

**Annexations and Economic Development Improvements**

**1.9604**

<b>Total Project Cost</b>		<b>Category</b>	Unassigned	<b>Type</b>	Improvement
<b>Department</b>	1. General Government	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Recently Annexed Areas				
<b>Related Projects</b>					
<b>Description</b>	<p>Contingency fund for capital improvements to areas recently annexed to the City and a funding source for promoting and supporting economic development projects. Work may include: street lights, solid waste containers, signage, landscaping or other needed visual and physical improvements.</p> <p>FY2001 - 32nd Street ROW improvements between Fisher Chrysler &amp; Arizona Avenue and Development agreement for Variety Outlet improvements.</p> <p>FY2002 - 32nd Street ROW improvements @ DQ and Plaza Auto</p> <p>FY2004 - Karl Moedl Landscaping at Bonanza Avenue and 32nd Street</p> <p>FY2005 - Plaza Auto at 32nd Street and Fortuna Avenue</p> <p>FY2010 - Country Club Honda (TBD)</p>				
<b>Justification</b>	<ol style="list-style-type: none"> <li>1. Areas recently annexed to the City typically need capital improvements to bring the areas up to City standards.</li> <li>2. This is a contingency project in order to have funding for these capital improvements.</li> <li>3. Development Agreements with commercial enterprise.</li> </ol>				
<b>Planning Context</b>	Core Project - Annexation Policy				

**Downtown Parking Structures**

**1.9910**

<b>Total Project Cost</b>		<b>Category</b>	Parking	<b>Type</b>	Improvement
<b>Department</b>	1. General Government	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Main Street - South of Water Treatment Facility				
<b>Related Projects</b>					
<b>Description</b>	This 400-car parking garage is one of the commitments made in the revised Riverfront Development and Disposition Agreement approved by Yuma City Council in March 2007.				
<b>Justification</b>	Re-development of the Rivertown area will put additional strain on parking availability that is already overtaxed during the winter months and during events.				
<b>Planning Context</b>					

**Performing Arts Center**

**1.0023**

<b>Total Project Cost</b>		<b>Category</b>	Buildings	<b>Type</b>	Building
<b>Department</b>	1. General Government	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	To be determined				
<b>Related Projects</b>					
<b>Description</b>	Feasibility Study for Performing Arts Center				
<b>Justification</b>	Feasibility of constructing a large scale Performing Arts Center. Items to be assessed include: location, cost, size/audience capacity, potential partners, level of public support, and funding sources.				
<b>Planning Context</b>	Vision 2020, Arts & Culture Commission Work plan, and Parks and Recreation Element of the General Plan.				

**East Mesa Facilities**

**1.0508**

<b>Total Project Cost</b>		<b>Category</b>	Buildings	<b>Type</b>	Building
<b>Department</b>	1. General Government	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	East Mesa, between Avenue 10E and Araby Road				
<b>Related Projects</b>					
<b>Description</b>	Provide satellite facilities for Public Works Services, Police and Parks and Recreation departments.				
<b>Justification</b>	Annexations on the East Mesa are stretching the resources of City departments because of the time necessary to get to and from the main offices and shops and the East Mesa work sites. The proposed facility would include offices, maintenance buildings and shops, material and vehicle storage areas and fueling islands.				
<b>Planning Context</b>					

**Photogrammetric Services**

**1.0701**

<b>Total Project Cost</b>		<b>Category</b>	Unassigned	<b>Type</b>	Maintenance
<b>Department</b>	1. General Government	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Citywide				
<b>Related Projects</b>					
<b>Description</b>	The general scope of this project is to provide all necessary survey ground control, painting or paneling of control points, aerial photography, aero triangulation, planimetric data development, digital terrain modeling, and digital elevation model data collection. Image scanning, digital orthophotography images, contour generation from the digital terrain model data, and providing the data products in several noted data formats are also elements of these services.				
<b>Justification</b>	Over the last several years, City staff along with consultants worked together to define and develop a direction for an "Enterprise Wide" Geographic Information System (GIS). The goal of this GIS project is to have a system that contains data which is current and accurate and meets the Federal Geographic Data Committee (FGDC) National Spatial Data Infrastructure and International Standards Organization (ISO) standards. Additional goals are to make this system available to City Staff at their PC desktops for the purpose of analyzing and planning community growth and city services. To accomplish a critical component of the Enterprise System, Photogrammetric Services are required, with periodic updates.				
<b>Planning Context</b>					

**Central Drain Linear Park - Avenue C to C¾**

**2.9605**

<b>Total Project Cost</b>		<b>Category</b>	Park Improvements	<b>Type</b>	Improvement
<b>Department</b>	2. Parks and Recreation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Central Drain - Avenue C to Avenue C¾				
<b>Related Projects</b>	2.9606				
<b>Description</b>	Linear Park along the Central Drain at Barkley Avenue (Avenue C¾). It will be a treelined pathway three quarter mile long. The project includes security lighting along the pathway. The project will be constructed as funding is available.				
<b>Justification</b>	This is part of the linear park plan to link the City together. It ties the Valley Parks together and will provide a buffer zone to neighborhoods.				
<b>Planning Context</b>					

**Avenue C¾ Alignment Park - 16th to 22nd Street**

**2.9606**

<b>Total Project Cost</b>		<b>Category</b>	Park Improvements	<b>Type</b>	Improvement
<b>Department</b>	2. Parks and Recreation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Central Drain Stub No. 2 (Ave C¾ Alignment) - 16th Street to 22nd Street				
<b>Related Projects</b>	2.9605				
<b>Description</b>	This project is a linear park with a bike path. It runs along the Central Drain Stub No. 2 from 16th Street to 22nd Street. The project will include a treelined pathway and bike path three-quarter mile long. The project is to include security lighting along the pathway.				
<b>Justification</b>	This project is part of the linear park plan and bike plan adopted by City Council.				
<b>Planning Context</b>	The bike plan and the park plan both show this project. There have been public meetings and public hearings on the project.				

**45th Avenue & Central Drain Stub No. 1 Linear Park**

**2.9607**

<b>Total Project Cost</b>		<b>Category</b>	Park Improvements	<b>Type</b>	Improvement
<b>Department</b>	2. Parks and Recreation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	45th Avenue - Central Drain to 24th Street and Central Stub No. 1 - 20th Street to Central Drain				
<b>Related Projects</b>					
<b>Description</b>	Two quarter-mile linear parkways - Central Stub No. 1 and 45th Avenue. Both parkways will be treelined and include grass walkways and security lighting along the pathways.				
<b>Justification</b>	This project is a linear park to link the open spaces together and to provide a safe area in which to walk.				
<b>Planning Context</b>	This is part of the linear park plan adopted in 1993 by City Council.				

**South Valley Recreation Center**

**2.9704**

<b>Total Project Cost</b>		<b>Category</b>	Park	<b>Type</b>	Building
<b>Department</b>	2. Parks and Recreation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	South Yuma Valley				
<b>Related Projects</b>					
<b>Description</b>	The exact location of this facility is approximate at this time. This project involves the construction of a recreation center at a neighborhood park in the South Yuma Valley. This facility could include an athletic center, ball fields, classrooms and a gymnasium.				
<b>Justification</b>	Full development of this area will require a recreation center.				
<b>Planning Context</b>	Parks & Recreation Element				

**Central Canal Park - Ave. B to E. Main Canal**

**2.9711**

<b>Total Project Cost</b>		<b>Category</b>	Park Improvements	<b>Type</b>	Improvement
<b>Department</b>	2. Parks and Recreation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Central Canal Park - Avenue B to East Main Canal				
<b>Related Projects</b>	2.9715, 5.9747				
<b>Description</b>	This project involves the construction of a one-half mile length of the Central Canal Linear Park along the 36th Street Alignment. It will contain a recreation path but not a fully developed Bike Path. This facility will tie into the Southern end of the East Main Canal Multi-use Path. This project will be constructed as funding is available.				
<b>Justification</b>	The facility will serve a local recreation/transportation use.				
<b>Planning Context</b>	Parks & Recreation Element				

**Central Canal Linear Park - Ave B to Ave C**

**2.9712**

<b>Total Project Cost</b>		<b>Category</b>	Park Improvements	<b>Type</b>	Improvement
<b>Department</b>	2. Parks and Recreation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Central Canal Linear Park - Avenue B to Avenue C				
<b>Related Projects</b>	2.9711, 2.9715				
<b>Description</b>	This project involves the construction of a one-mile length of the Central Canal (36th Street Alignment) linear park. It will contain a recreation path but not a fully developed Bike Path. This facility will cross the planned Thacker Lateral linear park.				
<b>Justification</b>	The facility will serve a local recreation/transportation use.				
<b>Planning Context</b>	Recreation Element				

**Central Canal Linear Park - Ave. C to Ave. D**

**2.9713**

<b>Total Project Cost</b>		<b>Category</b>	Park Improvements	<b>Type</b>	Improvement
<b>Department</b>	2. Parks and Recreation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Central Canal Linear Park - Avenue C to Avenue D				
<b>Related Projects</b>					
<b>Description</b>	This project involves the construction of a one-mile length of the Central Canal Linear Park. It will contain a recreation path but not a fully developed Bike Path. This facility will tie into the planned Central Drain linear park to the east.				
<b>Justification</b>	The facility will serve a local recreation/transportation use.				
<b>Planning Context</b>	Parks & Recreation Element				

**Thacker Lateral Park - 24th to 32nd St.**

**2.9714**

<b>Total Project Cost</b>		<b>Category</b>	Park Improvements	<b>Type</b>	Improvement
<b>Department</b>	2. Parks and Recreation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Thacker Lateral Linear Park - 24th Street to 32nd Street (East Side)				
<b>Related Projects</b>	2.9715				
<b>Description</b>	This project involves the construction of a one-mile length of the Thacker Lateral Linear Park along the Simon and Thacker Laterals. This facility will serve a local non-vehicular transportation need and will include a fully developed Bike Path. City needs an agreement with YCWUA for use of right-of-way.				
<b>Justification</b>	The facility will serve a local recreation/transportation use.				
<b>Planning Context</b>	Parks & Recreation Element and Bicycle Element				

**33rd Drive Linear Park - 32nd to 36th Street**

**2.9715**

<b>Total Project Cost</b>		<b>Category</b>	Park Improvements	<b>Type</b>	Improvement
<b>Department</b>	2. Parks and Recreation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	33rd Drive (alignment) Linear Park - 32nd Street to 36th Street				
<b>Related Projects</b>	2.9714, 2.9712				
<b>Description</b>	This project involves the construction of a half-mile length of the 33rd Drive (alignment) Linear Park. This facility will serve a non-vehicular transportation need and will include a fully developed Bike Path. This facility will tie into the planned 36th Street/Central Drain linear park and connect to the Thacker Lateral Linear Park to the North.				
<b>Justification</b>	The facility will serve a local recreation/transportation use.				
<b>Planning Context</b>	Parks & Recreation Element Bicycle Element				

**45th Avenue & 28th Street Linear Park**

**2.9716**

<b>Total Project Cost</b>		<b>Category</b>	Park Improvements	<b>Type</b>	Improvement
<b>Department</b>	2. Parks and Recreation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	45th Avenue - 24th Street to 28th Street & 28th Street - 45th Avenue to Barkley Avenue				
<b>Related Projects</b>					
<b>Description</b>	This project involves the construction of a three-quarter mile length of the 45th Avenue Linear Park. This facility will serve a local recreation need. It will contain a recreation path but not a fully developed Bike Path. This facility will tie into the planned bike path to the school to the South and the linear park along 28th Street to the west.				
<b>Justification</b>	The facility will serve a local recreation/transportation use.				
<b>Planning Context</b>	Parks & Recreation Element and Bicycle Element				

