| 16 | Outbound | Site Civil | Port Building Barriers | Concrete barriers on the approach to the POE building | 62 | 35 | **97** | $8,800 | Maintenance |
| 25 | Inbound | Building | Meeting Space | Conference room large enough for POE staff | 62 | 29 | **91** | $121,770 | P2P |
| 10 | Inbound | Site Civil | Staff Parking Supply | Additional vehicle parking spaces | 62 | 23 | **85** | $500 | Maintenance |
| 26 | Inbound | Building | Employee Breakroom | Employee break room with a kitchenette | 62 | 19 | **81** | $57,195 | Maintenance |
| 22 | Inbound | Building | Storage Space | Additional storage space | 62 | 10 | **72** | $72,000 | Maintenance |
| | | | | | | | Added Engineering and Design, and Combined Miscellaneous Work/Contingency: | $4,526,090.10 | |
| | | | | | | | **Total Cost:** | **$10,991,933.10** | |

Yuma Port of Entry

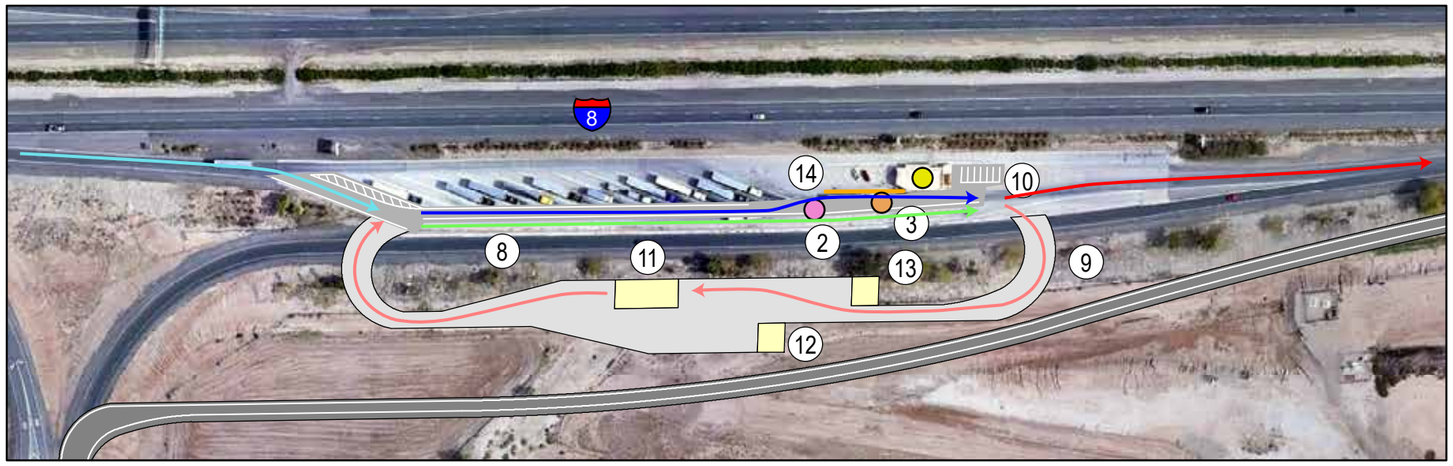
# Figure 25: Yuma (I-8) Improvements Illustrative Plan


## Outbound (WB)




## Inbound (EB)

**Truck Circulation:** Entering Traffic | Scale Lane Traffic | Bypass Lane Traffic | Inspection Traffic | Exiting Traffic




### Systems/Technology Improvements

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 1 | WIM, IRD, Truck Sorting | $ 200,000.00 | WIM, IRD camera structure, two DMS adjacent to outside shoulder of rwy |
| 2 | Bypass Indication | $ 150,000.00 | Overhead DMS at the split between the scale and bypass lane (tied to creating bypass lane) |
| 3 | Scale and Indication | $ 1,500,000.00 | Install a 12'x100' scale and overhead DMS at scale stop line |
| **Outbound** | | | |
| 4 | WIM, IRD, Truck Sorting | $ 30,000.00 | WIM, IRD camera structure, two DMS adjacent to outside shoulder of rwy |
| 5 | Bypass Indication | $ 150,000.00 | Overhead DMS at the split between the scale and bypass lane |
| 6 | Scale and Indication | $ 1,500,000.00 | Install a 12'x100' scale and overhead DMS at scale stop line |
| 7 | Communications | $ 18,000.00 | Communications to control outbound DMS, view scale/credentials from inbound Port |
| | | ***$ 3,548,000.00*** | ***Systems/Technology Subtotal*** |

### Site Civil

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 8 | Scale Bypass Lane | $ - | Reconfigure current inspection area to a bypass lane - No added cost |
| 9 | Circulation to Inspection | $ 541,820.00 | Ramp from the scale lane to the future inspection area |
| 10 | Staff Parking Supply | $ 500.00 | Additional parking spaces |
| 11 | Inspection Bays | $ 1,497,928.00 | Two enclosed, climate control inspection bays, with one full-depth inspection pit |
| 12 | Hazmat Area | $ 30,225.00 | Hazardous materials containment area |
| 13 | Loading Dock | $ 153,450.00 | Loading dock |
| 14 | Port Building Barriers | $ 17,600.00 | Concrete barriers on the approach to the POE building |
| **Outbound** | | | |
| 16 | Port Building Barriers | $ 8,800.00 | Concrete barriers on the approach to the POE building |
| | | ***$ 2,250,323.00*** | ***Site Civil Subtotal*** |

### Building

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 15 | Permit Sales Desk | $ 4,000.00 | Add security glass to permit sales desks |
| 17 | Holding Cells | $ 21,600.00 | Two suspect holding cells |
| 18 | Interview Room | $ 14,175.00 | Interview room |
| 19 | Evidence Processing Area | $ 16,000.00 | Secure evidence room |
| 20 | Evidence Storage | $ 11,520.00 | Secure evidence storage area with a refrigerator |
| 21 | Restrooms | $ 12,240.00 | New public or staff restrooms |
| 22 | Storage Space | $ 72,000.00 | Additional storage space |
| 23 | Office Space | $ 148,500.00 | Separate offices for the POE Commander, sergeants, officers, CSRs |
| 24 | Generator | $ 22,600.00 | Generator capable of powering the POE |
| 25 | Meeting Space | $ 121,770.00 | Conference room large enough for POE staff |
| 26 | Employee Breakroom | $ 57,195.00 | Employee break room with a kitchenette |
| 27 | Locker Room | $ 115,920.00 | Employee locker room/area |
| 28 | ADA Compliance | $ 50,000.00 | Retrofit the public areas to be ADA compliant |
| | | ***$ 667,520.00*** | ***Building Subtotal*** |
| | | ***$ 4,526,090.10*** | ***70% Additional Construction and Engineering Costs*** |
| | | ***$ 10,991,933.10*** | ***Total Cost of Projects*** |

### Legend

Technology
- Sorting Indication DMS
- DMS at Stop Bar
- WIM
- Scale and Indication
- Communication

Site Civil
- Asphalt
- Concrete Roadway
- Sidewalk
- Vertical Structure
- Barricade

Building
- Building Improvements

N

Note:
Improvements shown are for illustrative purposes only. Detailed planning and conceptual design will be completed during project development.

## 6.3 EHRENBERG (I-10)

Eight improvement projects have been identified for the Ehrenberg (I-10) POE. **Table 16** shows these eight projects by priority score. **Figure 27** shows the improvements illustrative plan.

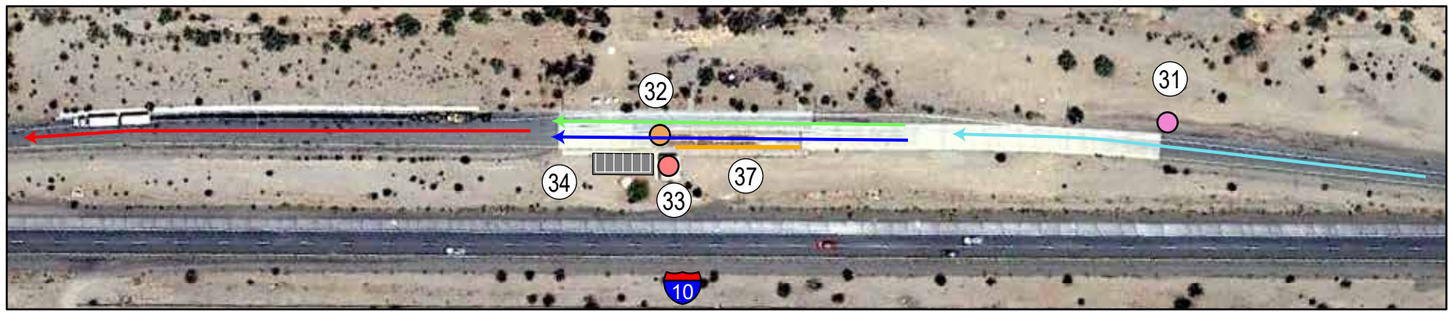
*Table 16: Ehrenberg (I-10) Projects by Priority Score*

| Proj. ID | Direction | Project Type | Project Name | Project Description | POE Criticality Score | Ideal Port Element Score | Prioritization Score | Estimated Cost | Potential Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| 29 | Inbound | Systems/Technology | DMS at Scale and Credential Booth | Overhead DMSs at stop line for the scale house and credential booth | 100 | 94 | **194** | $150,000 | P2P |
| 35 | Inbound | Site Civil | Loading Dock | Loading dock | 100 | 77 | **177** | $153,450 | P2P |
| 30 | Outbound | Systems/Technology | WIM, IRD, Truck Sorting | WIM, IRD camera structure, two DMS adjacent to outside shoulder of roadway | 100 | 50 | **150** | $300,000 | Maintenance |
| 31 | Outbound | Systems/Technology | Bypass Indication | Overhead DMS at split between the scale lane and bypass lane | 100 | 50 | **150** | $150,000 | P2P |
| 32 | Outbound | Systems/Technology | Scale and Indication | Install a 12'x100' scale and overhead DMS at scale stop line | 100 | 47 | **147** | $1,500,000 | P2P |
| 33 | Outbound | Systems/Technology | Communications | Communications to control outbound DMS, view scale/credentials from inbound Port | 100 | 44 | **144** | $18,000 | Maintenance |
| 37 | Outbound | Site Civil | Port Building Security Barrier | Concrete barriers on the approach to the POE building | 100 | 35 | **135** | $9,600 | Maintenance |
| 34 | Outbound | Site Civil | Staff Parking Supply | Six designated staff parking spaces | 100 | 11 | **111** | $5,704 | Maintenance |
| | | | | | | | Added Engineering and Design, and Combined Miscellaneous Work/Contingency: | $1,600,727.80 | |
| | | | | | | | **Total Cost:** | **$3,887,481.80** | |

# Ehrenberg Port of Entry

## Figure 26: Ehrenberg (I-10) Improvements Illustrative Plan


## Outbound (WB)




## Inbound (EB)

**Truck Circulation:** Entering Traffic | Scale Lane Traffic | Bypass Lane Traffic | Inspection Traffic | Exiting Traffic


**Systems/Technology Improvements**

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 29 | DMS at Scale and Credential Booth | $ 150,000.00 | Overhead DMS at stop line for the scale house and credential booth |
| **Outbound** | | | |
| 30 | WIM, IRD, Truck Sorting | $ 300,000.00 | WIM, IRD camera structure, two DMS adjacent to outside shoulder of rwy |
| 31 | Scale/Bypass Indication | $ 150,000.00 | Overhead DMS at split between the scale lane and bypass lane |
| 32 | Scale and Indication | $ 1,500,000.00 | Install a 12'x100' scale and overhead DMS at scale stop line |
| 33 | Communications | $ 18,000.00 | Communications to control outbound DMS, view scale/credentials from inbound Port |
| | | ***$ 2,118,000.00*** | ***Systems/Technology Subtotal*** |

**Site Civil**

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 35 | Loading Dock | $ 153,450.00 | Loading dock |
| **Outbound** | | | |
| 34 | Staff Parking Supply | $ 5,704.00 | Six designated staff parking spaces |
| 37 | Port Building Security Barrier | $ 9,600.00 | Concrete barriers on the approach to the POE building |
| | | ***$ 168,754.00*** | ***Site Civil Subtotal*** |
| | | ***$ 1,600,727.80*** | ***70% Additional Construction and Engineering Costs*** |
| | | ***$ 3,887,481.80*** | ***Total Cost of Projects*** |

**Legend**

Technology
- Sorting Indication DMS
- DMS at Stop Bar
- WIM
- Scale and Indication
- Communication

Site Civil
- Asphalt
- Concrete Roadway
- Sidewalk
- Vertical Structure
- Barricade

Building
- Building Improvements

N

Note:
Improvements shown are for illustrative purposes only. Detailed planning and conceptual design will be completed during project development.

## 6.4 TOPOCK (I-40)

21 improvement projects have been identified for the Topock (I-40) POE. **Table 17** shows these eight projects by priority score. **Figure 28** shows the improvements illustrative plan.

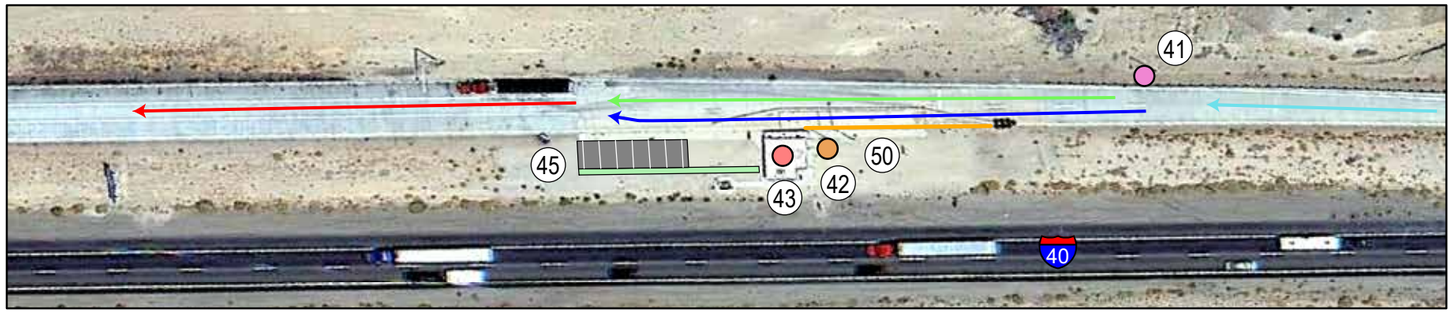
*Table 17: Topock (I-40) Projects by Priority Score*

| Proj. ID | Direction | Project Type | Project Name | Project Description | POE Criticality Score | Ideal Port Element Score | Prioritization Score | Estimated Cost | Potential Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| 38 | Inbound | Systems/Technology | Bypass Indication | Overhead DMS at the split between the scale and bypass lane | 92 | 100 | **192** | $150,000 | P2P |
| 46 | Inbound | Site Civil | Inspection Bays | Two enclosed, climate control inspection bays, with one full-depth inspection pit | 92 | 96 | **188** | $913,500 | P2P |
| 54 | Inbound | Building | Evidence Storage | Secure evidence storage area with a refrigerator | 92 | 95 | **187** | $11,520 | Maintenance |
| 39 | Inbound | Systems/Technology | DMS at Scale Stop Bar | Overhead DMS a scale stop line and associated controls in the scale room | 92 | 94 | **186** | $150,000 | P2P |
| 47 | Inbound | Site Civil | Hazmat Area | Hazardous materials containment area | 92 | 87 | **179** | $30,225 | Maintenance |
| 51 | Inbound | Building | Holding Cells | Two suspect holding cells | 92 | 84 | **176** | $21,600 | Maintenance |
| 48 | Inbound | Site Civil | Loading Dock | Loading dock | 92 | 77 | **169** | $153,450 | P2P |
| 58 | Inbound | Building | ADA Compliance | Retrofit the public areas to be ADA compliant | 92 | 77 | **169** | $50,000 | Maintenance |
| 52 | Inbound | Building | Interview Room | Interview room | 92 | 73 | **165** | $14,175 | Maintenance |
| 49 | Inbound | Site Civil | Port Building Barriers | Concrete barriers on the approach to the POE building | 92 | 70 | **162** | $11,600 | Maintenance |
| 53 | Inbound | Building | Evidence Processing Area | Secure evidence room | 92 | 62 | **154** | $16,000 | Maintenance |
| 40 | Outbound | Systems/Technology | WIM, IRD, Truck Sorting | IRD camera structure, two DMS adjacent to outside shoulder of roadway | 92 | 50 | **142** | $30,000 | Maintenance |
| 41 | Outbound | Systems/Technology | Bypass Indication | Overhead DMS at the split between the scale and bypass lane | 92 | 50 | **142** | $150,000 | P2P |
| 42 | Outbound | Systems/Technology | Scale and Indication | Install a 12'x100' scale and overhead DMS at scale stop line | 92 | 47 | **139** | $1,500,000 | P2P |
| 43 | Outbound | Systems/Technology | Communications | Communications to control outbound DMS, view scale/credentials from inbound Port | 92 | 44 | **136** | $18,000 | Maintenance |
| 57 | Inbound | Building | Locker Room | Employee locker room/area | 92 | 38 | **130** | $115,920 | P2P |
| 50 | Outbound | Site Civil | Port Building Barriers | Concrete barriers on the approach to the POE building | 92 | 35 | **127** | $8,400 | Maintenance |
| 55 | Inbound | Building | Meeting Space | Conference room large enough to hold POE staff | 92 | 29 | **121** | $121,770 | P2P |
| 44 | Inbound | Site Civil | Staff Parking Supply | Eight additional vehicle parking spaces | 92 | 23 | **114** | $11,832 | Maintenance |
| 45 | Outbound | Site Civil | Staff Parking Supply | Six vehicle parking spaces | 92 | 11 | **103** | $8,318 | Maintenance |
| 56 | Inbound | Building | Employee Breakroom | Employee break room with a kitchenette | 92 | 19 | **111** | $57,195 | Maintenance |
| | | | | | | | Added Engineering and Design, and Combined Miscellaneous Work/Contingency: | $2,480,453.50 | |
| | | | | | | | **Total Cost:** | **$6,023,958.50** | |

Topock Port of Entry

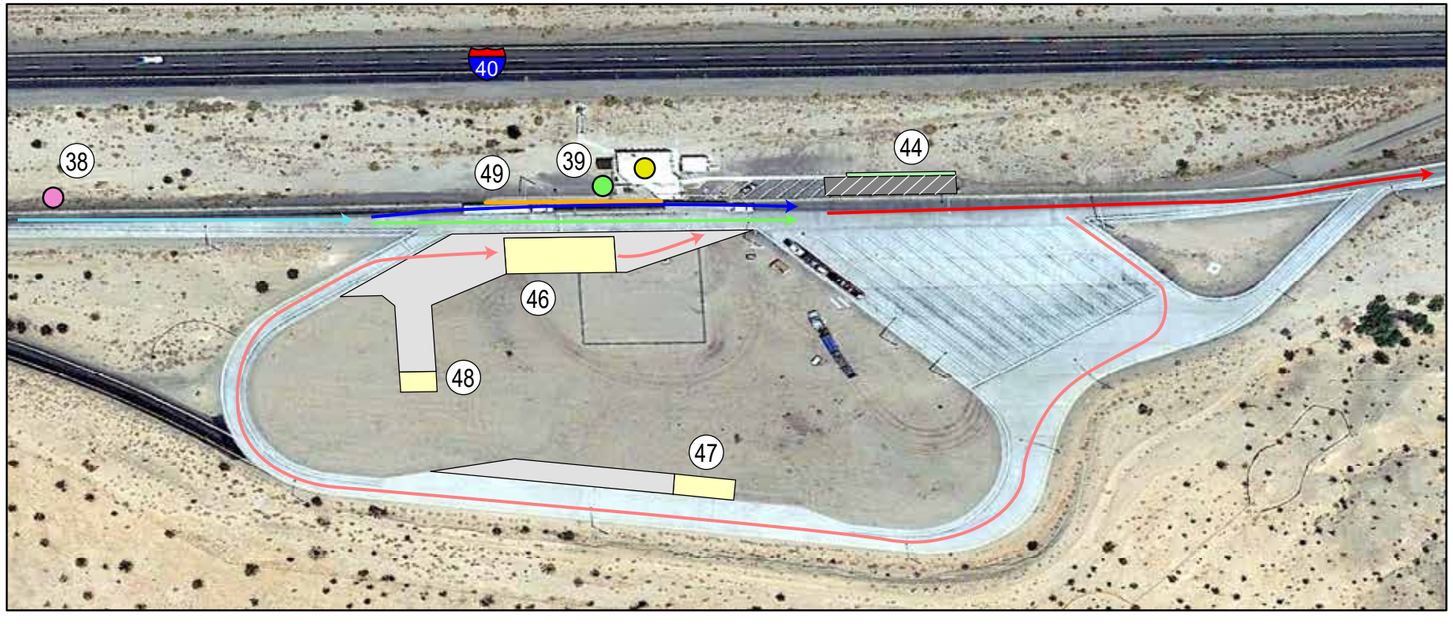
# Figure 27: Topock (I-40) Improvements Illustrative Plan


## Outbound




## Inbound

**Truck Circulation:** Entering Traffic | Scale Lane Traffic | Bypass Lane Traffic | Inspection Traffic | Exiting Traffic




### Systems/Technology Improvements

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 38 | Bypass Indication | $ 150,000.00 | Overhead DMS at the split between the scale and bypass lane |
| 39 | DMS at Scale Stop Bar | $ 150,000.00 | Overhead DMS a scale stop line and associated controls in the scale room |
| **Outbound** | | | |
| 40 | WIM, IRD, Truck Sorting | $ 30,000.00 | WIM, IRD camera structure, two DMS adjacent to outside shoulder of roadway |
| 41 | Bypass Indication | $ 150,000.00 | Overhead DMS at the split between the scale and bypass lane |
| 42 | Scale and Indication | $ 1,500,000.00 | Install a 12'x100' scale and overhead DMS at scale stop line |
| 43 | Communications | $ 18,000.00 | Communications to control outbound DMS, view scale/credentials from inbound Port |
| | | ***$ 1,998,000.00*** | ***Systems/Technology Subtotal*** |

### Site Civil Improvements

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 44 | Staff Parking Supply | $ 11,832.00 | Eight additional vehicle parking spaces |
| 46 | Inspection Bays | $ 913,500.00 | Two enclosed, climate control inspection bays, with one full-depth inspection pit |
| 47 | Hazmat Area | $ 30,225.00 | Hazardous materials containment area |
| 48 | Loading Dock | $ 153,450.00 | Loading dock |
| 49 | Port Building Barriers | $ 11,600.00 | Concrete barriers on the approach to the POE building |
| **Outbound** | | | |
| 45 | Staff Parking Supply | $ 8,318.00 | Six vehicle parking spaces |
| 50 | Port Building Barriers | $ 8,400.00 | Concrete barriers on the approach to the POE building |
| | | ***$ 1,137,325.00*** | ***Site Civil Subtotal*** |

### Building Improvements

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 51 | Holding Cells | $ 21,600.00 | Two suspect holding cells |
| 52 | Interview Room | $ 14,175.00 | Interview room |
| 53 | Evidence Processing Area | $ 16,000.00 | Secure evidence room |
| 54 | Evidence Storage | $ 11,520.00 | Secure evidence storage area with a refrigerator |
| 55 | Meeting Space | $ 121,770.00 | Conference room large enough to hold POE staff |
| 56 | Employee Breakroom | $ 57,195.00 | Employee break room with a kitchenette |
| 57 | Locker Room | $ 115,920.00 | Employee locker room/area |
| 58 | ADA Compliance | $ 50,000.00 | Retrofit the public areas to be ADA compliant |
| | | ***$ 408,180.00*** | ***Building Subtotal*** |
| | | ***$ 2,480,453.50*** | ***70% Additional Construction and Engineering Costs*** |
| | | ***$ 6,023,958.50*** | ***Total Cost of Projects*** |

### Legend

Technology
- Sorting Indication DMS
- DMS at Stop Bar
- WIM
- Scale and Indication
- Communication

Site Civil
- Asphalt
- Concrete Roadway
- Sidewalk
- Vertical Structure
- Barricade

Building
- Building Improvements

N

Note:
Improvements shown are for illustrative purposes only. Detailed planning and conceptual design will be completed during project development.

## 6.5 KINGMAN (US 93)

13 improvement projects have been identified for the Kingman (US 93) POE. **Table 18** shows these 13 projects by priority score. **Figure 29** shows the improvements illustrative plan.

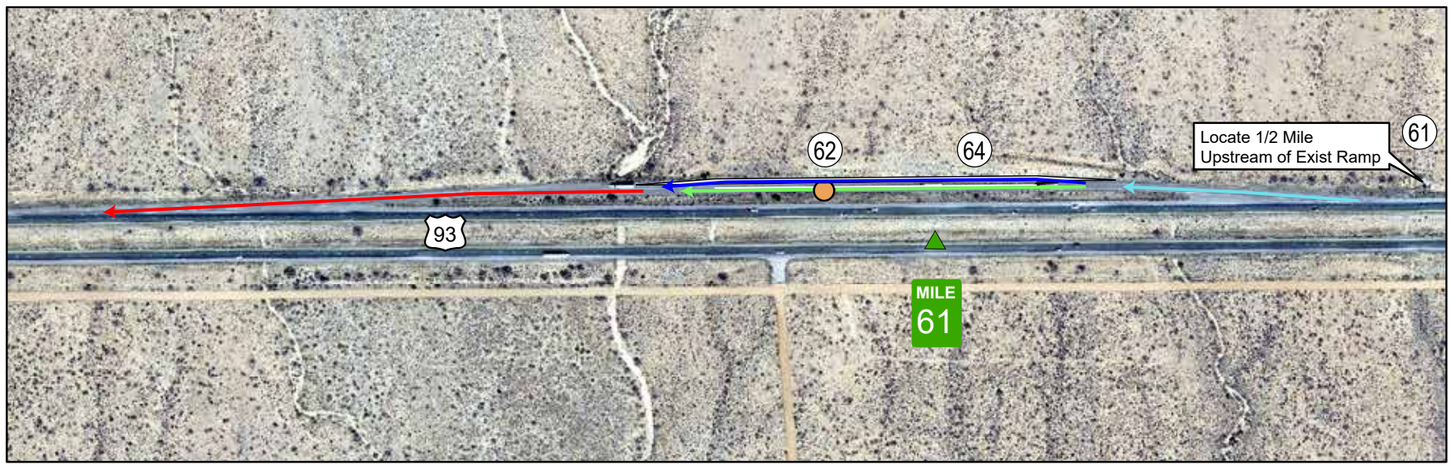
*Table 18: Kingman (US 93) Projects by Priority Score*

| Proj. ID | Direction | Project Type | Project Name | Project Description | POE Criticality Score | Ideal Port Element Score | Prioritization Score | Estimated Cost | Potential Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| 59 | Inbound | Systems/Technology | WIM, IRD, Truck Sorting | WIM, IRD camera structure, two DMS adjacent to outside shoulder of roadway (both US 93 and SR 68) | 76 | 100 | **176** | $400,000 | P2P |
| 65 | Inbound | Site Civil | Inspection Bays | Enclose inspection bay and provide climate control | 76 | 96 | **172** | $119,200 | P2P |
| 67 | Inbound | Systems/Technology | Security Cameras | Security cameras on US 93 and SR 68 to identify port runners | 76 | 97 | **172** | $5,000 | Maintenance |
| 60 | Inbound | Systems/Technology | Scale and Indication | Install a 12'x100' scale and overhead DMS at scale stop line | 76 | 94 | **170** | $1,500,000 | P2P |
| 68 | Inbound | Building | Holding Cells | Two suspect holding cells | 76 | 84 | **159** | $21,600 | Maintenance |
| 66 | Inbound | Site Civil | Loading Dock | Loading dock | 76 | 77 | **153** | $243,550 | P2P |
| 69 | Inbound | Building | Interview Room | Interview room | 76 | 73 | **149** | $14,175 | Maintenance |
| 70 | Inbound | Building | Climate Control | Improve the heating/ventilation/air conditioning | 76 | 67 | **143** | $203,500 | P2P |
| 61 | Outbound | Systems/Technology | WIM, Truck Sorting | WIM, mobile DMS to assist in mobile details at pull-out area | 76 | 50 | **126** | $200,000 | P2P |
| 62 | Outbound | Systems/Technology | Mobile Scale | Ramp-style scale for mobile details | 76 | 47 | **123** | $35,000 | Maintenance |
| 71 | Inbound | Building | Locker Room | Employee locker room/area | 76 | 38 | **114** | $115,920 | P2P |
| 63 | Inbound | Site Civil | Enforcement Circulation | Stabilize/harden crossovers and access road to SR 68 | 76 | 33 | **109** | $16,160 | Maintenance |
| 64 | Outbound | Site Civil | Truck Parking Supply | Three designated truck parking spaces | 76 | 32 | **108** | $178,940 | P2P |
| | | | | | | | Added Engineering and Design, and Combined Miscellaneous Work/Contingency: | $2,137,131.50 | |
| | | | | | | | **Total Cost:** | **$5,190,176.50** | |

Kingman Port of Entry

# Figure 28: Kingman (US 93) Improvements Illustrative Plan


## Outbound (SB)




## Inbound (NB)

**Truck Circulation:** Entering Traffic | Scale Lane Traffic | Bypass Lane Traffic | Inspection Traffic | Exiting Traffic


### Systems/Technology Improvements

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 59 | WIM, IRD, Truck Sorting | $ 400,000.00 | WIM, IRD camera structure, two DMS adjacent to outside shoulder of rdwy (both US 93 and SR 68) |
| 60 | Scale and Indication | $ 1,500,000.00 | Install a 12'x100' scale and overhead DMS at scale stop line |
| 67 | Security Cameras | $ 5,000.00 | Security cameras on US 93 and SR 68 to identify port runners |
| **Outbound** | | | |
| 61 | WIM, Truck Sorting | $ 200,000.00 | WIM, mobile DMS to assist in mobile details at pull-out area |
| 62 | Mobile Scale | $ 35,000.00 | Ramp-style scale for mobile details |
| | | ***$ 2,140,000.00*** | ***Systems/Technology Subtotal*** |

### Site Civil

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 63 | Enforcement Access | $ 16,160.00 | Harden cross-overs and access road to SR 68 |
| 65 | Inspection Bays | $ 119,200.00 | Enclose inspection bay and provide climate control |
| 66 | Loading Dock | $ 243,550.00 | Loading dock |
| **Outbound** | | | |
| 64 | Truck Parking Supply | $ 178,940.00 | Three designated truck parking spaces |
| | | ***$ 557,850.00*** | ***Site Civil Subtotal*** |

### Building

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 68 | Holding Cells | $ 21,600.00 | Two suspect holding cells |
| 69 | Interview Room | $ 14,175.00 | Interview room |
| 70 | Climate Control | $ 203,500.00 | Improve the heating/ventilation/air conditioning |
| 71 | Locker Room | $ 115,920.00 | Employee locker room/area |
| | | ***$ 355,195.00*** | ***Building Subtotal*** |
| | | ***$ 2,137,131.50*** | ***70% Additional Construction and Engineering Costs*** |
| | | ***$ 5,190,176.50*** | ***Total Cost of Projects*** |

**Legend**

Technology
- Sorting Indication DMS
- DMS at Stop Bar
- WIM
- Scale and Indication
- Communication

Site Civil
- Asphalt
- Concrete Roadway
- Sidewalk
- Vertical Structure
- Barricade

Building
- Building Improvements

N

Note:
Improvements shown are for illustrative purposes only. Detailed planning and conceptual design will be completed during project development.

