TECHNICAL ADVISORY COMMITTEE
REGULAR MEETING AGENDA

Yuma Metropolitan Planning Organization

TECHNICAL ADVISORY COMMITTEE (TAC) Yuma County – Aldrich Auditorium
Regular Meeting 2351 West 26th Street
Thursday, October 12, 2017, 9:00 AM Yuma, Arizona 85365

YMPO TAC MEMBERS
Chairman Samuel Palacios, Public Works Director, City of Somerton
Vice-Chair Jennifer Albers, Principal Planner, City of Yuma
Member Maggie Castro, Planning & Zoning Director, Yuma County
Member Omar Heredia, Planner, Cocopah Indian Tribe
Member Mark Hoffman, Senior Planner, ADOT
Member Czarina Gallegos, CIP Administrator, City of Yuma
Member Joseph Grant, Public Works Director, Town of Wellton
Member Roger Patterson, Yuma County Engineer
Member Eulogio Vera, Public Works Director City of San Luis
Member Jeff Kramer, City Engineer, City of Yuma

YMPO TAC EX-OFFICIOS
YCIPTA Shelly Kreger
CALTRANS Jacob Armstrong
FHWA Romare Truly
FTA Alex Smith
EPA Jerry Wamsley

1. Call to Order and Declaration of Votes.

The meeting will be called to order and the City of Yuma will declare their respective number of votes.

2. Call to the Public

This item is to provide an opportunity for comments by the public. Individuals wishing to address the committee need not request permission in advance and are limited to three (3) minutes.
3. **Approval of the September 14, 2017 Meeting Minutes**

   A copy of the draft minutes of the previous meeting was sent out with the agenda packet. Members will be requested to review, report any changes, and approve the minutes of the September 14, 2017 TAC meeting.

4. **Transportation Performance Management (TPM)—Federal Highways Safety Performance Measure (PM)**

   The FAST Act continues MAP-21’s overall performance management approach, within which States invest resources in projects that collectively will make progress toward state and national goals.

   a. Safety PM

   Update on:

   b. Pavement

   c. System Performance/Freight/CMAQ

5. **Highway Users Revenue Fund (HURF) Exchange**

   The State of Arizona taxes motor fuels and collects a variety of fees and charges relating to the registration and operation of motor vehicles on the public highways of the state. These collections include gasoline and use-fuel taxes, motor-carrier taxes, vehicle-license taxes, motor vehicle registration fees and other miscellaneous fees. These revenues are deposited in the Arizona Highway User Revenue Fund (HURF) and are then distributed to the cities, towns and counties, and to the State Highway Fund. These taxes represent a primary source of revenues available to the state for highway construction, improvements, and other related expenses. YMPO has asked Jennifer Henderson, ADOT LPA section to help YMPO Members understand the upcoming changes on how to submit the HURF projects that are in the Current TIP.

6. **YMPO Matching Funds**

   YMPO will present on the matching funds, In-Kind, and other forms of matching funds for projects that YMPO contributes with for our member agencies.

7. **TAC Project Status Reports**

   Member agencies will have the opportunity to report the status of their projects. A list of ongoing projects is shown in the attached information.

   **Town of Wellton:**
Coyote Wash Bridge

**Yuma County:**
- County 12<sup>th</sup> St. and Ave D Bridge replacement
- North Frontage Road 11E-13E
- County 14<sup>th</sup> St. overlay Ave A – Ave D

**City of San Luis:**
- Juan Sanchez Blvd

**City of Yuma:**

**City of Somerton:**
- TE Project—TE Project Cesar Chavez Pathway
- East George

**ADOT:**

**Cocopah Indian Tribe:**

8. **Project Updates**
   YMPO staff and ADOT will provide any updates on the status of the current PARA program and any ongoing YMPO studies that have not already been reported on. Please see the attached information.

9. **Future Agenda Items**
   Members will have the opportunity to suggest future items for the TAC agenda.

10. **Progress Reports**
    YMPO staff will provide a summary of recent activities. Please see the attached information.
    - A. TAC Meeting, September 14, Paul Ward, Charles Gutierrez and Melissa Ramos
    - B. Introduction to Jeff Kramer, September 20, Paul Ward and Charles Gutierrez
    - C. Joint Working Committee Meeting, September 26, Paul Ward
    - D. Joint Working Committee Meeting Day 2, September 27, Paul Ward
    - E. YMPO Executive Board Meeting, September 28, Paul Ward, Charles Gutierrez and Crystal Alonzo
    - F. Audit Committee Meeting, September 28, Paul Ward, Charles Gutierrez and Crystal Alonzo
    - G. Transportation Infrastructure/Econ Development Summit Planning, October 3, Paul Ward
H. YMPO-ADOT Coordination Meeting, October 9, Paul Ward and Charles Gutierrez

11. Adjournment

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TECHNICAL ADVISORY COMMITTEE
REGULAR MEETING MINUTES

Yuma Metropolitan Planning Organization

TECHNICAL ADVISORY COMMITTEE (TAC)  Yuma County – Aldrich Auditorium
Regular Meeting  2351 West 26th Street
Thursday, September 14, 2017, 9:00 AM  Yuma, Arizona 85365

YMPO TAC MEMBERS
Chairman  Samuel Palacios, Public Works Director, City of Somerton
Vice-Chair  Jennifer Albers, Principal Planner, City of Yuma
Member  Mark Hoffman, Senior Planner, ADOT
Member  Czarina Gallegos, CIP Administrator, City of Yuma
Member  Joseph Grant, Public Works Director, Town of Wellton
Member  Roger Patterson, Yuma County Engineer
Member  Eulogio Vera, Public Works Director City of San Luis
Member  Andrew McGarvie, Assistant Engineer, City of Yuma

YMPO TAC MEMBERS ABSENT
Member  Maggie Castro, Planning & Zoning Director, Yuma County
Member  Omar Heredia, Planner, Cocopah Indian Tribe

YMPO STAFF PRESENT
Executive Director  Paul D. Ward
Senior Planning/Mobility Manager  Charles A. Gutierrez
Administrative Assistant  Melissa Ramos

1. Call to Order and Declaration of Votes.

   A. City of Yuma declaration of votes
   City of Yuma: Jennifer Albers 2 votes, Andrew McGarvie 2 votes, and Czarina Gallegos 1 vote.