**Readiness Center Entry Way Beautification**

**2.0506**

<b>Total Project Cost</b>		<b>Category</b>	Buildings	<b>Type</b>	Improvement
<b>Department</b>	2. Parks and Recreation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Readiness Center - 6550 E. 24th Street				
<b>Related Projects</b>					
<b>Description</b>	Beautify the area surrounding the Yuma Readiness & Community Center. Install block wall and fencing from each entrance to the corner of Araby and 24th Street and a safety buffer for users and their children. Install irrigation. Landscape area with trees, desert plants and grass. Park benches, picnic table and a small ramada. Lighted signage for both entry ways into facility.				
<b>Justification</b>	The master plan regarding the Yuma Readiness Center included completion of the landscaping of the remaining property southeast and southwest of the facility. Currently it is untouched desert and needs improvement. It would serve as a small park and play area that residents in nearby neighborhood and Yuma Readiness Center users can enjoy.				
<b>Planning Context</b>					

**Historic Yuma Theatre Phase II Plans**

**2.0701**

<b>Total Project Cost</b>		<b>Category</b>	Buildings	<b>Type</b>	Improvement
<b>Department</b>	2. Parks and Recreation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Yuma Art Center				
<b>Related Projects</b>	2.0702				
<b>Description</b>	<p>Phase II proposed scope of work to include: basement below Historic Yuma Theatre stage area for theatre support space, expanding stage, fly loft, loading dock, organ lift for stage and installation of state of the art sound, lighting and rigging. Phase II renovation would be phased.</p> <p>Year One: Detailed schematics with cost information.</p> <p>Year Two: Project plan and design</p> <p>Year Three: Construction</p>				
<b>Justification</b>	Phase II renovation of the Historic Yuma Art Theatre (formerly addressed by Phase 2 of CIP No. 1.9803) is needed to provide additional support space for arts groups using the theatre.				
<b>Planning Context</b>	<p>The Parks and Recreation Facility Plan.</p> <p>The Arts and Culture Commission Work Plan</p>				

**32nd Street Multi Use Complex**

**2.1102**

<b>Total Project Cost</b>		<b>Category</b>	Park	<b>Type</b>	Improvement
<b>Department</b>	2. Parks and Recreation	<b>Priority</b>	3 Important		
<b>Location</b>	South Yuma Valley Area Park #2				
<b>Related Projects</b>	5.9402 & 5.1104				
<b>Description</b>	<p>Construction of a 4 - 6 ball fields within the 32nd Street stormwater basin/South Yuma Valley Area Park, between the Hacienda Estates subdivision and 32nd Street. The complex is to include ball fields, with an underdrain system, lighting, restrooms, drinking fountain, playground apparatus, ramada, and off street parking. The parking lot and restrooms would be constructed on an upper tier, out of the stormwater basin, between the fields and 30th Street.</p>				
<b>Justification</b>	<p>Use of the site originally acquired as a stormwater basin will allow the City to maximize use of the site, between rain events. The creation of grassed fields within the basin site will also reduce or eliminate the potential for blowing dust.</p>				
<b>Planning Context</b>					

**Civic Center Roof Replacement**

**3.0200**

<b>Total Project Cost</b>		<b>Category</b>	Buildings	<b>Type</b>	Building
<b>Department</b>	3. Recreation Complexes	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Yuma Civic and Convention Center				
<b>Related Projects</b>					
<b>Description</b>	Replace entire Yuma Civic and Convention Center roof.				
<b>Justification</b>	Present roof is over 25 years old. It was just patched and contractor recommended replacement.				
<b>Planning Context</b>					

**Yuma Civic Center - Main Hall Bleacher Upgrade**

**3.0901**

<b>Total Project Cost</b>		<b>Category</b>	Buildings	<b>Type</b>	Equipment
<b>Department</b>	3. Recreation Complexes	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Yuma Civic Center				
<b>Related Projects</b>					
<b>Description</b>	Current bleacher system inside Yuma Civic Center Main Hall has aged beyond the equipment lifespan. Many of the seats have failed and have been removed. Folding chairs are used in their place which creates ticketing issues for events. The bleachers are used for concerts, graduations, and any large scale event in the Yuma Room.				
<b>Justification</b>	The current bleacher units put unnecessary wear and tear on the sport floor as they cannot be deployed without removing the floor due to an old caster system. Bleachers have ages beyond their lifespan and spare parts cannot be acquired.				
<b>Planning Context</b>					

**Fire Station 8 (A) - 36th Street & Avenue 4E**

**4.9602**

<b>Total Project Cost</b>		<b>Category</b>	Buildings	<b>Type</b>	Building
<b>Department</b>	4. Public Safety	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	NEC 36th Street and Avenue 4E				
<b>Related Projects</b>	4.9401, 4.0502				
<b>Description</b>	4-bay Fire Station proposed in the general area of 36th Street and Avenue 4E to provide Fire Department services to newly annexed or developed areas. Phase I: Site identification and acquisition (complete) Phase II: Design, site improvement and preparation (to include utilities). A Traffic Impact Study, re-plot of land and Public Overlay Zoning designation of acquired land may be necessary for this project.				
<b>Justification</b>	This Fire Station is necessary to provide essential services in a timely manner to all citizens, and is driven by annexation and infill growth of the City of Yuma.				
<b>Planning Context</b>	Growth and Development Policy				

**Fire Station E - I-8 and Fortuna Road**

**4.9605**

<b>Total Project Cost</b>	<b>Category</b> Buildings	<b>Type</b>	Building
<b>Department</b>	4. Public Safety	<b>Priority</b>	5 Future Consideration
<b>Location</b>	In the general area of Interstate-8 and Fortuna Avenue		
<b>Related Projects</b>			
<b>Description</b>	2-bay Fire Station proposed in the general area of Interstate 8 and Fortuna Road to provide Fire Department services to newly annexed or developed areas. Phase I: Site identification Phase II: Design, land acquisition, construction, site improvement and preparation to include utilities). A Traffic Impact Study, re-plot of land and Public Overlay Zoning designation of acquired land may be necessary for this project. Financing for this project is planned as build/leaseback over five (5) years, impact, Public Safety bond and/or some combination of funding source, upon project initiation.		
<b>Justification</b>	This fire station is necessary to provide essential services in a timely manner to all citizens, driven by annexation and infill growth of the City of Yuma.		
<b>Planning Context</b>	Growth and Development Policy.		

**Fire Station C - Avenue C and 8th Street**

**4.9607**

<b>Total Project Cost</b>	<b>Category</b> Buildings	<b>Type</b>	Building
<b>Department</b>	4. Public Safety	<b>Priority</b>	5 Future Consideration
<b>Location</b>	In the general area of 8th Street and Avenue C		
<b>Related Projects</b>			
<b>Description</b>	2-bay Fire Station proposed in the general area of Avenue C and 8th Street to provide Fire Department services to newly annexed or developed areas. Phase I: Site identification Phase II: Design, land acquisition, construction, site improvement and preparation (to include utilities). A Traffic Impact Study, re-plot of land Public Overlay Zoning designation of acquired land may be necessary for this project. Financing for this project is planned as build/leaseback over five (5) years, impact, Public Safety Bond and/or some combination of funding source, upon project initiation.		
<b>Justification</b>	This fire station is necessary to provide essential services in a timely manner to all citizens, driven by annexation and infill growth of the City of Yuma.		
<b>Planning Context</b>	Growth and Annexation Policy.		

**Fire Station I - Avenue 6E & 36th Street**

**4.0402**

<b>Total Project Cost</b>		<b>Category</b>	Buildings	<b>Type</b>	Building
<b>Department</b>	4. Public Safety	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	SEC of Avenue 6E & 36th Street Intersection				
<b>Related Projects</b>	4.0503				
<b>Description</b>	<p>3-Bay Fire Station proposed in the Southeast corner of Avenue 6E &amp; 36th Street intersection to provide Fire Department services to newly developing commercial and residential areas.</p> <p>Phase I: site identification &amp; acquisition (complete)</p> <p>Phase II: design, site improvement and site preparation (to include utilities). A Traffic Impact Study, and Public Overlay Zoning designation of acquired land may be necessary for this project.</p>				
<b>Justification</b>	This fire station will be necessary to provide essential services in a timely manner to all citizens and is driven by commercial development, infill growth of the City of Yuma and annexation.				
<b>Planning Context</b>					

**Land Acquisition for Public Safety Projects**

**4.0503**

<b>Total Project Cost</b>		<b>Category</b>	Buildings	<b>Type</b>	Building
<b>Department</b>	4. Public Safety	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Various Locations				
<b>Related Projects</b>	4.9903, 4.0402, 4.0706				
<b>Description</b>	<p>A multiple year, multiple project CIP project for the purchase of property for identified fire and public safety facilities. This plan includes the purchase of property for:</p> <p>Fire Station 6 (B) (32nd Street and Pinto Way No. 4.9601) (Complete)</p> <p>Fire Station 7 (D) (Avenue 8½E and 34th Street No. 4.9903) (Yet to be Acquired)</p> <p>Fire Station 8 (A) (36th Street and Avenue 4E No. 4.9602) (Complete)</p> <p>Fire Station (I) (36th Street and Avenue 6E No. 4.0402) (Complete)</p> <p>Those land acquisitions will continue to be shown in their respective CIP document.</p>				
<b>Justification</b>	The future locations of fire facilities have been identified in the City General Plan. Purchasing the land earlier rather than later will enable the city to save time and money, when commencing the design phase of each station.				
<b>Planning Context</b>					

**City of Yuma Prosecutor Office**

**4.0703**

<b>Total Project Cost</b>		<b>Category</b>	Buildings	<b>Type</b>	Building
<b>Department</b>	4. Public Safety	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	In the General Area of 15th Street and 3rd Avenue				
<b>Related Projects</b>					
<b>Description</b>	New office for City Prosecutor department.				
<b>Justification</b>	There is a need for a new building suitable for the Prosecutor and staff. The office is currently located the old APS building and it no longer is a suitable structure without extensive maintenance and rehabilitation.				
<b>Planning Context</b>					

**1st Avenue - Giss Pkwy to 12th Street**

**5.8330**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	1st Avenue - Giss Parkway to 12th Street				
<b>Related Projects</b>	7.9996, 7.0300				
<b>Description</b>	Pavement replacement and minor upgrades in conjunction with water transmission & distribution line construction.				
<b>Justification</b>					
<b>Planning Context</b>	Bicycle Element - Phase 1 identified bike lanes				

**16th Street Right Turn Lane at Avenue B**

**5.9102**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	16th Street and Avenue B				
<b>Related Projects</b>	5.0908				
<b>Description</b>	Construct an eastbound 16th Street right turn lane at Avenue B. This project requires that right-of-way acquired, relocation of signal pole, removal and replacement of curb & gutter and sidewalk installation. Bike lanes planned in Phase 2 of Bicycle Element Implementation Plan.				
<b>Justification</b>	Traffic increasing on eastbound 16th Street. Need full two lanes eastbound. Right turning traffic blocks one through lane.				
<b>Planning Context</b>	Bicycle Element - Phase 2 Major Roadways Plan - 2005				