## 6.6 ST. GEORGE (I-15)

Eight improvement projects have been identified for the Kingman (US 93) POE. **Table 19** shows these eight projects by priority score and **Figure 30** shows the improvements illustrative plan.

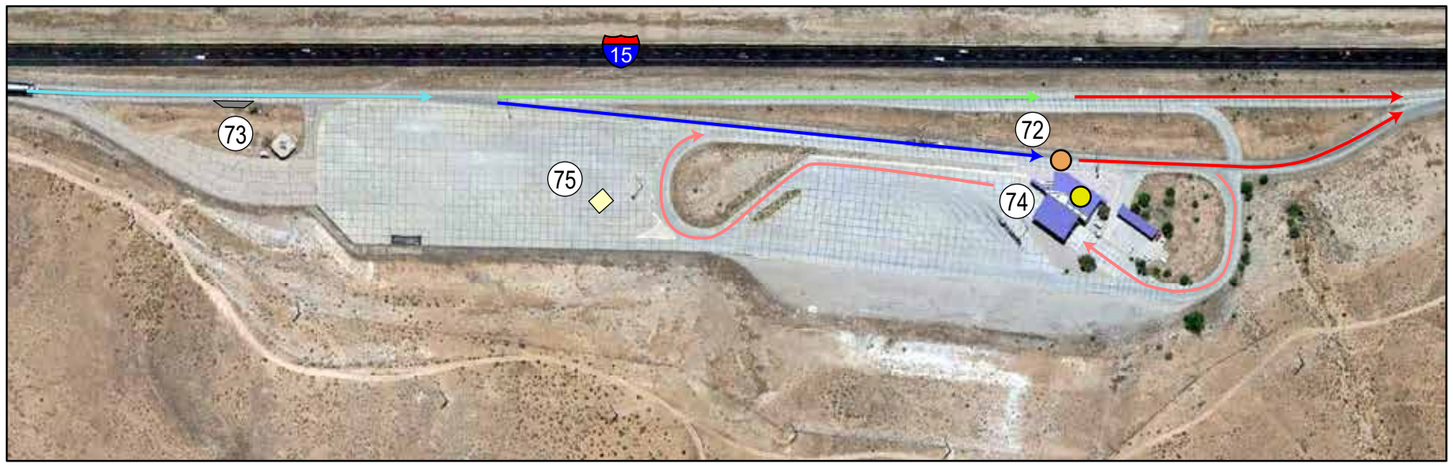
*Table 19: St. George (I-15) Projects by Priority Score*

| Proj. ID | Direction | Project Type | Project Name | Project Description | POE Criticality Score | Ideal Port Element Score | Prioritization Score | Estimated Cost | Potential Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| 74 | Inbound | Site Civil | Inspection Bays | Add climate control to existing inspection bays | 78 | 96 | **174** | $119,200 | P2P |
| 78 | Inbound | Building | Office Space | Separate offices for the POE Commander, sergeants, officers, and CSRs | 78 | 96 | **174** | $148,500 | P2P |
| 72 | Inbound | Systems/Technology | Scale | Install a 12'x105' scale | 78 | 94 | **172** | $1,500,000 | P2P |
| 76 | Inbound | Building | Permit Sales Desk | Update permit sales desk to the same design as the outbound POE | 78 | 79 | **157** | $4,000 | Maintenance |
| 75 | Inbound | Site Civil | Loading Dock | Loading dock | 78 | 77 | **156** | $153,450 | P2P |
| 79 | Inbound | Building | Climate Control | Improve the heating/ventilation/air conditioning | 78 | 67 | **146** | $203,500 | P2P |
| 73 | Inbound | Site Civil | Enforcement Parking | One enforcement vehicle parking space with easy access to exit the Port | 78 | 33 | **111** | $2,480 | Maintenance |
| 77 | Inbound | Building | Storage Space | Additional storage space | 78 | 10 | **88** | $72,000 | Maintenance |
| | | | | | | | Added Engineering and Design, and Combined Miscellaneous Work/Contingency: | $1,542,191.00 | |
| | | | | | | | **Total Cost:** | **$3,745,321.00** | |

St George Port of Entry

# Figure 29: St. George (I-15) Improvements Illustrative Plan


## Inbound (SB)




**Truck Circulation:** Entering Traffic | Scale Lane Traffic | Bypass Lane Traffic | Inspection Traffic | Exiting Traffic

### Systems/Technology Improvements

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 72 | Scale | $ 1,500,000.00 | Install a 12'x105' scale |
| | | ***$ 1,500,000.00*** | ***Systems/Technology Subtotal*** |

### Site Civil

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 73 | Enforcement Parking | $ 2,480.00 | One enforcement vehicle parking space with easy access to exit the Port |
| 74 | Inspection Bays | $ 119,200.00 | Add climate control to existing inspection bays |
| 75 | Loading Dock | $ 153,450.00 | Loading dock |
| | | ***$ 275,130.00*** | ***Site Civil Subtotal*** |

### Building

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 76 | Permit Sales Desk | $ 4,000.00 | Update permit sales desk to the same design as the outbound POE |
| 77 | Storage Space | $ 72,000.00 | Additional storage space |
| 78 | Office Space | $ 148,500.00 | Separate offices for the POE Commander, sergeants, officers, and CSRs |
| 79 | Climate Control | $ 203,500.00 | Improve the heating/ventilation/air conditioning |
| | | ***$ 428,000.00*** | ***Building Subtotal*** |
| | | ***$ 1,542,191.00*** | ***70% Additional Construction and Engineering Costs*** |
| | | ***$ 3,745,321.00*** | ***Total Cost of Projects*** |

**Legend**

Technology
- Sorting Indication DMS
- DMS at Stop Bar
- WIM
- Scale and Indication
- Communication

Site Civil
- Asphalt
- Concrete Roadway
- Sidewalk
- Vertical Structure
- Barricade

Building
- Building Improvements

N

Note:
Improvements shown are for illustrative purposes only. Detailed planning and conceptual design will be completed during project development.

## 6.7 SANDERS (I-40)

31 improvement projects have been identified for the Sanders (I-40) POE. **Table 20** shows these 31 projects by priority score. **Figure 31** shows the improvements illustrative plan.

*Table 20: Sanders (I-40) Projects by Priority Score*

| Proj. ID | Direction | Project Type | Project Name | Project Description | POE Criticality Score | Ideal Port Element Score | Prioritization Score | Estimated Cost | Potential Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| 93 | Inbound | Site Civil | Inspection Bays | Two enclosed, climate control inspection bays, one full-depth inspection pit | 89 | 96 | **185** | $913,500 | P2P |
| 103 | Inbound | Building | Office Space | Separate offices for the POE Commander, sergeants, officers, and CSRs | 89 | 96 | **185** | $148,500 | P2P |
| 80 | Inbound | Systems/Technology | Scale and Indication | Install a 12'x100' scale and overhead DMS at scale stop line | 89 | 94 | **184** | $1,500,000 | P2P |
| 85 | Inbound | Site Civil | Off-Ramp Length | Extend off-ramp by 605' | 89 | 95 | **184** | $172,110 | P2P |
| 101 | Inbound | Building | Evidence Storage | Secure evidence storage area with a refrigerator | 89 | 95 | **184** | $11,520 | Maintenance |
| 94 | Inbound | Site Civil | Hazmat Area | Hazardous materials containment area | 89 | 87 | **176** | $30,230 | Maintenance |
| 98 | Inbound | Building | Holding Cells | Two suspect holding cells | 89 | 84 | **173** | $21,600 | Maintenance |
| 95 | Inbound | Site Civil | Loading Dock | Loading dock | 89 | 77 | **166** | $153,450 | P2P |
| 88 | Inbound | Site Civil | Circulation to Inspection | Ramp from the scale lane to the inspection area | 89 | 74 | **164** | $500 | Maintenance |
| 99 | Inbound | Building | Interview Room | Interview room | 89 | 73 | **162** | $14,175 | Maintenance |
| 96 | Inbound | Site Civil | Port Building Barriers | Concrete barriers on the north side of the POE building | 89 | 70 | **159** | $17,600 | Maintenance |
| 104 | Inbound | Building | Climate Control | Improve the heating/ventilation/air conditioning throughout POE | 89 | 67 | **156** | $203,500 | P2P |
| 89 | Inbound | Site Civil | Truck Parking Supply | Seven additional truck parking spaces | 89 | 64 | **153** | $229,440 | P2P |
| 100 | Inbound | Building | Evidence Processing Area | Secure evidence room | 89 | 62 | **151** | $16,000 | Maintenance |
| 105 | Inbound | Building | Generator | Generator capable of powering the POE | 89 | 58 | **147** | $22,600 | Maintenance |
| 87 | Inbound | Site Civil | Parking Circulation | Eliminate pedestrians crossing a traffic lane | 89 | 54 | **143** | $500 | Maintenance |
| 81 | Outbound | Systems/Technology | WIM, IRD, Truck Sorting | WIM, IRD camera structure, two DMS adjacent to outside shoulder of roadway | 89 | 50 | **139** | $30,000 | Maintenance |
| 82 | Outbound | Systems/Technology | Bypass Indication | Overhead DMS at the split between the scale and bypass lane | 89 | 50 | **139** | $150,000 | P2P |
| 90 | Outbound | Site Civil | Off-Ramp Length | Extend off-ramp by 600' | 89 | 48 | **137** | $202,890 | P2P |
| 107 | Inbound | Building | On-Site Dorms | On-site living quarters | 89 | 48 | **137** | $57,600 | Maintenance |
| 83 | Outbound | Systems/Technology | Scale and Indication | Install a 12'x100' scale and overhead DMS at scale stop line | 89 | 47 | **136** | $1,500,000 | P2P |
| 84 | Outbound | Systems/Technology | Communications | Communications to control outbound DMS, view scale/credentials from inbound Port | 89 | 44 | **134** | $18,000 | Maintenance |
| 86 | Inbound | Site Civil | On-Ramp Length | Extend on-ramp by 2,620' | 89 | 43 | **133** | $506,160 | P2P |
| 109 | Inbound | Building | Locker Room | Employee locker room/area | 89 | 38 | **128** | $115,920 | P2P |
| 97 | Outbound | Site Civil | Port Building Barriers | Concrete barriers on the north side of the POE building | 89 | 35 | **124** | $7,200 | Maintenance |
| 110 | Outbound | Building | Climate Control | Improve the heating/ventilation/air conditioning | 89 | 34 | **123** | $15,000 | Maintenance |
| 106 | Inbound | Building | Meeting Space | Conference room large enough to hold POE staff members | 89 | 29 | **118** | $121,770 | P2P |
| 91 | Outbound | Site Civil | On-Ramp Length | Extend on-ramp by 2,500' | 89 | 22 | **111** | $501,850 | P2P |
| 108 | Inbound | Building | Employee Breakroom | Employee break room with a kitchenette | 89 | 19 | **108** | $57,195 | Maintenance |
| 92 | Outbound | Site Civil | Staff Parking Supply | Six designated staff parking spaces | 89 | 11 | **100** | $4,670 | Maintenance |
| 102 | Inbound | Building | Storage Space | Additional storage space | 89 | 10 | **99** | $72,000 | Maintenance |
| | | | | | | | Added Engineering and Design, and Combined Miscellaneous Work/Contingency: | $4,786,572.00 | |
| | | | | | | | **Total Cost:** | **$11,624,532.00** | |

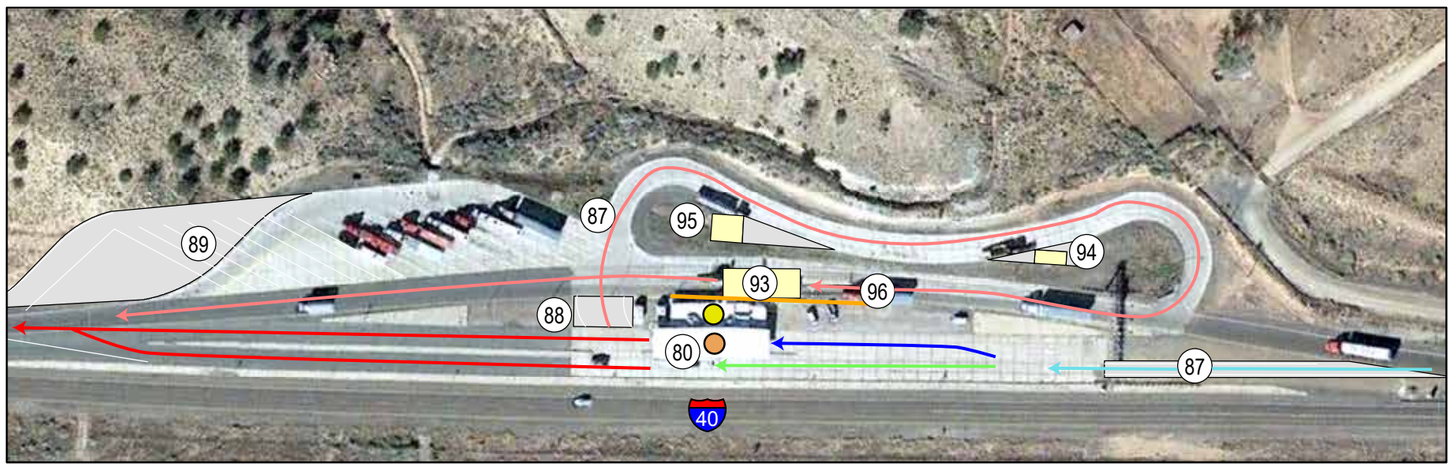
# Sanders Port of Entry

## Figure 30: Sanders (I-40) Improvements Illustrative Plan


## Outbound (EB)


## Inbound (WB)

**Truck Circulation:** Entering Traffic | Scale Lane Traffic | Bypass Lane Traffic | Inspection Traffic | Exiting Traffic




**Systems/Technology Improvements**

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 80 | Scale and Indication | $ 1,500,000.00 | Install a 12'x100' scale and overhead DMS at scale stop line |
| **Outbound** | | | |
| 81 | WIM, IRD, Truck Sorting | $ 30,000.00 | WIM, IRD camera structure, two DMS adjacent to outside shoulder of rwy |
| 82 | Bypass Indication | $ 150,000.00 | Overhead DMS at the split between the scale and bypass lane |
| 83 | Scale and Indication | $ 1,500,000.00 | Install a 12'x100' scale and overhead DMS at scale stop line |
| 84 | Communications | $ 18,000.00 | Communications to control outbound DMS, view scale/credentials from inbound Port |
| | | ***$ 3,198,000.00*** | ***Systems/Technology Subtotal*** |

**Site Civil**

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 85 | Off-Ramp Length | $ 172,110.00 | Extend off-ramp by 605' |
| 86 | On-Ramp Length | $ 506,160.00 | Extend on-ramp by 2,620' |
| 87 | Parking Circulation | $ 500.00 | Eliminate pedestrians crossing a traffic lane |
| 88 | Circulation to Inspection | $ 22,980.00 | Ramp from the scale lane to the inspection area |
| 89 | Truck Parking Supply | $ 229,440.00 | Seven additional truck parking spaces |
| 93 | Inspection Bays | $ 913,500.00 | Two enclosed, climate control inspection bays, with one full-depth inspection pit |
| 94 | Hazmat Area | $ 30,230.00 | Hazardous materials containment area |
| 95 | Loading Dock | $ 153,450.00 | Loading dock |
| 96 | Port Building Barriers | $ 17,600.00 | Concrete barriers on the north side of the POE building |
| **Outbound** | | | |
| 90 | Off-Ramp Length | $ 202,890.00 | Extend off-ramp by 600' |
| 91 | On-Ramp Length | $ 501,850.00 | Extend on-ramp by 2,500' |
| 92 | Staff Parking Supply | $ 4,670.00 | Six designated staff parking spaces |
| 97 | Port Building Barriers | $ 7,200.00 | Concrete barriers on the south side of the POE building |
| | | ***$ 2,762,580.00*** | ***Site Civil Subtotal*** |

**Building**

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 98 | Holding Cells | $ 21,600.00 | Two suspect holding cells |
| 99 | Interview Room | $ 14,175.00 | Interview room |
| 100 | Evidence Processing Area | $ 16,000.00 | Secure evidence room |
| 101 | Evidence Storage | $ 11,520.00 | Secure evidence storage area with a refrigerator |
| 102 | Storage Space | $ 72,000.00 | Additional storage space |
| 103 | Office Space | $ 148,500.00 | Separate offices for the POE Commander, sergeants, officers, and CSRs |
| 104 | Climate Control | $ 203,500.00 | Improve the heating/ventilation/air conditioning throughout POE |
| 105 | Generator | $ 22,600.00 | Generator capable of powering the POE |
| 106 | Meeting Space | $ 121,770.00 | Conference room large enough to hold POE staff members |
| 107 | On-Site Dorms | $ 57,600.00 | On-site living quarters |
| 108 | Employee Breakroom | $ 57,195.00 | Employee break room with a kitchenette |
| 109 | Locker Room | $ 115,920.00 | Employee locker room/area |
| **Outbound** | | | |
| 110 | Climate Control | $ 15,000.00 | Improve the heating/ventilation/air conditioning |
| | | ***$ 877,380.00*** | ***Building Subtotal*** |
| | | ***$ 4,786,572.00*** | ***70% Additional Construction and Engineering Costs*** |
| | | ***$ 11,624,532.00*** | ***Total Cost of Projects*** |

**Legend**

Technology
- Sorting Indication DMS
- DMS at Stop Bar
- WIM
- Scale and Indication
- Communication

Site Civil
- Asphalt
- Concrete Roadway
- Sidewalk
- Vertical Structure
- Barricade

Building
- Building Improvements

Note:
Improvements shown are for illustrative purposes only. Detailed planning and conceptual design will be completed during project development.

## 6.8 SAN SIMON (I-10)

29 improvement projects have been identified for the San Simon (I-10) POE. **Table 21** shows these 29 projects by priority score. **Figure 32** shows the improvements illustrative plan.

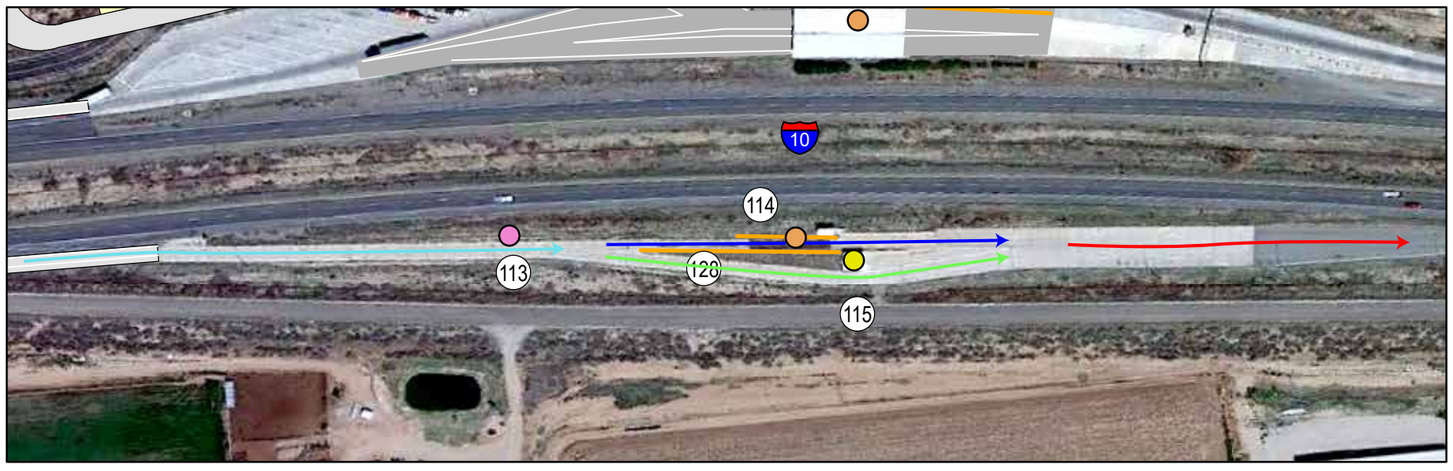
*Table 21: San Simon (I-10) Projects by Priority Score*

| Proj. ID | Direction | Project Type | Project Name | Project Description | POE Criticality Score | Ideal Port Element Score | Prioritization Score | Estimated Cost | Potential Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| 123 | Inbound | Site Civil | Inspection Bays | Two enclosed, climate control inspection bays, one full-depth inspection pit | 97 | 96 | **193** | $913,500 | P2P |
| 132 | Inbound | Building | Office Space | Separate offices for the POE Commander, sergeants, officers, and CSRs | 97 | 96 | **193** | $148,500 | P2P |
| 111 | Inbound | Systems/Technology | Scale and Indication | Install a 12'x100' scale and overhead DMS at scale stop line | 97 | 94 | **192** | $1,500,000 | P2P |
| 124 | Inbound | Site Civil | Hazmat Area | Hazardous materials containment area | 97 | 87 | **184** | $30,230 | Maintenance |
| 129 | Inbound | Building | Holding Cells | Two suspect holding cells | 97 | 84 | **181** | $21,600 | Maintenance |
| 127 | Inbound | Building | Permit Sales Desk | Reorient sales desks to obscure view of cash transactions | 97 | 79 | **176** | $4,000 | Maintenance |
| 125 | Inbound | Site Civil | Loading Dock | Loading dock | 97 | 77 | **174** | $153,450 | P2P |
| 138 | Inbound | Building | ADA Compliance | Retrofit the public areas to be ADA compliant | 97 | 77 | **174** | $50,000 | Maintenance |
| 118 | Inbound | Site Civil | Circulation to Inspection | Ramp from the scale lane to the inspection area | 97 | 74 | **172** | $10,000 | Maintenance |
| 130 | Inbound | Building | Interview Room | Interview room | 97 | 73 | **170** | $14,180 | Maintenance |
| 126 | Inbound | Site Civil | Port Building Barriers | Concrete barriers on the east side of the POE building | 97 | 70 | **167** | $30,000 | Maintenance |
| 133 | Inbound | Building | Climate Control | Improve the heating/ventilation/air conditioning throughout POE | 97 | 67 | **164** | $203,500 | P2P |
| 134 | Inbound | Building | Generator | Generator capable of powering the POE | 97 | 58 | **155** | $22,600 | Maintenance |
| 117 | Inbound | Site Civil | Parking Circulation | Eliminate pedestrians crossing a traffic lane | 97 | 54 | **151** | $1,517,760 | P2P |
| 112 | Outbound | Systems/Technology | WIM, IRD, Truck Sorting | IRD camera structure, two DMS adjacent to outside shoulder of roadway | 97 | 50 | **147** | $30,000 | Maintenance |
| 113 | Outbound | Systems/Technology | Bypass Indication | Overhead DMS at the split between the scale and bypass lane | 97 | 50 | **147** | $150,000 | P2P |
| 114 | Outbound | Systems/Technology | Scale and Indication | Install a 12'x100' scale and overhead DMS at scale stop line | 97 | 47 | **145** | $1,500,000 | P2P |
| 120 | Outbound | Site Civil | Off-Ramp Length | Extend off-ramp by 650' | 97 | 48 | **145** | $222,510 | P2P |
| 135 | Inbound | Building | On-Site Dorms | On-site living quarters | 97 | 48 | **145** | $57,600 | Maintenance |
| 116 | Inbound | Site Civil | On-Ramp Length | Extend on-ramp by 1,900' | 97 | 43 | **141** | $593,728 | P2P |
| 137 | Inbound | Building | Locker Room | Employee locker room/area | 97 | 38 | **136** | $115,920 | P2P |
| 115 | Outbound | Systems/Technology | Communications | Communications to control outbound DMS, view scale/credentials from inbound Port | 97 | 44 | **134** | $15,000 | Maintenance |
| 128 | Outbound | Site Civil | Port Building Barriers | Concrete barriers on the west side of the POE building | 97 | 35 | **132** | $21,000 | Maintenance |
| 139 | Outbound | Building | Climate Control | Improve the heating/ventilation/air conditioning | 97 | 34 | **131** | $15,000 | Maintenance |
| 119 | Inbound | Site Civil | Staff Parking Supply | Six designated staff parking spaces - screened from public view | 97 | 23 | **120** | $200 | Maintenance |
| 121 | Outbound | Site Civil | On-Ramp Length | Extend on-ramp by 1,980' | 97 | 22 | **119** | $772,580 | P2P |
| 136 | Inbound | Building | Employee Breakroom | Employee break room with a kitchenette | 97 | 19 | **116** | $57,200 | Maintenance |
| 131 | Inbound | Building | Storage Space | Additional storage space | 97 | 10 | **107** | $72,000 | Maintenance |
| 122 | Outbound | Site Civil | Access btw. Port Directions | Improve median crossover east of inbound off-ramp | 97 | 6 | **103** | $16,160 | Maintenance |
| | | | | | | | Added Engineering and Design, and Combined Miscellaneous Work/Contingency: | $5,780,752.60 | |
| | | | | | | | **Total Cost:** | **$14,038,970.60** | |

San Simon Port of Entry

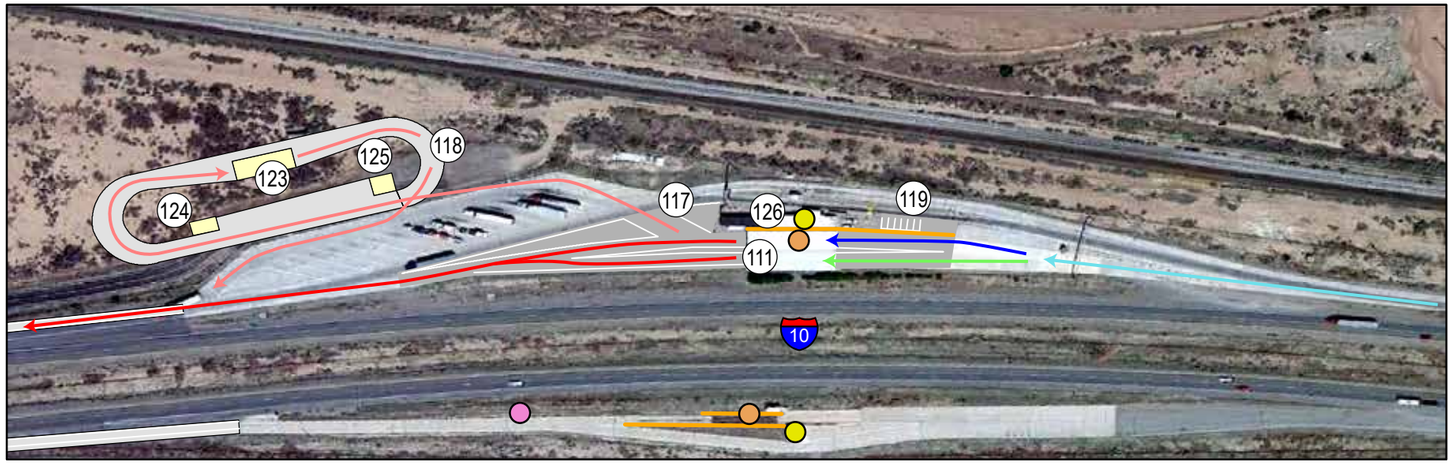
# Figure 31: San Simon (I-10) Improvements Illustrative Plan


## Outbound (EB)




## Inbound (WB)

**Truck Circulation:** Entering Traffic | Scale Lane Traffic | Bypass Lane Traffic | Inspection Traffic | Exiting Traffic




### Systems/Technology Improvements

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 111 | Scale and Indication | $ 1,500,000.00 | Install a 12'x100' scale and overhead DMS at scale stop line |
| **Outbound** | | | |
| 112 | WIM, IRD, Truck Sorting | $ 30,000.00 | WIM, IRD camera structure, two DMS adjacent to outside shoulder of rwy |
| 113 | Bypass Indication | $ 150,000.00 | Overhead DMS at the split between the scale and bypass lane |
| 114 | Scale and Indication | $ 1,500,000.00 | Install a 12'x100' scale and overhead DMS at scale stop line |
| 115 | Communications | $ 15,000.00 | Communications to control outbound DMS, view scale/credentials from inbound Port |
| | | ***$ 3,195,000.00*** | ***Systems/Technology Subtotal*** |

### Site Civil

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 116 | On-Ramp Length | $ 593,728.00 | Extend on-ramp by 1,900' |
| 117 | Parking Circulation | $ 1,517,760.00 | Eliminate pedestrians crossing a traffic lane |
| 118 | Circulation to Inspection | $ 10,000.00 | Ramp from the scale lane to the inspection area |
| 119 | Staff Parking Supply | $ 200.00 | Six designated staff parking spaces - screened from public view |
| 123 | Inspection Bays | $ 913,500.00 | Two enclosed, climate control inspection bays, with one full-depth inspection pit |
| 124 | Hazmat Area | $ 30,230.00 | Hazardous materials containment area |
| 125 | Loading Dock | $ 153,450.00 | Loading dock |
| 126 | Port Building Barriers | $ 30,000.00 | Concrete barriers on the east side of the POE building |
| **Outbound** | | | |
| 120 | Off-Ramp Length | $ 222,510.00 | Extend off-ramp by 650' |
| 121 | On-Ramp Length | $ 772,580.00 | Extend on-ramp by 1,980' |
| 122 | Access btw. Port Directions | $ 16,160.00 | Improve median crossover east of inbound off-ramp |
| 128 | Port Building Barriers | $ 21,000.00 | Concrete barriers on the west side of the POE building |
| | | ***$ 4,281,118.00*** | ***Site Civil Subtotal*** |

### Building

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 127 | Permit Sales Desk | $ 4,000.00 | Reorient sales desks to obscure view of cash transactions |
| 129 | Holding Cells | $ 21,600.00 | Two suspect holding cells |
| 130 | Interview Room | $ 14,180.00 | Interview room |
| 131 | Storage Space | $ 72,000.00 | Additional storage space |
| 132 | Office Space | $ 148,500.00 | Separate offices for the POE Commander, sergeants, officers, and CSRs |
| 133 | Climate Control | $ 203,500.00 | Improve the heating/ventilation/air conditioning |
| 134 | Generator | $ 22,600.00 | Generator capable of powering the POE |
| 135 | On-Site Dorms | $ 57,600.00 | On-site living quarters |
| 136 | Employee Breakroom | $ 57,200.00 | Employee break room with a kitchenette |
| 137 | Locker Room | $ 115,920.00 | Employee locker room/area |
| 138 | ADA Compliance | $ 50,000.00 | Retrofit the public areas to be ADA compliant |
| **Outbound** | | | |
| 139 | Climate Control | $ 15,000.00 | Improve the heating/ventilation/air conditioning |
| | | ***$ 782,100.00*** | ***Building Subtotal*** |
| | | ***$ 5,780,752.60*** | ***70% Additional Construction and Engineering Costs*** |
| | | ***$ 14,038,970.60*** | ***Total Cost of Projects*** |

### Legend

Technology
- Sorting Indication DMS
- DMS at Stop Bar
- WIM
- Scale and Indication
- Communication

Site Civil
- Asphalt
- Concrete Roadway
- Sidewalk
- Vertical Structure
- Barricade

Building
- Building Improvements

N

Note:
Improvements shown are for illustrative purposes only. Detailed planning and conceptual design will be completed during project development.