2. Call to the Public

   This item is to provide an opportunity for comments by the public. Individuals wishing to address the committee need not request permission in advance and are limited to three (3) minutes.

   Andrew McGarvie introduced Jeff Kramer with the City of Yuma. Jeff will be representing the City of Yuma at the TAC meetings, starting October 2017.
3. Approval of the July 13, 2017 Meeting Minutes

Jennifer Albers motioned to approve the July 13, 2017 TAC meeting minutes.

Czarina Gallegos seconded

Motioned carried unanimously

4. YMPO 2018-2022 Transportation Improvement Program (TIP) Amendment #1

A. Yuma County requested the inclusion of Off-System Bridge #7639 in the 2018-2022 Bridge Parking Lot (located at the bottom of the TIP). This will allow for the application to move forward for the Off-System Bridge Program.

B. Yuma County Ave E: County 18th Street to 23rd St Construction

At the request of Yuma County project Ave E: County 23rd St to County 18th Street needs to be included into the YMPO 2018-2041 RTP and Air Quality Conformity Analysis. This project has been included in the RTP/AQ/TIP in 2012 as a Design Project. During this last iteration of the RTP and AQ it was inadvertently left out. The need to include this project in the RTP/AQ documents is required to proceed with the Environmental Phase of the Project. Yuma County is actively moving forward and ADOT Environmental has requested this to be included in the documents.

C. Yuma County Intergovernmental Public Transportation Authority (YCIPTA) requested to update the FTA Grant for the new facility.

Roger Patterson motioned to approve the YMPO 2018-2022 TIP Amendment #1

Jennifer Albers seconded

Motioned carried unanimously
5. **Arizona Statewide Intelligent Transportation System (ITS) Architecture**

This project will update the Statewide Intelligent Transportation System (ITS) Architecture for the State of Arizona. The Statewide Architecture provides a common framework for planning, defining, and integrating intelligent transportation systems over the next 10 years. Once complete, this Architecture will reflect the contributions of a broad cross section of the ITS community. The Arizona Statewide ITS Architecture defines the physical elements in the field, explains the functions that are required of the elements, and documents the information flow that connects the functions and the systems together to create a complete integrated system.

TAC members were asked to complete the Arizona Stakeholders ITS Architecture Inventory packet, provided by Charles Gutierrez, via email. The inventory update consists of existing ITS, what is planned for ITS and what year is it planned for. The updated inventory is due, to YMPO, by September 28, 2017.

6. **HSIP Call for Projects-ADOT**

ADOT Traffic Safety Section issued a formal call for Highway Safety Improvement Program (HSIP) safety projects for SFY18 (Local HSIP only), SFY19, SFY20 HSIP projects. HSIP Applications are due no later than October 2, 2017. The City of Yuma has submitted an application and it was turned into the city of the comments from ADOT and to re-apply with the new application. Charles Gutierrez will re-send the HSIP application that Jonathan Fell submitted to Jeff Kramer.

7. **YMPO Studies Scope of Work Review**

B. **YMPO Traffic Count Network Plan**

YMPO has developed a draft Scope of Work for the YMPO TAC to decide and move forward for the RFP/RFQ. We will be updating the Scope by end of the week next week and we will send it back out for any more comments and/or suggestions. YMPO does the traffic counts for ADOT HPMS and the YMPO Members. We are also using this study to aid in the efforts of the Transportation Model. We are utilizing the Consultant for this determination for which model will run more efficiently. If you need YMPO to come to your office to help with the application efforts, we can aid in that effort. Mr. McGarvie asked if the City of Yuma could obtain a copy of the model. Paul Ward said yes. Roger Patterson asked what model does the RTP use and Mr. Gutierrez answered with TransCAD.

A. **YMPO Regional Strategic Transportation Safety Plan Update**

The second study is for the safety study update. Currently, the paper in front of you shows the steps that were required for the application and this data will be updated to complete the Scope of Work for the update. YMPO will re-send this out to the TAC for comment and/or suggestions. The RFQ will go out before the end of the month in October. As far as HSIP for the
FY 18, if you need the YMPO’s help do not hesitate to contact us and we can help with the application.

8. **TAC Project Status Reports**

Member agencies had the opportunity to report the status of their projects

**Town of Wellton:**

- **Coyote Wash Bridge**: 95% plans

**Yuma County:**

- **County 12th St. and Ave D Bridge replacement**: At the end of September 2017 this project will be going out to bid.
- **North Frontage Road 11E -13E**: Strom Drain Project has been advertised
- **County 14th St. overlay Ave A – Ave D**: This project has been initiated by ADOT. Pending Initiation Packet from Yuma County once HURF Exchange becomes Active.
- **US 95 & Ave 8E Intersection**: 95%. ROW and Utility Coordination is ongoing. Advertisement expected in 3rd Qtr. of State FY 18.
- **Texas Hill Bridges**: 95%. Scheduled to go out to bid in October 2017.
- **Wellton & Mohawk Canal Bridges**: Programmed for FY 19.