**28th St. - 4th Ave. to Alley West of Madison Ave.**

**5.9108**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	28th Street - 4th Avenue to Alley West of Madison Avenue				
<b>Related Projects</b>	7.9310, 8.9593, 9.9301				
<b>Description</b>	Reconstruction of 28th Street - 4th Avenue to alley immediately West of Madison Avenue.				
<b>Justification</b>	Street surface and base beginning to crack; therefore a slurry seal was applied in 1995. The street will require reconstruction.				
<b>Planning Context</b>					

**Catalina Drive - 32nd Street to 4th Avenue**

**5.9208**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Catalina Drive - 32nd Street to 4th Avenue				
<b>Related Projects</b>	9.9301				
<b>Description</b>	Catalina Drive, from 32nd Street to 4th Avenue. Replace roll curb and gutter at all driveways and reconstruct street.				
<b>Justification</b>	Street resurfaced in early 1980. Reflection cracking increasing to extent replacement is necessary. Crack sealing and slurry seal were completed in November 1994 to extend life.				
<b>Planning Context</b>	Bicycle Element - Phase 1 identified bike routes at Catalina Drive				

**Airport Loop Road, et al**

**5.9211**

<b>Total Project Cost</b>		<b>Category</b>	Street Construction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Airport Loop Road - 4th Avenue to Avenue A and County 14th intersection				
<b>Related Projects</b>					
<b>Description</b>	<p>1. Airport Loop Road - 4th Avenue to Southwest City limit 24' wide</p> <p>Phase I - Installation of a left turn lane for northbound Airport Loop Road Traffic at Avenue A (FY2010). Avenue A intersection modifications will be the first activity undertaken.</p> <p>Phase II - Reconstruction of the existing 24' wide asphalt road and widened to 48' (4 lanes). Construct curb and gutter as necessary between Avenue A and 4th Avenue Extension (Not yet Scheduled)</p>				
<b>Justification</b>	Increasing traffic on Airport Loop and Avenue A has increased the number of traffic accidents and conflicts occurring at this intersection. Increased development in area necessitates arterial construction.				
<b>Planning Context</b>	Major Roadways Plan - 2005				

**Maiden Lane & Gila Street - 1st St to Giss Pkwy**

**5.9408**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Maiden Lane - 1st Street to Giss Parkway and Gila Street - 1st Street to Giss Parkway				
<b>Related Projects</b>					
<b>Description</b>	Reconstruction of asphaltic concrete (A.C.) pavement in accordance with Downtown Guidelines and Plan. Reconstruct pavement and base course, curb & gutter and sidewalk as needed, address drainage problems, underground and/or overhead utilities. Completed construction on Maiden Lane (Complete FY2000) Final design & reconstruction of Gila Street (to be scheduled)				
<b>Justification</b>	Surface is breaking up in some areas, due to pockets of standing water. Reconstruction will include streetscape, lighting, improvements and artistic opportunities.				
<b>Planning Context</b>	Downtown Revitalization Vision 2020 Plan				

**36th Street - Arizona Avenue to 4th Avenue**

**5.9504**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	36th Street - Arizona Avenue to 4th Avenue				
<b>Related Projects</b>	5.8312, 5.8322				
<b>Description</b>	Construct mid-section Collector Street				
<b>Justification</b>	An East/West midsection Collector is needed in this area, as adjacent streets continue to develop.				
<b>Planning Context</b>	Airport Master Plan Cargo Access - not adopted by Council Major Roadways Plan - 2005 (Collector Street)				

**Elks Lane - 24th Street to 14th Avenue**

**5.9506**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Elks Lane - 24th Street to 970' North of Camino Real				
<b>Related Projects</b>					
<b>Description</b>	Reconstruct Elks Lane from 24th Street to start of 14th Avenue as a residential Collector.				
<b>Justification</b>					
<b>Planning Context</b>	Bicycle Element - Phase 1 identified bike route, Elks Lane: 14th Avenue to 24th Street.				

**Driveway Replacements**

**5.9510**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Maintenance
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Various locations				
<b>Related Projects</b>					
<b>Description</b>	Reconstruct roll curbs to typical driveway entrances at driveway locations where overlays have caused problems city wide. Each street project shall address driveway replacement if existing roll curb is causing customer complaints. Replace driveways: <ol style="list-style-type: none"> <li>1. Avenue A to 13th Avenue &amp; 16th Street to 19th Street</li> <li>2. Area bounded by 3rd Street to 8th Street and Magnolia to Avenue B</li> <li>3. Area bounded by 24th Street to Palo Verde and Arizona Avenue to Mary Avenue</li> <li>4. 8th Avenue to Avenue A &amp; 28th Street to 32nd Street</li> <li>5. Subdivisions Mountain View, San Carlos, ATMAR, Thomas White, La Verne Terrace, and Clarence Trigg.</li> </ol>				
<b>Justification</b>	City overlays have increased depression of roll curb & gutters causing vehicle damage. City residents have filled in roll curb, causing standing water damage to adjacent pavement.				
<b>Planning Context</b>	Cascading Project				

**Sidewalk Handicap Ramps**

**5.9511**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	As found necessary Citywide in areas where access is needed and no CIP Projects are imminent.				
<b>Related Projects</b>					
<b>Description</b>	Installation of handicap ramps at intersections.				
<b>Justification</b>	Federal regulation required compliance with the Americans with Disabilities Act.				
<b>Planning Context</b>					

**Thacker Lateral Multi-Use Path (North)**

**5.9609**

<b>Total Project Cost</b>		<b>Category</b>	Street Construction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Thacker Lateral - Colorado River Levee at Joe Henry Park to 16th Street				
<b>Related Projects</b>	5.9610				
<b>Description</b>	This pathway will run along the Thacker Lateral and serve bicycling traffic heading north/south between Avenues B and C. The path should be at least 10 feet wide. If the City receives Grant funding for this project it could move forward in the CIP budget.				
<b>Justification</b>	This corridor is identified as a pathway area in the approved City Bicycle Element and as a linear park in the City Parks and Recreation Element. There is a growing need to provide bikeway facilities in this area.				
<b>Planning Context</b>	Bicycle Element Phase 1				

**Thacker Lateral Multi-Use Path (South)**

**5.9610**

<b>Total Project Cost</b>		<b>Category</b>	Street Construction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Thacker Lateral - 16th Street to 24th Street				
<b>Related Projects</b>	2.9714, 5.9609				
<b>Description</b>	This pathway will run along the Thacker Lateral and serve bicycle traffic for the neighborhood between Avenues B and C. The path should be at least 20 feet wide. Construction: \$530,000 and inspection: \$10,000.				
<b>Justification</b>	This corridor is identified as a pathway location in the approved Bicycle Element and a linear park corridor in the City Parks & Recreation Element. There is a growing need to provide a bikeway facility in this area.				
<b>Planning Context</b>	City of Yuma General Plan Parks Element and Bicycle Element.				

**Avenue D - 16th Street to 24th Street**

**5.9620**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Avenue D - 16th Street to 24th Street.				
<b>Related Projects</b>					
<b>Description</b>	Obtain right-of-way in order to reconstruct to Collector standard (5-lane width) with curb and gutter, storm drainage facilities and landscaped median with turn lanes at appropriate street connection.				
<b>Justification</b>	To meet the needs of the community by improving the traffic network.				
<b>Planning Context</b>					

**Pacific Avenue Sidewalks**

**5.9700**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Pacific Avenue - 24th to 32nd Street				
<b>Related Projects</b>					
<b>Description</b>	Construct sidewalk infill and/or multi-use paths along Pacific Avenue. 24th Street to 28th Street portion completed FY2007.				
<b>Justification</b>	In most cases, sidewalk construction was not required as a part of subdivision or commercial development. A multi-use path could be integrated into the eastern sidewalk, in lieu of putting bicyclists on Pacific Avenue.				
<b>Planning Context</b>	Bicycle Element - Pathway				

**Avenue A - 24th Street to 32nd Street**

**5.9703**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Avenue A - 24th Street to 32nd Street				
<b>Related Projects</b>	5.9701, 5.9705				
<b>Description</b>	Reconstruct Avenue A to ultimately accommodate three lanes of traffic in each direction. Facilities are to include drainage and street lights. Pavement replacement in FY2002 has extended the street's life 20 years. Right-of-way acquisition will continue as opportunities arise.				
<b>Justification</b>	This segment of arterial roadway will need of reconstruction and expansion, based on traffic loading.				
<b>Planning Context</b>	Major Roadways Plan - 2005				

**3rd Street - Magnolia Avenue to Avenue B**

**5.9710**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	3rd Street - Magnolia Avenue to Avenue B				
<b>Related Projects</b>	7.9210				
<b>Description</b>	The replacement of the 3rd Street waterline will result in approximately 22 transverse pavement cuts over a distance of 2,100 feet, plus a 2,200 foot long longitudinal pavement cut. Following such disruption, pavement replacement will be necessary.				
<b>Justification</b>	The combining of this project with 7.9210 will result in a significant economic savings to the City, when compared to constructing the projects individually. The street surface is nearly 30 years old and beginning to show evidence of stress, which will be accelerated and exacerbated by the waterline construction.				
<b>Planning Context</b>	3 lane design with center left-turn lane, bicycle lanes and no onstreet parking.				

**East Palo Verde Street - Pacific Avenue to Ave 2½E**

**5.9713**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	East Palo Verde Street - Pacific Avenue to Avenue 2½E				
<b>Related Projects</b>	5.9714				
<b>Description</b>	Construct East Palo Verde Street, between Pacific Avenue and Avenue 2½E to Collector Standard.				
<b>Justification</b>	Street was annexed in 1995, and has no curb & gutter or sidewalk on the south side of the street. There is a segment on the north side of the street adjacent to Rolle Elementary School which has no curb lane, gutter or sidewalk.				
<b>Planning Context</b>	Bicycle Element - Bike Route Major Roadways Plan - 2005 Collector Street Design				

**Engler Avenue - 24th St. & E. Palo Verde St.**

**5.9714**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Engler Avenue - 24th Street to East Palo Verde Street				
<b>Related Projects</b>	5.9713				
<b>Description</b>	Construct Engler Avenue to residential collector street standard between 24th Street and East Palo Verde Street. Phase I: Drainage analysis of entire area and final design for 24th Street to San Marcos Drive. Phase II: Construct drainage and complete street between 24th Street and San Marcos Drive Phase III: San Marcos Drive to Palo Verde Street - Design and construction beyond the 10-year program				
<b>Justification</b>	Engler Avenue which was annexed to the City in September 1995, was not built to City standards. Need curb, gutter and sidewalk to the east side and sufficient width to move residential traffic and school traffic. Stormwater disposal facilities are also necessary.				
<b>Planning Context</b>					

**Avenue D Bike Path**

**5.9734**

<b>Total Project Cost</b>		<b>Category</b>	Bike Path	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Avenue D - 24th Street to 28th Street				
<b>Related Projects</b>					
<b>Description</b>	This project involves the construction of a half-mile bike path facility, which will connect the 28th Street linear park to the Avenue D bike path north of 24th Street.				
<b>Justification</b>	The facility will serve local recreation/transportation use.				
<b>Planning Context</b>	Bicycle Element				