## 6.9 YUMA (B-8)

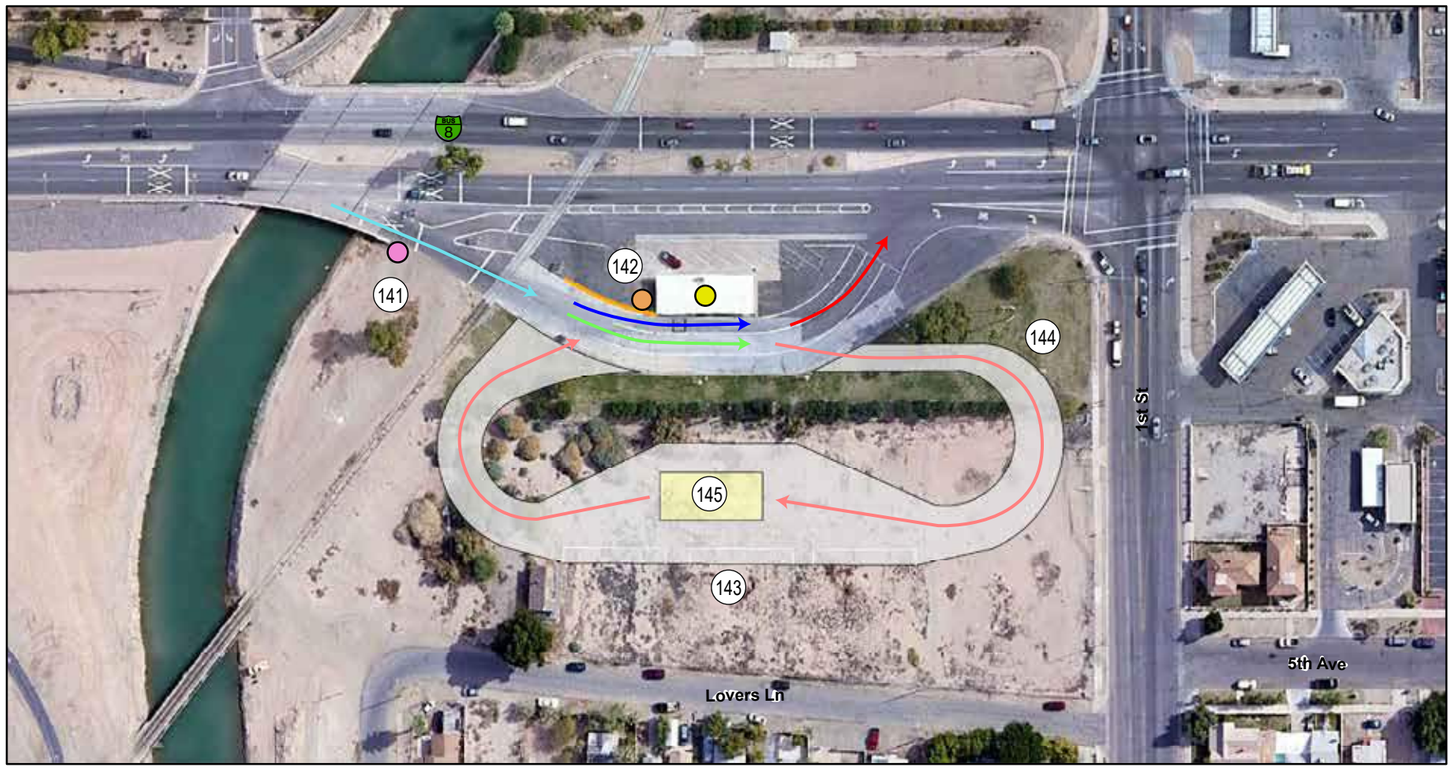
14 improvement projects have been identified for the Yuma (B-8) POE. **Table 22** shows these 14 projects by priority score. **Figure 33** shows the improvements illustrative plan.

*Table 22: Yuma (B-8) Projects by Priority Score*

| Proj. ID | Direction | Project Type | Project Name | Project Description | POE Criticality Score | Ideal Port Element Score | Prioritization Score | Estimated Cost | Potential Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| 140 | Inbound | Systems/Technology | WIM, Truck Sorting | WIM, DMS adjacent to outside shoulder of roadway | 59 | 100 | **159** | $200,000 | P2P |
| 141 | Inbound | Systems/Technology | Bypass Indication | Overhead DMS at the split between the scale and bypass lane | 59 | 100 | **159** | $150,000 | P2P |
| 145 | Inbound | Site Civil | Inspection Bays | One climate-controlled inspection bay with shallow inspection pit | 59 | 96 | **156** | $456,750 | P2P |
| 152 | Inbound | Building | Office Space | Separate offices for the POE Commander, sergeants, officers, and CSRs | 59 | 96 | **155** | $148,500 | P2P |
| 142 | Inbound | Systems/Technology | Scale and Indication | Install a 12'x100' scale and overhead DMS at scale stop line | 59 | 94 | **154** | $1,500,000 | P2P |
| 149 | Inbound | Building | Evidence Storage | Secure evidence storage area with a refrigerator | 59 | 95 | **154** | $11,520 | Maintenance |
| 150 | Inbound | Building | Restrooms | Public or staff restrooms | 59 | 86 | **146** | $12,240 | Maintenance |
| 147 | Inbound | Building | Permit Sales Desk | Upgrade glass to bullet-resistant | 59 | 79 | **138** | $4,000 | Maintenance |
| 144 | Inbound | Site Civil | Circulation to Inspection | Ramp from the scale lane to the future inspection area | 59 | 74 | **134** | $356,800 | P2P |
| 148 | Inbound | Building | Interview Room | One suspect interview/holding room | 59 | 73 | **132** | $14,175 | Maintenance |
| 146 | Inbound | Site Civil | Port Building Barriers | Concrete barriers on the approach to the POE building | 59 | 70 | **130** | $6,800 | Maintenance |
| 143 | Inbound | Site Civil | Truck Parking Supply | Three truck parking spaces that do not impact POE circulation | 59 | 64 | **124** | $90,288 | Maintenance |
| 153 | Inbound | Building | Employee Breakroom | Employee break room with a kitchenette, table, and chairs | 59 | 19 | **79** | $57,195 | Maintenance |
| 151 | Inbound | Building | Storage Space | Additional storage space | 59 | 10 | **69** | $21,600 | Maintenance |
| | | | | Added Engineering and Design, and Combined Miscellaneous Work/Contingency: | | | | $2,120,907.60 | |
| | | | | | | | **Total Cost:** | **$5,150,775.60** | |

# Figure 32: Yuma (B-8) Improvements Illustrative Plan


## Inbound




**Truck Circulation:** Entering Traffic | Scale Lane Traffic | Bypass Lane Traffic | Inspection Traffic | Exiting Traffic

### Systems/Technology Improvements

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 141 | Bypass Indication | $ 150,000.00 | Overhead DMS at the split between the scale and bypass lane |
| 142 | Scale and Indication | $ 1,500,000.00 | Install a 12'x100' scale and overhead DMS at scale stop line |
| | | ***$ 1,650,000.00*** | ***Systems/Technology Subtotal*** |

### Site Civil

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 143 | Truck Parking Supply | $ 90,288.00 | Three truck parking spaces that do not impact POE circulation |
| 144 | Circulation to Inspection | $ 356,800.00 | Ramp from the scale lane to the future inspection area |
| 145 | Inspection Bays | $ 456,750.00 | One climate-controlled inspection bay with shallow inspection pit |
| 146 | Port Building Barriers | $ 6,800.00 | Concrete barriers on the approach to the POE building |
| | | ***$ 910,638.00*** | ***Site Civil Subtotal*** |

### Building

| Proj. No. | Project Name | Cost Est. | Improvement Descrip on |
|---|---|---|---|
| **Inbound** | | | |
| 147 | Permit Sales Desk | $ 4,000.00 | Upgrade glass to bullet-resistent |
| 148 | Interview Room | $ 14,175.00 | One suspect interview/holding room |
| 149 | Evidence Storage | $ 11,520.00 | Secure evidence storage area with a refrigerator |
| 150 | Restrooms | $ 12,240.00 | Public or staff restrooms |
| 151 | Storage Space | $ 21,600.00 | Additional storage space |
| 152 | Office Space | $ 148,500.00 | Separate offices for the POE Commander, sergeants, officers, and CSRs |
| 153 | Employee Breakroom | $ 57,195.00 | Employee break room with a kitchene e, table, and chairs |
| | | ***$ 269,230.00*** | ***Building Subtotal*** |
| | | ***$ 1,980,907.60*** | ***70% Additional Construction and Engineering Costs*** |
| | | ***$ 4,810,775.60*** | ***Total Cost of Projects*** |

**Legend**

Technology
- Sorting Indication DMS
- DMS at Stop Bar
- WIM
- Scale and Indication
- Communication

Site Civil
- Asphalt
- Concrete Roadway
- Sidewalk
- Vertical Structure
- Barricade

Building
- Building Improvements

N

Note:
Improvements shown are for illustrative purposes only. Detailed planning and conceptual design will be completed during project development.

## 6.10 PARKER (SR 95)

20 improvement projects have been identified for the Parker (SR 95) POE. **Table 23** shows these 20 projects by priority score. **Figure 34** shows the improvements illustrative plan.

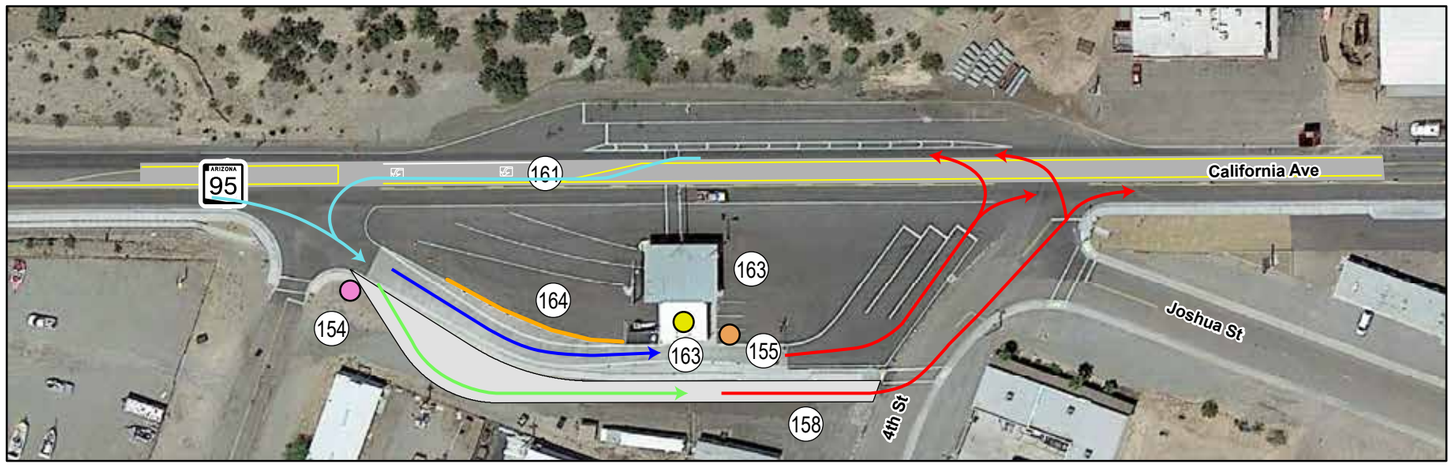
*Table 23: Parker (SR 95) Projects by Priority Score*

| Proj. ID | Direction | Project Type | Project Name | Project Description | POE Criticality Score | Ideal Port Element Score | Prioritization Score | Estimated Cost | Potential Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| 154 | Inbound | Systems/Technology | Bypass Indication | Overhead DMS at the split between the scale and bypass lane | 41 | 100 | **141** | $150,000 | P2P |
| 163 | Inbound | Site Civil | Inspection Bays | One shallow inspection pit | 41 | 96 | **137** | $200,000 | P2P |
| 171 | Inbound | Building | Office Space | Separate offices for the POE Commander, sergeants, officers, and CSRs | 41 | 96 | **137** | $148,500 | P2P |
| 156 | Inbound | Site Civil | Off-Ramp Length | Extend off-ramp by 425' **– NOT FEASIBLE** | 41 | 95 | **136** | N/A | N/A |
| 155 | Inbound | Systems/Technology | Scale and Indication | Install a 12'x100' scale and overhead DMS at scale stop line | 41 | 94 | **135** | $1,500,000 | P2P |
| 168 | Inbound | Building | Evidence Storage | Secure evidence storage area with a refrigerator | 41 | 95 | **135** | $11,520 | Maintenance |
| 166 | Inbound | Building | Panic Buttons | Panic buttons in permit sales and scale room. | 41 | 88 | **128** | $2,000 | Maintenance |
| 169 | Inbound | Building | Restrooms | Public or staff restrooms | 41 | 86 | **127** | $12,240 | Maintenance |
| 158 | Inbound | Site Civil | Scale Bypass Lane | Bypass lane around the scale | 41 | 85 | **125** | $69,020 | Maintenance |
| 165 | Inbound | Building | Permit Sales Desk | Reorient desks to obscure view of transactions, bullet-resistant glass | 41 | 79 | **119** | $4,000 | Maintenance |
| 173 | Inbound | Building | ADA Compliance | Retrofit the public areas to be ADA compliant | 41 | 77 | **117** | $50,000 | Maintenance |
| 159 | Inbound | Site Civil | Circulation to Inspection | Ramp from the scale lane to inspection area **– NOT FEASIBLE** | 41 | 74 | **115** | N/A | N/A |
| 167 | Inbound | Building | Interview Room | One suspect interview/holding room | 41 | 73 | **113** | $14,175 | Maintenance |
| 164 | Inbound | Site Civil | Port Building Barriers | Concrete barriers on the north side of the POE building | 41 | 70 | **111** | $10,000 | Maintenance |
| 160 | Inbound | Site Civil | Truck Parking Supply | Three truck parking spaces **– NOT FEASIBLE** | 41 | 64 | **105** | N/A | N/A |
| 162 | Outbound | Site Civil | Off-Ramp Length | Extend off-ramp by 500' **– NOT FEASIBLE** | 41 | 48 | **88** | N/A | N/A |
| 157 | Inbound | Site Civil | On-Ramp Length | 150' storage area past scale. **– NOT FEASIBLE** | 41 | 43 | **84** | N/A | N/A |
| 172 | Inbound | Building | Employee Breakroom | Employee break room with a kitchenette | 41 | 19 | **60** | $57,195 | Maintenance |
| 161 | Inbound | Site Civil | Access btw. Port Directions | Outbound trucks circulate through inbound POE | 41 | 12 | **53** | $5,000 | Maintenance |
| 170 | Inbound | Building | Storage Space | Additional storage space | 41 | 10 | **50** | $21,600 | Maintenance |
| | | | | | | | Added Engineering and Design, and Combined Miscellaneous Work/Contingency: | $1,578,675.00 | |
| | | | | | | | **Total Cost:** | **$3,833,925.00** | |

Parker Port of Entry

Figure 33: Parker (SR 95) Improvements Illustrative Plan


Inbound (EB) & Outbound (WB)




**Truck Circulation:** Entering Traffic | Scale Lane Traffic | Bypass Lane Traffic | Inspection Traffic | Exiting Traffic

**Systems/Technology Improvements**

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 154 | Bypass Indication | $ 150,000.00 | Overhead DMS at the split between the scale and bypass lane |
| 155 | Scale and Indication | $ 1,500,000.00 | Install a 12'x100' scale and overhead DMS at scale stop line |
| | | ***$ 1,650,000.00*** | ***Systems/Technology Subtotal*** |

**Site Civil**

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 156 | Off-Ramp Length | N/A | Extend off-ramp by 425' - NOT FEASIBLE |
| 157 | On-Ramp Length | N/A | 150' storage area past scale - NOT FEASIBLE |
| 158 | Scale Bypass Lane | $ 69,020.00 | Bypass lane around the scale |
| 159 | Circulation to Inspection | N/A | Ramp from the scale lane to inspection area - NOT FEASIBLE |
| 160 | Truck Parking Supply | N/A | Three truck parking spaces - NOT FEASIBLE |
| 161 | Access btw. Port Directions | $ 5,000.00 | Outbound trucks circulate through inbound POE |
| 163 | Inspection Bays | $ 200,000.00 | One shallow inspection pit |
| 164 | Port Building Barriers | $ 10,000.00 | Concrete barriers on the north side of the POE building |
| **Outbound** | | | |
| 162 | Off-Ramp Length | N/A | 500' off ramp - NOT NECESSARY WITH TRAFFIC PATTERN CHANGE |
| | | ***$ 284,020.00*** | ***Site Civil Subtotal*** |

**Building**

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 165 | Permit Sales Desk | $ 4,000.00 | Reorient desks to obscure view of transactions, bullet resistant glass |
| 166 | Panic Buttons | $ 2,000.00 | Panic buttons in permit sales and scale room. |
| 167 | Interview Room | $ 14,175.00 | One suspect interview/holding room |
| 168 | Evidence Storage | $ 11,520.00 | Secure evidence storage area with a refrigerator |
| 169 | Restrooms | $ 12,240.00 | Public or staff restrooms |
| 170 | Storage Space | $ 21,600.00 | Additional storage space |
| 171 | Office Space | $ 148,500.00 | Separate offices for the POE Commander, sergeants, officers, and CSRs |
| 172 | Employee Breakroom | $ 57,195.00 | Employee break room with a kitchenette |
| 173 | ADA Compliance | $ 50,000.00 | Retrofit the public areas to be ADA compliant |
| | | ***$ 321,230.00*** | ***Building Subtotal*** |
| | | ***$ 1,578,675.00*** | ***70% Additional Construction and Engineering Costs*** |
| | | ***$ 3,833,925.00*** | ***Total Cost of Projects*** |

**Legend**

Technology
- Sorting Indication DMS
- DMS at Stop Bar
- WIM
- Scale and Indication
- Communication

Site Civil
- Asphalt
- Concrete Roadway
- Sidewalk
- Vertical Structure
- Barricade

Building
- Building Improvements

Note:
Improvements shown are for illustrative purposes only. Detailed planning and conceptual design will be completed during project development.

## 6.11 PAGE (US 89)

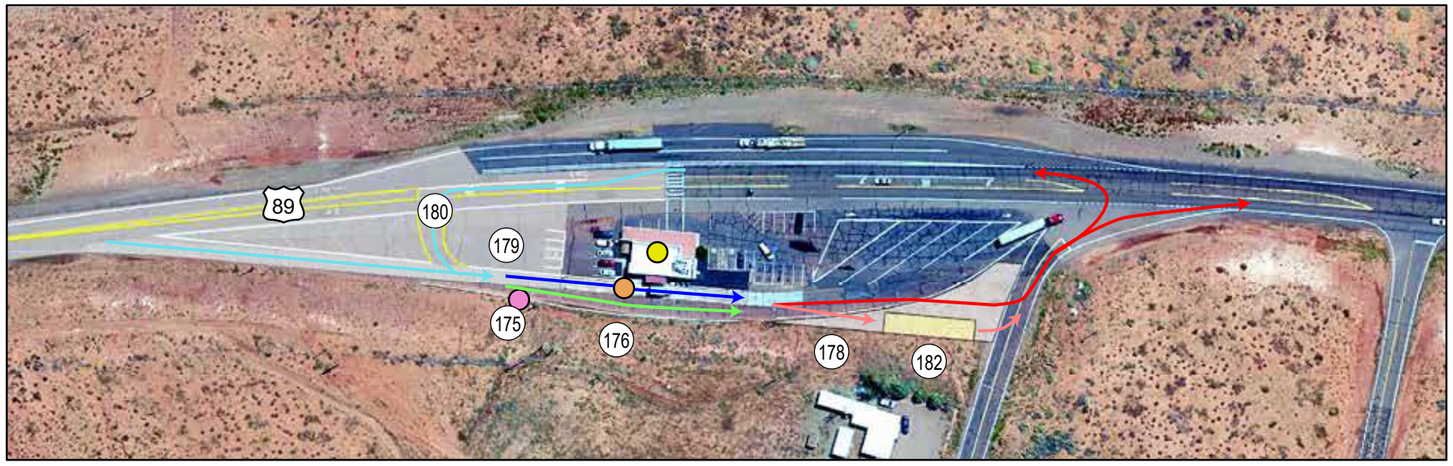
13 improvement projects have been identified for the Page (US 89) POE. **Table 24** shows these 13 projects by priority score. **Figure 35** shows the improvements illustrative plan.

*Table 24: Page (US 89) Projects by Priority Score*

| Proj. ID | Direction | Project Type | Project Name | Project Description | POE Criticality Score | Ideal Port Element Score | Prioritization Score | Estimated Cost | Potential Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| 174 | Inbound | Systems/Technology | WIM, Truck Sorting | WIM, DMS adjacent to outside shoulder of roadway | 41 | 100 | **141** | $200,000 | P2P |
| 175 | Inbound | Systems/Technology | Bypass Indication | Overhead DMS at the split between the scale and bypass lane | 41 | 100 | **141** | $150,000 | P2P |
| 182 | Inbound | Site Civil | Inspection Bays | One covered inspection bay with shallow pit | 41 | 96 | **137** | $400,000 | P2P |
| 185 | Inbound | Building | Office Space | Separate offices for the POE Commander, sergeants, officers, and CSRs | 41 | 96 | **137** | $148,500 | P2P |
| 176 | Inbound | Systems/Technology | Scale and Indication | Install a 12'x100' scale and overhead DMS at scale stop line | 41 | 94 | **135** | $1,500,000 | P2P |
| 187 | Inbound | Building | ADA Compliance | Retrofit the public areas to be ADA compliant | 41 | 77 | **117** | $50,000 | Maintenance |
| 178 | Inbound | Site Civil | Circulation to Inspection | Ramp from the scale lane to future inspection area | 41 | 74 | **115** | $56,120 | Maintenance |
| 177 | Outbound | Systems/Technology | WIM, Truck Sorting | WIM, DMS adjacent to outside shoulder of roadway | 41 | 50 | **91** | $200,000 | P2P |
| 179 | Inbound | Site Civil | Staff Parking Supply | Additional vehicle parking spaces | 41 | 23 | **63** | $200 | Maintenance |
| 186 | Inbound | Building | Employee Breakroom | Employee break room with a kitchenette | 41 | 19 | **60** | $57,195 | Maintenance |
| 180 | Inbound | Site Civil | Access btw. Port Directions | Outbound trucks circulate through inbound POE | 41 | 12 | **53** | $5,000 | P2P |
| 184 | Inbound | Building | Storage Space | Additional storage space | 41 | 10 | **50** | $21,600 | Maintenance |
| | | | | | | | Added Engineering and Design, and Combined Miscellaneous Work/Contingency: | $1,952,030.50 | |
| | | | | | | | **Total Cost:** | **$4,740,645.50** | |

Figure 34: Page (US 89) Improvements Illustrative Plan


## Inbound (SB) & Outbound (NB)




**Truck Circulation:** Entering Traffic | Scale Lane Traffic | Bypass Lane Traffic | Inspection Traffic | Exiting Traffic

### Systems/Technology Improvements

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 175 | Bypass Indication | $ 150,000.00 | Overhead DMS at the split between the scale and bypass lane |
| 176 | Scale and Indication | $ 1,500,000.00 | Install a 12'x100' scale and overhead DMS at scale stop line |
| | | ***$ 1,650,000.00*** | ***Systems/Technology Subtotal*** |

### Site Civil

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 178 | Circulation to Inspection | $ 56,120.00 | Ramp from the scale lane to future inspection area |
| 179 | Staff Parking Supply | $ 200.00 | Additional vehicle parking spaces |
| 180 | Access btw. Port Directions | $ 5,000.00 | Outbound trucks circulate through inbound POE |
| 182 | Inspection Bays | $ 400,000.00 | One covered inspection bay with shallow pit |
| | | ***$ 461,320.00*** | ***Site Civil Subtotal*** |

### Building

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 184 | Storage Space | $ 21,600.00 | Additional storage space |
| 185 | Office Space | $ 148,500.00 | Separate offices for the POE Commander, sergeants, officers, and CSRs |
| 186 | Employee Breakroom | $ 57,195.00 | Employee break room with a kitchene e |
| 187 | ADA Compliance | $ 50,000.00 | Retrofit the public areas to be ADA compliant |
| | | ***$ 277,295.00*** | ***Building Subtotal*** |
| | | ***$ 1,672,030.50*** | ***70% Additional Construction and Engineering Costs*** |
| | | ***$ 4,060,645.50*** | ***Total Cost of Projects*** |

### Legend

Technology
- Sorting Indication DMS
- DMS at Stop Bar
- WIM
- Scale and Indication
- Communication

Site Civil
- Asphalt
- Concrete Roadway
- Sidewalk
- Vertical Structure
- Barricade

Building
- Building Improvements

Note:
Improvements shown are for illustrative purposes only. Detailed planning and conceptual design will be completed during project development.