**City of San Luis:**

- **Juan Sanchez Blvd**: working on environmental

**City of Yuma:**

- **4th Ave and 16th St.**: complete and can be removed from the list
- **22nd St. between 4th Ave to Ave A**: complete and can be removed from the list
- **40th Street Pathway**: complete and can be removed from the list
- **3rd St. between A and B**: construction for a water line
- **Ave A 32nd St. – 36th St.**: pavement project
- **40th St. Arizona to Ave A**: pavement project
- **4th Ave extension 32nd St. to 40th St.**: pavement project

**City of Somerton:**

- **TE Project—TE Project Cesar Chavez Pathway**: Reconstruction meeting is scheduled for September 15, 2017.
- **West George**: complete and can be removed from the list
- **Sunset Subdivision Reconstruction Project**: complete and can be removed from the list
- **East George**: Arranging the reconstruction meeting. Contractor is DPE.
ADOT:

B-8, Fourth Ave Gateway - Ongoing and should be completed by Fall 2017.
Statewide DMS Ph.11 - Installing DMS systems at various locations.
Giss Parkway, 6th St. - Castle Dome Road-
Ave 3E US 95 - Waiting for the chip sealing and final stripping to be completed, project is scheduled for completion by the end of September 2017.
I-8 @ Araby Interchange Spot Improvements - Working on the North roundabout. Phase 1 is scheduled to be completed by November 2017.
Mohawk Rest Area - Completed
I-8 Dome Valley to Wellton Pavement Preservation Project - Completed
I-8 Westbound Ramps & Giss Parkway Intersection Improvements - Final thermoplastic stripping needs to be completed. This project should be completed by the end of October 2017.
8th St. & 21st Ave Pedestrian Hybrid Beacon - Project is scheduled to advertise by November 2017.
Long Range Transportation Plan, What Moves You AZ 2040 - On October 20, 2017 the draft plan is going out for recommendation of approval by the State Board of Transportation.
AZ Statewide Bike and Pedestrian Safety Action Plan - is completed, Mike Sanders is doing Bike and Pedestrian counts on the states system at certain locations.

Cocopah Indian Tribe:

No members were present to give an update.

9. Project Updates

YMPO will be sending out a RFP and RFQ for legal services.

10. Future Agenda Items

- TIP changes
- HSIP changes
- Bridge changes
11. **Progress Reports**

YMPO staff provided a summary of recent activities.

A. YMPO-ADOT Coordination Meeting, July 10, Paul Ward and Charles Gutierrez
B. TAC Meeting, July 13, Charles Gutierrez and Melissa Ramos
C. Transit TIP Meeting, July 13, Charles Gutierrez
D. Meeting with Greg Johnson and Jennifer Henderson, July 14, Paul Ward
E. 95 Corridor Profile Study, July 27, Paul Ward
F. YMPO Executive Board Meeting, July 27, Paul Ward, Charles Gutierrez, Crystal Alonzo, and Robert Aguilar
G. COG / MPO Planning, August 4, Paul Ward
H. Deputy County Engineer Interview, August 8, Paul Ward
I. YMPO-ADOT Coordination Meeting, August 14, Paul Ward and Charles Gutierrez
J. Sen. Flake’s Meeting for infrastructure for the POE, August 16, Paul Ward
K. CMAQ Emission Measure—ADOT, August 22, Paul Ward and Charles Gutierrez
L. ADOT 2018 Statewide ITS Architecture Meeting, August 23, Paul Ward and Charles Gutierrez
M. ADEQ-OZONE Update, August 24, Paul Ward
N. MPO/COG Director's Meeting, August 24, Paul Ward
O. Statewide Training Workgroup, August 29, Charles Gutierrez, and Melissa Ramos
P. ADOT Transit Partners Meeting, August 30, Charles Gutierrez and Melissa Ramos
Q. 5310 Implementation Workshop- Day 2, August 31, Charles Gutierrez and Melissa Ramos
R. GYEDC/Chamber of Commerce Joint Meeting, August 31, Paul Ward
S. Yuma Chamber of Commerce, August 31, Paul Ward
T. 2017 GeoTech Youth Outreach Planning Kick-off Meeting (USBR), September 6, Paul Ward and Charles Gutierrez
U. Arizona Statewide ITS Architecture, September 12, Paul Ward and Charles Gutierrez
12. **Adjournment**
Chairman Samuel Palacios adjourned the TAC meeting at 11:06am.

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<th>Minutes prepared by:</th>
<th>Minutes Submitted by:</th>
<th>Minutes approved by:</th>
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<tr>
<td>Melissa Ramos</td>
<td>Charles Gutierrez</td>
<td>Samuel Palacios</td>
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<tr>
<td>YMPO Administrative Assistant</td>
<td>YMPO Senior Planning Manager</td>
<td>Chairman YMPO TAC</td>
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YMPO INFORMATION SUMMARY for Agenda Item # 4
Federal Highways Performance Measures (PM)

DATE: October 9, 2017

SUBJECT: Federal Highways Performance Measures (PM)—The Transportation Performance Management

SUMMARY:
What is the Transportation Performance Management (TPM)?

FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

In short, Transportation Performance Management:

- Is systematically applied, a regular ongoing process
- Provides key information to help decision makers allowing them to understand the consequences of investment decisions across transportation assets or modes
- Improving communications between decision makers, stakeholders and the traveling public.
- Ensuring targets and measures are developed in cooperative partnerships and based on data and objective information

The Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012, included several provisions that collectively are transforming the Federal surface transportation program to be focused on the achievement of performance outcomes.

The performance outcomes provisions, administered by different agencies within the U.S. Department of Transportation (USDOT), were implemented by rulemakings, including several under FHWA's purview. The provisions are organized by six performance management elements.

The Fixing America's Surface Transportation (FAST) Act, signed in 2015, built on the MAP-21 changes and provided long-term funding certainty for surface transportation infrastructure planning and investment.

TPM performance management outcomes are grouped into six elements to more effectively communicate the efforts under way to implement the statutory requirements.

- National Goals—Congressionally Established goals or program purpose to focus the Federal-aid program into specific areas of performance
- Measures—FHWA -established measures to assess performance/condition in carrying out performance-based Federal-aid highway programs.
- Targets—Targets established by Federal-aid highway funding recipients for the measures to document future performance expectations
- Plans—Development of strategic and/or tactical plans by Federal funding recipients to identify strategies and investments that address performance needs
- Reports—Development of reports by Federal funding recipients that document progress toward target achievement, including the effectiveness of Federal-aid highway investments.
- Accountability and Transparency—FHWA -developed requirements for Federal funding recipients to use to achieve or make significant progress toward targets.
National Goals

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

MPO Schedule for Arizona:

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<th>System Performance/Freight/CMAQ</th>
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**Notice of Proposed Rulemaking (NPRM)**

YMPO has to submit to ADOT the adoption or creation of the safety performance measures that our region is going to be guided by and can be updated as necessary. We have until Feb 2018 to adopt or have our own submitted.