**Avenue C<sup>1/2</sup> - 36th Street to 40th Street**

**5.9737**

<b>Total Project Cost</b>		<b>Category</b>	Street Construction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Avenue C <sup>1/2</sup> / Avenue C <sup>3/4</sup> - 36th Street to 40th Street				
<b>Related Projects</b>	5.9729				
<b>Description</b>	This project involves the construction of Avenue C <sup>1/2</sup> to Avenue C <sup>3/4</sup> to a Collector Street standard between 36th Street and 40th Street. Local traffic on this street will dissipate as it approaches 40th Street.				
<b>Justification</b>	This mid-section line collector will carry locally generated traffic.				
<b>Planning Context</b>					

**Traffic Signal Installation - Ave. C & 28th St.**

**5.9739**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Avenue C & 28th Street				
<b>Related Projects</b>	5.9729, 5.9736				
<b>Description</b>	This project involves the installation of a traffic signal at the intersection of Avenue C and 28th Street when warranted.				
<b>Justification</b>	Full development of this area will warrant a signalized intersection.				
<b>Planning Context</b>					

**Avenue D R/W Acquisition - 24th to 32nd Streets**

**5.9743**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Avenue D - 24th Street to 32nd Street				
<b>Related Projects</b>					
<b>Description</b>	This project does not involve any reconstruction of Avenue D. This is to pursue right-of-way only to obtain the western half-width right-of-way as necessary. Right-of-way for the east half will be dedicated as part of the subdivision development and is not included in the cost estimate.				
<b>Justification</b>	The YMPO projected 2015 average daily traffic count on this roadway is 8,000 vehicles a day. The current facilities will serve this projected need. In the future this facility may serve as a regional transportation corridor. This project is on the edge of the urban area. The land to the west is planned to stay agricultural.				
<b>Planning Context</b>					

**45th Avenue Bike Path**

**5.9745**

<b>Total Project Cost</b>		<b>Category</b>	Bike Path	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	45th Avenue - 28th Street to 29th Lane				
<b>Related Projects</b>					
<b>Description</b>	This project involves the construction of a 3/8 mile bike path facility, which will connect the linear park on 45th Avenue (Avenue C½) to the linear park in the Barkley Ranch Subdivision, which then connects to the school to the south.				
<b>Justification</b>	The facility will serve a local recreation/transportation use.				
<b>Planning Context</b>	Bicycle Element				

**New Fleet Services Maintenance Shop**

**5.9753**

<b>Total Project Cost</b>	<b>Category</b> Buildings	<b>Type</b>	Building
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration
<b>Location</b>	35th Street and Avenue 4 3/8E		
<b>Related Projects</b>	4.9401, 4.0502, 4.0705, 4.0706, 7.9996, & 8.9593		
<b>Description</b>	Construction of a new complex for the relocation of the Maintenance and Operation facilities for the Fleet Maintenance Shop with storage for streets, solid waste, fire, parks, police and utilities vehicles, equipment and materials. Design completed in 2003. Site adaption of design to new site is necessary.		
	Phase I: Update phases to current building code (FY2008 - complete) Phase II: Facility construction		
<b>Justification</b>	Existing 40-year maintenance facility is too small for operations equipment and does not have the adequate floor space to accommodate the number of vehicles requiring service.		
<b>Planning Context</b>			

**El Paseo Real Construction**

**5.9804**

<b>Total Project Cost</b>	<b>Category</b> Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration
<b>Location</b>	El Paseo Real - Dead end street north of 16th Street		
<b>Related Projects</b>			
<b>Description</b>	Reconstruct street to include a cul-de-sac at the its western terminus.		
<b>Justification</b>	Construction work done previously by the Arizona Department of Transpiration (A.D.O.T.) left this residential street facility with a below standard configuration.		
<b>Planning Context</b>			

**Right-of-Way Improvements-Target Area 1**

**5.9810**

<b>Total Project Cost</b>	<b>Category</b> Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration
<b>Location</b>	Target Area 1 - River south to 10th Street and from I-8 West to 4th Avenue.		
<b>Related Projects</b>			
<b>Description</b>	Provide right-of-way improvements such as, compatible landscaping, from the river south to 10th Street and from Interstate 8 west to 4th Avenue. Project design and work will be in conformance with the Historic Design Guidelines for physical enhancements involving landscape issues.		
<b>Justification</b>	This project supports the Neighborhood Revitalization Program.		
<b>Planning Context</b>			

**Streetlights - Infill/Growth**

**5.9904**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Throughout the City				
<b>Related Projects</b>					
<b>Description</b>	Since the City purchased the streetlight system from APS, the City must now pay investment costs (purchase) replacements, and infill in existing developed areas. Contracts have been established with both APS and 3rd parties for construction work. Newly annexed areas often need new lights or added lights.				
<b>Justification</b>	Frequent requests are made to place street lights in locations previously missed or to enhance security and safety at intersections. Occasionally, lights are damaged from accidents without identification of a liable party.				
<b>Planning Context</b>	Cascading Project				

**Meadowbrook Subdivision Reconstruct**

**5.9905**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	16th Street to 20th Street and from Avenue B to Pendergast Avenue				
<b>Related Projects</b>					
<b>Description</b>	Reconstruct all residential streets in Meadowbrook Subdivision. To include all asphalt roads; sidewalks; driveways; and drainage will need to be addressed.				
<b>Justification</b>	Due to the major structural distress of the asphalt the area is in need of reconstruction. Add concrete sidewalks to 22nd Avenue. Driveways and valley gutters to be included in the project so that the subdivision is completed to City standards.				
<b>Planning Context</b>					

**Rancho Verde Subdivision Street Reconstruction**

**5.9906**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Rancho Verde Subdivision				
<b>Related Projects</b>					
<b>Description</b>	Reconstruct the residential streets in Rancho Verde Subdivision: Rancho Way from the North end to the South end, Charro Lane from the West end to the East end, and Vaquero Lane from the West end to the East end.				
<b>Justification</b>	Recent slurry surface treatment will hold the subdivision's original pavement until 2010.				
<b>Planning Context</b>					

**14th Street - 1st Ave to 4th Ave**

**5.9910**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	14th Street - 1st Avenue to 4th Avenue				
<b>Related Projects</b>	5.9602, 7.8310				
<b>Description</b>	Pavement replacement of road on 14th Street from 1st Avenue to 4th Avenue. Cost of pavement replacement to be shared with waterline replacement product.				
<b>Justification</b>	Due to the amount of block and fatigue cracking; rain water has infiltrated the base accelerating pavement surface failure.				
<b>Planning Context</b>					

**Magnolia Village Units 1-3 Street Reconstruction**

**5.9911**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	NWC of Magnolia Avenue and 12th Street				
<b>Related Projects</b>	5.9811				
<b>Description</b>	Reconstruct streets in the entire Magnolia Village Subdivision Area.				
<b>Justification</b>	Reconstruction will be needed in the future so a survey of the streets for right-of-way monument establishment and stormwater drainage flow determination is also necessary.				
<b>Planning Context</b>					

**28th Street Reconstruction- 8th Ave to 4th Ave**

**5.0005**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	28th Street - 8th Avenue to 4th Avenue				
<b>Related Projects</b>	9.9301				
<b>Description</b>	Improve 28th Street to Collector standards including drainage, with right-turn bays as appropriate. Funding includes \$25,000 in Developer Deposits.				
<b>Justification</b>	Major Roadways Plan identifies this street as a Collector. Current configuration can sustain only one lane of traffic in each direction and provides no adequate turn bays.				
<b>Planning Context</b>	Major Roadways Plan - 2005				

**Avenue B Turn Lanes**

**5.0113**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Avenue B - 36th Street to 16th Street				
<b>Related Projects</b>	5.9731, 5.0113				
<b>Description</b>	Creation/Installation of right and left turn lanes from Avenue B to intersecting arterial and collector streets.				
<b>Justification</b>	Traffic Impact Analyses performed for along the Avenue B corridor will determine the necessity of turn lanes from Avenue B to City streets.				
<b>Planning Context</b>					

**Traffic Signal System Implementation**

**5.0301**

<b>Total Project Cost</b>		<b>Category</b>	Equipment: PW Equip	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Citywide				
<b>Related Projects</b>	5.0411				
<b>Description</b>	Install fiber optic cable (some in conduit, some aerially) or Wi-Fi facilities to virtually every traffic signal in the City to provide monitoring of the operation of each signal to improve safety and reduce down-time due to signal malfunctions. Installation of a central computer will provide for control and monitoring of the system. Timing all traffic signals with appropriate applications software is included.				
<b>Justification</b>	At present, 23 signals in Yuma are connected for Wi-Fi to provide coordinated traffic flow. Coordination activities began FY2009. Effective interconnection of traffic signals to provide for coordinated movement of traffic is the most cost-effective improvement that can be made for roadways. Systems such as the one planned generally pay for themselves in user economic savings in less than two years of implementation. The system will also enable the collection of better traffic count data cost-effectively on a City wide scope.				
<b>Planning Context</b>	Major Roadways Plan - 2005 Rollover Project				

**Palo Verde Street Construction**

**5.0302**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Palo Verde Street between Olivia Avenue and Pacific Avenue				
<b>Related Projects</b>					
<b>Description</b>	Remove the wall that is across Palo Verde Street just west of Pacific Avenue, install street connection, and make miscellaneous modifications, from Pacific Avenue to Olivia Avenue, to allow the roadway to function as a Collector street.				
<b>Justification</b>	Palo Verde Street, between Arizona Avenue and Pacific Avenue is shown to be a Collector Street in the Major Roadways Plan - 2005. The justification for the wall construction (to halt blown sand from undeveloped properties) no longer exists, with adjacent commercial developments.				
<b>Planning Context</b>					

**Pavement Replacement**

**5.0403**

<b>Total Project Cost</b>		<b>Category</b>	Street Paving	<b>Type</b>	Maintenance
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Citywide				
<b>Related Projects</b>					
<b>Description</b>	Provide full-width pavement replacement for streets in which City utility projects are being constructed, to augment and complement the trenchline pavement replacement installed for the utility project.				
<b>Justification</b>	Utility projects encounter elevated costs (the cost per square yard of pavement) for trenchline pavement replacement, because pavement quantities are relatively small and, quite often, involve a substantial amount of hand work. This project is to provide additional funding to projects in areas in which the streets are not scheduled for major reconstruction or rehabilitation, reducing the unit cost of pavement replacement and providing a street surface that will reduce extraordinary maintenance activities.				
<b>Planning Context</b>					

**Pacific Avenue Access Study & Implementation**

**5.0406**

<b>Total Project Cost</b>	<b>\$130,000</b>	<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	4 Worthwhile		
<b>Location</b>	Pacific Avenue - Interstate 8 (I-8) to Yuma International Airport				
<b>Related Projects</b>					
<b>Description</b>	This study would investigate the traffic operations and accident experience on Pacific Avenue from 16th Street to Yuma International Airport, identify existing and anticipated problems, recommend remedial measures and design and construct improvements.				
<b>Justification</b>	The median in the vicinity of Wal-Mart was removed in 2003. This project will review the site as well as other access and safety concerns along this section of Pacific Avenue.				
<b>Planning Context</b>	Major Roadways Plan - 2005, Avenue 3E corridor study.				