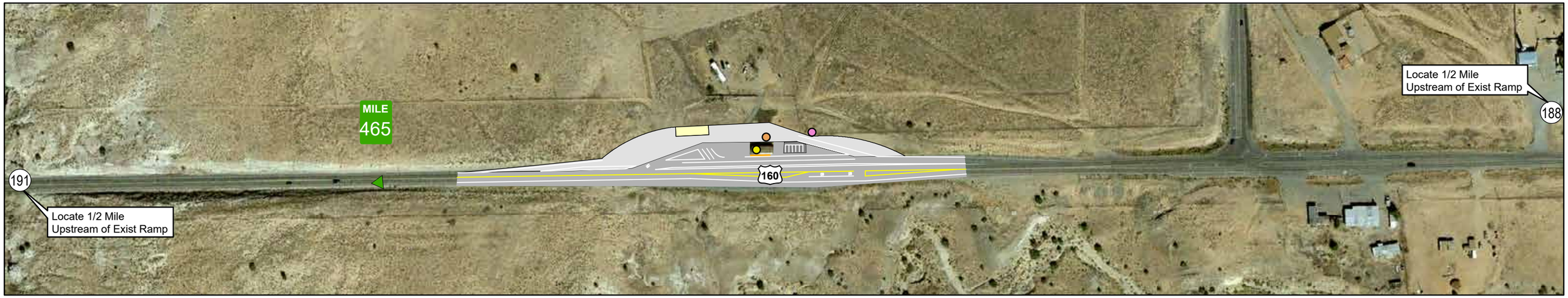
## 6.12 TEEC NOS POS (US 160)

18 improvement projects have been identified for the Teec Nos Pos (US 160) POE. **Table 25** shows these 18 projects by priority score. **Figure 36** shows the improvements illustrative plan.

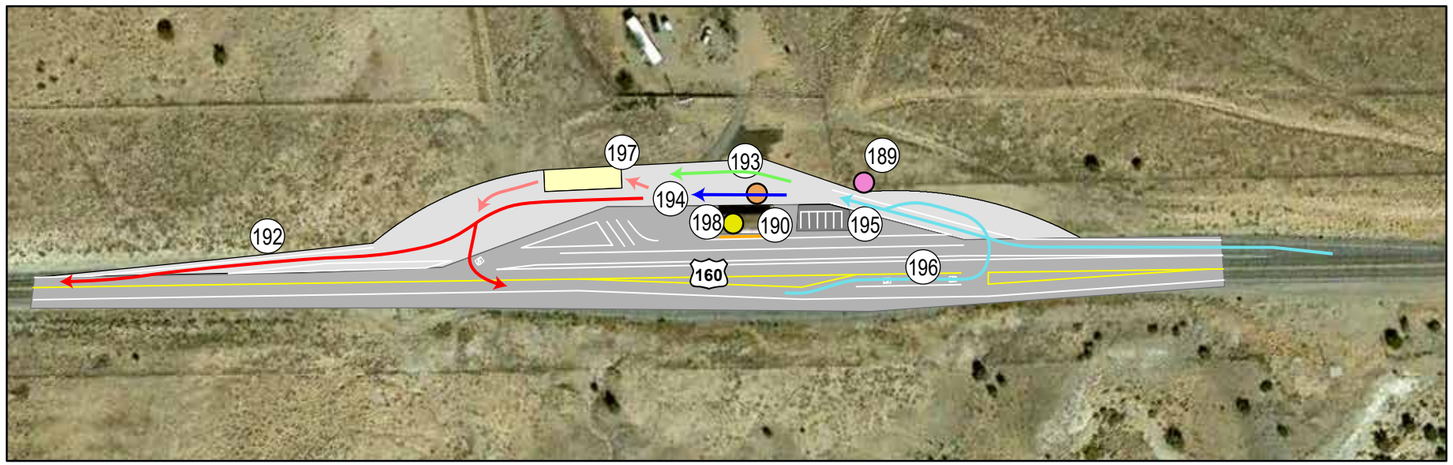
*Table 25: Teec Nos Pos (US 160) Projects by Priority Score*

| Proj. ID | Direction | Project Type | Project Name | Project Description | POE Criticality Score | Ideal Port Element Score | Prioritization Score | Estimated Cost | Potential Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| 188 | Inbound | Systems/Technology | WIM, Truck Sorting | WIM, DMS adjacent to outside shoulder of roadway | 32 | 100 | **132** | $200,000 | P2P |
| 189 | Inbound | Systems/Technology | Bypass Indication | Overhead DMS at the split between the scale and bypass lane | 32 | 100 | **132** | $150,000 | P2P |
| 197 | Inbound | Site Civil | Inspection Bays | One covered inspection bay with shallow pit | 32 | 96 | **129** | $400,000 | P2P |
| 203 | Inbound | Building | Office Space | Separate offices for the POE Commander, sergeants, officers, and CSRs | 32 | 96 | **128** | $148,500 | P2P |
| 190 | Inbound | Systems/Technology | Scale and Indication | Install a 12'x100' scale and overhead DMS at scale stop line | 32 | 94 | **127** | $1,500,000 | P2P |
| 201 | Inbound | Building | Evidence Storage | Secure evidence storage area with a refrigerator | 32 | 95 | **127** | $11,520 | Maintenance |
| 193 | Inbound | Site Civil | Scale Bypass Lane | Bypass lane for the scale | 32 | 85 | **117** | $500 | Maintenance |
| 199 | Inbound | Building | Permit Sales Desk | Reorient desks to obscure view of transactions, bullet resistant glass | 32 | 79 | **111** | $4,000 | Maintenance |
| 194 | Inbound | Site Civil | Circulation to Inspection | Ramp from the scale lane to future inspection area | 32 | 74 | **107** | $257,040 | P2P |
| 200 | Inbound | Building | Interview Room | One suspect interview/holding room | 32 | 73 | **105** | $14,175 | Maintenance |
| 198 | Inbound | Site Civil | Port Building Barriers | Concrete barriers on the north side of the POE building | 32 | 70 | **102** | $6,800 | Maintenance |
| 191 | Outbound | Systems/Technology | WIM, Truck Sorting | WIM, DMS adjacent to outside shoulder of roadway | 32 | 50 | **82** | $200,000 | P2P |
| 204 | Inbound | Building | On-Site Dorms | On-site living quarters | 32 | 48 | **80** | $57,600 | Maintenance |
| 192 | Inbound | Site Civil | On-Ramp Length | 150' storage area past scale/parking | 32 | 43 | **76** | $57,412 | Maintenance |
| 195 | Inbound | Site Civil | Staff Parking Supply | Five additional vehicle parking spaces | 32 | 23 | **55** | $200 | Maintenance |
| 205 | Inbound | Building | Employee Breakroom | Employee break room with a kitchenette | 32 | 19 | **52** | $57,195 | Maintenance |
| 196 | Inbound | Site Civil | Access btw. Port Directions | Outbound trucks circulate through inbound POE | 32 | 12 | **45** | $115,000 | P2P |
| 202 | Inbound | Building | Storage Space | Additional storage space | 32 | 10 | **42** | $21,600 | Maintenance |
| | | | | | | | Added Engineering and Design, and Combined Miscellaneous Work/Contingency: | $2,241,079.40 | |
| | | | | | | | **Total Cost:** | **$5,442,621.40** | |

# Teec Nos Pos Port of Entry




## Inbound (EB) & Outbound (WB)




**Truck Circulation:** Entering Traffic | Scale Lane Traffic | Bypass Lane Traffic | Inspection Traffic | Exiting Traffic

### Systems/Technology Improvements

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 188 | WIM, Truck Sorting | $ 200,000.00 | WIM, DMS adjacent to outside shoulder of rwy |
| 189 | Bypass Indication | $ 150,000.00 | Overhead DMS at the split between the scale and bypass lane |
| 190 | Scale and Indication | $ 1,500,000.00 | Install a 12'x100' scale and overhead DMS at scale stop line |
| **Outbound** | | | |
| 191 | WIM, Truck Sorting | $ 200,000.00 | WIM, DMS adjacent to outside shoulder of rwy |
| | | ***$ 2,050,000.00*** | ***Systems/Technology Subtotal*** |

### Site Civil

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 192 | On-Ramp Length | $ 57,412.00 | 150' storage area past scale/parking |
| 193 | Scale Bypass Lane | $ 500.00 | Bypass lane for the scale |
| 194 | Circulation to Inspection | $ 257,040.00 | Ramp from the scale lane to future inspection area |
| 195 | Staff Parking Supply | $ 200.00 | Five additional vehicle parking spaces |
| 196 | Access btw. Port Directions | $ 115,000.00 | Outbound trucks circulate through inbound POE |
| 197 | Inspection Bays | $ 400,000.00 | One covered inspection bay with shallow pit |
| 198 | Port Building Barriers | $ 6,800.00 | Concrete barriers on the north side of the POE building |
| | | ***$ 836,952.00*** | ***Site Civil Subtotal*** |

### Building

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 199 | Permit Sales Desk | $ 4,000.00 | Reorient desks to obscure view of transactions, bullet resistant glass |
| 200 | Interview Room | $ 14,175.00 | One suspect interview/holding room |
| 201 | Evidence Storage | $ 11,520.00 | Secure evidence storage area with a refrigerator |
| 202 | Storage Space | $ 21,600.00 | Additional storage space |
| 203 | Office Space | $ 148,500.00 | Separate offices for the POE Commander, sergeants, officers, and CSRs |
| 204 | On-Site Dorms | $ 57,600.00 | On-site living quarters |
| 205 | Employee Breakroom | $ 57,195.00 | Employee break room with a kitchenette |
| | | ***$ 314,590.00*** | ***Building Subtotal*** |
| | | ***$ 2,241,079.40*** | ***70% Additional Construction and Engineering Costs*** |
| | | ***$ 5,442,621.40*** | ***Total Cost of Projects*** |

### Legend

Technology
- Sorting Indication DMS
- DMS at Stop Bar
- WIM
- Scale and Indication
- Communication

Site Civil
- Asphalt
- Concrete Roadway
- Sidewalk
- Vertical Structure
- Barricade

Building
- Building Improvements

N

Note:
Improvements shown are for illustrative purposes only. Detailed planning and conceptual design will be completed during project development.

## 6.13 FREDONIA (US 89A)

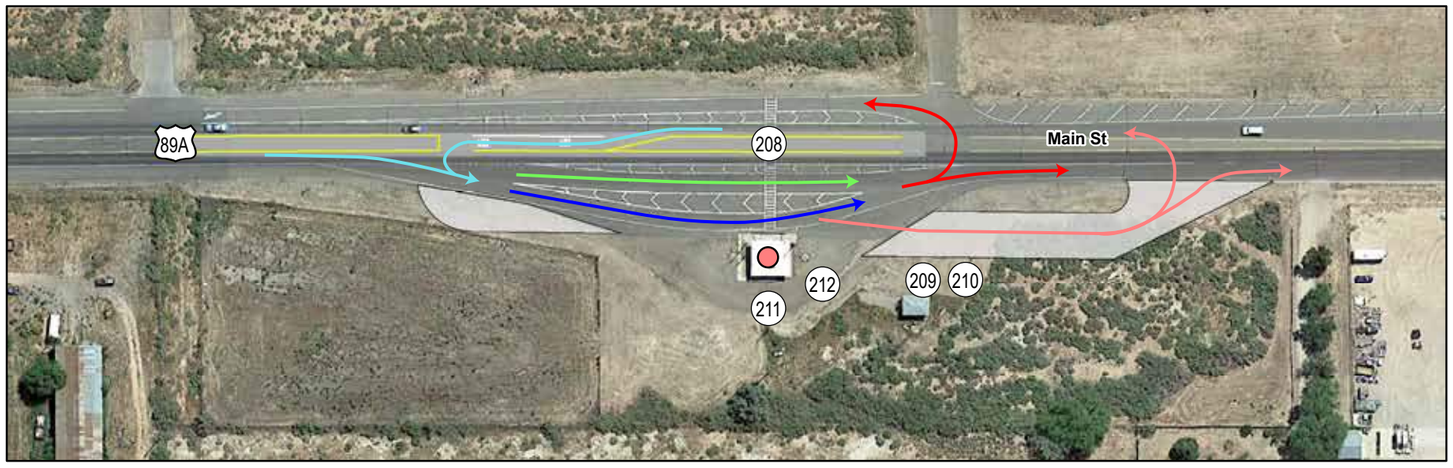
Seven improvement projects have been identified for the Fredonia (US 89) POE. **Table 26** shows these seven projects by priority score. **Figure 37** shows the improvements illustrative plan.

*Table 26: Fredonia (US 89A) Projects by Priority Score*

| Proj. ID | Direction | Project Type | Project Name | Project Description | POE Criticality Score | Ideal Port Element Score | Prioritization Score | Estimated Cost | Potential Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| 206 | Inbound | Systems/Technology | WIM, Truck Sorting | WIM, mobile DMS for mobile details | 32 | 100 | **132** | $200,000 | P2P |
| 210 | Inbound | Site Civil | Inspection Area | Flat, paved area out of active traffic circulation | 32 | 96 | **129** | $126,520 | P2P |
| 211 | Inbound | Systems/Technology | Security Cameras | Security cameras inside and outside the building | 32 | 97 | **129** | $22,000 | Maintenance |
| 209 | Inbound | Site Civil | Parking Circulation | Eliminate pedestrian crossing of active traffic lanes | 32 | 54 | **86** | $38,780 | Maintenance |
| 207 | Outbound | Systems/Technology | WIM, Truck Sorting | WIM, mobile DMS for mobile details | 32 | 50 | **82** | $200,000 | P2P |
| 208 | Inbound | Site Civil | Access btw. Port Directions | Outbound trucks circulate through inbound POE | 32 | 12 | **45** | $5,000 | Maintenance |
| 212 | Inbound | Systems/Technology | External Communications | Communications infrastructure to run credit card transactions | 32 | 0 | **32** | $100 | Maintenance |
| | | | | | | | Added Engineering and Design, and Combined Miscellaneous Work/Contingency: | $414,680.00 | |
| | | | | | | | **Total Cost:** | **$1,007,080.00** | |

Figure 36: Fredonia (US 89) Improvements Illustrative Plan


## Inbound (SB) & Outbound (NB)




**Truck Circulation:** Entering Traffic · Scale Lane Traffic · Bypass Lane Traffic · Inspection Traffic · Exiting Traffic

### Systems/Technology Improvements

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 211 | Security Cameras | $ 22,000.00 | Security cameras inside and outside the building |
| 212 | External Communications | $ 100.00 | Communications infrastructure torun credit card transactions |
| | | ***$ 22,100.00*** | ***Systems/Technology Subtotal*** |

### Site Civil

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 208 | Access btw. Port Directions | $ 5,000.00 | Outbound trucks circulate through inbound POE |
| 209 | Parking Circulation | $ 38,780.00 | Eliminate pedestrian crossing of active traffic lanes |
| 210 | Inspection | $ 126,520.00 | Flat, paved area out of active traffic circulation |
| | | ***$ 170,300.00*** | ***Site Civil Subtotal*** |
| | | ***$ 134,680.00*** | ***70% Additional Construction and Engineering Costs*** |
| | | ***$ 327,080.00*** | ***Total Cost of Projects*** |

**Legend**

Technology
- Sorting Indication DMS
- DMS at Stop Bar
- WIM
- Scale and Indication
- Communication

Site Civil
- Asphalt
- Concrete Roadway
- Sidewalk
- Vertical Structure
- Barricade

Building
- Building Improvements

N

Note:
Improvements shown are for illustrative purposes only. Detailed planning and conceptual design will be completed during project development.

## 6.14 SPRINGERVILLE (US 60)

Seven improvement projects have been identified for the Springerville (US 60) POE. **Table 27** shows these seven projects by priority score. **Figure 38** shows the improvements illustrative plan.

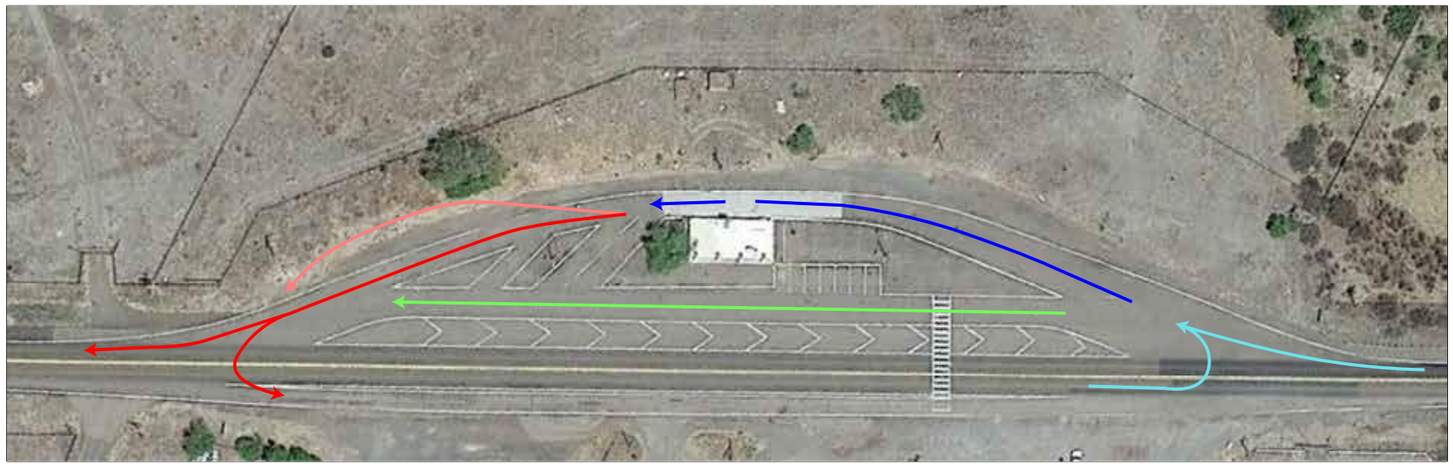
*Table 27: Springerville (US 60) Projects by Priority Score*

| Proj. ID | Direction | Project Type | Project Name | Project Description | POE Criticality Score | Ideal Port Element Score | Prioritization Score | Estimated Cost | Potential Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| 213 | Inbound | Systems/Technology | WIM, Truck Sorting | WIM, mobile DMS for mobile details | 32 | 100 | **132** | $200,000 | P2P |
| 217 | Inbound | Site Civil | Inspection Area | Flat, paved area out of active traffic circulation | 32 | 96 | **129** | $45,000 | Maintenance |
| 218 | Inbound | Systems/Technology | Security Cameras | Security cameras inside and outside the building | 32 | 97 | **129** | $2,500 | Maintenance |
| 214 | Inbound | Systems/Technology | Scale | Ramp-style scale for mobile details | 32 | 94 | **127** | $35,000 | Maintenance |
| 216 | Inbound | Site Civil | Parking Circulation | Eliminate pedestrian crossing of active traffic lanes | 32 | 54 | **86** | $5,000 | Maintenance |
| 215 | Outbound | Systems/Technology | WIM, Truck Sorting | WIM, mobile DMS for mobile details | 32 | 50 | **82** | $200,000 | P2P |
| 219 | Inbound | Systems/Technology | External Communications | Communications infrastructure to run credit card transactions | 32 | 0 | **32** | $100 | Maintenance |
| | | | | | | | Added Engineering and Design, and Combined Miscellaneous Work/Contingency: | $341,320.00 | |
| | | | | | | | **Total Cost:** | **$828,920.00** | |

Springerville Port of Entry

Figure 37: Springerville (US 60) Improvements Illustrative Plan


Inbound (WB)



**Truck Circulation:** Entering Traffic | Scale Lane Traffic | Bypass Lane Traffic | Inspection Traffic | Exiting Traffic

**Systems/Technology Improvements**

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 214 | Scale | $ 35,000.00 | Ramp-style scale for mobile details |
| 218 | Security Cameras | $ 2,500.00 | Security cameras at POE site |
| 219 | External Communications | $ 100.00 | Communications infrastructure torun credit card transactions |
| | | ***$ 37,600.00*** | ***Systems/Technology Subtotal*** |

**Site Civil**

| Proj. No. | Project Name | Cost Est. | Improvement Description |
|---|---|---|---|
| **Inbound** | | | |
| 216 | Parking Circulation | $ 5,000.00 | Eliminate pedestrian crossing of active traffic lanes |
| 217 | Inspection | $ 45,000.00 | Flat, paved area out of active traffic circulation |
| | | ***$ 50,000.00*** | ***Site Civil Subtotal*** |
| | | ***$ 61,320.00*** | ***70% Additional Construction and Engineering Costs*** |
| | | ***$ 148,920.00*** | ***Total Cost of Projects*** |

**Legend**

Technology
- Sorting Indication DMS
- DMS at Stop Bar
- WIM
- Scale and Indication
- Communication

Site Civil
- Asphalt
- Concrete Roadway
- Sidewalk
- Vertical Structure
- Barricade

Building
- Building Improvements

Note:
Improvements shown are for illustrative purposes only. Detailed planning and conceptual design will be completed during project development.

## 6.15 DUNCAN (US 70)

Eight improvement projects have been identified for the Duncan (US 70) POE. **Table 28** shows these eight projects by priority score. **Figure 39** shows the improvements illustrative plan.

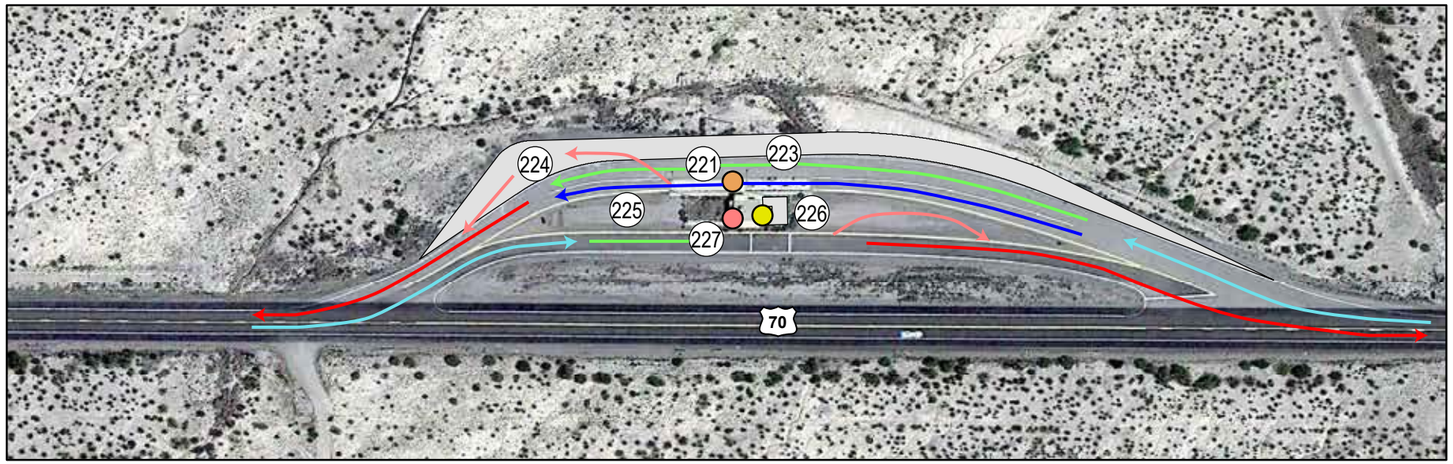
*Table 28: Duncan (US 70) Projects by Priority Score*

| Proj. ID | Direction | Project Type | Project Name | Project Description | POE Criticality Score | Ideal Port Element Score | Prioritization Score | Estimated Cost | Potential Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| 220 | Inbound | Systems/Technology | WIM, Truck Sorting | WIM, mobile DMS for mobile details | 24 | 100 | **124** | $200,000 | P2P |
| 225 | Inbound | Systems/Technology | Security Cameras | Security cameras inside and outside the building | 24 | 97 | **121** | $22,000 | Maintenance |
| 224 | Inbound | Site Civil | Inspection Area | Flat, paved area out of active traffic circulation | 24 | 96 | **120** | $106,220 | P2P |
| 221 | Inbound | Systems/Technology | Scale | Ramp-style scale for mobile details | 24 | 94 | **119** | $35,000 | Maintenance |
| 223 | Inbound | Site Civil | Parking Circulation | Eliminate pedestrian crossing of active traffic lanes | 24 | 54 | **78** | $106,220 | P2P |
| 222 | Outbound | Systems/Technology | WIM, Truck Sorting | WIM, mobile DMS for mobile details | 24 | 50 | **74** | $200,000 | P2P |
| 226 | Inbound | Building | Storage Space | Secure storage for the mobile scale | 24 | 10 | **34** | $21,600 | Maintenance |
| 227 | Inbound | Systems/Technology | External Communications | Communications infrastructure to run credit card transactions | 24 | 0 | **24** | $100 | Maintenance |
| | | | | | | | Added Engineering and Design, and Combined Miscellaneous Work/Contingency: | $483,798.00 | |
| | | | | | | | **Total Cost:** | **$1,174,938.00** | |

Duncan Port of Entry

Figure 38: Duncan (US 70) Improvements Illustrative Plan


Inbound




**Truck Circulation:** Entering Traffic | Scale Lane Traffic | Bypass Lane Traffic | Inspection Traffic | Exiting Traffic

**Systems/Technology Improvements**

| Proj. No. | Project Name | Cost Est. | Improvement Descrip on |
|---|---|---|---|
| **Inbound** | | | |
| 221 | Scale | $ 35,000.00 | Ramp-style scale for mobile details |
| 225 | Security Cameras | $ 22,000.00 | Install security cameras at POE site |
| 227 | External Communica ons | $ 100.00 | Communica ons infrastructure to run credit card transac ons |
| | | ***$ 57,100.00*** | ***Systems/Technology Subtotal*** |

**Site Civil**

| Proj. No. | Project Name | Cost Est. | Improvement Descrip on |
|---|---|---|---|
| **Inbound** | | | |
| 223 | Parking Circula on | $ 106,220.00 | Eliminate pedestrian crossing of ac ve traffic lanes |
| 224 | Inspec on | $ 106,220.00 | Flat, paved area out of ac ve traffic circula on |
| | | ***$ 212,440.00*** | ***Site Civil Subtotal*** |

**Building**

| Proj. No. | Project Name | Cost Est. | Improvement Descrip on |
|---|---|---|---|
| **Inbound** | | | |
| 226 | Storage Space | $ 21,600.00 | Secure storage for the mobile scale |
| | | ***$ 21,600.00*** | ***Building Subtotal*** |
| | | ***$ 203,798.00*** | ***70% Additional Construction and Engineering Costs*** |
| | | ***$ 494,938.00*** | ***Total Cost of Projects*** |

**Legend**

Technology
- Sorting Indication DMS
- DMS at Stop Bar
- WIM
- Scale and Indication
- Communication

Site Civil
- Asphalt
- Concrete Roadway
- Sidewalk
- Vertical Structure
- Barricade

Building
- Building Improvements

N

Note:
Improvements shown are for illustrative purposes only. Detailed planning and conceptual design will be completed during project development.

# 7 POTENTIAL SYSTEMIC IMPROVEMENT PROJECTS

Projects identified by the analysis process can be implemented as improvement projects specific to a POE, or systematically grouped into similar projects that could be implemented at several POEs. Potential systemic projects are provided below.

## 7.1 WIM AND TRUCK SORTING INFRASTRUCTURE

This project would expand on the recently completed Statewide WIM project to additional POEs using similar infrastructure. **Table 29** shows all WIM and truck sorting projects.

*Table 29: WIM and Truck Sorting Infrastructure Project*

| Proj. ID | POE | Direction | Project Description | Prioritization Score | Est. Cost |
|---|---|---|---|---|---|
| 1 | Yuma (I-8) | Inbound | WIM, IRD camera structure, two DMS adjacent to outside shoulder of roadway | 162 | $200,000 |
| 4 | Yuma (I-8) | Outbound | IRD camera structure, two DMS adjacent to outside shoulder of roadway | 112 | $30,000 |
| 30 | Ehrenberg (I-10) | Outbound | IRD camera structure, two DMS adjacent to outside shoulder of roadway | 150 | $30,000 |
| 40 | Topock (I-40) | Outbound | IRD camera structure, two DMS adjacent to outside shoulder of roadway | 142 | $30,000 |
| 59 | Kingman (US 93) | Inbound | WIM, IRD camera structure, two DMS adjacent to outside shoulder of roadway (both US 93 and SR 68) | 176 | $400,000 |
| 61 | Kingman (US 93) | Outbound | WIM, mobile DMS for mobile details | 123 | $35,000 |
| 81 | Sanders (I-40) | Outbound | IRD camera structure, two DMS adjacent to outside shoulder of roadway | 139 | $30,000 |
| 112 | San Simon (I-10) | Outbound | IRD camera structure, two DMS adjacent to outside shoulder of roadway | 147 | $30,000 |
| 140 | Yuma (B-8) | Inbound | WIM, DMS adjacent to outside shoulder of roadway | 159 | $200,000 |
| 174 | Page (US 89) | Inbound | WIM, DMS adjacent to outside shoulder of roadway | 141 | $200,000 |
| 177 | Page (US 89) | Inbound | WIM, DMS adjacent to outside shoulder of roadway | 91 | $200,000 |
| 188 | Teec Nos Pos (US 160) | Inbound | WIM, DMS adjacent to outside shoulder of roadway | 132 | $200,000 |
| 191 | Teec Nos Pos (US 160) | Outbound | WIM, DMS adjacent to outside shoulder of roadway | 82 | $200,000 |
| 206 | Fredonia (US 89A) | Inbound | WIM, mobile DMS for mobile details | 132 | $200,000 |
| 207 | Fredonia (US 89A) | Outbound | WIM, mobile DMS for mobile details | 82 | $200,000 |
| 213 | Springerville (US 60) | Inbound | WIM, mobile DMS for mobile details | 132 | $200,000 |
| 215 | Springerville (US 60) | Outbound | WIM, mobile DMS for mobile details | 82 | $200,000 |
| 220 | Duncan (US 70) | Inbound | WIM, mobile DMS for mobile details | 124 | $200,000 |
| 222 | Duncan (US 70) | Outbound | WIM, mobile DMS for mobile details | 74 | $200,000 |
| Added Engineering and Design, and Combined Miscellaneous Work/Contingency: | | | | | $2,089,500 |
| | | | | **Total** | **$5,074,500** |

## 7.2 SCALE AND INTERNAL POE DMS INFRASTRUCTURE

This project combines all recommended scale and DMS improvements internal to each POE site into a single project. **Table 30** shows all scale and recommended DMSs internal to POE sites.