YMPO has created a letter that will be submitted to ADOT for adoption of the current program that the State of Arizona is using adopting the same goals/targets.

**PUBLIC INPUT:**
No public comments were made for this process.

**ACTION NEEDED:**
TAC Members will be requested to review, discuss, and/or recommend approval to the YMPO Executive Board for the Safety Performance Measures to be adopted or created and submitted to ADOT.

**MOTION:** To recommend for approval to the YMPO Executive Board for the Safety Performance Measures adoption.

**CONTACT PERSON:**
Charles Gutierrez, Senior Planning/Mobility Manager, 928-783-8911
Arizona Transportation Performance
Management Committee

Update on TPM Final Rules

June 1, 2017
Meeting Agenda

- Introductions
- Status Update - Transportation Performance Management Federal Regulations
- ADOT Safety Targets
- Update on:
  - Pavement Condition Performance Measures Final Rule
  - Bridge Condition Performance Measures Final Rule
  - System Performance/Freight/CMAQ Performance Measures Final Rule
- Additional Discussion and Next Steps

- Update on the Asset Management Final Rule
- FHWA PM3 Webinar @ 11:00
Transportation Performance Measures
Federal Regulations

- MAP-21 Was Signed into Law on July 6, 2012

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<td>5-20-2017</td>
<td>5-20-2017</td>
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FHWA Requirements

These HSIP targets must match HSP targets

Safety Performance Measures

**Number of Fatalities:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.

**Rate of Fatalities:** The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.

**Number of Serious Injuries:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.

**Rate of Serious Injuries:** The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.

**Number of Non-motorized Fatalities and Non-motorized Serious Injuries:** The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.
Current Goals

- GOHS Goal: 9% Reduction
- SHSP Goal: 3-7% Reduction
Vehicle Miles Traveled

1.1% Increase

Year

Miles Traveled

VMT

Projected VMT

Linear (VMT)
Fatalities
5-yr Rolling Average – 10 Years of Data

5% Decrease
Fatalities

5-yr Rolling Average – 5 Years of Data

- 2006: 1301
- 2007: 1071
- 2008: 938
- 2009: 806
- 2010: 759
- 2011: 827
- 2012: 821
- 2013: 849
- 2014: 774
- 2015: 897
- 2016: 962

5-Yr fatality Avg

1% Increase
Fatalities
5-yr Rolling Average – 3 Years of Data

Fatalities
5-Yr Fatality Avg

3.2% Increase
Target S1. Fatalities
5-yr Rolling Average – 3 Years of Data

- Fatalities
- 5-Yr Fatality Avg

2011: 880
2012: 830
2013: 812
2014: 806
2015: 834
2016: 861
2017: 898
2018: 935
2019: 972
2020: 1009
2021: 1046

4% Increase
Target S2. Fatality Rate
5-yr Rolling Average – 3 Years of Data

2018 Target Annual Rate 1.525

2% Increase
Target S3. Serious Injuries
5-yr Rolling Average – 3 Years of Data

Serious Injuries
5-Yr SI Avg
Neutral
Target S4. Serious Injury Rate
5-yr Rolling Average – 3 Years of Data

2018 Target Annual Rate 6.620

1% Decrease
Non-motorized Fatal & Serious
5-yr Rolling Average – 3 Years of Data

2% Increase

Fatalities & Serious Injuries
5-Yr F & SI Avg

ADOT
# Proposed Safety Targets (based on 3 most recent 5-year rolling averages)

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<th>2018</th>
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<tr>
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<td>Actual</td>
<td>5-yr avg.</td>
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<td>S1 – Fatalities</td>
<td>962</td>
<td>860.6</td>
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<td>S2 – Fatality Rate</td>
<td>1.439</td>
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<td>S4 – Serious Injury Rate</td>
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<td>S5 – Non-Motorized</td>
<td>854</td>
<td>720.4</td>
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<td>VMT, in billions</td>
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Historical Data - Fatalities

- Total Fatalities
- Fatalities 5-year Rolling Avg.
Historical Data – Non-Motorized
PAVEMENT
Pavement PMs - Background and Deadlines

• Four national performance measures:
  • P1 – % of Interstate Pavements in Good Condition
  • P2 – % of Interstate Pavements in Poor Condition
  • P3 – % of Non-Interstate NHS Pavements in Good Condition
  • P4 – % of Non-Interstate NHS Pavements in Poor Condition

• By May 20, 2018, ADOT must have established targets for each PM
  • Targets for P1 and P2 are 4-year targets
  • Targets for P3 and P4 are 2- and 4-year targets

• 4-year targets may be adjusted at the mid performance period progress report

• By [(the date that ADOT targets have been established) + 180 days], MPOs must support the state targets or establish their own
Pavement PMs – Supplementary Info

- Targets should be established based on asset management analyses and procedures that reflect:
  - Investment strategies that work toward achieving a state of good repair
  - Life cycle analysis

- States may establish additional performance measures and targets that reflect their asset management strategic objectives
## Pavement PMs – Reporting Timeline

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<th>1\textsuperscript{st} Performance Period Dates</th>
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<th>3\textsuperscript{rd} Performance Period Dates</th>
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Pavement PMs – Rule Highlights

- Sampling is not to be used

- HPMS is to be used for pavement condition reporting

- States may use IRI to determine pavement condition until:
  - Data collected in 2018 for interstate pavement
  - Data collected in 2020 for non-interstate NHS pavement
Pavement PMs – Rule Highlights

- Interstate Pavement – Data Collection
  - Full extent of mainline highway
  - Rightmost travel lane
  - Continuously collected in 0.1 mile sections (always <= 0.11 mile)
  - At least one direction of travel
  - Annual frequency
  - If collection in one direction only, it shall apply to all lanes in both directions
  - April 15 deadline for data collected in previous calendar year

- Non-Interstate NHS Pavement – Data Collection
  - Biennial frequency
  - June 15 deadline for data collected in previous calendar year
# Pavement PMs – What’s Good/Fair/Poor?