**Automated Traffic Counting Addition**

**5.0411**

<b>Total Project Cost</b>		<b>Category</b>	Unassigned	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Citywide				
<b>Related Projects</b>	5.9806, 5.0301				
<b>Description</b>	The new traffic signal system will have the ability to take and process traffic counts throughout the City. Under this project, the necessary detectors and pavement loops will be installed to enable this feature at appropriate locations. Appropriate software will also be added to signal interconnection system.				
<b>Justification</b>	This project will benefit both the City and YMPO by automating many of the routine traffic counts and by automatically processing them into useful formats.				
<b>Planning Context</b>					

**38th Ave. Crossing of U.S.B.R. Central Drain**

**5.0505**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Unassigned
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	South of 21st Lane at 38th Avenue				
<b>Related Projects</b>	5.0506, 7.9996				
<b>Description</b>	Construction of a culvert crossing of the U.S. Bureau of Reclamation Central Drain, looping the existing water mains together and undertake street construction for continuance of 38th Avenue between 21st Lane & 22nd Lane.				
<b>Justification</b>					
<b>Planning Context</b>					

**34th Drive Crossing of U.S.B.R. Central Drain**

**5.0506**

<b>Total Project Cost</b>		<b>Category</b>	Street Construction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	South of 21st Lane at 34th Drive				
<b>Related Projects</b>	5.0505, 7.9996				
<b>Description</b>	Construction of a culvert crossing of the U.S. Bureau of Reclamation Central Drain, looping the existing water mains together and undertake street construction for continuance of 38th Avenue from 22nd Lane to 21st Lane.				
<b>Justification</b>	Pioneer Park Subdivision Units 3 and 4 don't have a secondary remote street entrance alternative from 20th Street. This street crossing of the central drain would allow for secondary access to the subdivision by the residents and emergency vehicles.				
<b>Planning Context</b>					

**School Traffic Safety and Circulation Improvements**

**5.0509**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Various schools in the City				
<b>Related Projects</b>					
<b>Description</b>	Under this project, the City will develop recommended improvements for pedestrian and traffic safety and circulation problems at and around the various schools in the City. Where these improvements can be implemented using signs, pavement markings, and minor physical construction, the City will perform the implementation under this project. Where the improvements require major improvements, they will be made under other CIP projects as those projects come forward.				
<b>Justification</b>	Remediate pedestrian and traffic safety and circulation problems at and around the various schools in the City.				
<b>Planning Context</b>					

**Bus Stops, Bus Bays and Bus Shelters**

**5.0510**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Various locations throughout Yuma				
<b>Related Projects</b>					
<b>Description</b>	This project will include the construction of new bus bays at bus stops to permit passenger loading and unloading outside the traffic stream. It may also include installation of bus stop shelters. Installation of bus stop signs will also be performed under this project.				
<b>Justification</b>	The Yuma Metropolitan Planning Organization (Y.M.P.O.) operates several bus routes in and around Yuma. It is planning on adding more. History has shown that bus stop locations must be added and relocated from time to time to best serve potential riders. This work will be totally funded by the YMPO. No City funds will be used.				
<b>Planning Context</b>	YMPO 2000-2023 Regional Transportation Plan.				

**Orange Avenue Improvements and Beautification**

**5.0518**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	4 Worthwhile		
<b>Location</b>	Orange Avenue - 1st Avenue to 4th Avenue				
<b>Related Projects</b>	7.9803				
<b>Description</b>	The project would have 2 aspects: traffic improvements from 1st Avenue to 3rd Avenue and from 3rd Avenue to 4th Avenue, and reconstruction and beautification of Orange Avenue from 1st Avenue to 4th Avenue, including installation of a median, in general conformance with the Orange Avenue Consensus Master Plan.				
<b>Justification</b>	The Orange Avenue Consensus Master Plan adopted by City Council and the Yuma Crossing National Heritage Area in 2002 recommended rehabilitation and beautification of Orange Avenue from 1st Avenue to 4th Avenue. Furthermore, there are skewed intersection configurations at and in the vicinity of the intersections with 1st Avenue, 3rd Avenue (north), 3rd Avenue (south), and 4th Avenue that should be modified. This project will address these issues.				
<b>Planning Context</b>	Orange Avenue Consensus Master Plan				

**32nd Street Expressway Construction**

**5.0529**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	3 Important		
<b>Location</b>	32nd Street - Avenue 5E to Avenue 9E				
<b>Related Projects</b>	5.0525, 5.0582				
<b>Description</b>	Design and construction of the widening of 32nd Street to Expressway standards and purchase control of access as recommended in the Major Roadways Plan - 2005. Funding is only for design activities.				
<b>Justification</b>	Provide a high volume Expressway to provide increased mobility between the East Mesa and the central portion of the City.				
<b>Planning Context</b>	Major Roadways Plan - 2005				

**Avenue 9½E Construction**

**5.0540**

<b>Total Project Cost</b>		<b>Category</b>	Street Construction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Avenue 9½E - 32nd Street to 40th Street				
<b>Related Projects</b>					
<b>Description</b>	Design, widening and construction of Avenue 9½E from 32nd Street Expressway to 40th Street to minor arterial standards as recommended in the Major Roadways Plan - 2005.				
<b>Justification</b>	Provide a Minor Arterial on mid-section line to serve the east side of the City.				
<b>Planning Context</b>	Major Roadways Plan - 2005.				

**Avenue 9E Construction**

**5.0541**

<b>Total Project Cost</b>		<b>Category</b>	Street Construction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Avenue 9E from 16th Street Expressway to North Frontage Road & from 32nd Street Expressway to 56th Street.				
<b>Related Projects</b>					
<b>Description</b>	Design, widening and construction of Avenue 9E from 16th Street Expressway to North Frontage Road and 32nd Street Expressway to 56th Street to principal arterial standards as recommended in the Major Roadways Plan - 2005.				
<b>Justification</b>	Provide a Principal Arterial on section line to serve the east side of the City.				
<b>Planning Context</b>	Major Roadways Plan - 2005				

**Pacific Avenue - 12th Street to 32nd Street**

**5.0543**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Pacific Avenue - 12th Street to 32nd Street				
<b>Related Projects</b>	5.9707				
<b>Description</b>	Design and widening of Pacific Avenue from 12th Street to 32nd Street to principal arterial standards as recommended in the Major Roadways Plan - 2005. The project will include major improvements to the intersections at 16th, 24th and 32nd Streets and widening of bridges spanning I-8 and the UPRR.				
<b>Justification</b>	Provide a principal arterial on section line to serve the commercial area developing on the east side of the City.				
<b>Planning Context</b>	Major Roadways Plan - 2005.				

**Avenue 6E Construction**

**5.0550**

<b>Total Project Cost</b>		<b>Category</b>	Street Construction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Avenue 6E - Gila Ridge Road to 52nd Street				
<b>Related Projects</b>	5.0523				
<b>Description</b>	Design, widening and construction of Avenue 6E from Gila Ridge Road to 32nd Street and 40th Street to 52nd Street to minor arterial standards as recommended in the Major Roadways Plan - 2005.				
<b>Justification</b>	Provide a minor arterial on section line to serve the east side of the City.				
<b>Planning Context</b>	Major Roadways Plan - 2005.				

**20th Street - West Widening**

**5.0558**

<b>Total Project Cost</b>		<b>Category</b>	Street Construction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	20th Street - Avenue D to Avenue B				
<b>Related Projects</b>					
<b>Description</b>	Design and construction of the widening of 20th Street from Avenue D to Avenue B to Minor Arterial standards as recommended in the Major Roadways Plan - 2005.				
<b>Justification</b>	Provide a Minor Arterial on half-section line to serve the western area of the City.				
<b>Planning Context</b>	Major Roadways Plan - 2005				

**24th Street Construction**

**5.0559**

<b>Total Project Cost</b>		<b>Category</b>	Street Construction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	24th Street from Avenue D to Avenue 3½E				
<b>Related Projects</b>					
<b>Description</b>	Design and construction of the widening of 24th Street from Avenue D to Avenue 3½E to Principal Arterial standards as recommended in the Major Roadways Plan - 2005.				
<b>Justification</b>	Provide a Principal Arterial on section-line to serve the southern area of the City.				
<b>Planning Context</b>	Major Roadways Plan - 2005.				

**Avenue B Construction**

**5.0570**

<b>Total Project Cost</b>		<b>Category</b>	Street Construction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Avenue B from I-8 to 80th Street				
<b>Related Projects</b>					
<b>Description</b>	Design and construction and widening of Avenue B from I-8 to 80th Street to Principal Arterial standards as recommended in the Major Roadways Plan - 2005. The project will include major improvements to the intersection at 16th Street and 24th Street and connection across the Colorado River to Interstate 8.				
<b>Justification</b>	Provide a Principal Arterial on section-line to serve the western and southern areas of the City.				
<b>Planning Context</b>	Major Roadways Plan - 2005				

**Avenue C Construction**

**5.0571**

<b>Total Project Cost</b>		<b>Category</b>	Street Construction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Avenue C from 1st Street to 40th Street				
<b>Related Projects</b>					
<b>Description</b>	Design and construction of the widening of Avenue C from 1st Street to 40th Street to Principal Arterial standards as recommended in the Major Roadways Plan - 2005.				
<b>Justification</b>	Provide a Principal Arterial on section-line to serve the western area of the City.				
<b>Planning Context</b>	Major Roadways Plan - 2005				

**24th Street / Avenue B Corridor Studies**

**5.0576**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	24th Street - Avenue C to Avenue 3E & Avenue B from 7th to 40th Street				
<b>Related Projects</b>					
<b>Description</b>	Perform a traffic operations and safety planning study to determine the current and future needs.				
<b>Justification</b>	24th Street is experiencing congestion from 1st Avenue to Avenue B and does not provide adequately for u-turns between the East Main Canal and Avenue B. Avenue B is very congested at both 16th Street and 24th Street. Congestion is starting to build at other intersections as well.				
<b>Planning Context</b>	Major Roadways Plan - 2005, 4th Avenue & 16th Street corridor studies, economic development.				

**Major Intersection and Location Studies**

**5.0577**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Various locations citywide				
<b>Related Projects</b>	5.0578				
<b>Description</b>	Study intersections and other locations to define problems and functionality design mitigating improvements to improve traffic flow and reduce traffic hazards and accidents as needed. Design and construction generated by the studies will be separate CIP projects.				
<b>Justification</b>	Mitigate traffic flow and safety problems at major intersections and other locations on major roadways.				
<b>Planning Context</b>	Major Roadways Plan - 2005. Traffic operations and safety improvements. Ongoing multi-year project.				

**Palo Verde Street Speed Control Improvements**

**5.0579**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Palo Verde - Olivia Avenue to Catalina Drive				
<b>Related Projects</b>	5.9208				
<b>Description</b>	Under this project, speed tables will be constructed along Palo Verde Street to physically limit operating speeds to 25 mph and the ALL-WAY STOP control will be removed from the minor intersections. There are nine to twelve speed tables anticipated.				
<b>Justification</b>	Palo Verde Street has numerous ALL-WAY STOP intersections that have been applied to control speeds. This causes inconveniences to motorists and additional unnecessary pollutants and user costs. The speed tables could be effective in controlling speeds and eliminate frustration, added pollution and increased operating costs.				
<b>Planning Context</b>	Major Roadways Plan - 2005. Improvement of intersection of Palo Verde Street & Arizona Avenue intersection.				