*Table 30: On-Site Scale and POE DMS Infrastructure Project*

| Proj. ID | POE | Direction | Project Description | Prioritization Score | Est. Cost |
|---|---|---|---|---|---|
| 2 | Yuma (I-8) | Inbound | Overhead DMS at the split between the scale and bypass lane | 162 | $150,000 |
| 3 | Yuma (I-8) | Inbound | Install a 12'x100' scale and overhead DMS at scale stop line | 157 | $1,500,000 |
| 5 | Yuma (I-8) | Outbound | Overhead DMS at the split between the scale and bypass lane | 112 | $150,000 |
| 6 | Yuma (I-8) | Outbound | Install a 12'x100' scale and overhead DMS at scale stop line | 109 | $1,500,000 |
| 29 | Ehrenberg (I-10) | Inbound | DMS at scale and credential booth | 194 | $300,000 |
| 31 | Ehrenberg (I-10) | Outbound | Overhead DMS at the split between the scale and bypass lane | 150 | $150,000 |
| 32 | Ehrenberg (I-10) | Outbound | Install a 12'x100' scale and overhead DMS at scale stop line | 147 | $1,500,000 |
| 38 | Topock (I-40) | Inbound | Overhead DMS at the split between the scale and bypass lane | 192 | $150,000 |
| 39 | Topock (I-40) | Inbound | Overhead DMS at scale stop line | 186 | $150,000 |
| 41 | Topock (I-40) | Outbound | Overhead DMS at the split between the scale and bypass lane | 142 | $150,000 |
| 42 | Topock (I-40) | Outbound | Install a 12'x100' scale and overhead DMS at scale stop line | 139 | $1,500,000 |
| 60 | Kingman (US 93) | Inbound | Install a 12'x100' scale and overhead DMS at scale stop line | 170 | $1,500,000 |
| 72 | St. George (I-15) | Inbound | Install a 12'x105' scale | 172 | $1,500,000 |
| 80 | Sanders (I-40) | Inbound | Install a 12'x100' scale and overhead DMS at scale stop line | 184 | $1,500,000 |
| 82 | Sanders (I-40) | Outbound | Overhead DMS at the split between the scale and bypass lane | 139 | $150,000 |
| 83 | Sanders (I-40) | Outbound | Install a 12'x100' scale and overhead DMS at scale stop line | 136 | $1,500,000 |
| 111 | San Simon (I-10) | Inbound | Install a 12'x100' scale and overhead DMS at scale stop line | 192 | $1,500,000 |
| 113 | San Simon (I-10) | Outbound | Overhead DMS at the split between the scale and bypass lane | 147 | $150,000 |
| 114 | San Simon (I-10) | Outbound | Install a 12'x100' scale and overhead DMS at scale stop line | 145 | $1,500,000 |
| 141 | Yuma (B-8) | Inbound | Overhead DMS at the split between the scale and bypass lane | 159 | $150,000 |
| 142 | Yuma (B-8) | Inbound | Install a 12'x100' scale and overhead DMS at scale stop line | 154 | $1,500,000 |
| 154 | Parker (SR 95) | Inbound | Overhead DMS at the split between the scale and bypass lane | 141 | $150,000 |
| 155 | Parker (SR 95) | Inbound | Install a 12'x100' scale and overhead DMS at scale stop line | 135 | $1,500,000 |
| 175 | Page (US 89) | Inbound | Overhead DMS at the split between the scale and bypass lane | 141 | $150,000 |
| 176 | Page (US 89) | Inbound | Install a 12'x100' scale and overhead DMS at scale stop line | 135 | $1,500,000 |
| 189 | Teec Nos Pos (US 160) | Inbound | Overhead DMS at the split between the scale and bypass lane | 132 | $150,000 |

| Proj. ID | POE | Direction | Project Description | Prioritization Score | Est. Cost |
|---|---|---|---|---|---|
| 190 | Teec Nos Pos (US 160) | Inbound | Install a 12'x100' scale and overhead DMS at scale stop line | 127 | $1,500,000 |
| 214 | Springerville (US 60) | Inbound | Ramp-style scale for mobile details | 127 | $35,000 |
| 221 | Duncan (US 70) | Inbound | Ramp-style scale for mobile details | 119 | $35,000 |
| Added Engineering and Design, and Combined Miscellaneous Work/Contingency: | | | | | $16,219,000 |
| | | | | **Total** | **$39,389,000** |

## 7.3 COMMUNICATIONS INFRASTRUCTURE

This project combines all recommended communications upgrades to each POE, including both internal and external communications as shown in **Table 31**.

*Table 31: Communications Infrastructure Project*

| Proj. ID | POE | Direction | Project Description | Prioritization Score | Est. Cost |
|---|---|---|---|---|---|
| 7 | Yuma (I-8) | Outbound | Communications to control outbound DMS, view scale/credentials from inbound Port | 147 | $18,000 |
| 33 | Ehrenberg (I-10) | Outbound | Communications to control outbound DMS, view scale/credentials from inbound Port | 144 | $18,000 |
| 43 | Topock (I-40) | Outbound | Communications to control outbound DMS, view scale/credentials from inbound Port | 136 | $18,000 |
| 84 | Sanders (I-40) | Outbound | Communications to control outbound DMS, view scale/credentials from inbound Port | 134 | $18,000 |
| 115 | San Simon (I-10) | Outbound | Communications to control outbound DMS, view scale/credentials from inbound Port | 134 | $18,000 |
| 212 | Fredonia (US 89A) | Inbound | Communications infrastructure to run credit card transactions | 32 | $100 |
| 219 | Springerville (US 60) | Inbound | Communications infrastructure to run credit card transactions | 32 | $100 |
| 227 | Duncan (US 70) | Inbound | Communications infrastructure to run credit card transactions | 24 | $100 |
| Added Engineering and Design, and Combined Miscellaneous Work/Contingency: | | | | | $63,210 |
| | | | | **Total** | **$153,510** |

## 7.4 SECURITY IMPROVEMENTS

This project combines all identified security technology projects, shown in **Table 32**.

*Table 32: Security Improvements Project*

| Proj. ID | POE | Direction | Project Description | Prioritization Score | Est. Cost |
|---|---|---|---|---|---|
| 67 | Kingman (US 93) | Inbound | Security cameras on US 93 and SR 68 to identify Port runners | 172 | $5,000 |
| 166 | Parker (SR 95) | Inbound | Panic buttons in permit sales and scale room | 128 | $2,000 |
| 211 | Fredonia (US 89A) | Inbound | Security cameras inside and outside the building | 129 | $22,000 |

| Proj. ID | POE | Direction | Project Description | Prioritization Score | Est. Cost |
|---|---|---|---|---|---|
| 218 | Springerville (US 60) | Inbound | Security cameras inside and outside the building | 129 | $2,500 |
| 225 | Duncan (US 70) | Inbound | Security cameras inside and outside the building | 121 | $22,000 |
| Added Engineering and Design, and Combined Miscellaneous Work/Contingency: | | | | | $37,450 |
| **Total** | | | | | **$90,950** |

# 8 RETURN ON INVESTMENT ANALYSIS

UNDER DEVELOPMENT

# APPENDIX A. DETAILED TRAFFIC COUNT DATA

*Table 33: Daily Traffic Counts*

| Port # | Port of Entry | Route | Month Collected | Mainline ADT | | | Mainline Comm. Vehicles | | | Port ADT | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | In | Out | Both | In | Out | Both | In | Out | Both |
| **P1** | Yuma | I-8 | Jan. 2020 | 11,613 | 12,073 | **23,686** | 2,642 | 2,421 | **5,063** | 520 | 1,233 | **1,753** |
| **P2** | Ehrenberg | I-10 | Jan. 2020 | 13,782 | 13,740 | **27,552** | 5,757 | 5,225 | **10,982** | 1,445 | 112 | **1,557** |
| **P3** | Topock | I-40 | Jan. 2020 | 8,040 | 9,733 | **17,773** | 4,508 | 5,376 | **9,885** | 858 | 119 | **977** |
| **P4** | Kingman | US 93 | Jan. 2020 | 13,095 | 11,567 | **24,662** | 2,320 | 2,346 | **4,666** | 562 | 0 | **562** |
| **P5** | St. George | I-15 | Nov. 2019 | 12,199 | 13,906 | **26,105** | 3,383 | 3,130 | **6,513** | 3,096 | 2,898 | **5,994** |
| **P6** | Sanders | I-40 | Feb. 2020 | 9,332 | 8,305 | **17,636** | 4,968 | 4,484 | **9,452** | 2,697 | 390 | **3,087** |
| **P7** | San Simon | I-10 | Feb. 2020 | 7,640 | 8,358 | **15,999** | 4,382 | 5,266 | **9,648** | 4,135 | 133 | **4,268** |
| **S1** | Yuma | B-8 | Jan. 2020 | 8,146 | 9,250 | **17,397** | 2,948 | 2,828 | **5,776** | 509 | 0 | **509** |
| **S2** | Parker | SR 95 | Nov. 2019 | 4,192 | 3,458 | **7,650** | 1,501 | 1,242 | **2,743** | 138 | 5 | **143** |
| **S3** | Page | US 89 | Nov. 2019 | 1,804 | 1,891 | **3,695** | 544 | 550 | **1,093** | 241 | 32 | **273** |
| **S4** | Teec Nos Pos | US 160 | Nov. 2019 | 1,766 | 1,693 | **3,458** | 441 | 540 | **980** | 70 | - | **70** |
| **T1** | Fredonia | US 89A | Dec. 2019 | 1,895 | 1,909 | **3,804** | 185 | 276 | **461** | - | - | - |
| **T2** | Springerville | US 60 | Nov. 2019 | 1,617 | 1,707 | **3,324** | 315 | 256 | **571** | - | - | - |
| **T3** | Duncan | US 70 | Nov. 2019 | 221 | 432 | **653** | 75 | 159 | **234** | - | - | - |

*Table 34: Mainline Traffic Volume by Day of Week*

| Port # | Port of Entry | Route | Direction | Sun. | Mon. | Tues. | Wed. | Thurs. | Fri. | Sat. | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **P1** | Yuma | I-8 | Inbound | 8,655 | 11,574 | 12,207 | 11,882 | 12,241 | 13,722 | 11,012 | **81,293** |
| | | | Outbound | 10,216 | 13,806 | 9,997 | 9,840 | 10,118 | 17,098 | 13,437 | **84,512** |
| **P2** | Ehrenberg | I-10 | Inbound | 14,239 | 12,403 | 12,092 | 12,338 | 13,682 | 16,970 | 14,750 | **96,474** |
| | | | Outbound | 15,487 | 11,724 | 10,959 | 12,065 | 14,109 | 18,347 | 13,487 | **96,178** |
| **P3** | Topock | I-40 | Inbound | 10,398 | 7,469 | 7,125 | 7,327 | 7,247 | 8.464 | 8,248 | **56,278** |
| | | | Outbound | 11,657 | 9,769 | 8,612 | 9,576 | 10,293 | 9,251 | 8,976 | **68,134** |
| **P4** | Kingman | US 93 | Inbound | 13,865 | 12,575 | 12,539 | 11,739 | 13,590 | 15,088 | 12,267 | **91,663** |
| | | | Outbound | 11,017 | 12,455 | 8,994 | 9,767 | 10,808 | 15,970 | 11,960 | **80,971** |
| **P5** | St. George | I-15 | Inbound | 12,966 | 13,127 | 10,070 | 11,449 | 11,943 | 12,826 | 13,011 | **85,392** |
| | | | Outbound | 15,246 | 15,717 | 11,118 | 12,336 | 12,361 | 15,350 | 15,212 | **97,340** |
| **P6** | Sanders | I-40 | Inbound | 9,903 | 7,801 | 8,217 | 9,760 | 9,873 | 9,752 | 10,015 | **65,321** |
| | | | Outbound | 7,310 | 6,110 | 8,043 | 8,405 | 8,544 | 9,597 | 10,125 | **58,134** |
| **P7** | San Simon | I-10 | Inbound | 7,599 | 6,261 | 8,001 | 8,018 | 9,154 | 7,696 | 6,754 | **53,483** |
| | | | Outbound | 9,903 | 7,801 | 8,217 | 9,760 | 9,873 | 9,752 | 10,015 | **65,321** |
| **S1** | Yuma | B-8 | Inbound | 7,209 | 8,364 | 7,970 | 6,908 | 8,201 | 9,576 | 8,796 | **57,024** |
| | | | Outbound | 6,858 | 8,304 | 9,488 | 9,670 | 9,471 | 11,108 | 9,853 | **64,752** |
| **S2** | Parker | SR 95 | Inbound | 3,880 | 3,890 | 4,077 | 4,235 | 4,117 | 4,956 | 4,191 | **29,346** |
| | | | Outbound | 3,318 | 3,659 | 3,396 | 3,333 | 3,381 | 3,727 | 3,389 | **24,203** |
| **S3** | Page | US 89 | Inbound | 1,695 | 1,826 | 1,761 | 1,731 | 1,883 | 1,981 | 1,753 | **12,630** |
| | | | Outbound | 1,790 | 1,886 | 1,840 | 1,819 | 2,058 | 2,018 | 1,823 | **13,234** |
| **S4** | Teec Nos Pos | US 160 | Inbound | 1,527 | 1,640 | 1,667 | 1,640 | 1,710 | 2,107 | 2,069 | **12,360** |
| | | | Outbound | 1,487 | 1,676 | 1,606 | 1,592 | 1,604 | 1,945 | 1,938 | **11,848** |
| **T1** | Fredonia | US 89A | Inbound | 1,204 | 1,931 | 2,006 | 2,122 | 2,125 | 2,155 | 1,723 | **13,266** |
| | | | Outbound | 1,420 | 1,943 | 2,003 | 2,029 | 2,079 | 2,104 | 1,786 | **13,364** |
| **T2** | Springerville | US 60 | Inbound | 1,129 | 1,715 | 1,721 | 1,793 | 1,867 | 1,776 | 1,317 | **11,318** |
| | | | Outbound | 1,201 | 1,854 | 1,798 | 1,893 | 1,968 | 1,849 | 1,371 | **11,952** |
| **T3** | Duncan | US 70 | Inbound | 296 | 266 | 225 | 112 | 151 | 277 | 218 | **1,545** |
| | | | Outbound | 363 | 416 | 390 | 431 | 440 | 569 | 417 | **3,026** |

*Table 35: Mainline Truck Volume by Day of Week*

| Port # | Port of Entry | Route | Direction | Sun. | Mon. | Tues. | Wed. | Thurs. | Fri. | Sat. | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **P1** | Yuma | I-8 | Inbound | 1,312 | 2,655 | 3,383 | 3,220 | 3,155 | 2,796 | 1,973 | **18,494** |
| | | | Outbound | 1,219 | 2,637 | 2,783 | 2,716 | 2,662 | 2,966 | 1,966 | **16,949** |
| **P2** | Ehrenberg | I-10 | Inbound | 3,188 | 6,059 | 6,782 | 6,391 | 6,708 | 6,196 | 4,977 | **40,301** |
| | | | Outbound | 4,441 | 5,836 | 5,242 | 5,855 | 6,224 | 5,569 | 3,407 | **36,574** |
| **P3** | Topock | I-40 | Inbound | 6,231 | 3,957 | 3,593 | 3,636 | 3,364 | 5,103 | 5,673 | **31,557** |
| | | | Outbound | 7,130 | 5,669 | 4,349 | 5,258 | 5,747 | 4,662 | 4,820 | **37,635** |
| **P4** | Kingman | US 93 | Inbound | 1,845 | 2,678 | 2,325 | 2,459 | 2,592 | 2,393 | 1,947 | **16,239** |
| | | | Outbound | 1,946 | 2,707 | 2,228 | 2,406 | 2,529 | 2,724 | 1,882 | **16,422** |
| **P5** | St. George | I-15 | Inbound | 2,969 | 3,398 | 3,082 | 3,782 | 3,664 | 3,461 | 3,324 | **23,680** |
| | | | Outbound | 3,520 | 3,308 | 2,731 | 3,527 | 2,709 | 2,968 | 3,148 | **21,911** |
| **P6** | Sanders | I-40 | Inbound | 6,155 | 4,035 | 4,383 | 5,536 | 5,343 | 4,226 | 5,099 | **34,777** |
| | | | Outbound | 3,468 | 2,452 | 4,833 | 5,128 | 4,575 | 4,943 | 5,991 | **31,390** |
| **P7** | San Simon | I-10 | Inbound | 4,143 | 3,394 | 4,807 | 4,954 | 5,569 | 3,981 | 3,823 | **30,671** |
| | | | Outbound | 3,735 | 3,358 | 6,405 | 6,392 | 5,628 | 5,697 | 5,647 | **36,862** |
| **S1** | Yuma | B-8 | Inbound | 2,708 | 4,907 | 4,038 | 2,083 | 2,260 | 2,448 | 2,190 | **20,634** |
| | | | Outbound | 1,882 | 2,740 | 2,941 | 2,989 | 2,979 | 3,341 | 2,923 | **19,795** |
| **S2** | Parker | SR 95 | Inbound | 1,378 | 1,307 | 1,518 | 1,537 | 1,480 | 1,789 | 1,499 | **10,508** |
| | | | Outbound | 1,149 | 1,331 | 1,223 | 1,241 | 1,240 | 1,305 | 1,206 | **8,695** |
| **S3** | Page | US 89 | Inbound | 483 | 561 | 591 | 518 | 587 | 577 | 488 | **3,805** |
| | | | Outbound | 439 | 562 | 602 | 529 | 606 | 621 | 490 | **3,849** |
| **S4** | Teec Nos Pos | US 160 | Inbound | 337 | 412 | 447 | 446 | 423 | 533 | 487 | **3,085** |
| | | | Outbound | 453 | 545 | 503 | 546 | 504 | 599 | 627 | **3,777** |
| **T1** | Fredonia | US 89A | Inbound | 62 | 299 | 460 | 171 | 117 | 104 | 81 | **1,294** |
| | | | Outbound | 159 | 299 | 315 | 342 | 322 | 297 | 198 | **1,932** |
| **T2** | Springerville | US 60 | Inbound | 207 | 345 | 350 | 364 | 367 | 335 | 235 | **2,203** |
| | | | Outbound | 144 | 298 | 295 | 280 | 319 | 257 | 199 | **1,792** |
| **T3** | Duncan | US 70 | Inbound | 73 | 95 | 77 | 50 | 67 | 96 | 70 | **528** |
| | | | Outbound | 91 | 182 | 185 | 177 | 165 | 188 | 123 | **1,111** |

*Table 36: POE Ramp Volume by Day of Week*

| Port # | Port of Entry | Route | Direction | Sun. | Mon. | Tues. | Wed. | Thurs. | Fri. | Sat. | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **P1** | Yuma | I-8 | Inbound | 38 | 1,614 | 33 | 22 | 111 | 1,752 | 72 | **3,642** |
| | | | Outbound | 59 | 93 | 2,672 | 2,803 | 2,700 | 214 | 90 | **8,631** |
| **P2** | Ehrenberg | I-10 | Inbound | 1,017 | 1,633 | 243 | 1,152 | 2,507 | 1,965 | 1,596 | **10,113** |
| | | | Outbound | 67 | 92 | 98 | 170 | 130 | 173 | 52 | **782** |
| **P3** | Topock | I-40 | Inbound | 1,150 | 476 | 995 | 706 | 677 | 1,184 | 819 | **6,007** |
| | | | Outbound | 172 | 131 | 80 | 137 | 126 | 83 | 104 | **833** |
| **P4** | Kingman | US 93 | Inbound | 130 | 621 | 678 | 759 | 694 | 650 | 403 | **3,935** |
| **P5** | St. George | I-15 | Inbound | 3,029 | 3,213 | 3,035 | 3,311 | 3,157 | 2,978 | 2,950 | **21,673** |
| | | | Outbound | 3,313 | 2,400 | 3,658 | 3,355 | 3,409 | 2,311 | 1,840 | **20,286** |
| **P6** | Sanders | I-40 | Inbound | 4,090 | 2,053 | 3,909 | 3,393 | 1,224 | 1,549 | 2,658 | **18,876** |
| | | | Outbound | 376 | 240 | 343 | 431 | 362 | 421 | 559 | **2,732** |
| **P7** | San Simon | I-10 | Inbound | 5,178 | 2,167 | 3,736 | 4,885 | 4,694 | 3,751 | 4,536 | **28,947** |
| | | | Outbound | 122 | 76 | 182 | 159 | 116 | 103 | 171 | **929** |
| **S1** | Yuma | B-8 | Inbound | 3 | 514 | 725 | 694 | 747 | 871 | 12 | **3,566** |
| **S2** | Parker | SR 95 | Inbound | 14 | 20 | 886 | 11 | 9 | 21 | 6 | **967** |
| | | | Outbound | 11 | 7 | 5 | 1 | 6 | 3 | 5 | **38** |
| **S3** | Page | US 89 | Inbound | 2 | 133 | 0 | 176 | 402 | 253 | 2 | **968** |
| | | | Outbound | 37 | 28 | 33 | 36 | 26 | 21 | 41 | **222** |
| **S4** | Teec Nos Pos | US 160 | Inbound | 29 | 25 | 118 | 138 | 47 | 105 | 25 | **487** |

# APPENDIX B. SITE VISIT OBSERVATIONS

# YUMA (I-8)

Site visit: Thursday, November 14, 2019, at 12:30 pm.

Facility Location: I-8 (Yuma Eastbound/Inbound and Westbound/Outbound) is one mile southeast of the Arizona-California border.

## OPERATIONS

- POE conducts credential processing; weighing; permits; inspections (trucks and vehicle VIN).
- Eastbound: trucks must park and walk into the POE building for credential check. Trucks are screened on the mainline using a Pre-Pass.
- Westbound: does not conduct mainline screening, POE does not include any parking spaces or inspection facilities.

## TECHNOLOGY

- Does not have WIM system.

## FACILITIES

*Ramps:*

Eastbound Interstate leads to one-lane off-ramp, posted speed 35 mph. Deceleration/stopping distance of 620'. Eastbound on-ramp/acceleration lane is 1,411'. Westbound Interstate leads to one lane off-ramp. Deceleration/stopping distance is 1,023'. Westbound on-ramp/acceleration lane is 1,143'.

*Inspection Area:*

- The summer heat in Yuma makes it difficult to conduct inspections.
- Westbound has no parking. If a driver needs a permit, they park in the credential check/weigh lane. Remaining trucks must wait for first driver to complete transaction.
- When a vehicle is flagged for inspection, there is no return loop and they must back up through the bypass lane.
- A canopy and pit are needed to conduct inspections.
- Opportunity for eastbound expansion is limited due to Giss Parkway.
- The only separation between Giss Parkway and the POE inspection area is a chain-link fence. Replacing the chain-link fence with a sturdier barrier would be preferred.
- POE does not include any hazmat facilities.

*Equipment/Scales:*

- Single-platform static scale (12'x10') in both inbound and outbound facilities.
    - Scale is close to buildings; trucks have hit buildings and cameras.
    - CSRs monitor scales and move traffic with red/green light and loudspeaker.
    - Trucks often attempt to straddle the scales to offset their weight.
    - Portable scales are used for oversize loads or when scale is down.

*Other:*

- Current configuration requires trucks to be weighed, then back-up to be inspected if necessary.
- During busy season, many trucks are waived without being verified because there is not enough staff or space to process the heavy traffic.

## STAFFING

- The POE could be more productive (safety and financial) if they had more staff.

## RECENT/ONGOING PROJECTS

- None.

## REQUESTED IMPROVEMENTS SUMMARY

- Need a WIM sorter system so compliant trucks and avoid entering POE.
- Larger scale (12'x100') to weigh entire truck at once.
- Portable scales are needed when scales are down or for oversized loads.
- Rumble strip to slow down approaching trucks and jersey barriers to protect the building and staff.
- Safety improvements in the permit sales area – security glass, etc.
- Interview room, holding cells, evidence facilities.
- Larger restrooms and public restrooms.
- Parking area for outbound port – trucks must currently park in the credential check/weigh lane and other drivers must wait behind them.
- Covered inspection area with pit.
- Education and outreach regarding on-line permitting.

# EHRENBERG (I-10)

Site Visit: Thursday, November 14, 2019, 3:30 pm.

Facility Location: I-10, MP 3.8, Ehrenberg, AZ.

## OPERATIONS

- Operates 24 hours per day, 7 days per week.
- POE conducts credential processing; weighing; permits; inspections (trucks and vehicle VIN).

## TECHNOLOGY

- Weigh-in Motion.

## FACILITIES

The Ehrenberg inspection facility opened in 2016; with the rest of the POE opened in 2019. Ehrenberg POE is a state-of-the art facility that is fully equipped.

*Inspection area:*

- Covered/garaged, multiple bays.

*Equipment/Scales:*

- 12' x 100'

*Other:*

- None identified.

## 8.1.1 STAFFING

| | *Employees* | *Shifts* |
|---|---|---|
| *Lieutenants* | *1* | *1* |
| *Sergeants* | *4* | *3* |
| *Officers* | *7* | *3* |
| *Customer Service Representatives* | *3* | *3* |

## RECENT/ONGOING PROJECTS

- Westbound WIM, IRD in planning/design.

## REQUESTED IMPROVEMENTS SUMMARY

- Would like to have a Class C super-scale.
- Security cameras in parking lot.
- Missing intercom.
- Floor drain in holding cell.
- 100' pit cover.
- Fire suppression issue in living quarters.

# TOPOCK (I-40)

Site Visit: Friday, November 15, 2019, 12:00 pm.

Facility Location: I-40, MP 3.8, Topock, AZ 86436.

## OPERATIONS

- 10-hour shifts per week.
- POE conducts credential processing; weighing; permits; inspections.
- Currently only conducting inbound operations; outbound building is available, but typically only used as staging for temporary inspection stations; has been closed for 2.5 years.

## TECHNOLOGY

- WIM under construction (as of November 2019).

## FACILITIES

*Ramps:*

- Eastbound Interstate leads to one-lane off-ramp, posted speed limit 35 mph. Deceleration/stopping distance 1,920'. EB on-ramp/acceleration lane 2,150'.
- Westbound Interstate leads to one-lane off-ramp, posted speed limit 35 mph. Deceleration/stopping distance 1,472'. WB on-ramp/acceleration lane 2,156'.

*Inspection area:*

- Under construction (November 2019).

*Equipment/Scales:*

- Inbound: new 100' scale under construction (completion in February 2020).
- Outbound: scale (90') does not work; it can't be fixed.

*Other:*

- Staff input is that there is no need for dorms.
- Potential tripping hazard in parking lot area adjacent to permits office.

## STAFFING

- 10-hour shifts per week; staff rotate into the scale house once each hour.

## RECENT/ONGOING PROJECTS

- Eastbound WIM, IRD in construction.

## REQUESTED IMPROVEMENTS SUMMARY

- Need communications/intercom from POE building to the scale house.
- Enclose scale house to be a part of permits office.
- Shade over the eating area, fence in patio area.
- Improve front doorway finding/visibility; patrons have difficulty seeing the front door.
- Barricades between mainline and westbound facilities.

# KINGMAN (US 93)

Site Visit: Friday, November 15, 2019, 3:00pm.

Facility Location: Hwy 93, MP 67, Kingman, AZ 86402.

## OPERATIONS

- POE conducts credential processing; weighing; permits; inspections.

## TECHNOLOGY

- WIM internal to port, Drivewyze and PrePass on US 93 and SR 68.

## FACILITIES

*Ramps*

- SB US 93 and EB SR 68 lead to one-lane ramps. Deceleration/stopping distance 1.055'. SB on-ramp/acceleration lane 1,164'.

*Inspection area*

- Covered inspection area with an inspection pit.

*Equipment/Scales*

- 12' x 90' scale.

*Other*

- None identified.

## STAFFING

| | *Employees* | *Shifts* |
|---|---|---|
| *Lieutenants* | *1* | *1* |
| *Sergeants* | *1* | *1* |
| *Officers* | *2* | *1* |
| *Customer Service Representatives* | *2* | *1* |

## RECENT/ONGOING PROJECTS

- None identified.

## REQUESTED IMPROVEMENTS SUMMARY

- Generator exhaust stack needs to be modified.
- Bathroom drain systems need maintenance.
- 2nd port lane exit; when credentials are being checked at window, the commercial vehicle could then exit the port and onto US 93 rather than having to circle the building.
- Supervisor office insulation – building is hot due to high ceilings and use of brick.
- Increase size of training room, possibly double the size.
- Double the size of the garage. Currently, cannot park a vehicle in the impound for an extended period due to rats and field mice chewing electrical wires.

- Workstations – need a total of 6.
- Additional cameras around building perimeter.
- Highway cameras not blocked by parking lot.
- Move canopy to block sun.
- Heater for inspection PIT; current heater is too far away.

# ST. GEORGE (I-15)

Site visit: Monday, November 18, 2019, 3:00 pm.