<table>
<thead>
<tr>
<th>Metric</th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>IRI, inches/mile</strong></td>
<td>&lt; 95</td>
<td>95 – 170</td>
<td>&gt; 170</td>
</tr>
<tr>
<td><strong>Cracking, %</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Asphalt</td>
<td>&lt; 5</td>
<td>5 – 20</td>
<td>&gt; 20</td>
</tr>
<tr>
<td>Jointed Concrete</td>
<td>&lt; 5</td>
<td>5 – 15</td>
<td>&gt; 15</td>
</tr>
<tr>
<td>CRCP</td>
<td>&lt; 5</td>
<td>5 – 10</td>
<td>&gt; 10</td>
</tr>
<tr>
<td><strong>Rutting, inches</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Asphalt</td>
<td>&lt; 0.2</td>
<td>0.2 – 0.4</td>
<td>&gt; 0.4</td>
</tr>
<tr>
<td><strong>Faulting, inches</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jointed Concrete</td>
<td>&lt; 0.10</td>
<td>0.10 – 0.15</td>
<td>&gt; 0.15</td>
</tr>
</tbody>
</table>
## Pavement PMs – What’s Good/Fair/Poor?

<table>
<thead>
<tr>
<th>Pavement Type</th>
<th>Overall Section Condition Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asphalt</td>
<td>Jointed Concrete</td>
</tr>
<tr>
<td>3 metrics: IRI, Cracking, Rutting</td>
<td>3 metrics: IRI, Cracking, Faulting</td>
</tr>
<tr>
<td>All Good</td>
<td>All Good</td>
</tr>
<tr>
<td>2 or more Poor</td>
<td>2 or more Poor</td>
</tr>
<tr>
<td>Other</td>
<td>Other</td>
</tr>
</tbody>
</table>
Pavement PMs – Missing Data

- Total mainline lane-miles, interstate and non-interstate NHS of missing, invalid, or unresolved sections shall be < 5% of total lane-miles (minus excluded sections such as bridges)

- Pavement PMs calculation shall be based only on sections containing data in the HPMS

- Failure to report data by the submission dates for the interstate system will be considered as not meeting the minimum requirements → penalties
Pavement PMs – Data Quality Management Program

- Program must include methods and processes for:
  - Data collection equipment calibration and certification
  - Certification process for persons performing manual data collection
  - Data quality control measures to be conducted before data collection begins and periodically during the data collection effort
  - Data sampling, review, and checking processes
  - Error resolution procedures and data acceptance criteria

- By May 20, 2018, the state shall submit its Data Quality Management Program to FHWA for approval
Pavement PMs – One More Thing...

Minimum Level for Condition of Pavements (23 U.S.C. 119(f)(1)):

No more than 5 percent of lane miles of interstate pavements shall be in Poor condition.

Not meeting this requirement, will trigger penalty provisions including obligating NHPP funds and transferring Surface Transportation Program funds to address interstate pavement condition.
BRIDGE
Bridge PMs - Background and Deadlines

- Two national performance measures:
  - B1 – % of NHS Bridges Classified as in Good Condition (based on deck area)
  - B2 – % of NHS Bridges Classified as in Poor Condition (based on deck area)

- By May 20, 2018, ADOT must have established targets for B1 and B2
  - Targets for both measures are 2- and 4-year targets

- 4-year targets may be adjusted at the mid performance period progress report

- By [(the date that ADOT targets have been established) + 180 days], MPOs must support the state targets or establish their own
Bridge PMs – Supplementary Information

• Targets should be established based on asset management analyses and procedures that reflect:
  • Investment strategies that work toward achieving a state of good repair
  • Life cycle analysis

• On- and off-ramps bridges connected to the NHS and those carrying the NHS and crossing a state border are to be included in the calculations, regardless of ownership

• States may establish additional performance measures and targets that reflect their asset management strategic objectives

• NBI is due by March 15 of each year
### Bridge PMs – Reporting Timeline

<table>
<thead>
<tr>
<th></th>
<th>1st Performance Period Dates</th>
<th>2nd Performance Period Dates</th>
<th>3rd Performance Period Dates</th>
<th>Etc.</th>
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</thead>
<tbody>
<tr>
<td>Baseline Performance Period Report</td>
<td>10-1-2018</td>
<td>10-1-2022</td>
<td>10-1-2026</td>
<td>...</td>
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<tr>
<td>Mid-Performance Period Progress Report</td>
<td>10-1-2020</td>
<td>10-1-2024</td>
<td>10-1-2028</td>
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<tr>
<td>Full-Performance Period Progress Report</td>
<td>10-1-2022</td>
<td>10-1-2026</td>
<td>10-1-2030</td>
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</table>
## Bridge PMs – What’s Good/Fair/Poor?

<table>
<thead>
<tr>
<th>NBI Rating Scale (from 0 – 9)</th>
<th>9</th>
<th>8</th>
<th>7</th>
<th>6</th>
<th>5</th>
<th>4</th>
<th>3</th>
<th>2</th>
<th>1</th>
<th>0</th>
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</thead>
<tbody>
<tr>
<td>Good</td>
<td></td>
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<td></td>
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<td></td>
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<tr>
<td>Fair</td>
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<td>Poor</td>
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### Bridge

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<tr>
<th>Item</th>
<th>Rating</th>
<th>Rating</th>
<th>Rating</th>
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<tr>
<td>Deck</td>
<td>≥7</td>
<td>5 or 6</td>
<td>≤4</td>
</tr>
<tr>
<td>Superstructure</td>
<td>≥7</td>
<td>5 or 6</td>
<td>≤4</td>
</tr>
<tr>
<td>Substructure</td>
<td>≥7</td>
<td>5 or 6</td>
<td>≤4</td>
</tr>
<tr>
<td>Culvert</td>
<td>≥7</td>
<td>5 or 6</td>
<td>≤4</td>
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*Item 58, Item 59, Item 60, Item 62*
### Bridge PMs – What’s Good/Fair/Poor?