**Traffic Impact Analysis Studies**

**5.0599**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	3 Important		
<b>Location</b>	Various locations Citywide				
<b>Related Projects</b>					
<b>Description</b>	This project is to be comprised of multiple phases. Each phase will be a traffic impact study for a new development to determine the effects the development will have on the roadways system and what mitigation measures will be needed. Both capacity analysis and traffic signal warrant analysis will be included. Each study will be paid for by the associated developer.				
<b>Justification</b>	The City requires traffic impact analysis studies for new developments that will generate 100 vehicles per hour or more. In the past, the developers have had these studies conducted, but they have lacked thoroughness and consistency and have not looked after the public interest as they should. The City is now performing these studies for the developers at the developers' expense to rectify this situation. This CIP project is needed as a vehicle to receive the developers' funds and pass them on a City consultant.				
<b>Planning Context</b>					

**4th Avenue Intersection Improvements**

**5.0700**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	4th Avenue - at 1st Street and 8th Street				
<b>Related Projects</b>	5.9811, 5.0544				
<b>Description</b>	Traffic signal revisions, minor widening, addition of turn lanes and channelization, signing, pavement marking and other miscellaneous improvements as needed to reduce accidents and improve traffic flow.				
<b>Justification</b>	Mitigate accident experience, reduce congestion and improve traffic flow, foster economic development.				
<b>Planning Context</b>	Major Roadways Plan - 2005 4th Avenue and 16th Street Corridors Study Economic Development				

**1st Avenue - 1st Street to Court Street**

**5.0702**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	1st Avenue - 1st Street to Court Street				
<b>Related Projects</b>					
<b>Description</b>	Reconstruction of asphalt roadway curb & gutter, sidewalk, and cross gutters on 1st Avenue starting at 1st Street and to the south, ending at Court Street.				
<b>Justification</b>	Due to the severe deterioration of the street's asphalt and concrete components and being part of the Downtown Heritage District, this part of 1st Avenue should be reconstructed to match 1st Avenue to the south that was reconstructed with the City Hall site development.				
<b>Planning Context</b>					

**Catalina Drive - 8th Avenue to 4th Avenue**

**5.0900**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	3 Important		
<b>Location</b>	Catalina Drive - 8th Avenue to 4th Avenue				
<b>Related Projects</b>					
<b>Description</b>	This is a 5-lane road needing pavement replacement from curb to curb with base replacement as needed. Replace all worn/broken curb, sidewalk, driveways and cross gutters as needed.				
<b>Justification</b>	Inspection of this section of city street found alligator cracking of over 30% of the street surface and severe distortion of upto 2" in depth.				
<b>Planning Context</b>					

**28th Street Construction**

**5.0905**

<b>Total Project Cost</b>		<b>Category</b>	Street Construction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	28th Street between Avenue 9E to Avenue 9 3/4E				
<b>Related Projects</b>					
<b>Description</b>	Complete the construction of the North half-width of 28th Street as a Collector Street, between Avenue 9E and Avenue 9 3/4E, with vertical curb & gutter and drainage.				
<b>Justification</b>	The North half-width is discontinuous in this vicinity due to leapfrog development by private parties and governmental agencies. Completion of this segment of roadway would enhance motorist safety.				
<b>Planning Context</b>	Coordination with the United States Department of the Interior Bureau of Land Management will be necessary for the entire length of this project.				

**Traffic Signals Maintenance Facility**

**5.0906**

<b>Total Project Cost</b>		<b>Category</b>	Traffic Signals	<b>Type</b>	Building
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	To be determined				
<b>Related Projects</b>					
<b>Description</b>	Construction of a new Traffic Signal Maintenance Facility (approx. 10,000 sq.ft. of indoor space)				
<b>Justification</b>	As the City of Yuma's transportation infrastructure grows, specifically related to traffic signals, so does the need for a dedicated facility to support the installation, operation and maintenance of traffic signal inventory. Facility will provide indoor space for storage of traffic signal maintenance personnel, storage of traffic signal replacement hardware, loading dock area, traffic signal shop and equipment testing area, and area for clerical/administrative support. The outdoor area will provide for a pole storage yard, storage for non-specialty vehicles.				
<b>Planning Context</b>					

**16th Street - Avenue B to Avenue C**

**5.0908**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	16th Street - Avenue B to Avenue C				
<b>Related Projects</b>	5.9102				
<b>Description</b>	Replace asphalt curb to curb from Avenue B to Avenue C. Also replace any damaged curb, gutters, sidewalks and sidewalk ramps as needed. Street constructed in 1986.				
<b>Justification</b>	Inspection of this section of city street determined that there is alligator cracking of over 30% of the street surface and severe distortion of up to 2" in depth, resulting in the need for replacement along with concrete repairs as needed.				
<b>Planning Context</b>					

**16th Street - Avenue C to 47th Avenue**

**5.0909**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	16th Street - Avenue C to 47th Avenue				
<b>Related Projects</b>					
<b>Description</b>	Replace asphalt on 16th Street from Avenue C to 47th Avenue curb to curb or shoulder to shoulder. Also replacing damaged curb, gutter, sidewalks and sidewalk ramps as needed. Street constructed in 1990.				
<b>Justification</b>	Inspection of this section of city street determined that there is alligator cracking of over 30% of the street surface and severe distortion of up to 2 in in depth, resulting in the need for replacement along with concrete replacement as needed.				
<b>Planning Context</b>					

**18th Avenue - Camino Alameda Connection**

**5.0910**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Camino Alameda & 18th Avenue at 24th Street				
<b>Related Projects</b>					
<b>Description</b>	Reconfigure the offset Camino Alameda and 18th Avenue intersections at 24th Street to a single 4-way intersection at 18th Avenue.				
<b>Justification</b>	The current offset intersections cause motorist delays and slows east-west traffic progression on 24th Street. Recommended by Traffic Advisory Group (T.A.G.).				
<b>Planning Context</b>					

**Avenue 3E Lane Control System at MCAS**

**5.0911**

<b>Total Project Cost</b>		<b>Category</b>	Traffic Signals	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Avenue 3E approaching MCAS Main Gate				
<b>Related Projects</b>					
<b>Description</b>	This project will provide a lane use control system on Avenue 3E approaching the MCAS Main Gate to enable the Marines to advise approaching motorists of which lanes are open for entering the station. The system will also be connected to the City's traffic system so the City's traffic engineers and signal technicians can determine the operational mode of the signals. This project will be paid for by MCAS.				
<b>Justification</b>	MCAS changes the operation of the Main Gate on Avenue 3E depending on threat levels and amounts of traffic at various times of the day. At times, both lanes are open and at other times, one or the other lanes is closed. In order to provide smooth traffic operation at the entrance intersection and reduce the potential for lane-change accidents, it is necessary to provide dynamic information to motorists approaching MCAS so they can make their lane choices safely.				
<b>Planning Context</b>	Major Roadways Plan - 2005 Safety				

**4th Avenue & 24th Street Improvement**

**5.0912**

<b>Total Project Cost</b>		<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	4th Avenue & 24th Street				
<b>Related Projects</b>					
<b>Description</b>	Widen the intersection of 4th Avenue & 24th Street to provide 3 through lanes, 2 left-turn lanes and a right-turn lane on each approach.				
<b>Justification</b>	Congestion at this intersection rivals that at 4th Avenue & 16th Street and is getting worse. In addition, this is one of the City's high accident locations. The improvements proposed should provide acceptable operation through at least 2029 and reduce the accident experience.				
<b>Planning Context</b>	Major Roadways Plan - 2005 4th Avenue and 16th Streets Corridors Study Economic Development				

**McPhauls Subdivision**

**5.1111**

<b>Total Project Cost</b>	<b>\$371,800</b>	<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	3 Important		
<b>Location</b>	1st Street to Colorado Street and 12th Avenue to 17th Avenue				
<b>Related Projects</b>					
<b>Description</b>	Replace asphalt in subdivisions curb to curb. Replace concrete curb & gutter and valley gutter as needed. Excludes 12th Avenue.				
<b>Justification</b>	Inspection of this section of City street determined that here is alligator cracking over 40% of the street and severe distortion up to 2" in depth, resulting in the need for mill and replacement along with concrete replacement as needed.				
<b>Planning Context</b>					

**First Street Estates Subdivision**

**5.1113**

<b>Total Project Cost</b>	<b>\$249,100</b>	<b>Category</b>	Street Reconstruction	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	2 Very Important		
<b>Location</b>	1st Street to West Main Canal and 12th Avenue to 17th Avenue				
<b>Related Projects</b>					
<b>Description</b>	Replace asphalt in subdivision curb to curb. Replace concrete curb & gutter and valley gutter as needed.				
<b>Justification</b>	Inspection of this section of City street determined that there is alligator cracking over 40% of the street and severe distortion of up to 2" in depth resulting in the need for mill and replacement long with concrete replacement as needed.				
<b>Planning Context</b>					

**36th Street - Arizona Avenue to Burch Way**

**5.1114**

<b>Total Project Cost</b>		<b>Category</b>	Street Improvement	<b>Type</b>	Improvement
<b>Department</b>	5. Transportation	<b>Priority</b>	2 Very Important		
<b>Location</b>	36th Street - Arizona Avenue to Burch Way				
<b>Related Projects</b>	5.8322				
<b>Description</b>	Widen and reconstruct 36th Street East of Arizona Avenue to the Yuma International Airport to collector street status with pavement, curb & gutter and sidewalks, streetlights, drainage and landscaping.				
<b>Justification</b>	36th Street is the primary entrance to the private hangar facilities at the airport and gives the first impression of the City of Yuma to visiting dignitaries arriving for business functions. One-half of the street was constructed in the early 1980s and continued expansion and upgrading of the western side of the airport is resulting in increased traffic to and from that site.				
<b>Planning Context</b>					

**Refuse Station Feas. Study and Construct**

**6.8701**

<b>Total Project Cost</b>		<b>Category</b>	Solid Waste	<b>Type</b>	Improvement
<b>Department</b>	6. Sanitation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	To be determined				
<b>Related Projects</b>					
<b>Description</b>	Refuse transfer station. Phase 1 - Preliminary study and design Phase 2 - Final design and construction  Funding to be determined.				
<b>Justification</b>	Determine costs associated with transfer station as opposed to increase in collection equipment inventory. Study to include hazardous material monitoring capability associated with transfer station.				
<b>Planning Context</b>					

**City Landfill Contingency**

**6.9401**

<b>Total Project Cost</b>		<b>Category</b>	Solid Waste	<b>Type</b>	Improvement
<b>Department</b>	6. Sanitation	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	County 23rd Street and Avenue 1E.				
<b>Related Projects</b>					
<b>Description</b>	Project is to install high density polyethylene liner or use clay from Yuma County's 19th Street Project. Construction to include fence, wells, building, scales, miscellaneous. To operate and maintain a Municipal Solid Waste Disposal Facility (MSWDF) (includes permitting costs).				
<b>Justification</b>	This is a contingency plan to construct a new landfill should the current agreement with the Cocopah tribe not be renewed.				
<b>Planning Context</b>	Consultant is under contract via Public Works O & M P.O. to obtain approval to construct and approval to operate from ADEQ.				

