

US 180 Spot Improvements Inventory

Spot Improvement Alternative Applicability Key
² Build Alternatives Only
³ All Alternatives

Corridor Intersections	Spot Improvement Categories						
	Roadway Geometry	Roadway Operations	Vehicular Safety	Access Management	Pedestrian	Bicycle	Transit
Humphrey's Street (signalized)		<ul style="list-style-type: none"> Dual Left turn on SB Humphrey's St to EB Milton Rd.² Dual Left Turn on Milton Rd to NB Humphrey's St (requires two NB travel lanes on Humphrey's St)² Florida T Concept, in conjunction with the appropriate signal phasing adjustments² 		<ul style="list-style-type: none"> Restrict U-Turns³ 	<ul style="list-style-type: none"> Ladder/High-Visibility Cross walks³ ADA-compliant curb ramps³ Pedestrian crossing improvements³ 	<ul style="list-style-type: none"> Bicycle signal detection and actuation³ Combined Bike Lane/Right Turn Lane² 	<ul style="list-style-type: none"> Transit signal prioritization³
Columbus Street (signalized)	<ul style="list-style-type: none"> Roundabout² 	<ul style="list-style-type: none"> Dual left turn lanes (NB Humphrey's to WB US 180)² Dedicated right and left turn phase for vehicles (EB US 180 to SB Humphrey's)² Longer left turn phases (NB Humphrey's to WB US 180)² Overlap EB right turn phase with NB left Turn phase² 			<ul style="list-style-type: none"> Ladder/High-Visibility Cross walks³ ADA-compliant curb ramps³ Sidewalk widening² Angle ramps on the SE corner with a pork chop² 	<ul style="list-style-type: none"> Bicycle signal detection and actuation³ Combined Bike Lane/Right Turn Lane² 	<ul style="list-style-type: none"> Transit signal prioritization³
Forest Avenue (stop controlled)		<ul style="list-style-type: none"> Restrict WB left turn³ 		<ul style="list-style-type: none"> Two raised medians in existing turn lanes (south and east legs). Keep the raised medians for the pedestrian refuge and for the center running lane alts, the center lane will have to merge into the other lane at these segments³ 	<ul style="list-style-type: none"> Pedestrian signal³ Ladder/High-Visibility Cross walks³ ADA-compliant curb ramps³ Sidewalk widening² 	<ul style="list-style-type: none"> Combined Bike Lane/Right Turn Lane for WB Forest Ave. to NB US 180 with sharrow³ Continue WB bike lane through intersection³ 	
Sechrist Drive (stop controlled)		<ul style="list-style-type: none"> NB right turn lane extension³ 			<ul style="list-style-type: none"> Pedestrian signal (RRFB) Ladder/High-Visibility Cross walks³ ADA-compliant curb ramps³ Sidewalk widening² Grade separated crossing² Pedestrian warning signage³ 		<ul style="list-style-type: none"> Existing bus stop on the NB side (east side)³
Schultz Pass Drive (signalized)					<ul style="list-style-type: none"> Ladder/High-Visibility Cross walks³ ADA-compliant curb ramps³ 	<ul style="list-style-type: none"> Bicycle signal detection and actuation³ Combined Bike Lane/Right Turn Lane² 	<ul style="list-style-type: none"> Transit signal prioritization³
Snow Bowl Road (Stop Controlled)	<ul style="list-style-type: none"> Roundabout² Traffic signal² 	<ul style="list-style-type: none"> Additional right turn lane (WB US180)² Additional left turn lane (SB Snow Bowl Rd)³ Enhance pavement striping of existing pavement section to create an additional NB receiving lane on Snow Bowl Road³ 			<ul style="list-style-type: none"> Ladder/High-Visibility Cross walks³ Pedestrian signal³ 	<ul style="list-style-type: none"> Bicycle signal detection and actuation (if traffic signal is installed)² 	
Other Spot Improvements		<ul style="list-style-type: none"> Right turn deceleration lanes² Left turn lanes² DMS Signage² Traffic/pedestrian signal at Elm Street² 	<ul style="list-style-type: none"> Rumble strips³ Safety edges³ High visibility edge line striping³ Raised pavement markers³ Delineators³ Guard rails³ High visibility signage³ Wildlife crossings (AZGFD guidance -MP 224.8, 228.8, and 218)² Turn lane extensions³ Speed feedback signage³ Shoulder widening between Magdalena Rd (MP 219.16) and Hidden Hollow Rd (MP 219.65) – this spot improvement could cost more than just the cost of additional pavement due to the steep slope.³ 	<ul style="list-style-type: none"> Raised Medians with left turn lanes² Restrict U-Turns³ Right turn restrictions³ 	<ul style="list-style-type: none"> Pedestrian mid-block crossings/signals Mid-block sidewalk widening Enhanced crosswalks Pedestrian scale lighting (FUTS) Pedestrian warning signage Pedestrian crossing at Meade, Anderson St, and near the Museum 	<ul style="list-style-type: none"> Bike Lane² Buffered Bike Lane² Multi-use path² Bicycle mid-block crossings/signals³ Bicycle signage³ 	<ul style="list-style-type: none"> Enhanced Transit Shelters³ Planned bus stop on the NB side of Anderson Road (east side)³