Facility Location: I-15 (St. George, UT Southbound/Inbound and Northbound/Outbound) is approximately 1 mile north of the Arizona/Utah border.

## OPERATIONS

- POE is open 6 am – 6 pm, Sunday-Thursday.
- On a busy day, the port checks up to 3,500 trucks.
- Southbound POE is busier Sunday-Tuesday, Northbound POE is busier Thursday-Saturday.
- Utah owns the POE facilities.
    - Arizona and Utah share all costs for the POE 50/50.
    - All improvements must be approved by State of Utah.
- Arizona DPS cannot perform southbound enforcement activities because trucks have not yet entered Arizona.
- The large parking areas are only used during weather events and I-15 is closed.

## 8.1.2 TECHNOLOGY

- The southbound Prepass WIM is intermittently operational; southbound off-ramp WIM and cameras are not working.
- Staff very happy with the overhead signage at the admin buildings that allows messages to be conveyed remotely.

## 8.1.3 FACILITIES

*Ramps:*

- Southbound Interstate leads to one-lane off-ramp. Deceleration/stopping distance 948'. SB on-ramp/acceleration lane 908'.

*Inspection area:*

- The current inspection area has a full-depth pit, but the cover is not operational. Parts are difficult to find because the pit is 25+ years old.

*Equipment/Scales:*

- The scale can only weigh one axle at a time and requires adding up to get a total weight for the vehicle. Trucks of up to 96' are allowed on I-15, causing long wait times.

*Other:*

- It takes too long for officers to pull out of the parking area to stop trucks before they get into the Virgin River Gorge.
- The metal roofs are not insulated, and the buildings get cold in the winter and hot in the summer.
- Turnaround radii to/from parking/inspection area not enough for large combination units permitted on I-15.

## STAFFING

| | *Employees* | *Shifts* |
|---|---|---|
| *Lieutenants* | *1* | *1* |

| | | |
|---|---|---|
| *Sergeants* | *2* | *1* |
| *Officers* | *2* | *1* |
| *Customer Service Representatives* | *4* | *1* |

- Minimum staffing: two CSRs and one officer.
- If a staff-member calls out, they run southbound operations only.
- Utah runs different shifts but is also short-staffed.

## RECENT/ONGOING PROJECTS

- New software will be installed that allows them to see Arizona and Utah permits.
- New security cameras, doors, motion detectors, and panic buttons installed mid-2019.
- LED lighting installed in the parking areas to limit light pollution.
- Lights at the scale installed in 2011/2012.

## REQUESTED IMPROVEMENTS SUMMARY

- Platform scales long enough to weigh long combination trucks.
    - Port staff would like a 115' scale.
    - Could move existing scale to Fredonia if the St. George one is replaced.
- Parking pad adjacent to the scale bypass lane next to the southbound administration building to allow for fast enforcement response.
- Additional storage space, secure evidence lockers, and a secure evidence processing area.
- Additional office space – currently three officers must share one office.
- Fix/replace the pit door to be able to perform inspections at the SB Port.
- Fiber optic connection to an external network (currently only POE buildings connected to each other via fiber optic).
- Replace HVAC/improve building insulation.
- Larger radii on truck turnaround ramps.

# SANDERS (I-40)

Site visit: Friday, November 22, 2019, 8:00 am.

Facility Location: Located along I-40 about one mile east of Sanders, Arizona and 18 miles west of the Arizona/New Mexico border.

## OPERATIONS

- Open 7 am – 5 pm, 7 days per week.
- Sold approximately 1,800 permits in October – stretching resources of CSRs.
    - 70% of permit sales are from RVs being transported to or through Arizona – currently working with vendors to be able to permit RVs online.
- Have not run outbound operations in three years.
    - The outbound scale has been disassembled for parts for other scales around the state.
    - Truckers sleep on the EB Port facility – causing a waste issue along the roadway.

## TECHNOLOGY

- WIM.

## FACILITIES

*Ramps:*

- Westbound Interstate leads to one-lane off-ramp. Deceleration/stopping distance 1,012' mi. Eastbound on-ramp/acceleration lane 647'.
- Eastbound Interstate leads to one-lane off-ramp. Deceleration/stopping distance 797'. WB on-ramp/acceleration lane 1,036'.
- Short off-ramp – trucks can back up onto mainline very quickly if a truck stops in the POE.
    - Staff often waves trucks through without checking them to keep traffic moving.
    - The drainage grate in the bypass lane is loud and starting to collapse.
    - Have investigated relocating the frontage road to lengthen the off-ramp, but Navajo Nation boundary precludes any footprint expansion.

*Inspection area:*

- One covered inspection area with no pit.

*Equipment/Scales:*

- 12'x 90' scale – allows for most trucks to be weighed at once.
- Ramps go up in both directions from the scale and water pools at the scale and sometimes floods building.

*Other:*

- No location of offload overweight trucks.
- Currently overweight trucks must return to Gallup and offload.
- No hazmat area.

## STAFFING

| | *Employees* | *Shifts* |
|---|---|---|
| *Lieutenants* | *1* | *1* |

| | | |
|---|---|---|
| *Sergeants* | *1* | *1* |
| *Officers* | *4* | *2* |
| *Field Enforcement Officer* | *1* | *1* |
| *Customer Service Representatives* | *3* | *2* |
| *Civilian Supervisor* | *1* | *1* |

## RECENT/ONGOING PROJECTS

- Currently performing WIM and camera/security upgrades.
  - Should reduce the number of trucks traveling through the Port.
  - Upgrading facilities in the scale room – removing old wiring, replacing the counter, adding monitors, replacing signage switches, and fixing roof leaks.
- Permit sales area to be remodeled in early 2020.
  - Drop from 4 workstations to 3.
  - Keeping only one door for drivers to enter the building.
  - Adding security glass to desks.

## REQUESTED IMPROVEMENTS SUMMARY

- Replace the scale.
  - Would prefer a 14'x120' scale for oversize loads.
- Full-depth pit(s) inside a Quonset Hut(s) for inspections.
  - Would like to be fully protected from elements because of weather in Sanders.
  - Desire for two inspection pits/areas.
- Hazmat area (currently no provisions for hazmat materials).
- Dorms and living space for employees that do not live locally.
- Additional storage – all workspaces are currently shared with storage.
- Employee breakroom and locker room.
- Loading dock to unload overweight trucks.
- Replace all the concrete around the POE – curbs are crumbling, and some areas are down to the rebar.
- Holding cells (3), interview rooms for drug/money loads that come through.
- Flip weight and inspection areas to improve operations.
  - Drivers complain about having to cross active truck traffic lane between parking and permit office.

# SAN SIMON (I-10)

Site visit: Thursday, November 21, 2019, 8:30 am.

Facility Location: Located along I-10 about three miles east of San Simon, Arizona and 8 miles west of the Arizona/New Mexico border.

## OPERATIONS

- Open 6 am – 10 pm, 7 days per week.
  - Minimum staffing: 2 CSRs, 1 officer, 1 sergeant.
- Sell permits 7 am – 5 pm.
- Busiest on Monday/Tuesday, followed by Sunday and Friday.
  - Bulk of oversize loads on Monday/Tuesday.
- All trucks that do not have Prepass or Drivewyze must stop at the Port.
  - Typically getting 600-800 trucks per shift.
  - Trucks must have a valid international license and IFTA sticker – must buy an AZ permit if they don't have proper documentation.
- Currently only intermittently running credential checks on outbound trucks.
  - The scale is broken, but the buildings are in adequate shape.

## TECHNOLOGY

- WIM installed (as of November 2019).

## FACILITIES

*Ramps:*

- WB Interstate leads to one-lane off-ramp. Deceleration/stopping distance 1.07 mi. EB on-ramp/acceleration lane 1,055'.
- EB Interstate leads to one-lane off-ramp. Deceleration/stopping distance 812'. WB on-ramp/acceleration lane 1,955'.

*Inspection area:*

- Poor circulation for trucks that need to be inspected – must hold up truck traffic twice for the truck to get to and from the south side of the building.
- No inspection pit.

*Equipment/Scales:*

- 12' x 60' scale.

*Other:*

- Cannot see how long the line of trucks is from the scale room – must use cues from the cameras to estimate and flush traffic through the bypass lane if it backs up too far.
- San Simon does not get a lot of Class C loads, but they are too wide to fit on scale.
- Drivers cross the busy truck lane between the parking and building to buy permits – drivers have complained.
- The building on the east end of the Port is rotting from the bottom.
- Building is very cold for CSRs and they run space heaters in the winter.

## STAFFING

- San Simon currently has 5 CSRs.

## RECENT/ONGOING PROJECTS

- Installing IRD to allow for virtual screening – only need to direct in trucks without proper credentials or are overweight.
    - Lieutenant expecting a drop in permitting revenue because license and IFTA can be checked electronically (estimating 300-400 fewer permits per shift).
- Outbound WIM installed November 2019.
- Security/camera upgrades installed early 2020.
- Currently converting the western building to an evidence room with appropriate security upgrades.
- Permit sales area reconfigured in 2011.
    - Workstations too small.
    - CSR area was dropped down to ground level – CSRs do not like to sit at the same level as drivers, as drivers see everything they're doing.
    - The glass installed makes it difficult to communicate with drivers.

## REQUESTED IMPROVEMENTS SUMMARY

- 100' scale to weigh entire truck at once (currently weigh one axle at a time).
- Outbound WIM needs electric signage to direct heavy vehicles into the Port.
- Generator – the POE loses power often during weather events.
- Replace the annex building on the east end of the POE.
    - Could be replaced with an additional sergeants' office (existing office too small for three sergeants) and current sergeants' office could be replaced with a CSR workspace (currently no place for CSRs to do paperwork).
- Construct a pit for inspections – a shallow one would be acceptable to allow workers on creepers to maneuver under trucks.
    - There used to be a full-length scale at the Port – that area could be used to build a pit, or the area currently striped out adjacent to the truck parking area could be used.
    - Would like a covered area to perform inspections.
    - Sometimes there is a need to inspect two trucks at the same time.
- Insulate the concrete floor under the main building.
- Training room/meeting space.
- Establish clear, standardized signage for all Ports to make it more apparent which vehicles need to stop.
- On-site dorms to accommodate staff that does not live locally.
- Separate employee parking from the inspection area (currently mixed together).
- Hazmat area – currently must pile up dirt to prevent runoff to adjacent desert.
- Additional barriers on-site for security.
- Relocate POE to a new site.
    - Construct a median POE near the rest area east of the current facility in the median – only need to maintain one facility for inbound and outbound instead of two.
    - Kingman POE may be a good model for San Simon (more compact size than Ehrenberg).

# YUMA (B-8)

Site visit date: Thursday, November 14, 2019, 9:30 am.

Facility Location: B-8 (156 N. 4th Avenue, Yuma AZ) is less than one mile south of the Arizona-California border. The B-8 Port of Entry is an inbound southbound port only. The outbound northbound facility was removed several years ago in collaboration with a City of Yuma corridor beatification project.

## OPERATIONS

- Performs random inspections – no pull-out area.
- Credential processing; weighing; permits; inspections.

## TECHNOLOGY

- Does not have Weigh-in-Motion system.
- WIM needed to avoid using the existing scale for most trucks.

## FACILITIES

*Ramps:*

- Two-lane mainline leads to one-lane off ramp.
- Posted speed 35 mph.
- Deceleration/stopping distance 246'.
- On ramp/acceleration lane 168'.

*Inspection area:*

- An inspection pit and canopy are needed. Inspections are performed randomly. POE staff need a safe place to conduct inspections. Inspections are conducted outside. Pavement temperatures can exceed 150 degrees in the mid-summer. A pit would facilitate hazmat inspections. Level 1 inspections can't be conducted in the summer months as the heat makes it dangerous to perform inspections and often prevents staff from doing their job.
- When a vehicle is flagged for inspection, they must back up through the bypass lane. There is need for a scale bypass lane and an inspection lane. There isn't any room to pullout and pull over.
- The short off-ramp often leads to backups onto mainline B-8. There is a need for a longer vehicle queue/storage area.
- POE staff suggested rumble strips to slow trucks down earlier.

*Equipment/Scales:*

- Single platform 12'x10' scale – single axle adjacent to the administration building.
    - Scale in good condition.
    - Must add up each axle to get total weight.
    - Staff must manually pump the scale when it floods; drain either not working or doesn't exist, results in pumping manually. It does not self-drain.
    - Too close to building, as trucks have hit the building and cameras.
- Trucks will often try to straddle scale to off-set weight. POE staff would prefer a 100' x 12' scale.
- The scale's proximity to the building has resulted in numerous hits and near misses to both building and mounted cameras.
- The scale is monitored by CSR who controls truck flow with a green/red light.

- The CSR manually monitors single axle for overweight. The scale will only automatically show (alarm) overweight if a double-axle. The weight limits are: 34,000 lb. limit for tandem, 20,000 lb. weight limit for single axle.

*Other:*

- The POE building was constructed in 1953.
- The POE facility is not police rated. POE staff suggested concrete jersey barriers are needed for security and protection purposes.
- The vacant lot west of the current POE could be used as an expansion area. The historic rail line on the north side of the POE is a potential constraint; trucks would exit onto 1st Street which isn't designed to handle truck weight.
- The POE does not have any hazmat facilities.
- There isn't a break room/area for POE staff.
- The lobby area is relatively large.

## STAFFING

- The POE is typically staffed by an officer and a CSR on duty at any given time.
- The POE could be much more productive (safety and financial) if they had more staff. The staff believe the port should remain manned due to the potential to address criminal element. A virtual port would not have the same benefit.
- POE staff said that they can advertise, post online, to purchase permits on-line, but the truck drivers will still come in with exact change/cash (owners don't trust the drivers with more cash, etc.)
- A lot of the violations are for personal use (drug abuse).

## RECENT/ONGOING PROJECTS

- None.

## REQUESTED IMPROVEMENTS SUMMARY

- Security improvements needed.
    - Rumble strip needed to slow down approaching trucks.
    - Jersey barriers needed to protect the building and staff.
- Large scale is needed (12'x100') to weigh entire truck.
- Pull-off area, canopy, and pit needed to perform inspections – very hot in the summer and would facilitate hazmat inspections.

# PARKER (SR 95)

Site visit: Friday, November 15, 2019, 8 am.

Facility Location: 310 California Ave, Parker, AZ 85344.

## OPERATIONS

- Operational four 10-hour shifts per week.
- Credential processing; weighing; permits; inspections.
- Currently only conducting inbound operations, but need is there to monitor outbound as well.

## TECHNOLOGY

- WIM under construction (November 2019)

## FACILITIES

*Ramps:*

EB SR 95 leads to a one-lane off-ramp. Deceleration/stopping distance 223'. EB on-ramp/acceleration lane 160'.

*Inspection area:*

- When a vehicle is flagged for inspection, they must pull through, come back through the Port, and enter the inspection canopy area.
- Only performing random truck inspections.
- When there is no truck traffic, officer patrols SR 95 and finds a lot of overweight/unregistered trucks.

*Equipment/Scales:*

- Facility has a single-platform static scale (10'x10').
- Trucks will often try to straddle the scale to offset weight.
- Traffic controlled by CSR with red/green light.

*Other:*

- New chicken farm on SR 72 is leading to higher truck traffic.
- Do not sell many permits at Parker.
- 2nd Street is next to port. Agnes Wilson Bridge.

## STAFFING

- Only two staff members: 1 CSR and 1 officer.
- Operate on four 10-hour shifts, alternating working days/hours, 5 am – 3 pm.
- With additional staffing, could remain busy until 1 am or 2 am.

## RECENT/ONGOING PROJECTS

- WIM currently being installed.

## REQUESTED IMPROVEMENTS SUMMARY

- Security improvements for CSRs inside the POE building – security glass, cameras, panic buttons.
    - A threat analysis has been performed.
- Covered inspection area with a pit due to high summer temperatures.

    - Should be in a location that does not require trucks to circulate around the Port and back in through the entrance.
- Concrete barriers should be installed to protect the POE building.
- Scale bypass lane and more areas for trucks to safely pull out of line.
- Install appropriate technology in the booth to operate with one staff member (scale readout).

# PAGE (US 89)

Site visit: Tuesday, November 19, 2019 10:00 am.

Facility Location: Located along US 89 about six miles south of the Arizona/Utah border just northwest of Page, Arizona.

## OPERATIONS

- Open 8 am – 4 pm, Monday-Friday (only one CSR on staff).
- Outbound trucks not being checked – safety issue with drivers crossing the highway.
- The scale area has been condemned due to damage.
    - Trucks are currently just getting credentials checked.
    - Water must be pumped from the scale area when it rains.
- Currently not an officer assigned to Page – weight limits cannot be enforced without an officer.
- Houseboats use the Port and can be up to 20' wide and 30' tall – it is difficult to fit them through the existing facility.
- A lot of tour buses due to the proximity to Lake Powell and other attractions.
    - Sometimes passengers get off and use the bathroom, causing septic issues.

## TECHNOLOGY

- Does not have WIM system.

## FACILITIES

*Ramps:*

- SB US 89 leads to one-lane off-ramp. Deceleration/stopping distance 657'. On-ramp/acceleration lane 263'.

*Inspection area:*

- No formal inspection area.

*Equipment/Scales:*

- 12' x 10' scale – not currently operational (as of November 2019).
- Not wide enough for oversize loads (houseboats).
    - Does not drain properly – must be pumped after rain events. Drainage from the hill on the west side of the building and the building itself floods the scale area.

*Other:*

- Roadway drainage pools in the concrete ditch in front of the Port building.
- Not enough storage space.
    - Not enough parking:
        - Standard vehicle parking – driver's license testing area takes up most of the staff parking area and customer parking gets full in the summer.
        - Truck parking – currently only four spaces and demand is sometimes higher to buy permits.
- Steep slope between roadway and Port building.

## STAFFING

- One dedicated CSR – officers/lieutenants shared with St. George POE.

## RECENT/ONGOING PROJECTS

- None.

## REQUESTED IMPROVEMENTS SUMMARY

- Create a safe way for outbound trucks to be checked without having drivers cross the highway.
    - Potentially a camera/intercom system or add turnarounds to bring outbound trucks to west side of roadway.
- Widen the weight/inspection area to accommodate oversize loads (houseboats).
- Address flooding issues around the Port facility and replace/fix the scale.
- Add additional storage space (currently shared with MVD operations).
- Additional parking.
- Improve ADA issues.
- Potentially construct new Port – the area north of the existing location is flatter but may cause circulation issues with houseboats from Wahweap.

# TEEC NOS POS (US 160)

Site visit: Friday, November 22, 2019, 12:00 pm.

Facility Location: Located along US 160 about five miles west of the Arizona/New Mexico border in Teec Nos Pos, Arizona.

## OPERATIONS

- Open 8 am – 4 pm, Monday-Friday.
- Only checking credentials – no ability to weigh trucks.
    - Checking inbound and outbound truck traffic.
    - Check 30-40 trucks per day.
- Co-located with MVD – CSR must do both POE and MVD operations.

## TECHNOLOGY

- No WIM technology.

## FACILITIES

*Ramps:*

- Westbound highway leads to one-lane off-ramp. Deceleration/stopping distance 764' mi. Eastbound on-ramp/acceleration lane 75'.

*Inspection area:*

- No formal inspection area.

*Equipment/Scales:*

- No scale.

*Other:*

- Three homesites behind the building for employees that do not live locally – currently only one occupied.
- ADOT has a relatively large property to expand the POE footprint.
- Currently staff must manually flip signs on both sides of the highway at the beginning and end of each shift.

## STAFFING

- One officer and one CSR.

## RECENT/ONGOING PROJECTS

- Upgraded cameras and panic buttons installed mid-2019.

## REQUESTED IMPROVEMENTS SUMMARY

- Add a scale – cut out hillside behind the building to fit a lane on the north side.
- Additional parking – very limited parking for MVD and mixes with truck parking.
- Formal inspection area – would like it to be enclosed in a Quonset Hut due to weather.
- Evidence storage – currently must immediately transport evidence to Sanders.
- Electronic signage to indicate when the POE is open.

- Upgraded workstations – difficult to access files with current configuration.
- Personnel lockers and more storage.
- Create a safe way for outbound drivers to cross the highway and an indication that they must get out and present credentials on the inbound side.
- Faster internet speeds.

# FREDONIA (US 89A)

Site visit: Tuesday, November 19, 2019, 8:00 am.

Facility Location: US 89A about three miles south of the Arizona/Utah border in the town of Fredonia, Arizona.

## OPERATIONS

- Only used for sporadic mobile enforcement – approximately once per month.
- Four handheld scales are used to weigh one tandem axle at a time.
    - Very time-consuming.
    - Takes approximately 30 minutes to set up and take down the equipment for mobile enforcement.
    - Equipment stored at nearby ADOT maintenance lot.

## TECHNOLOGY

- Does not have WIM equipment.

## FACILITIES

*Ramps:*

- Southbound US 89A leads to two-lane off-ramp. Deceleration/stopping distance 348'. On-ramp/acceleration lane 78'.

*Inspection area:*

- No formal inspection area.

*Equipment/Scales:*

- No scale.

*Other:*

- Roof was leaking and has been fixed but water damage on inside of building has not been addressed.
- Outbound drivers must cross the highway to access the POE – safety hazard.

## STAFFING

- No dedicated staff – mobile operations are performed intermittently with staff from the St. George POE.

## RECENT/ONGOING PROJECTS

- None.

## REQUESTED IMPROVEMENTS SUMMARY

- Additional staffing to run the Port 2-3 times per week.
    - Hire an additional CSR.
    - Hire an additional officer to split time between Fredonia and Page.
- Fix water damage from roof leak.
- Create provisions to have outbound trucks turn into the Port so that drivers don't have to cross highway traffic.

# SPRINGERVILLE (US 60)

Site visit: Thursday, November 21, 2019, 3:30 pm.

Facility Location: Located along US 60 about one-mile northwest of Springerville, Arizona and about 16 miles west of the Arizona/New Mexico border.

## OPERATIONS

- Closed for permanent operations.
    - Building in very poor condition – roof caving in, heavy water damage inside, outside facilities deteriorating.

## TECHNOLOGY

- No WIM technology.

## FACILITIES

*Ramps:*

- WB Highway leads to one-lane off-ramp. Deceleration/stopping distance 341'. EB on-ramp/acceleration lane 89'.

*Inspection area:*

- No formal inspection area.

*Equipment/Scales:*

- No scale.

*Other:*

- None.

## STAFFING

- No dedicated staff.

## RECENT/ONGOING PROJECTS

- None.

## REQUESTED IMPROVEMENTS SUMMARY

- Raze the building – use the location for temporary operations.

# DUNCAN (US 70)

Site visit: Thursday, November 21, 2019, 11:30 am.

Facility Location: Located along US 70 about five miles east of Duncan, Arizona and one mile west of the Arizona/New Mexico border.

## OPERATIONS

- Closed for permanent operations since 2010.
    - All facilities operational at the time of closing.

## TECHNOLOGY

- No WIM system.

## FACILITIES

*Ramps:*

- Westbound highway leads to one-lane off-ramp. Deceleration/stopping distance 238'. Eastbound on-ramp/acceleration lane 224'.

*Inspection area:*

- No formal inspection area.

*Equipment/Scales:*

- 12' x 10' scale.

*Other:*

- Building was vandalized once and was subsequently boarded up.
- No septic system.

## STAFFING

- No dedicated staff.

## RECENT/ONGOING PROJECTS

- None.

## REQUESTED IMPROVEMENTS SUMMARY

- Modern septic system if facility were to reopen.

# APPENDIX C. DETAILED PROJECT PRIORITIZATION RESULTS

| Port of Entry | Rte. | # | Func. Class | From Milepost | To Milepost | Len. | CO. | COG / MPO | ADOT District | Nomination Srce. | Direction | Element Group | Proj. ID | Project Name (Ideal Port Element) | POE Criticality Score | Ideal Port Element Score | Prioriti-zation Score | Improvement Description | Improvement Goal | Constraints |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Weight_Credential_Check | 1 | WIM | 62 | 100 | 162 | WIM scale with IRD camera structure 1/2 mile upstream of POE off-ramp, two DMS adjacent to outside shoulder of inbound roadway | Reduce the number of trucks that need to access the POE by remotely and instantly checking their weight and credentials. | Colorado River Bridge precludes in-pavement or side-mounted infrastructure on bridge; WIM would need to be installed in CA. |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Weight_Credential_Check | 2 | Scale/Bypass Indication | 62 | 100 | 162 | Overhead DMS at the split between the scale and bypass lane, associated controls in the scale room - tied to creating bypass lane, maineline WIM, etc. | Allow the scale room staff to remotely indicate that trucks can bypass the scale to avoid unsafe backups | No bypass lane currently exists |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Weight_Credential_Check | 3 | Scale and Indication | 62 | 94 | 157 | Install a 12'x100' scale and overhead DMS at scale stop line, and associated controls in the scale room | Allow the tractor and trailer of most trucks to be weighed simultaneously to reduce processing time and temotely convey messages to drivers | POE is space-constrained |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Outbound | Weight_Credential_Check | 4 | WIM | 62 | 50 | 112 | IRD camera structure at existing WB WIM, two DMS adjacent to outside shoulder of roadway, communications integration into POE scale room | Reduce the number of trucks that need to access the POE by remotely and instantly checking their weight and credentials. | Proximity to 16th Street TI - only approx. 1/4 mile between 16th Street on-ramp and POE off-ramp |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Outbound | Weight_Credential_Check | 5 | Scale/Bypass Indication | 62 | 50 | 112 | Overhead DMS at the split between the scale and bypass lane, associated controls in the scale | Allow the scale room staff to remotely indicate that trucks can bypass the scale to avoid unsafe | None |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Outbound | Weight_Credential_Check | 6 | Scale and Indication | 62 | 47 | 109 | Install a 12'x100' scale and overhead DMS at scale stop line, and associated controls in the scale room | Allow the tractor and trailer of most trucks to be weighed simultaneously to reduce processing time and temotely convey messages to drivers | None |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Outbound | Weight_Credential_Check | 7 | Communications | 62 | 44 | 107 | Add communications to control outbound DMS and view scale/credential data from inbound Port | Allow staff at inbound Port to monitor weights and credentials for outbound enforcement | None |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Port_Geometrics | 8 | Scale Bypass Lane | 62 | 85 | 147 | Construct a bypass lane around the scale | Provide flexibility to quickly move trucks through the POE if the scale is not functioning, backups | Redondo Center Dr on-ramp is directly adjacent to the POE and prevents further widening |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Port_Geometrics | 9 | Circulation to Inspection | 62 | 74 | 137 | Construct a ramp from the scale lane that does not require trucks to reverse into the inspection area | Reduce delays in the scale lane by allowing trucks to quickly exit the main truck flow | Redondo Center Dr on-ramp is directly adjacent to the POE and prevents further widening |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Port_Geometrics | 10 | Staff Parking Supply | 62 | 23 | 85 | Construct additional truck parking spaces | Prevent overflow truck parking in unauthorized locations | Redondo Center Dr on-ramp is directly adjacent to the POE and prevents further widening |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Inspection_Facilities | 11 | Inspection Bays | 62 | 96 | 158 | Construct two inspection bays, one of which with | Allow staff to safely and comfortably inspect | Redondo Center Dr on-ramp is directly adjacent |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Inspection_Facilities | 12 | Hazmat Area | 62 | 87 | 149 | Construct a hazardous materials containment area | Safely contain hazardous materials unloaded from trucks to prevent environmental contamination | Redondo Center Dr on-ramp is directly adjacent to the POE and prevents further widening |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Inspection_Facilities | 13 | Loading Dock | 62 | 77 | 139 | Construct a loading dock | Allow for overweight trucks to unload and reload goods to shift or transfer weight to prevent further roadway damage | Redondo Center Dr on-ramp is directly adjacent to the POE and prevents further widening |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Security_Measures | 14 | Port Building Barriers | 62 | 70 | 132 | Construct concrete barriers or bollards on the approach to the POE building | Prevent accidental or intentional damage to the POE building by passing trucks | None |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Security_Measures | 15 | Permit Sales Desk w/ Security Glass | 62 | 79 | 141 | Add security glass to permit sales desks | Protect CSRs from aggressive drivers | None |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Outbound | Security_Measures | 16 | Port Building Barriers | 62 | 35 | 97 | Construct concrete barriers or bollards on the approach to the POE building | Prevent accidental or intentional damage to the POE building by passing trucks | None |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Evidence_Suspect_Areas | 17 | Holding Cells | 62 | 84 | 146 | Construct two suspect holding cells | Provide a location to safely hold suspects | Requires a building addition and there is limited space on-site |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Evidence_Suspect_Areas | 18 | Interview Room | 62 | 73 | 135 | Construct an interview room | Provide a location to safely interrogate suspects | Requires a building addition and there is limited space on-site |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Evidence_Suspect_Areas | 19 | Evidence Processing Area | 62 | 62 | 124 | Construct a secure evidence room | Provide a secure location to process evidence confiscated from trucks | Requires a building addition and there is limited space on-site |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Evidence_Suspect_Areas | 20 | Evidence Storage | 62 | 95 | 157 | Construct a secure evidence storage area with a refrigerator | Provide a secure location to store evidence confiscated from trucks | Requires a building addition and there is limited space on-site |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Port_Facility | 21 | Restrooms | 62 | 86 | 149 | Construct new public or staff restrooms | Allow staff to safely use the restroom separate from the public | Requires a building addition and there is limited space on-site |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Port_Facility | 22 | Storage Space | 62 | 10 | 72 | Construct additional storage space | Provide adequate space to store equipment and electronics | Requires a building addition and there is limited space on-site |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Port_Facility | 23 | Office Space | 62 | 96 | 158 | Construct separate offices for the POE Commander, sergeants, officers, and CSRs | Provide office spaces for private conversations, administrative work, and CSR tasks required at | Requires a building addition and there is limited space on-site |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Port_Facility | 24 | Generator | 62 | 58 | 120 | Install a generator capable of powering the POE | Allow for the continuation of POE operations during power outages | Limited space on-site |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Port_Facility | 25 | Meeting Space | 62 | 29 | 91 | Construct a conference room large enough to accomodate all POE staff members | Allow employees to gather for staff meetings and provide space for periodic training meetings | Requires a building addition and there is limited space on-site |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Port_Facility | 26 | Employee Breakroom | 62 | 19 | 81 | Construct an employee break room with a kitchenette, table, and chairs | Allow employees to take their breaks in a designated space | Requires a building addition and there is limited space on-site |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Port_Facility | 27 | Locker Room | 62 | 38 | 101 | Construct an employee locker room/area | Allow employees to change into and out of uniforms on-site and hold personal items | Requires a building addition and there is limited space on-site |
| P1. Yuma (I-8) | I | 8 | Interstate | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Port_Facility | 28 | ADA Compliance | 62 | 77 | 139 | Retrofit the public areas to be ADA compliant | Allow for members of the public of all ages and abilities to access the public areas of the POE | Space in the building is limited and could require extensive renovations |