**2nd Avenue Waterline - 12th Street to 16th Street**

**7.8310**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	3 Important		
<b>Location</b>	2nd Avenue - 12th Street to 16th Street				
<b>Related Projects</b>	5.9910				
<b>Description</b>	Installation of new 12" water main on 2nd Avenue from 12th Street to 16th Street. Tie to 10" PVC on 12th between 3rd and 4th Avenues. Add 330 L.F. - 6" & appurt. on 14th Street (3rd - 4th Avenues) per CIP No. 7.8891A design. Detour around the former APS Yard along - 13th Street, 3rd Avenue, 14th Street. The 2nd Avenue segment between 15th and 16th Streets has been constructed by developers of the Citizens Title Complex.				
<b>Justification</b>	Increase distribution capacity to 16th Street area and add distribution westward on 16th Street to insure adequate water volume to the west. Consistent with requirements of the Water Distribution Master Plan.				
<b>Planning Context</b>	Water Master Plan				

**3rd Street Watermain - Magnolia Ave. to Ave. B**

**7.9210**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	3rd Street - Magnolia Avenue to Avenue B				
<b>Related Projects</b>	5.9710				
<b>Description</b>	Replace 12" watermain in 3rd Street from Magnolia Avenue to Avenue B; abandon existing line in place, and reconnect services. Project will include waterline extensions into side streets to avoid pavement disturbance for future extensions.				
<b>Justification</b>	The existing 1954 cement lined steel pipe needs to be replaced. The inside coating of the pipeline is failing causing potential of pipe failure.				
<b>Planning Context</b>					

**Arizona Ave. Waterline - 5th Street to 24th Street**

**7.9212**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	3 Important		
<b>Location</b>	Phase I: Arizona Avenue - 16th Street - 24th Street. Phase II: Arizona Avenue - 5th Street - 16th Street.				
<b>Related Projects</b>	7.9417				
<b>Description</b>	Phase I: Replace existing 24" C.L.C. water line from 16th Street to 24th Street with new 24" transmission main and 8" distribution main. (\$2,218,000) Phase II: Replace existing 16" line with new 16" line from 5th Street to 16th Street. (\$2,225,000)				
<b>Justification</b>	Replace old cement-lined and coated waterline prior to/in conjunction with street reconstruction. The existing 16" waterline from 5th Street to 16th Street was replaced by rerouting a new 16" transmission, in 1995, in the Redondo Complex. The 16" line is a section line main for future Arizona Avenue. (\$2,225,000)				
<b>Planning Context</b>					

**Fire Hydrants**

**7.9294**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	As annexed				
<b>Related Projects</b>					
<b>Description</b>	Install hydrants as needed in newly annexed areas. FY1997 - Engler Estates (completed) - Desert Grove Fire Hydrants (completed), Donovan Estates, Magnolia Village - 6 hydrants and 2,450 LF of 6" line (completed) FY1999 - Arcadia Meadows - 3 hydrants (completed) FY2008 - Speese Addition hydrants (completed)				
<b>Justification</b>	Newly annexed areas frequently have City waterlines but few or no fire hydrants. The hydrants are planned in expectation of annexation requiring additional hydrants.				
<b>Planning Context</b>	Growth and Development policy Multi-year Project				

**12th Street Waterline - 14th Ave. to 21st Dr.**

**7.9305**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	12th Street - 14th Avenue to 21st Drive				
<b>Related Projects</b>	5.9811, 8.8705				
<b>Description</b>	Install approximately 2,250 LF of 10" waterline on 12th Street between 21st Drive & 14th Avenue, including a crossing of the East Main Canal.				
<b>Justification</b>	Provide for system looping and reinforcement. Conforms with water distribution master plan.				
<b>Planning Context</b>	Water Distribution Master Plan				

**40th Street Waterline - EMC to Ave. B**

**7.9306**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	40th Street - E.M.C. to Avenue B.				
<b>Related Projects</b>	5.9719				
<b>Description</b>	Install approximately 3,000 L.F. of 12" Water Line on 40th Street from East Main Canal (E.M.C.) to Avenue B.				
<b>Justification</b>	Provide for system looping. Conforms with water distribution master plan.				
<b>Planning Context</b>	Water Distribution Master Plan / Annexation - Driven Project				

**28th Street Waterline - 8th Ave to Ave A**

**7.9307**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	28th Street - 8th Avenue to Avenue A				
<b>Related Projects</b>	5.0005, 9.9301 Ph. II				
<b>Description</b>	Install approximately 1,320 LF of 10" Water Line on 28th Street, between 8th Avenue and Avenue A to replace and upgrade the existing undersized waterline.				
<b>Justification</b>	Provide for system looping. Conforms with water distribution master plan.				
<b>Planning Context</b>	Water Distribution Master Plan				

**19th Street Waterline - 4th Ave. to Arizona Ave.**

**7.9308**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	19th Street - 4th Avenue to Arizona Avenue				
<b>Related Projects</b>	7.9707				
<b>Description</b>	Install approximately 2,640 LF of 10" Waterline between 4th Avenue and Arizona Avenue. East 660 L.F. installed in FY2002 along with 7.9412.				
<b>Justification</b>	To provide for system looping. Conforms with typical midsection line minimum waterline sizing and reinforcement of 4th Avenue waterlines. Midsection line to 19th Street because of street alignments between Arizona Avenue and Avenue A Main stub-out was been installed under 4th Avenue prior to overlay by Arizona Department of Transportation (A.D.O.T.).				
<b>Planning Context</b>	Water Distribution Master Plan				

**10" Waterline at 28th St E. of 4th Avenue**

**7.9310**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	28th Street - 4th Avenue to Madison Avenue				
<b>Related Projects</b>	5.9108, 8.9593				
<b>Description</b>	Install approximately 1,280 L.F. of 10" Waterline on 28th Street between 4th Avenue and the Alley west of Madison. Should be constructed in conjunction with 5.9108 - Street project.				
<b>Justification</b>	Provide for system looping. Conforms with Public Works Utility Regulations for minimum Waterline sizing.				
<b>Planning Context</b>	Water Distribution Master Plan				

**36th Street Waterline - 4th Ave. to 8th Ave.**

**7.9311**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	36th Street - 4th Avenue to 8th Avenue				
<b>Related Projects</b>	5.9203				
<b>Description</b>	Install approximately 1,320 L.F. of 10" waterline on 36th Street between 4th Avenue and 8th Avenue.				
<b>Justification</b>	Provide for system looping.				
<b>Planning Context</b>	Water Distribution Master Plan.				

**Waterline on Ave A - 40th St to Airport Lp**

**7.9320**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Avenue A - 40th Street to Airport Loop.				
<b>Related Projects</b>	5.8326				
<b>Description</b>	Install 12" waterline on Ave A between 40th St. and Airport Loop. Approximately 8000 L.F.				
<b>Justification</b>	Provide for system development/looping.				
<b>Planning Context</b>	Water Distribution Master Plan. Fire suppression support to western edge of Yuma County Airport Authority Development Area.				

**12" Waterline Ave. 3E-12th to 15th St.**

**7.9411**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Avenue 3E-12th Street to 15th Street				
<b>Related Projects</b>	7.9294				
<b>Description</b>	Install 1620 L.F. of 12" waterline.				
<b>Justification</b>	Loop System.				
<b>Planning Context</b>	Gila Acres Annexation.				

**8" Waterline Engler Avenue-16th St.**

**7.9413**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Engler Avenue - 16th Street to Calle Chapalla.				
<b>Related Projects</b>	7.9294				
<b>Description</b>	Install 1550 L.F. 8" waterline on Engler Avenue between 16th Street and Calle Chapalla.				
<b>Justification</b>	Loop System				
<b>Planning Context</b>	Mirada Del Sol Annexation / Development - Driven extension of City facility				

**Pecan Grove Waterline Improvements**

**7.9416**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	3rd Place, 4th Street, 4th Place, and 5th Street				
<b>Related Projects</b>					
<b>Description</b>	Replace existing alley waterlines with 2,320 L.F. of 6" waterline (580 L.F. on each block of 3rd Place, 4th Street, 4th Place, and 5th Street with new services. This project is to include street, sidewalk, and driveway patching. As part of the Avenue B street project, 1st Street to 8th Street, Yuma County installed 6" stubs into intersecting streets from Avenue B in preparation for this project. Construction: \$340,000 and inspection: \$15,000.				
<b>Justification</b>	Present lines in alley to be abandoned when cost of increased maintenance justifies cost.				
<b>Planning Context</b>					

**Avenue A Waterline - 16th to 24th Streets**

**7.9602**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Avenue A - 16th Street to 24th Street				
<b>Related Projects</b>	5.9701, 7.9707				
<b>Description</b>	Replace existing 12" Simplex water line with new 12" water line prior to street construction.				
<b>Justification</b>	12" AC (Simplex) main has reached end of life.				
<b>Planning Context</b>					

**5th Street 10" Watermain - Avenue B to Avenue C**

**7.9701**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	5th Street and Linda Lane between Avenue B and Avenue C.				
<b>Related Projects</b>	7.9294, 8.9593 - Ph. 37				
<b>Description</b>	Install 5200 lineal feet of 10-inch main on 5th Street, between Avenue B and Avenue C; install 100 lineal feet of 6-inch main on Linda Lane, east of Avenue C, to fill in a gap in this area.				
<b>Justification</b>	To provide system looping and replacement of undersized lines. Conforms with water distribution master plan.				
<b>Planning Context</b>	Annexation.				

**24th St. Ground Storage Tank & Transmission Line**

**7.9800**

<b>Total Project Cost</b>	<b>\$10,000,000</b>	<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	North of 24th Street at Thacker Lateral (Avenue B½ Alignment)				
<b>Related Projects</b>	2.9602, 5.8325, 7.0113				
<b>Description</b>	Phase 1: Acquire property and construct a fill and discharge pipeline system, booster pump station and a four (4) million gallon storage tank (property acquisition is complete). Phase 2: includes construction of a 16" feed line from Avenue B to Tank and a discharge line from tank site to Avenue D. (Completed in FY2008) Phase 3: Construction of a second four (4) million gallon tank with booster pump station.				
<b>Justification</b>	The water system analysis phase of C.I.P. No. 7.9610 (Water Pressure Zones) indicate that with the existing transmission and distribution pipeline network and planned expansion to same, additional storage capacity in this vicinity is needed due to anticipated demand growth.				
<b>Planning Context</b>					

**Orange Avenue Waterline - 4th St to 8th St**

**7.9803**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Orange Avenue - 4th St. to 8th St.				
<b>Related Projects</b>	5.0518				
<b>Description</b>	Install 2400 L.F. of 10" waterline in Orange Avenue from end of 7.9408 project near 4th Street to 8th Street. Install when Orange Avenue needs to be reconstructed.				
<b>Justification</b>	4th Avenue (mid-section) reinforcement main to replace 4" and 6" Asbestos Cement Pipe (ACP).				
<b>Planning Context</b>	Water Distribution Master Plan.				