<table>
<thead>
<tr>
<th>Overall Bridge Condition Rating</th>
<th>Structure Type</th>
<th>Measures</th>
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<tbody>
<tr>
<td></td>
<td>Bridges</td>
<td>percentage of deck area classified as in “Good” condition</td>
</tr>
<tr>
<td>Good</td>
<td>3 metric classification (58-Deck, 59-Superstructure, 60-Substructure)</td>
<td>Metric rated “Good”</td>
</tr>
<tr>
<td>Poor</td>
<td>Any metric rated “Poor”</td>
<td>Metric rated “Poor”</td>
</tr>
<tr>
<td>Fair</td>
<td>Minimum rated metric “Fair”</td>
<td>Metric rated “Fair”</td>
</tr>
</tbody>
</table>
Bridge PMs – One More Thing...

Minimum Level for Condition of NHS Bridges (23 U.S.C. 119(f)(2)):

States will need to maintain bridges on the NHS so that the percentage of the deck area of the bridges classified as Structurally Deficient does not exceed 10 percent of the overall deck area in a State.

If for 3 consecutive years the minimum condition level is not met, the State must set aside and obligate NHPP funds for eligible projects on bridges on the NHS.
The definition of a “Structurally Deficient” bridge will change as of 1-1-2018
System Performance/Freight/CMAQ (PM3)
PM3 – Definitions

- **Two National Performance Measures for **System Performance:**
  - SP1 - % of the Person-Miles Traveled on the Interstate that Are Reliable  
    (Interstate Travel Time Reliability measure)
  - SP2 - % of the Person-Miles Traveled on the Non-Interstate NHS that Are Reliable  
    (Non-Interstate Travel Time Reliability measure)

- **One National Performance Measure for **Freight:**
  - F1 - Truck Travel Time Reliability (TTTR) Index on the Interstate System  
    (Freight Reliability measure)

- **Two National Performance Measures for CMAQ:**
  - C1 - Annual Hours of Peak Hour Excessive Delay (PHED) per Capita
  - C2 - % of Non-SOV Travel
October 9, 2017

Kerry Wilcoxon
Arizona Department of Transportation
1615 W. Jackson St. MD 065R
Phoenix, AZ 85007

Re: Adoption of Arizona Safety Performance Targets

Mr. Wilcoxon:

On August 31, 2017, the Arizona Department of Transportation (ADOT) formally established safety targets for the State of Arizona for 2018. These safety targets are based on the Safety Performance Measures established by the Federal Highway Administration’s (FHWA) Safety Performance Management (Safety PM) final ruling, and these are based on five-year rolling averages.

Safety targets established by ADOT are as follows:

- Number of Fatalities - 4% Increase
- Rate of Fatalities – 2% Increase
- Number of Serious Injuries – 0% Increase
- Rate of Serious Injuries – 1% Decrease
- Number of Non-Motorized Fatalities and Serious Injuries – 2% Increase

The safety targets set by ADOT are data-driven and realistic, and the safety measures are intended to keep the State focused on improving safety while still striving for the goal of the Yuma Metropolitan Planning Organization (MPO) Regional Strategic Transportation Safety Plan (RSTSP) and the State Strategic Highway Safety Plan (SHSP) of reducing the number of fatalities and serious injury crashes in the Yuma MPO region and the State of Arizona by three to five percent (3-5%).

The Yuma MPO is committed in supporting the established safety targets by doing the following:

- Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the MPO
- Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the Regional Transportation Plan (RTP)
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures, and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP, including a description in the Transportation Improvement Program (TIP) of the anticipated effect of the TIP toward achieving HSIP targets in the RTP, linking investment priorities in the TIP to those safety targets
On October 26, 2017, the Yuma MPO Executive Board voted to adopt the Arizona Department of Transportation’s established safety targets and to help attain those targets with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads in the State of Arizona.

Sincerely,

Gary Knight
Deputy Mayor, City of Yuma
Yuma MPO Chairman
YMPO INFORMATION SUMMARY for Agenda Item # 6
YMPO Matching Funds

DATE: October 9, 2017

SUBJECT: YMPO Matching Funds

SUMMARY:
YMPO uses various types of federal transportation funds for plans, studies, and general operating expenses.

These federal funds generally have one standard match rate of 20% (80 federal, 20% local). In some cases, the “federal sliding scale” is applied which reduces the local share to only 5.7%, thereby increasing the federal match to 94.3%. Based on recent work programs, the average YMPO match rate ends up being about 15%.

The approximate work program budget for FY 2017-18 is $1.5 million. As a result, the anticipated local match would be $1.5 million x 15% = $225,000. However, about $500,000 of that $1.5 million is from funds that were carried forward from FY 17 to FY 18. Those funds already the local match applied to them; therefore, this reduced the amount of “new” federal funds to $1 million, reducing the anticipated local match to only $150,000.

YMPO member agencies are expected to provide that $159,000 in local match and, if the local match was ALL cash local match, it would be divided up based on a population basis. However, member agencies are allowed to reduce the amount of direct cash matching funds by contributing local “in-kind” services. This is primarily in the form of city and town staff members spending time and travel expenses on YMPO business such as attending the TAC meetings. Another in-kind match involved the time and expense of YMPO member staff members.

The final in-kind local is based on the time spent by Yuma County and the City of Yuma for providing support services for banking, personnel, IT, and the Treasurer's account.

When the in-kind matching funds are determined, this amount is subtracted from the total in-kind services, thus determining the total cash match to be provided by YMPO member agencies.