| Port of Entry | Rte. | # | Func. Class | From Milepost | To Milepost | Len. | CO. | COG / MPO | ADOT District | Nomination Srce. | Direction | Element Group | Proj. ID | Project Name (Ideal Port Element) | POE Criticality Score | Ideal Port Element Score | Prioriti-zation Score | Improvement Description | Improvement Goal | Constraints |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P2. Ehrenberg (I-10) | I | 10 | Interstate | 3 | 3 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Weight_Credential_Check | 29 | Scale and Indication | 100 | 94 | 194 | Overhead DMSs at stop line for the scale house and credential booth and associated controls in | Remotely convey messages to drivers to show weight, tell them to proceed, or tell them to pull | None |
| P2. Ehrenberg (I-10) | I | 10 | Interstate | 3 | 3 | 0 | La Paz | WACOG | Southwest | POE/ECD | Outbound | Weight_Credential_Check | 30 | WIM | 100 | 50 | 150 | IRD camera structure at existing WB WIM, two DMS adjacent to outside shoulder of roadway, communications integration into POE scale room | Reduce the number of trucks that need to access the POE by remotely and instantly checking their weight and credentials. | None |
| P2. Ehrenberg (I-10) | I | 10 | Interstate | 3 | 3 | 0 | La Paz | WACOG | Southwest | POE/ECD | Outbound | Weight_Credential_Check | 31 | Scale/Bypass Indication | 100 | 50 | 150 | Overhead DMS at the split between the scale and bypass lane, associated controls in the scale | Allow the scale room staff to remotely indicate that trucks can bypass the scale to avoid unsafe | None |
| P2. Ehrenberg (I-10) | I | 10 | Interstate | 3 | 3 | 0 | La Paz | WACOG | Southwest | POE/ECD | Outbound | Weight_Credential_Check | 32 | Scale/Bypass Indication | 100 | 50 | 150 | Overhead DMS just beyond the stop line for the scale and associated controls in the scale room | Remotely convey messages to drivers to show weight, tell them to proceed, or tell them to pull over into the inspection area | No designated truck parking area currently exists |
| P2. Ehrenberg (I-10) | I | 10 | Interstate | 3 | 3 | 0 | La Paz | WACOG | Southwest | POE/ECD | Outbound | Weight_Credential_Check | 33 | Communications | 100 | 44 | 144 | Add communications to control outbound DMS and view scale/credential data from inbound Port | Allow staff at inbound Port to monitor weights and credentials for outbound enforcement | None |
| P2. Ehrenberg (I-10) | I | 10 | Interstate | 3 | 3 | 0 | La Paz | WACOG | Southwest | POE/ECD | Outbound | Port_Geometrics | 34 | Staff Parking Supply | 100 | 11 | 111 | Construct six designated staff parking spaces | Prevent overflow parking in unauthorized locations | None |
| P2. Ehrenberg (I-10) | I | 10 | Interstate | 3 | 3 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Inspection_Facilities | 35 | Loading Dock | 100 | 77 | 177 | Construct a loading dock | Allow for trucks to be unloaded and reloaded for inspections | None |
| P2. Ehrenberg (I-10) | I | 10 | Interstate | 3 | 3 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Security_Measures | 36 | Security Cameras | 100 | 97 | 197 | Install security cameras inside and outside the north side of the POE building | Improve safety and security at Port | None |
| P2. Ehrenberg (I-10) | I | 10 | Interstate | 3 | 3 | 0 | La Paz | WACOG | Southwest | POE/ECD | Outbound | Security_Measures | 37 | Port Building Barriers | 100 | 35 | 135 | Construct concrete barriers or bollards on the approach to the POE building | Prevent accidental or intentional damage to the POE building by passing trucks | None |

| Port of Entry | Rte. | # | Func. Class | From Milepost | To Milepost | Len. | CO. | COG / MPO | ADOT District | Nomination Srce. | Direction | Element Group | Proj. ID | Project Name (Ideal Port Element) | POE Criticality Score | Ideal Port Element Score | Prioriti-zation Score | Improvement Description | Improvement Goal | Constraints |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Weight_Credential_Check | 38 | Scale/Bypass Indication | 92 | 100 | 192 | Overhead DMS at the split between the scale and bypass lane, associated controls in the scale room | Allow the scale room staff to remotely indicate that trucks can bypass the scale to avoid backups | None |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Weight_Credential_Check | 39 | Scale/Bypass Indication | 92 | 100 | 192 | Overhead DMS a scale stop line and associated controls in the scale room | Remotely convey messages to drivers, tell them to proceed, or tell them to pull over into the inspection area | None |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Outbound | Weight_Credential_Check | 40 | WIM | 92 | 50 | 142 | IRD camera structure at existing EB WIM, two DMS adjacent to outside shoulder of roadway, communications integration into POE scale room | Reduce the number of trucks that need to access the POE by remotely and instantly checking their weight and credentials. | None |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Outbound | Weight_Credential_Check | 41 | Scale/Bypass Indication | 92 | 50 | 142 | Overhead DMS at the split between the scale and bypass lane, associated controls in the scale | Allow the scale room staff to remotely indicate that trucks can bypass the scale to avoid unsafe | None |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Outbound | Weight_Credential_Check | 42 | Scale and Indication | 92 | 47 | 139 | Install a 12'x100' scale and overhead DMS at scale stop line, and associated controls in the scale room | Allow the tractor and trailer of most trucks to be weighed simultaneously to reduce processing time and temotely convey messages to drivers | None |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Outbound | Weight_Credential_Check | 43 | Communications | 92 | 44 | 136 | Add communications to control outbound DMS | Allow staff at inbound Port to monitor weights | None |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Port_Geometrics | 44 | Staff Parking Supply | 92 | 23 | 114 | Construct eight additional vehicle parking spaces | Prevent overflow parking in unauthorized locations | None |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Outbound | Port_Geometrics | 45 | Staff Parking Supply | 92 | 11 | 103 | Construct six vehicle parking spaces | Prevent overflow parking in unauthorized locations | None |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Inspection_Facilities | 46 | Inspection Bays | 92 | 96 | 188 | Construct two inspection bays, one of which with a full-depth inspection pit. The inspection bays | Allow staff to safely and comfortably inspect trucks for safety violations and contraband | None |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Inspection_Facilities | 47 | Hazmat Area | 92 | 87 | 179 | Construct a hazardous materials containment area | Safely contain hazardous materials unloaded from trucks to prevent environmental | None |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Inspection_Facilities | 48 | Loading Dock | 92 | 77 | 169 | Construct a loading dock | Allow for trucks to be unloaded and reloaded for inspections | None |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Security_Measures | 49 | Port Building Barriers | 92 | 70 | 162 | Construct concrete barriers or bollards on the approach to the POE building | Prevent accidental or intentional damage to the POE building by passing trucks | None |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Outbound | Security_Measures | 50 | Port Building Barriers | 92 | 35 | 127 | Construct concrete barriers or bollards on the approach to the POE building | Prevent accidental or intentional damage to the POE building by passing trucks | None |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Evidence_Suspect_Areas | 51 | Holding Cells | 92 | 84 | 176 | Construct two suspect holding cells | Provide a location to safely hold suspects | Requires a building addition |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Evidence_Suspect_Areas | 52 | Interview Room | 92 | 73 | 165 | Construct an interview room | Provide a location to safely interrogate suspects | Requires a building addition |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Evidence_Suspect_Areas | 53 | Evidence Processing Area | 92 | 62 | 154 | Construct a secure evidence room | Provide a secure location to process evidence confiscated from trucks | Requires a building addition |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Evidence_Suspect_Areas | 54 | Evidence Storage | 92 | 95 | 187 | Construct a secure evidence storage area with a refrigerator | Provide a secure location to store evidence confiscated from trucks | Requires a building addition |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Port_Facility | 55 | Meeting Space | 92 | 29 | 121 | Construct a conference room large enough to hold all POE staff members | Allow employees to gather for staff meetings and provide space for periodic training meetings | Requires a building addition |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Port_Facility | 56 | Employee Breakroom | 92 | 19 | 111 | Construct an employee break room with a kitchenette, table, and chairs | Allow employees to take their breaks in a designated space | Requires a building addition |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Port_Facility | 57 | Locker Room | 92 | 38 | 130 | Construct an employee locker room/area | Allow employees to change into and out of uniforms on-site and hold personal items | Requires a building addition |
| P3. Topock (I-40) | I | 40 | Interstate | 4 | 4 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Port_Facility | 58 | ADA Compliance | 92 | 77 | 169 | Retrofit the public areas to be ADA compliant | Allow for members of the public of all ages and abilities to access the public areas of the POE facility | Space in the building is limited and could require extensive renovations |

| Port of Entry | Rte. | # | Func. Class | From Milepost | To Milepost | Len. | CO. | COG / MPO | ADOT District | Nomination Srce. | Direction | Element Group | Proj. ID | Project Name (Ideal Port Element) | POE Criticality Score | Ideal Port Element Score | Prioriti-zation Score | Improvement Description | Improvement Goal | Constraints |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P4. Kingman (US 93) | US | 93 | Principal Arterial | 67 | 67 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Weight_Credential_Check | 59 | WIM | 76 | 100 | 176 | WIM scales, IRD camera structures, and two DMSs adjacent to outside shoulders on US 93 and SR 68 in advance of off-ramps, communications integration into POE scale room | Reduce the number of trucks that need to access the POE by remotely and instantly checking their weight and credentials. | Topography on US 93 could inhibit in-pavement and side-mounted infrastructure |
| P4. Kingman (US 93) | US | 93 | Principal Arterial | 67 | 67 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Weight_Credential_Check | 60 | Scale and Indication | 76 | 94 | 170 | Overhead DMS just beyond the stop line for the scale and associated controls in the scale room | Remotely convey messages to drivers to show weight, tell them to proceed, or tell them to pull | None |
| P4. Kingman (US 93) | US | 93 | Principal Arterial | 67 | 67 | 0 | Mohave | WACOG | Northwest | POE/ECD | Outbound | Weight_Credential_Check | 61 | WIM | 76 | 50 | 126 | WIM scale with two DMS adjacent to outside shoulder on US 93 in advance of pull-out area for mobile details | Allow for efficient mobile details on northbound US 93 | None |
| P4. Kingman (US 93) | US | 93 | Principal Arterial | 67 | 67 | 0 | Mohave | WACOG | Northwest | POE/ECD | Outbound | Weight_Credential_Check | 62 | Scale and Indication | 76 | 47 | 123 | Mobile ramp-style scale for mobile details | Allow for efficient mobile details on northbound US 93 | None |
| P4. Kingman (US 93) | US | 93 | Principal Arterial | 67 | 67 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Port_Geometrics | 63 | Enforcement Parking | 76 | 33 | 109 | Pave cross-overs and access road to SR 68 | Provide way for enforcement to quickly catch up to port runners before they can get away | None |
| P4. Kingman (US 93) | US | 93 | Principal Arterial | 67 | 67 | 0 | Mohave | WACOG | Northwest | POE/ECD | Outbound | Port_Geometrics | 64 | Truck Parking Supply | 76 | 32 | 108 | Construct three designated truck parking spaces | Prevent truck parking in unauthorized locations | None |
| P4. Kingman (US 93) | US | 93 | Principal Arterial | 67 | 67 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Inspection_Facilities | 65 | Inspection Bays | 76 | 96 | 172 | Enclose inspection bay and provide climate control | Allow staff to safely and comfortably inspect trucks for safety violations and contraband | None |
| P4. Kingman (US 93) | US | 93 | Principal Arterial | 67 | 67 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Inspection_Facilities | 66 | Loading Dock | 76 | 77 | 153 | Construct a loading dock | Allow for trucks to be unloaded and reloaded for inspections | None |
| P4. Kingman (US 93) | US | 93 | Principal Arterial | 67 | 67 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Security_Measures | 67 | Security Cameras | 76 | 97 | 172 | Install security cameras on US 93 and SR 68 to better identify port runners | Improve enforcement capabilities | None |
| P4. Kingman (US 93) | US | 93 | Principal Arterial | 67 | 67 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Evidence_Suspect_Areas | 68 | Holding Cells | 76 | 84 | 159 | Construct two suspect holding cells | Provide a location to safely hold suspects (can reallocate existing space) | None |
| P4. Kingman (US 93) | US | 93 | Principal Arterial | 67 | 67 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Evidence_Suspect_Areas | 69 | Interview Room | 76 | 73 | 149 | Construct an interview room | Provide a location to safely interrogate suspects (can reallocate existing space) | None |
| P4. Kingman (US 93) | US | 93 | Principal Arterial | 67 | 67 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Port_Facility | 70 | Climate Control | 76 | 67 | 143 | Improve the heating/ventilation/air conditioning | Provide a comfortable environment for staff | None |
| P4. Kingman (US 93) | US | 93 | Principal Arterial | 67 | 67 | 0 | Mohave | WACOG | Northwest | POE/ECD | Inbound | Port_Facility | 71 | Locker Room | 76 | 38 | 114 | Construct an employee locker room/area | Allow employees to change into and out of uniforms on-site and hold personal items | None |

| Port of Entry | Rte. | # | Func. Class | From Milepost | To Milepost | Len. | CO. | COG / MPO | ADOT District | Nomination Srce. | Direction | Element Group | Proj. ID | Project Name (Ideal Port Element) | POE Criticality Score | Ideal Port Element Score | Prioriti-zation Score | Improvement Description | Improvement Goal | Constraints |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P5. St. George (I-15) | I | 15 | Interstate | 29 | 29 | 0 | Mohave | WACOG | Northcentral | POE/ECD | Inbound | Weight_Credential_Check | 72 | Scale and Indication | 78 | 94 | 173 | Install a 12'x105' scale | Allow the tractor and trailer of most trucks to be weighed simultaneously to reduce processing time | None |
| P5. St. George (I-15) | I | 15 | Interstate | 29 | 29 | 0 | Mohave | WACOG | Northcentral | POE/ECD | Inbound | Port_Geometrics | 73 | Enforcement Parking | 78 | 33 | 111 | Construct one enforcement vehicle parking space with easy access to exit the Port | Provide way for enforcement to quickly catch up to port runners before they can get away | None |
| P5. St. George (I-15) | I | 15 | Interstate | 29 | 29 | 0 | Mohave | WACOG | Northcentral | POE/ECD | Inbound | Inspection_Facilities | 74 | Inspection Bays | 78 | 96 | 174 | Add climate control to existing inspection bays | Allow staff to safely and comfortably inspect trucks for safety violations and contraband | None |
| P5. St. George (I-15) | I | 15 | Interstate | 29 | 29 | 0 | Mohave | WACOG | Northcentral | POE/ECD | Inbound | Inspection_Facilities | 75 | Loading Dock | 78 | 77 | 156 | Construct a loading dock | Allow for trucks to be unloaded and reloaded for inspections | None |
| P5. St. George (I-15) | I | 15 | Interstate | 29 | 29 | 0 | Mohave | WACOG | Northcentral | POE/ECD | Inbound | Security_Measures | 76 | Permit Sales Desk w/ Security Glass | 78 | 79 | 157 | Update permit sales desk to the same design as the outbound POE upgraded by Utah | Protect CSRs from aggressive drivers | None |
| P5. St. George (I-15) | I | 15 | Interstate | 29 | 29 | 0 | Mohave | WACOG | Northcentral | POE/ECD | Inbound | Port_Facility | 77 | Storage Space | 78 | 10 | 88 | Construct additional storage space | Provide adequate space to store equipment and electronics | Requires a building addition |
| P5. St. George (I-15) | I | 15 | Interstate | 29 | 29 | 0 | Mohave | WACOG | Northcentral | POE/ECD | Inbound | Port_Facility | 78 | Office Space | 78 | 96 | 174 | Construct separate offices for the POE Commander, sergeants, officers, and CSRs | Provide office spaces for private conversations, administrative work, and CSR tasks required at the beginning and end of shifts | Requires a building addition |
| P5. St. George (I-15) | I | 15 | Interstate | 29 | 29 | 0 | Mohave | WACOG | Northcentral | POE/ECD | Inbound | Port_Facility | 79 | Climate Control | 78 | 67 | 146 | Improve the heating/ventilation/air conditioning | Provide a comfortable environment for staff | Could require extensive renovations |

| Port of Entry | Rte. | # | Func. Class | From Milepost | To Milepost | Len. | CO. | COG / MPO | ADOT District | Nomination Srce. | Direction | Element Group | Proj. ID | Project Name (Ideal Port Element) | POE Criticality Score | Ideal Port Element Score | Prioriti-zation Score | Improvement Description | Improvement Goal | Constraints |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Weight_Credential_Check | 80 | Scale and Indication | 89 | 94 | 184 | Install a 12'x100' scale and overhead DMS at scale stop line, and associated controls in the scale room | Allow the tractor and trailer of most trucks to be weighed simultaneously to reduce processing time and temotely convey messages to drivers | None |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Outbound | Weight_Credential_Check | 81 | WIM | 89 | 50 | 139 | IRD camera structure at existing EB WIM, two DMS adjacent to outside shoulder of roadway, communications integration into POE scale room | Reduce the number of trucks that need to access the POE by remotely and instantly checking their weight and credentials. | None |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Outbound | Weight_Credential_Check | 81 | Scale/Bypass Indication | 89 | 50 | 139 | Overhead DMS at the split between the scale and bypass lane, associated controls in the scale room | Allow the scale room staff to remotely indicate that trucks can bypass the scale to avoid unsafe backups | None |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Outbound | Weight_Credential_Check | 82 | Scale and Indication | 89 | 47 | 136 | Install a 12'x100' scale and overhead DMS at scale stop line, and associated controls in the | Allow the tractor and trailer of most trucks to be weighed simultaneously to reduce processing | None |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Outbound | Weight_Credential_Check | 83 | Communications | 89 | 44 | 134 | Add communications to control outbound DMS and view scale/credential data from inbound Port | Allow staff at inbound Port to monitor weights and credentials for outbound enforcement | None |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Geometrics | 84 | Off-Ramp Length | 89 | 95 | 184 | Extend off-ramp by 605' | Provide more distance for trucks to decelerate and queue to avoid backups to mainline through traffic | Old Route 66 runs adjacent the current ramp and the Navajo Nation border may prevent lengthening the ramp. |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Geometrics | 85 | On-Ramp Length | 89 | 43 | 133 | Extend on-ramp by 2,620' | Provide more distance for trucks to accelerate to mainline speed | Conflict with the I-40 US-191 interchange that is to the southwest |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Geometrics | 86 | Parking Circulation | 89 | 54 | 143 | Reconfigure truck parking and circulation to | Promote safety by eliminating pedestrian-vehicle | None |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Geometrics | 87 | Circulation to Inspection | 89 | 74 | 164 | Construct a ramp from the scale lane to the inspection area, potentially flip scale area and | Reduce delays in the scale lane by allowing trucks to quickly exit the main truck flow | None |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Geometrics | 88 | Truck Parking Supply | 89 | 64 | 153 | Construct seven additional truck parking spaces | Prevent overflow truck parking in unauthorized locations due to high number of RVs requiring permit purchases | Requires additional parking facilities |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Outbound | Port_Geometrics | 89 | Off-Ramp Length | 89 | 48 | 137 | Extend off-ramp by 600' | Provide more distance for trucks to decelerate and queue to avoid backups to mainline traffic | Conflict with the I-40 US-191 interchange that is to the southwest |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Outbound | Port_Geometrics | 90 | On-Ramp Length | 89 | 22 | 111 | Extend on-ramp by 2,500' | Provide more distance for trucks to accelerate to mainline speed | None |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Outbound | Port_Geometrics | 91 | Staff Parking Supply | 89 | 11 | 100 | Construct six designated staff parking spaces | Prevent overflow parking in unauthorized locations | None |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Inspection_Facilities | 92 | Inspection Bays | 89 | 96 | 185 | Construct two inspection bays, one of which with a full-depth inspection pit. The inspection bays should be enclosed with climate control | Allow staff to safely inspect trucks for safety violations and contraband | Elevation of surrounding land to the west and private property to the north limits ease of expanding property |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Inspection_Facilities | 93 | Hazmat Area | 89 | 87 | 176 | Construct a hazardous materials containment area | Safely contain hazardous materials unloaded from trucks to prevent environmental contamination | Elevation of surrounding land to the west and private property to the north limits ease of expanding property |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Inspection_Facilities | 94 | Loading Dock | 89 | 77 | 166 | Construct a loading dock | Allow for trucks to be unloaded and reloaded for inspections | Elevation of surrounding land to the west and private property to the north limits ease of expanding property |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Security_Measures | 95 | Port Building Barriers | 89 | 70 | 159 | Construct concrete barriers or bollards on the | Prevent accidental or intentional damage to the | None |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Outbound | Security_Measures | 96 | Port Building Barriers | 89 | 35 | 124 | Construct concrete barriers or bollards on the south side of the POE building | Prevent accidental or intentional damage to the POE building by passing trucks | None |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Evidence_Suspect_Areas | 97 | Holding Cells | 89 | 84 | 173 | Construct two suspect holding cells | Provide a location to safely hold suspects | Requires a building addition and there is limited space on-site |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Evidence_Suspect_Areas | 98 | Interview Room | 89 | 73 | 162 | Construct an interview room | Provide a location to safely interrogate suspects | Requires a building addition and there is limited space on-site |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Evidence_Suspect_Areas | 99 | Evidence Processing Area | 89 | 62 | 151 | Construct a secure evidence room | Provide a secure location to process evidence confiscated from trucks | Requires a building addition and there is limited space on-site |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Evidence_Suspect_Areas | 100 | Evidence Storage | 89 | 95 | 184 | Construct a secure evidence storage area with a refrigerator | Provide a secure location to store evidence confiscated from trucks | Requires a building addition and there is limited space on-site |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Facility | 101 | Storage Space | 89 | 10 | 99 | Construct additional storage space | Provide adequate space to store equipment and electronics | Requires a building addition and there is limited space on-site |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Facility | 102 | Office Space | 89 | 96 | 185 | Construct separate offices for the POE Commander, sergeants, officers, and CSRs | Provide office spaces for private conversations, administrative work, and CSR tasks required at the beginning and end of shifts | Requires a building addition and there is limited space on-site |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Facility | 103 | Climate Control | 89 | 67 | 156 | Improve the heating/ventilation/air conditioning throughout POE | Provide a comfortable environment for staff | None |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Facility | 104 | Generator | 89 | 58 | 147 | Install a generator capable of powering the POE | Allow for the continuation of POE operations during power outages | Limited space on-site |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Facility | 105 | Meeting Space | 89 | 29 | 118 | Construct a conference room large enough to hold all POE staff members | Allow employees to gather for staff meetings and provide space for periodic training meetings | Requires a building addition and there is limited space on-site |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Facility | 106 | On-Site Dorms | 89 | 48 | 137 | Construct on-site living quarters | Provide a way for staff to stay at the facility for extended periods of time to avoid long commutes/expensive hotel stays | Requires a building addition |

| *Port of Entry* | *Rte.* | *#* | *Func. Class* | *From Milepost* | *To Milepost* | *Len.* | *CO.* | *COG / MPO* | *ADOT District* | *Nomination Srce.* | *Direction* | *Element Group* | *Proj. ID* | *Project Name (Ideal Port Element)* | *POE Criticality Score* | *Ideal Port Element Score* | *Prioriti-zation Score* | *Improvement Description* | *Improvement Goal* | *Constraints* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Facility | 107 | Employee Breakroom | 89 | 19 | 108 | Construct an employee break room with a kitchenette, table, and chairs | Allow employees to take their breaks in a designated space | Requires a building addition and there is limited space on-site |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Facility | 108 | Locker Room | 89 | 38 | 128 | Construct an employee locker room/area | Allow employees to change into and out of uniforms on-site and hold personal items | Requires a building addition and there is limited space on-site |
| P6. Sanders (I-40) | I | 40 | Interstate | 340 | 340 | 0 | Apache | NACOG | Northeast | POE/ECD | Outbound | Port_Facility | 109 | Climate Control | 89 | 34 | 123 | Improve the heating/ventilation/air conditioning | Provide a comfortable environment for staff | None |

| Port of Entry | Rte. | # | Func. Class | From Milepost | To Milepost | Len. | CO. | COG / MPO | ADOT District | Nomination Srce. | Direction | Element Group | Proj. ID | Project Name (Ideal Port Element) | POE Criticality Score | Ideal Port Element Score | Prioriti-zation Score | Improvement Description | Improvement Goal | Constraints |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Weight_Credential_Check | 110 | Scale and Indication | 97 | 94 | 192 | Install a 12'x100' scale and overhead DMS at scale stop line, and associated controls in the | Allow the tractor and trailer of most trucks to be weighed simultaneously to reduce processing | None |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Outbound | Weight_Credential_Check | 111 | WIM | 97 | 50 | 147 | Add two DMS adjacent to outside shoulder of roadway, communications integration into POE scale room | Reduce the number of trucks that need to access the POE by remotely and instantly checking their weight and credentials. | None |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Outbound | Weight_Credential_Check | 112 | Scale/Bypass Indication | 97 | 50 | 147 | Overhead DMS at the split between the scale and bypass lane, associated controls in the scale room | Allow the scale room staff to remotely indicate that trucks can bypass the scale to avoid unsafe backups | None |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Outbound | Weight_Credential_Check | 113 | Scale and Indication | 97 | 47 | 145 | Install a 12'x100' scale and overhead DMS at scale stop line, and associated controls in the scale room | Allow the tractor and trailer of most trucks to be weighed simultaneously to reduce processing time and temotely convey messages to drivers | None |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Outbound | Weight_Credential_Check | 114 | Communications | 97 | 44 | 142 | Add communications to control outbound DMS and view scale/credential data from inbound Port | Allow staff at inbound Port to monitor weights and credentials for outbound enforcement | None |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Port_Geometrics | 115 | On-Ramp Length | 97 | 43 | 141 | Extend on-ramp by 1,900' | Provide more distance for trucks to accelerate to mainline speed | Conflict with the I -10 Business off ramp to the west of the port. |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Port_Geometrics | 116 | Parking Circulation | 97 | 54 | 151 | Reconfigure truck parking and circulation to eliminate pedestrian drivers from having to cross the credential check/scale lane | Promote safety by eliminating potential pedestrian-vehicle conflict point | None |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Port_Geometrics | 117 | Circulation to Inspection | 97 | 74 | 172 | Construct a ramp from the scale lane that does not involve trucks reversing into the inspection | Reduce delays in the scale lane by allowing trucks to quickly exit the main truck flow | Further widening limited due to Union Pacific Railroad on the north and I-10 to the south. |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Port_Geometrics | 118 | Staff Parking Supply | 97 | 23 | 120 | Construct six designated staff parking spaces - screened from public view | Prevent overflow parking in unauthorized locations | Further widening limited due to Union Pacific Railroad on the north and I-10 to the south. |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Outbound | Port_Geometrics | 119 | Off-Ramp Length | 97 | 48 | 145 | Extend off-ramp by 650' | Provide more distance for trucks to decelerate and queue to avoid backups to mainline through | None |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Outbound | Port_Geometrics | 120 | On-Ramp Length | 97 | 22 | 119 | Extend on-ramp by 1,980' | Provide more distance for trucks to accelerate to mainline speed | None |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Outbound | Port_Geometrics | 121 | Access btw. Port Directions | 97 | 6 | 103 | Construct turn-around ramps along the mainline between inbound and outbound ports | Allow vehicles and staff to safely and efficiently move between port buildings | None |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Inspection_Facilities | 122 | Inspection Bays | 97 | 96 | 193 | Construct two inspection bays, one of which with a full-depth inspection pit. The inspection bays | Allow staff to safely inspect trucks for safety violations and contraband | Further widening limited due to Union Pacific Railroad on the north and I-10 to the south. |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Inspection_Facilities | 123 | Hazmat Area | 97 | 87 | 184 | Construct a hazardous materials containment area | Safely contain hazardous materials unloaded from trucks to prevent environmental | Further widening limited due to Union Pacific Railroad on the north and I-10 to the south. |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Inspection_Facilities | 124 | Loading Dock | 97 | 77 | 174 | Construct a loading dock | Allow for trucks to be unloaded and reloaded for | Further widening limited due to Union Pacific |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Security_Measures | 125 | Port Building Barriers | 97 | 70 | 167 | Construct concrete barriers or bollards on the east side of the POE building | Prevent accidental or intentional damage to the POE building by passing trucks | None |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Security_Measures | 126 | Permit Sales Desk w/ Security Glass | 97 | 79 | 176 | Reorient sales desks to obscure view of cash transactions | Improve safety and security of staff | None |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Outbound | Security_Measures | 127 | Port Building Barriers | 97 | 35 | 132 | Construct concrete barriers or bollards on the west side of the POE building | Prevent accidental or intentional damage to the POE building by passing trucks | None |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Evidence_Suspect_Areas | 128 | Holding Cells | 97 | 84 | 181 | Construct two suspect holding cells | Provide a location to safely hold suspects | Requires a building addition and there is limited space on-site |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Evidence_Suspect_Areas | 129 | Interview Room | 97 | 73 | 170 | Construct an interview room | Provide a location to safely interrogate suspects | Requires a building addition and there is limited space on-site |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Port_Facility | 130 | Storage Space | 97 | 10 | 107 | Construct additional storage space | Provide adequate space to store equipment and electronics | Requires a building addition and there is limited space on-site |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Port_Facility | 131 | Office Space | 97 | 96 | 193 | Construct separate offices for the POE Commander, sergeants, officers, and CSRs | Provide office spaces for private conversations, administrative work, and CSR tasks required at | Requires a building addition and there is limited space on-site |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Port_Facility | 132 | Climate Control | 97 | 67 | 164 | Improve the heating/ventilation/air conditioning | Provide a comfortable environment for staff | Could require extensive renovations |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Port_Facility | 133 | Generator | 97 | 58 | 155 | Install a generator capable of powering the POE | Allow for the continuation of POE operations during power outages | Limited space on-site |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Port_Facility | 134 | On-Site Dorms | 97 | 48 | 145 | Construct on-site living quarters | Provide a way for staff to stay at the facility for extended periods of time to avoid long commutes/expensive hotel stays | Requires a building addition |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Port_Facility | 135 | Employee Breakroom | 97 | 19 | 116 | Construct an employee break room with a kitchenette, table, and chairs | Allow employees to take their breaks in a designated space | Requires a building addition and there is limited space on-site |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Port_Facility | 136 | Locker Room | 97 | 38 | 136 | Construct an employee locker room/area | Allow employees to change into and out of uniforms on-site and hold personal items | Requires a building addition and there is limited space on-site |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Inbound | Port_Facility | 137 | ADA Compliance | 97 | 77 | 174 | Retrofit the public areas to be ADA compliant | Allow for members of the public of all ages and abilities to access the public areas of the POE facility | Space in the building is limited and could require extensive renovations |
| P7. San Simon (I-10) | I | 10 | Interstate | 383 | 383 | 0 | Cochise | SEAGO | Southeast | POE/ECD | Outbound | Port_Facility | 138 | Climate Control | 97 | 34 | 131 | Improve the heating/ventilation/air conditioning | Provide a comfortable environment for staff | Could require extensive renovations |

| Port of Entry | Rte. | # | Func. Class | From Milepost | To Milepost | Len. | CO. | COG / MPO | ADOT District | Nomination Srce. | Direction | Element Group | Proj. ID | Project Name (Ideal Port Element) | POE Criticality Score | Ideal Port Element Score | Prioriti-zation Score | Improvement Description | Improvement Goal | Constraints |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S1. Yuma (B-8) | SR | 8 | Principal Arterial | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Weight_Credential_Check | 140 | Scale/Bypass Indication | 59 | 100 | 159 | Overhead DMS at the split between the scale and bypass lane, associated controls in the scale | Allow the scale room staff to remotely indicate that trucks can bypass the scale to avoid unsafe | Short off-ramp constraints where additional infrastructure could be installed |
| S1. Yuma (B-8) | SR | 8 | Principal Arterial | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Weight_Credential_Check | 141 | Scale and Indication | 59 | 94 | 154 | Install a 12'x100' scale and overhead DMS at scale stop line, and associated controls in the scale room | Allow the tractor and trailer of most trucks to be weighed simultaneously to reduce processing time and temotely convey messages to drivers | None |
| S1. Yuma (B-8) | SR | 8 | Principal Arterial | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Port_Geometrics | 142 | Truck Parking Supply | 59 | 64 | 124 | Construct a location to park three trucks that does not impact the circulation through the POE | Prevent back-ups from trucks parking to purchase a permit | Limited space on-site |
| S1. Yuma (B-8) | SR | 8 | Principal Arterial | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Port_Geometrics | 143 | Circulation to Inspection | 59 | 74 | 134 | Construct a ramp from the scale lane that does not involve trucks reversing into the inspection | Reduce delays in the scale lane by allowing trucks to quickly exit the main truck flow | Limited space on-site for any site reconfigurations unless expand site to the west |
| S1. Yuma (B-8) | SR | 8 | Principal Arterial | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Inspection_Facilities | 144 | Inspection Bays | 59 | 96 | 156 | Construct one shallow inspection bay that is | Allow staff to safely and comfortably inspect | Limited space on-site for any site |
| S1. Yuma (B-8) | SR | 8 | Principal Arterial | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Security_Measures | 145 | Port Building Barriers | 59 | 70 | 130 | Construct concrete barriers or bollards on the approach to the POE building | Prevent accidental or intentional damage to the POE building by passing trucks | None |
| S1. Yuma (B-8) | SR | 8 | Principal Arterial | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Security_Measures | 146 | Permit Sales Desk w/ Security Glass | 59 | 79 | 138 | Upgrade glass to bullet-resistent | Improve safety and security of staff | None |
| S1. Yuma (B-8) | SR | 8 | Principal Arterial | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Evidence_Suspect_Areas | 147 | Interview Room | 59 | 73 | 132 | Construct one suspect interview/holding room | Provide a location to safely hold suspects | Requires a building addition and there is limited space on-site unless expand site to the west |
| S1. Yuma (B-8) | SR | 8 | Principal Arterial | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Evidence_Suspect_Areas | 148 | Evidence Storage | 59 | 95 | 154 | Construct a secure evidence storage area with a refrigerator | Provide a secure location to store evidence confiscated from trucks | Requires a building addition and there is limited space on-site unless expand site to the west |
| S1. Yuma (B-8) | SR | 8 | Principal Arterial | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Port_Facility | 149 | Restrooms | 59 | 86 | 146 | Construct new public or staff restrooms | Allow staff to safely use the restroom separate from the public | Requires a building addition and there is limited space on-site unless expand site to the west |
| S1. Yuma (B-8) | SR | 8 | Principal Arterial | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Port_Facility | 150 | Storage Space | 59 | 10 | 69 | Construct additional storage space | Provide adequate space to store equipment and electronics | Requires a building addition and there is limited space on-site unless expand site to the west |
| S1. Yuma (B-8) | SR | 8 | Principal Arterial | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Port_Facility | 151 | Office Space | 59 | 96 | 155 | Construct separate offices for the POE Commander, sergeants, officers, and CSRs | Provide office spaces for private conversations, administrative work, and CSR tasks required at | Requires a building addition and there is limited space on-site unless expand site to the west |
| S1. Yuma (B-8) | SR | 8 | Principal Arterial | 1 | 1 | 0 | Yuma | YMPO | Southwest | POE/ECD | Inbound | Port_Facility | 152 | Employee Breakroom | 59 | 19 | 79 | Construct an employee break room with a kitchenette, table, and chairs | Allow employees to take their breaks in a designated space | Requires a building addition and there is limited space on-site unless expand site to the west |

| Port of Entry | Rte. | # | Func. Class | From Milepost | To Milepost | Len. | CO. | COG / MPO | ADOT District | Nomination Srce. | Direction | Element Group | Proj. ID | Project Name (Ideal Port Element) | POE Criticality Score | Ideal Port Element Score | Prioriti-zation Score | Improvement Description | Improvement Goal | Constraints |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Weight_Credential_Check | 154 | Scale/Bypass Indication | 41 | 100 | 141 | Overhead DMS at the split between the scale and bypass lane, associated controls in the scale room | Allow the scale room staff to remotely indicate that trucks can bypass the scale to avoid unsafe backups | In an urban area. |
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Weight_Credential_Check | 155 | Scale and Indication | 41 | 94 | 135 | Install a 12'x100' scale and overhead DMS at scale stop line, and associated controls in the scale room | Allow the tractor and trailer of most trucks to be weighed simultaneously to reduce processing time and temotely convey messages to drivers | None |
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Port_Geometrics | 156 | Off-Ramp Length | 41 | 95 | 136 | Extend off-ramp by 425' | Provide more distance for trucks to decelerate and queue to avoid backups to mainline through | Limited space on-site and room for expansion due |
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Port_Geometrics | 157 | On-Ramp Length | 41 | 43 | 84 | Construct 150' storage area past scale. | Provide access from Port for outbound traffic | Limited space on-site for any site reconfigurations, close proximity of adjacent |
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Port_Geometrics | 158 | Scale Bypass Lane | 41 | 85 | 125 | Construct a bypass lane around the scale | Provide flexibility to quickly move trucks through the POE if the scale is not functioning, backups are approaching the mainline, or there is a | Limited space on-site and room for expansion |
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Port_Geometrics | 159 | Circulation to Inspection | 41 | 74 | 115 | Construct a ramp from the scale lane that does not involve trucks reversing into the inspection area | Reduce delays in the scale lane by allowing trucks to quickly exit the main truck flow | Limited space on-site and room for expansion |
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Port_Geometrics | 160 | Truck Parking Supply | 41 | 64 | 105 | Construct three truck parking spaces | Prevent overflow truck parking in unauthorized locations | Limited space on-site and room for expansion |
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Port_Geometrics | 161 | Access btw. Port Directions | 41 | 12 | 53 | Improve the crosswalk on SR 95 to improve safety or reorient circulation to prevent needing | Increase the safety for drivers crossing SR 95 | Limited space on-site and room for expansion |
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Outbound | Port_Geometrics | 162 | Off-Ramp Length | 41 | 48 | 88 | Construct a 500' off ramp | Provide more distance for trucks to decelerate and queue to avoid backups to mainline through | No room for expansion due to urban street grid and adjacent properties |
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Inspection_Facilities | 163 | Inspection Bays | 41 | 96 | 137 | Construct one shallow inspection pit | Allow staff to safely and comfortably inspect trucks for safety violations and contraband | None |
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Security_Measures | 164 | Port Building Barriers | 41 | 70 | 111 | Construct concrete barriers or bollards on the north side of the POE building | Prevent accidental or intentional damage to the POE building by passing trucks | None |
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Security_Measures | 165 | Permit Sales Desk w/ Security Glass | 41 | 79 | 119 | Reorient sales desks to obscure view of cash transactions and add security glass to permit sales desks | Protect CSRs from aggressive drivers | None |
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Security_Measures | 166 | Panic Buttons | 41 | 88 | 128 | Install panic buttons in permit sales and scale room. | Improve safety and security at Port | None |
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Evidence_Suspect_Areas | 167 | Interview Room | 41 | 73 | 113 | Construct one suspect interview/holding room | Provide a location to safely hold suspects | Limited space on-site and room for expansion |
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Evidence_Suspect_Areas | 168 | Evidence Storage | 41 | 95 | 135 | Construct a secure evidence storage area with a refrigerator | Provide a secure location to store evidence confiscated from trucks | Requires a building addition and there is limited space on-site |
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Port_Facility | 169 | Restrooms | 41 | 86 | 127 | Construct new public or staff restrooms | Allow staff to safely use the restroom separate from the public | Requires a building addition and there is limited space on-site |
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Port_Facility | 170 | Storage Space | 41 | 10 | 50 | Construct additional storage space | Provide adequate space to store equipment and electronics | Requires a building addition and there is limited space on-site |
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Port_Facility | 171 | Office Space | 41 | 96 | 137 | Construct separate offices for the POE Commander, sergeants, officers, and CSRs | Provide office spaces for private conversations, administrative work, and CSR tasks required at the beginning and end of shifts | Requires a building addition and there is limited space on-site |
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Port_Facility | 172 | Employee Breakroom | 41 | 19 | 60 | Construct an employee break room with a kitchenette, table, and chairs | Allow employees to take their breaks in a designated space | Requires a building addition and there is limited space on-site |
| S2. Parker (SR 95) | SR | 95 | Major Collector | 144 | 144 | 0 | La Paz | WACOG | Southwest | POE/ECD | Inbound | Port_Facility | 173 | ADA Compliance | 41 | 77 | 117 | Retrofit the public areas to be ADA compliant | Allow for members of the public of all ages and abilities to access the public areas of the POE | Space in the building is limited and could require extensive renovations |

| Port of Entry | Rte. | # | Func. Class | From Milepost | To Milepost | Len. | CO. | COG / MPO | ADOT District | Nomination Srce. | Direction | Element Group | Proj. ID | Project Name (Ideal Port Element) | POE Criticality Score | Ideal Port Element Score | Prioriti-zation Score | Improvement Description | Improvement Goal | Constraints |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S3. Page (US 89) | US | 89 | Principal Arterial | 551 | 551 | 0 | Coconino | NACOG | Northcentral | POE/ECD | Inbound | Weight_Credential_Check | 175 | Scale/Bypass Indication | 41 | 100 | 141 | Overhead DMS at the split between the scale and bypass lane, associated controls in the scale | Allow the scale room staff to remotely indicate that trucks can bypass the scale to avoid unsafe | None |
| S3. Page (US 89) | US | 89 | Principal Arterial | 551 | 551 | 0 | Coconino | NACOG | Northcentral | POE/ECD | Inbound | Weight_Credential_Check | 176 | Scale and Indication | 41 | 94 | 135 | Install a 12'x100' scale and overhead DMS at scale stop line, and associated controls in the | Allow the tractor and trailer of most trucks to be weighed simultaneously to reduce processing | None |
| S3. Page (US 89) | US | 89 | Principal Arterial | 551 | 551 | 0 | Coconino | NACOG | Northcentral | POE/ECD | Inbound | Port_Geometrics | 178 | Circulation to Inspection | 41 | 74 | 115 | Construct a ramp from the scale lane that does not involve trucks reversing into the inspection area | Reduce delays in the scale lane by allowing trucks to quickly exit the main truck flow | None |
| S3. Page (US 89) | US | 89 | Principal Arterial | 551 | 551 | 0 | Coconino | NACOG | Northcentral | POE/ECD | Inbound | Port_Geometrics | 179 | Staff Parking Supply | 41 | 23 | 63 | Construct additional vehicle parking spaces | Prevent overflow parking in unauthorized locations | Requires additional parking facilities. |
| S3. Page (US 89) | US | 89 | Principal Arterial | 551 | 551 | 0 | Coconino | NACOG | Northcentral | POE/ECD | Inbound | Port_Geometrics | 180 | Access btw. Port Directions | 41 | 12 | 53 | Construct turn-around ramps along the mainline between inbound and outbound ports | Allow for vehicles from both directions to be screened on the inbound side | None |
| S3. Page (US 89) | US | 89 | Principal Arterial | 551 | 551 | 0 | Coconino | NACOG | Northcentral | POE/ECD | Outbound | Port_Geometrics | 181 | Off-Ramp Length | 41 | 48 | 88 | Extend off-ramp by 460' | Provide more distance for trucks to decelerate and queue to avoid backups to mainline through | None |
| S3. Page (US 89) | US | 89 | Principal Arterial | 551 | 551 | 0 | Coconino | NACOG | Northcentral | POE/ECD | Inbound | Inspection_Facilities | 182 | Inspection Bays | 41 | 96 | 137 | Construct one shallow inspection bay that is covered | Allow staff to safely and comfortably inspect trucks for safety violations and contraband | Limited space on-site for any site reconfigurations unless expanded. |
| S3. Page (US 89) | US | 89 | Principal Arterial | 551 | 551 | 0 | Coconino | NACOG | Northcentral | POE/ECD | Inbound | Security_Measures | 183 | Security Cameras | 41 | 97 | 137 | Install security cameras inside and outside the POE building | Improve safety and security at Port | None |
| S3. Page (US 89) | US | 89 | Principal Arterial | 551 | 551 | 0 | Coconino | NACOG | Northcentral | POE/ECD | Inbound | Port_Facility | 184 | Storage Space | 41 | 10 | 50 | Construct additional storage space | Provide adequate space to store equipment and electronics | Requires a building addition and there is limited space on-site |
| S3. Page (US 89) | US | 89 | Principal Arterial | 551 | 551 | 0 | Coconino | NACOG | Northcentral | POE/ECD | Inbound | Port_Facility | 185 | Office Space | 41 | 96 | 137 | Construct separate offices for the POE Commander, sergeants, officers, and CSRs | Provide office spaces for private conversations, administrative work, and CSR tasks required at | Requires a building addition and there is limited space on-site |
| S3. Page (US 89) | US | 89 | Principal Arterial | 551 | 551 | 0 | Coconino | NACOG | Northcentral | POE/ECD | Inbound | Port_Facility | 186 | Employee Breakroom | 41 | 19 | 60 | Construct an employee break room with a kitchenette, table, and chairs | Allow employees to take their breaks in a designated space | Requires a building addition and there is limited space on-site |
| S3. Page (US 89) | US | 89 | Principal Arterial | 551 | 551 | 0 | Coconino | NACOG | Northcentral | POE/ECD | Inbound | Port_Facility | 187 | ADA Compliance | 41 | 77 | 117 | Retrofit the public areas to be ADA compliant | Allow for members of the public of all ages and abilities to access the public areas of the POE | Space in the building is limited and could require extensive renovations |

| Port of Entry | Rte. | # | Func. Class | From Milepost | To Milepost | Len. | CO. | COG / MPO | ADOT District | Nomination Srce. | Direction | Element Group | Proj. ID | Project Name (Ideal Port Element) | POE Criticality Score | Ideal Port Element Score | Prioriti-zation Score | Improvement Description | Improvement Goal | Constraints |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S4. Teec Nos Pos (US 160) | US | 160 | Principal Arterial | 465 | 465 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Weight_Credential_Check | 189 | Scale/Bypass Indication | 32 | 100 | 132 | Overhead DMS at the split between the scale and bypass lane, associated controls in the scale | Allow the scale room staff to remotely indicate that trucks can bypass the scale to avoid unsafe | None |
| S4. Teec Nos Pos (US 160) | US | 160 | Principal Arterial | 465 | 465 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Weight_Credential_Check | 190 | Scale and Indication | 32 | 94 | 127 | Install a 12'x100' scale and overhead DMS at scale stop line, and associated controls in the scale room | Allow the tractor and trailer of most trucks to be weighed simultaneously to reduce processing time and temotely convey messages to drivers | Limited space on north side of POE |
| S4. Teec Nos Pos (US 160) | US | 160 | Principal Arterial | 465 | 465 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Geometrics | 192 | On-Ramp Length | 32 | 43 | 76 | Construct 150' storage area past scale/parking | Provide more distance for trucks to accelerate to mainline speed | None |
| S4. Teec Nos Pos (US 160) | US | 160 | Principal Arterial | 465 | 465 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Geometrics | 193 | Scale Bypass Lane | 32 | 85 | 117 | Construct a bypass lane for the scale | Provide vehicles a way to safely bypass scale. | None |
| S4. Teec Nos Pos (US 160) | US | 160 | Principal Arterial | 465 | 465 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Geometrics | 194 | Circulation to Inspection | 32 | 74 | 107 | Construct a ramp from the scale lane that does not involve trucks reversing into the inspection | Reduce delays in the scale lane by allowing trucks to quickly exit the main truck flow | None |
| S4. Teec Nos Pos (US 160) | US | 160 | Principal Arterial | 465 | 465 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Geometrics | 195 | Staff Parking Supply | 32 | 23 | 55 | Construct five additional vehicle parking spaces | Prevent overflow parking in unauthorized locations | Limited available parking space, need more paved area. |
| S4. Teec Nos Pos (US 160) | US | 160 | Principal Arterial | 465 | 465 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Geometrics | 196 | Access btw. Port Directions | 32 | 12 | 45 | Improve safety features at the crosswalk across US 160 or have outbound trucks circulate to the inbound POE | Allow vehicles and staff to safely and efficiently move between port buildings | None |
| S4. Teec Nos Pos (US 160) | US | 160 | Principal Arterial | 465 | 465 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Inspection_Facilities | 197 | Inspection Bays | 32 | 96 | 129 | Construct one inspection bay with shallow pit that is covered | Allow staff to safely and comfortably inspect trucks for safety violations and contraband | Limited space on-site for any site reconfigurations unless expanded. |
| S4. Teec Nos Pos (US 160) | US | 160 | Principal Arterial | 465 | 465 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Security_Measures | 198 | Port Building Barriers | 32 | 70 | 102 | Construct concrete barriers or bollards on the north side of the POE building | Prevent accidental or intentional damage to the POE building by passing trucks | None |
| S4. Teec Nos Pos (US 160) | US | 160 | Principal Arterial | 465 | 465 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Security_Measures | 199 | Permit Sales Desk w/ Security Glass | 32 | 79 | 111 | Reorient sales desks to obscure view of cash transactions and add security glass to permit sales desks | Protect CSRs from aggressive drivers | None |
| S4. Teec Nos Pos (US 160) | US | 160 | Principal Arterial | 465 | 465 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Evidence_Suspect_Areas | 200 | Interview Room | 32 | 73 | 105 | Construct one suspect interview/holding room | Provide a location to safely hold suspects | Limited space on-site and room for expansion |
| S4. Teec Nos Pos (US 160) | US | 160 | Principal Arterial | 465 | 465 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Evidence_Suspect_Areas | 201 | Evidence Storage | 32 | 95 | 127 | Construct a secure evidence storage area with a refrigerator | Provide a secure location to store evidence confiscated from trucks | Requires a building addition and there is limited space on-site |
| S4. Teec Nos Pos (US 160) | US | 160 | Principal Arterial | 465 | 465 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Facility | 202 | Storage Space | 32 | 10 | 42 | Construct additional storage space | Provide adequate space to store equipment and electronics | Requires a building addition and there is limited space on-site |
| S4. Teec Nos Pos (US 160) | US | 160 | Principal Arterial | 465 | 465 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Facility | 203 | Office Space | 32 | 96 | 128 | Construct separate offices for the POE Commander, sergeants, officers, and CSRs | Provide office spaces for private conversations, administrative work, and CSR tasks required at the beginning and end of shifts | Requires a building addition and there is limited space on-site |
| S4. Teec Nos Pos (US 160) | US | 160 | Principal Arterial | 465 | 465 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Facility | 204 | On-Site Dorms | 32 | 48 | 80 | Construct on-site living quarters | Provide a way for staff to stay at the facility for extended periods of time to avoid long | Requires a building addition |
| S4. Teec Nos Pos (US 160) | US | 160 | Principal Arterial | 465 | 465 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Facility | 205 | Employee Breakroom | 32 | 19 | 52 | Construct an employee break room with a kitchenette, table, and chairs | Allow employees to take their breaks in a designated space | Requires a building addition and there is limited space on-site |

| Port of Entry | Rte. | # | Func. Class | From Milepost | To Milepost | Len. | CO. | COG / MPO | ADOT District | Nomination Srce. | Direction | Element Group | Proj. ID | Project Name (Ideal Port Element) | POE Criticality Score | Ideal Port Element Score | Prioriti-zation Score | Improvement Description | Improvement Goal | Constraints |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T1. Fredonia (US 89A) | US | 89A | Minor Arterial | 610 | 610 | 0 | Coconino | NACOG | Northcentral | POE/ECD | Outbound | Weight_Credential_Check | 207 | WIM | 32 | 50 | 82 | WIM scale 1/2 mile upstream of POE off-ramp, two DMS adjacent to outside shoulder of outbound roadway | Reduce the number of trucks that need to access the POE by remotely and instantly checking their weight and credentials. | None |
| T1. Fredonia (US 89A) | US | 89A | Minor Arterial | 610 | 610 | 0 | Coconino | NACOG | Northcentral | POE/ECD | Inbound | Port_Geometrics | 208 | Access btw. Port Directions | 32 | 12 | 45 | Construct turn-around ramps along the mainline between inbound and outbound ports | Allow vehicles and staff to safely and efficiently check trucks on one side of the road | None |
| T1. Fredonia (US 89A) | US | 89A | Minor Arterial | 610 | 610 | 0 | Coconino | NACOG | Northcentral | POE/ECD | Inbound | Port_Geometrics | 209 | Parking Circulation | 32 | 54 | 86 | Reconfigure truck circulation to parking and inspection area(s) to eliminate crossing traffic. | Promote safety by eliminating potential pedestrian-vehicle conflict point | None |
| T1. Fredonia (US 89A) | US | 89A | Minor Arterial | 610 | 610 | 0 | Coconino | NACOG | Northcentral | POE/ECD | Inbound | Inspection_Facilities | 210 | Inspection Bays | 32 | 96 | 129 | Construct a flat, paved area to be able to safely perform inspections away from active traffic | Allow staff to safely and comfortably inspect trucks for safety violations and contraband | None |
| T1. Fredonia (US 89A) | US | 89A | Minor Arterial | 610 | 610 | 0 | Coconino | NACOG | Northcentral | POE/ECD | Inbound | Security_Measures | 211 | Security Cameras | 32 | 97 | 129 | Install security cameras inside and outside the POE building | Improve safety and security at Port | None |
| T1. Fredonia (US 89A) | US | 89A | Minor Arterial | 610 | 610 | 0 | Coconino | NACOG | Northcentral | POE/ECD | Inbound | Port_Facility | 212 | External Communications | 32 | 0 | 32 | Install appropriate communications infrastructure to be able to run credit card transactions | Allow for credit card parmit sales without calling another POE | None |
| T2. Springerville (US 60) | US | 60 | Principal Arterial | 387 | 387 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Weight_Credential_Check | 214 | Scale and Indication | 32 | 94 | 127 | Mobile ramp-style scale to weigh trucks that can be efficiently stored on-site | Efficiently weigh trucks during the course of mobile enforcement | None |
| T2. Springerville (US 60) | US | 60 | Principal Arterial | 387 | 387 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Geometrics | 216 | Parking Circulation | 32 | 54 | 86 | Reconfigure truck circulation to parking and inspection area(s) to eliminate crossing traffic. | Promote safety by eliminating potential pedestrian-vehicle conflict point | None |
| T2. Springerville (US 60) | US | 60 | Principal Arterial | 387 | 387 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Inspection_Facilities | 217 | Inspection Bays | 32 | 96 | 129 | Construct a flat, paved area to be able to safely perform inspections away from active traffic | Allow staff to safely and comfortably inspect trucks for safety violations and contraband | None |
| T2. Springerville (US 60) | US | 60 | Principal Arterial | 387 | 387 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Security_Measures | 218 | Security Cameras | 32 | 97 | 129 | Install security cameras at POE site | Improve safety and security at Port | None |
| T2. Springerville (US 60) | US | 60 | Principal Arterial | 387 | 387 | 0 | Apache | NACOG | Northeast | POE/ECD | Inbound | Port_Facility | 219 | External Communications | 32 | 0 | 32 | Install appropriate communications infrastructure to be able to run credit card transactions | Allow for credit card parmit sales without calling another POE | None |
| T3. Duncan (US 70) | US | 70 | Minor Arterial | 384 | 384 | 0 | Greenlee | SEAGO | Southeast | POE/ECD | Inbound | Weight_Credential_Check | 221 | Scale and Indication | 24 | 94 | 119 | Mobile ramp-style scale to weigh trucks that can be efficiently stored on-site | Efficiently weigh trucks during the course of mobile enforcement | None |
| T3. Duncan (US 70) | US | 70 | Minor Arterial | 384 | 384 | 0 | Greenlee | SEAGO | Southeast | POE/ECD | Inbound | Port_Geometrics | 223 | Parking Circulation | 24 | 54 | 78 | Reconfigure truck circulation to parking and inspection area(s) to eliminate crossing traffic. | Promote safety by eliminating potential pedestrian-vehicle conflict point | None |
| T3. Duncan (US 70) | US | 70 | Minor Arterial | 384 | 384 | 0 | Greenlee | SEAGO | Southeast | POE/ECD | Inbound | Inspection_Facilities | 224 | Inspection Bays | 24 | 96 | 120 | Construct a flat, paved area to be able to safely perform inspections away from active traffic | Allow staff to safely and comfortably inspect trucks for safety violations and contraband | None |
| T3. Duncan (US 70) | US | 70 | Minor Arterial | 384 | 384 | 0 | Greenlee | SEAGO | Southeast | POE/ECD | Inbound | Security_Measures | 225 | Security Cameras | 24 | 97 | 121 | Install security cameras at POE site | Improve safety and security at Port | None |
| T3. Duncan (US 70) | US | 70 | Minor Arterial | 384 | 384 | 0 | Greenlee | SEAGO | Southeast | POE/ECD | Inbound | Port_Facility | 226 | Storage Space | 24 | 10 | 34 | Construct secure storage for the mobile scale when not in use | Remove the need for POE staff to haul mobile scales from San Simon | None |
| T3. Duncan (US 70) | US | 70 | Minor Arterial | 384 | 384 | 0 | Greenlee | SEAGO | Southeast | POE/ECD | Inbound | Port_Facility | 227 | External Communications | 24 | 0 | 24 | Install appropriate communications infrastructure to be able to run credit card transactions | Allow for credit card parmit sales without calling another POE | None |