For the reduced local match estimate shown above of $150,000, if the in-kind services amount to $75,000 (which represents a high estimate), the total adjusted final local match would be only $75,000. The City of Yuma’s share would be about $34,000; Yuma County’s part would be $22,000; City of San Luis would be $12,000; City of Somerton would be $5,400; Town of Wellton would be $1,000; and the Cocopah Tribe would be $345.
PUBLIC INPUT:
No public comments were made for this process

ACTION NEEDED:
TAC Members will be requested to review, discuss, and/or recommend approval to the YMPO Executive Board for the Matching funds

MOTION: To recommend for approval to the YMPO Executive Board for the Matching funds.

CONTACT PERSON:
Charles Gutierrez, Senior Planning/Mobility Manager, 928-783-8911
### City of Sommerton

<table>
<thead>
<tr>
<th>Program Year:</th>
<th>2018</th>
<th>TIP ID:</th>
<th>SOM-18-01D</th>
<th>ADOT #:</th>
<th>Fed ID:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Name:</td>
<td>Ceasar Chavez Ave. (Ave. F)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Location:</td>
<td>Cano St. to Fulton St.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Type of Work:</td>
<td>Design-HURF Exchange Project</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>ADOT PM:</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Project Status:</td>
<td>Project will be part of the HURF Exchange program, once it becomes active in October 2017.</td>
<td></td>
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### City of Yuma

<table>
<thead>
<tr>
<th>Program Year:</th>
<th>2018</th>
<th>TIP ID:</th>
<th>COY-16-01C</th>
<th>ADOT #:</th>
<th>T0032 01D/01C</th>
<th>Fed ID:</th>
<th>HSIP-YUM-0(218)T</th>
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<tr>
<td>Project Name:</td>
<td>HAWK-Pedestrian Hybrid Beacon</td>
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<td></td>
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<tr>
<td>Project Location:</td>
<td>8th St. and 21st Ave.</td>
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<tr>
<td>Type of Work:</td>
<td>Install Pedestrian Hybrid Beacons</td>
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<tr>
<td>ADOT PM:</td>
<td>Matt Bondy, (602) 712-6961</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Project Status:</td>
<td>Stage V (100%) submitted 9/12/17. All clearances received. Comment resolution for the Stage V to be scheduled for October in order to finalize bid ready documents and request funding authorization. Advertisement State FY18 2nd Qtr (anticipated November/December 2017).</td>
<td></td>
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### Town of Wellton

<table>
<thead>
<tr>
<th>Program Year:</th>
<th>2019</th>
<th>TIP ID:</th>
<th>WEL-14-01C</th>
<th>ADOT #:</th>
<th>SZ07703D/01C</th>
<th>Fed ID:</th>
<th>WEL-0(200)S</th>
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<tbody>
<tr>
<td>Project Name:</td>
<td>Coyote Wash Multi-Use Path</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Location:</td>
<td>Los Angeles Ave. (Old Hwy. 80)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Type of Work:</td>
<td>Construct Multi-Use Path</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADOT PM:</td>
<td>Myrna Bondoc, (602) 712-8716</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Status:</td>
<td>Ahead of schedule. Post 95%, heading to Stage V. Estimated advertisement in 1st Qtr, State FY 19. (09/06/17)</td>
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### Yuma County

<table>
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<th>Program Year:</th>
<th>2017</th>
<th>TIP ID:</th>
<th>YC-BR-04C</th>
<th>ADOT #:</th>
<th>SB455 01D/02D</th>
<th>Fed ID:</th>
<th>BR-YYU-0(208)T</th>
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</thead>
<tbody>
<tr>
<td>Project Name:</td>
<td>County 12th St. &amp; Ave. D</td>
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<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Project Location:</td>
<td>County 12th St. &amp; Ave. D</td>
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<td></td>
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<tr>
<td>Type of Work:</td>
<td>Design Bridge Replacement</td>
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<td></td>
</tr>
<tr>
<td>ADOT PM:</td>
<td>Trent Kelso</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Project Status:</td>
<td>Construction advertisement is on schedule and will occur before the end of September 2017. With a successful bid, construction is planned to start in late November or early December.</td>
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<tr>
<td>Program Year</td>
<td>TIP ID</td>
<td>ADOT #</td>
<td>Fed ID</td>
<td>Project Name</td>
<td>Project Location</td>
<td>Type of Work</td>
<td>ADOT PM</td>
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</tr>
<tr>
<td>2018</td>
<td>YC-17-01C</td>
<td>SZ178 01D/01C</td>
<td>STP-YYI-0(205)T</td>
<td>North Frontage Road</td>
<td>Fortuna Rd. to Foothills Blvd.</td>
<td>Asphalt Overlay</td>
<td>Trent Kelso, (602) 712-6685</td>
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<tr>
<td>2018</td>
<td>YC-18-01C</td>
<td>T0030 01D/01C</td>
<td>STP-YYU-0(212)T</td>
<td>County 14th St</td>
<td>Ave. A-Ave.D</td>
<td>Pavement Preservation</td>
<td>Myrna Bondoc, (602) 712-8716</td>
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<tr>
<td>2018</td>
<td>YC-BR-07D</td>
<td>T0029 1D/01C</td>
<td>BR-YYU-0(211)T</td>
<td>Texas Hill Bridges (Structures 7638 &amp;7753)</td>
<td>County 1 St. &amp; Ave. 55E/Ave.49E</td>
<td>Replacement of Concrete Abutments</td>
<td>Myrna Bondoc, (602) 712-8716</td>
</tr>
<tr>
<td>2019</td>
<td>YC-BR-05C</td>
<td>T0028 1D/01C</td>
<td>BR-YYU-0(210)T</td>
<td>Wellton &amp; Mohawk Canal Bridges (Structures 8865 &amp; 7751)</td>
<td>Wellton/Mohawk: Ave 37E &amp; County 6th St./Mohawk Canal Bridge: Ave 46E and County 1 1/2 St.</td>
<td>Bridge Rehabilitation</td>
<td>Myrna Bondoc, (602) 712-8716</td>
</tr>
</tbody>
</table>
I-8, Araby Road - ADOT

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are improving the Interstate 8 and Araby Road (SR 195) traffic interchange with two-lane modern roundabouts and associated ramps. This project also includes construction of storm drains, a retention basin, concrete barriers and retaining walls and installing lighting and landscaping.

Per ADOT, crews are currently working on the north side of Interstate 8 as part of this project. Drivers should be aware of the following traffic-control changes and restrictions that are in effect as of Sept. 6:

- Traffic has shifted away from the critical construction zone and the northern roundabout and temporary traffic signals have been removed.
- Left turns from northbound Araby Road to westbound I-8 will be restricted. Drivers should use alternate routes, such as Highway 95 or 24th Street.
- The westbound I-8 off-ramp at Araby Road closed as of Sept. 6 and will not reopen until mid-October. Drivers can use Avenue 3E as an alternate route.

Through November, work is scheduled to occur during daylight hours, Mondays through Fridays; however, an extended work schedule might be necessary as the project progresses. ADOT will maintain one lane of travel in both directions on Araby Road. Drivers should allow extra travel time and consider using alternate routes including Avenue 3E and Avenue 8½ E.

Farm equipment operators will have a one-hour window each morning to move through the Araby Road work zone at I-8. ADOT has designated 10-11 a.m. as a travel window for farm equipment operators to move through the area where ADOT crews are building new roundabouts at the Araby traffic interchange. Traffic is restricted to one lane in each direction until the first of November.

24th Street, Pacific Avenue - SW Gas

Oct. 5-6, lane restrictions and turn restrictions will be in place at the intersection of 24th Street and Pacific Avenue for gas line work. Pacific will have one lane open northbound and 2 lanes open southbound; 24th will have one lane open eastbound and 2 lanes open westbound. Left turns will be prohibited for southbound or westbound drivers and northbound Pacific Ave drivers will not be able to turn right.
3rd Street, 23rd Avenue - 18th Drive
Work is underway to replace a waterline on 3rd Street between 23rd Avenue and 18th Drive. This project will replace/install approximately 1,260 feet of PVC pipe and replace fire hydrants. 3rd Street will be closed from the east edge of 24th Drive to 18th Avenue. Once the project is underway, work will take place between the hours of 5 a.m. and 3 p.m. for approximately 45 days.

24th Street, Melody Lane
A lane and sidewalk along 24th street will be closed for five days in the beginning of October as part of a project to repair a telephone cable. The closure will be in effect Oct. 2-6 on 24th Street between Pacific Avenue and Melody Lane. Signs will be posted for both eastbound and westbound traffic on 24th Street approaching Pacific Avenue to make drivers aware of the reduced 25 mph speed limit near the work zone.

1st Avenue, near 3rd Street
A portion of 1st Avenue near its intersection with Giss Parkway will be closed as part of a 60-day project that requires access to a manhole in the area. While the project is underway, no parking will be permitted along 1st Avenue near its intersection with Giss Parkway. 1st Avenue will be completely closed in that same vicinity. Signs will be posted to alert traffic to the hard closure. Additionally, the cross streets at 1st Avenue and Giss Parkway will be closed.

32nd Street, Avenue 7E - 31st Place
Crews will be placing fiber and a future path at a location on 32nd Street, between Avenue 7E and 31st Place. The project will require shoulder work along 32nd Street while crews are in the area near the bore pit that is necessary as part of the project. Traffic signs will be posted to alert drivers to the road work in the zone. One lane of traffic will be maintained in each direction. The project is to be completed by mid-November.

Country Club Drive, near Arizona Avenue
Southwest Gas will be replacing a gas service line at a residence off of Country Club Drive between Arizona Avenue and South Chiquita Drive, during which time no vehicles will be permitted to park along Country Club Drive in the area. Additionally, there will be a partial lane closure and a full sidewalk closure near the work zone while crews are in the area carrying out utility work. The project is to be completed before the end of October.

Magnolia Avenue, 3rd Street to Colorado
A project to pull fiber through an existing conduit will require a partial lane closure on Magnolia Avenue from 3rd Street to Colorado Street and eastbound to 9th Avenue. The project is to be completed by early November. Signs will be posted to alert traffic to the roadwork that is underway and of accompanying traffic control. The speed limit will be reduced in the work zone.

Avenue 3E, Highway 95 - ADOT
The Arizona Department of Transportation (ADOT) is wrapping up the project to improve and widen Avenue 3E and Highway 95. The work, which started in November 2016, is scheduled to be completed this fall.

I-8 west of 4th Ave. - Caltrans
Caltrans crews continue to work on the reconstruction of Interstate-8 in Imperial County, west of Yuma. Recently, crews reduced traffic to a single lane on westbound I-8 between Sidewinder Road and about a mile west of Ogilby Road. Both travel directions have been switched to the I-8 eastbound lanes divided by k-rail. In addition, the westbound on- and off-ramps at Ogilby Road (exit 159) are closed to traffic. Signs have been placed to alert motorists to the ramp closures and to alternate routes.

The I-8 Corridor is a major pavement rehabilitation project consisting of five segments that will construct Continuously Reinforced Concrete Pavement (CRCP) over 48 miles on Interstate 8 in Imperial County. The work will result in a long-lasting superior roadway, capable of withstanding the heaviest traffic loads. Construction began in 2016 on three of the five segments. Work will be completed by 2019.
4th Avenue gateway - ADOT
ADOT is making improvements to the state facility at 4th Avenue and 1st Street. Lane restrictions are in place.

City Street Maintenance
Asphalt maintenance crews will conduct operations in the following area as needed during the week of Oct. 9-13:
- 8th Street from Avenue A to 4th Avenue (crack seal)
- 8th Street from Crane Lane to Avenue D (crack seal)
- 12th Street from Avenue B to Avenue C (crack seal)
- Avenue A from 1st Street to 8th Street (grinding)
- Thomas White subdivision (grinding)

The Fall 2017 Fog Seal program will begin Oct. 28, and will be included in future City of Yuma Road Reports.