**Carbon Feeder Improvements**

**7.9904**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Main Street Water Treatment Facility				
<b>Related Projects</b>					
<b>Description</b>	Replace existing carbon feeder with new super-sack carbon injection feeder to assist in complying with new Disinfection/Disinfection By-products Rule (EPA/ADEQ) with monitoring capabilities through the SCADA system.				
<b>Justification</b>	Activated carbon is critical in controlling the generation of Trihalomethanes (THM) which result from the chlorination of the City's drinking water. The current carbon feeder is experiencing frequent breakdowns. The feeder manufacturer is no longer in business and replacement parts are very difficult to acquire or must be manufactured. In addition, the loading of the existing feeder causes excessive dust which poses a significant health risk to personnel, and man-hours to clean related equipment and building area where it is housed.				
<b>Planning Context</b>					

**Potable Water Dedicated Sample Taps**

**7.0108**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Throughout the City of Yuma and other areas served by the City of Yuma public water system				
<b>Related Projects</b>					
<b>Description</b>	Purchase and install 100 meter boxes, shut off valves and dedicated sample taps throughout the distribution system for potable water sampling for the City of Yuma.				
<b>Justification</b>	Samples for microbiological and residual disinfectant analysis are collected at 93 sites each month. The population served by a public water system determines the number of samples collected each month. EPA and ADEQ require 90 samples per month for the City of Yuma water system based on the current population. 100 samples must be collected when the population served reaches 96,001. Currently, samples are collected at various locations within the city and sometimes require staff to change sites due to unforeseen problems (pets, homes empty, broken taps, etc.). The dedicated sample taps will allow flushing and collection of samples that reflect the quality of the water in the distribution system, rather than water under the influence of private plumbing.				
<b>Planning Context</b>					

**24th Street 16" Waterline Replacement**

**7.0110**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	24th Street - 8th Avenue to Arizona Avenue				
<b>Related Projects</b>					
<b>Description</b>	Design and construction to replace existing 16" waterline in 24th Street.				
<b>Justification</b>	Per recommendation of Water Distribution Master Plan.				
<b>Planning Context</b>	Water Distribution Master Plan.				

**Main St. WTF Safe Drinking Water Act Upgrades**

**7.0116**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Main Street Water Treatment Facility				
<b>Related Projects</b>					
<b>Description</b>	Contingency project to provide construction to meet EPA enhanced coagulation rule. These are preliminary estimates and contingent upon denial of request for waiver.				
<b>Justification</b>	EPA/ADEQ regulatory requirement.				
<b>Planning Context</b>					

**Environmental Laboratory Equipment**

**7.0122**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Utility Division Laboratory (Figueroa Avenue WPCF)				
<b>Related Projects</b>					
<b>Description</b>	Laboratory equipment to allow metals and organics analysis for compliance with regulatory requirements. Includes: Inductively Coupled Plasma/Mass Spectrometer, Ion Chromatograph, Hot Block - metals digestion, Auto analyzers, Radiometer and Gas Chromatograph/Mass Spectrometer analyzers, etc.				
<b>Justification</b>	The requested equipment will allow the Utilities Department Laboratory to perform most if not all of the monitoring and testing currently required by the EPA and ADEQ and eliminate most, if not all, of the testing costs associated with having to use commercial laboratories to perform this function.				
<b>Planning Context</b>					

**Main Street WTF Operator Control Center**

**7.0503**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	3 Important		
<b>Location</b>	Main Street Water Treatment Facility				
<b>Related Projects</b>					
<b>Description</b>	New building to house operations staff.				
<b>Justification</b>	New construction obstructs view of treatment facility. New building located south of existing sedimentation basin would allow unobstructed view of 80%-90% of the facility. Additionally, existing building is over 70 years old, wiring and new control system needs are not always adaptable to such an old building.				
<b>Planning Context</b>	HDRC review required				

**Main Street WTF Sedimentation Basin Covers**

**7.0506**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	2 Very Important		
<b>Location</b>	Main Street Water Treatment Facility				
<b>Related Projects</b>					
<b>Description</b>	Install covers on sedimentation basins at Main Street Water Treatment Facility				
<b>Justification</b>	Proximity of open basins to plant perimeter makes them accessible to contamination caused by objects and materials being thrown and blown from outside the facility. With increased public presence and activity in the area, this potential for contamination is greatly elevated. Covering the basins protects against contamination and is consistent with the EPA Mandated Vulnerability Assessment.				
<b>Planning Context</b>					

**Main Street WTF Yard Paving Improvements**

**7.0507**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Main Street Water Treatment Facility				
<b>Related Projects</b>					
<b>Description</b>	Pave unimproved areas within the treatment facility				
<b>Justification</b>	Blowing dust from unpaved areas damages electrical system and electronic equipment and interferes with control system.				
<b>Planning Context</b>					

**Main Street Water Treatment Fac. AZPDES Permit**

**7.0509**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Main Street Water Treatment Facility				
<b>Related Projects</b>					
<b>Description</b>	Testing, modeling and document submittal for AZPDES Permit Renewal.				
<b>Justification</b>	Without a discharge permit, the Main Street Water Treatment Facility cannot discharge water from sedimentation basins to the Colorado River in the event of an emergency nor can it discharge to the East Wetlands project. The major impact is that, without the permit, there will be no means to dispose of water in the event of an emergency and the East Wetlands project will not go forward.				
<b>Planning Context</b>					

**Water Distribution System Monitoring (EWS)**

**7.0902**

<b>Total Project Cost</b>		<b>Category</b>	Water	<b>Type</b>	Improvement
<b>Department</b>	7. Water Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Location to be Determined				
<b>Related Projects</b>					
<b>Description</b>	A Hach Guardian Blue Early Warning System or equal that is a packaged distribution monitoring system. The system components continuously monitor a water sample from the distribution system to which it is installed. The water quality parameters continuously monitored are; chlorine residual, Ph, conductivity and turbidity and the WQ parameters and transmitted by SCADA. The size of the systems are approximately 4'x4'x10"; wall mounted.				
<b>Justification</b>	Water distribution systems nationwide are subject to the potential risk of contamination from outside sources;wheter accidental or intentional. Given the close proximity of the City of Yuma to an International border, City potable water systems are at a higher risk for intentional contamination incidents to occur. The purpose of this project is for the city to improve the secutiy of its water quality and further insure the safety of its drinking water. These EWS's will be incorporated into existing City SCADA (Supervisory Control and Data Acquisition) systems and will record and alarm a Water Treatment Facility.				
<b>Planning Context</b>					

**4th Avenue - Sewer Line Repairs/Replacement**

**8.9305**

<b>Total Project Cost</b>		<b>Category</b>	Wastewater	<b>Type</b>	Improvement
<b>Department</b>	8. Sewer Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	26th Street - 8th Avenue to 4th Avenue; 4th Avenue - 22nd Street to 26th Street; 4th Avenue - 20th to 22nd Streets and in 20th Street - 4th Avenue to 1st Avenue.				
<b>Related Projects</b>					
<b>Description</b>	Replacement or parallel construction of selected sewer lines. TV inspection of lines would determine priority of replacement. Installation of 4th Ave parallel sewer in three phases: Phase I - 26th Street 12" Sewer - 8th Avenue to 4th Avenue Phase II - 4th Avenue 12" Sewer - 22nd Street to 26th Street Phase III - 4th Avenue 12" Sewer & 10" - 20th Street to 22nd Street; and in 20th Street - 4th Avenue to 1st Avenue				
<b>Justification</b>	Sewer Master plan report indicated need to parallel or increasing line size along 4th Avenue to relieve projected overloading. That need will be confirmed by flow measurement and computer modeling, prior to the start of project design.				
<b>Planning Context</b>					

**Cemetery/Main Street - 6th-7th Streets**

**8.9800**

<b>Total Project Cost</b>		<b>Category</b>	Wastewater	<b>Type</b>	Improvement
<b>Department</b>	8. Sewer Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Cemetery Avenue & Main Street - 6th St. to 7th St.; 7th St. - Cemetery Ave. to Gila St.				
<b>Related Projects</b>	2.0703				
<b>Description</b>	Install sewer mains for Cemetery Avenue and Main Street. Need to establish an improvement district for these residences.				
<b>Justification</b>	Residences are on septic tanks. Parks Maintenance Building is on mound septic system.				
<b>Planning Context</b>					

**Wastewater Utility Security**

**8.0300**

<b>Total Project Cost</b>		<b>Category</b>	Wastewater	<b>Type</b>	Improvement
<b>Department</b>	8. Sewer Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Figueroa Avenue WRF, Jack Rabbit Mesa WRF, East Mesa WRF, Lift Stations, and Ferrous Chloride Station				
<b>Related Projects</b>					
<b>Description</b>	Vulnerability Assessment and upgrade present security systems to provide adequate protection for wastewater systems.				
<b>Justification</b>	Wastewater reclamation facility and related facilities have been identified as targets of terrorists attack. Regular upgrade to current security systems will ensure adequate protection for the City wastewater system.				
<b>Planning Context</b>					

**Upgrade Figueroa Service Area**

**8.0302**

<b>Total Project Cost</b>		<b>Category</b>	Wastewater	<b>Type</b>	Improvement
<b>Department</b>	8. Sewer Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Figueroa Sanitary Sewer Service Area				
<b>Related Projects</b>					
<b>Description</b>	Rehabilitate, replace, expand, and install new sanitary sewer interceptor in Figueroa Service Area.				
<b>Justification</b>	Provide additional conveyance capacity.				
<b>Planning Context</b>					

**5th Street Sanitary Sewer Replacement**

**8.0400**

<b>Total Project Cost</b>		<b>Category</b>	Wastewater	<b>Type</b>	Improvement
<b>Department</b>	8. Sewer Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	5th Street at 6/7 alley (MH 2431) to Ave. A (MH 2423)				
<b>Related Projects</b>	8.0401				
<b>Description</b>	Replace 1,600 l.f. of 8" and 10" sanitary sewer mainline and manholes. Reconnect existing service lines.				
<b>Justification</b>	Pipe joints compromised by roots, resulting in failures and stoppages.				
<b>Planning Context</b>					

**10th Ave/Ave A Alley Sanitary Sewer**

**8.0401**

<b>Total Project Cost</b>		<b>Category</b>	Wastewater	<b>Type</b>	Improvement
<b>Department</b>	8. Sewer Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	10th Avenue / Avenue A, alley 5th Street to 8th Street				
<b>Related Projects</b>	8.0400				
<b>Description</b>	Replace 1,900 l.f. of 8" Vitrified Clay Pipe (VCP) with 8" Polyvinyl Chloride pipe (PVC). Reconnect service laterals.				
<b>Justification</b>	Tar sealed vitrified clay pipe is not gas tight, and is allowing root penetration creating stoppages.				
<b>Planning Context</b>					

**Figueroa Water Reclamation Facility Power Improve**

**8.0510**

<b>Total Project Cost</b>		<b>Category</b>	Wastewater	<b>Type</b>	Improvement
<b>Department</b>	8. Sewer Utility	<b>Priority</b>	3 Important		
<b>Location</b>	Figueroa Water Reclamation Facility				
<b>Related Projects</b>	8.0404				
<b>Description</b>	Evaluate critical auxiliary power requirements at the Figueroa Water Reclamation Facility. Augment/expand/upgrade existing auxiliary power capacity to meet plant power needs.				
<b>Justification</b>	The plant cannot maintain uninterrupted service with only one generator. State and Federal environmental regulations require auxiliary power. Generators cannot supply adequate power to facilities added since 1991 which includes motor control centers for critical plant functions.				
<b>Planning Context</b>					

**Diffused Air Flotation Unit Replacement**

**8.0702**

<b>Total Project Cost</b>		<b>Category</b>	Wastewater	<b>Type</b>	Maintenance
<b>Department</b>	8. Sewer Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Water Reclamation Facilities				
<b>Related Projects</b>					
<b>Description</b>	Replace prefabricated diffused air flotation units with new permanent units.				
<b>Justification</b>	The two diffused air flotation units are also 35 yrs. old and have deteriorated significantly in their ability to function. Their location in the digester buildings makes it very difficult to make any major repair/rehabilitation. These units thicken aerator sludge prior to anaerobic digestion. Digesters cannot handle loading if aerator sludge is not thickened.				
<b>Planning Context</b>					

**Lift Station Flow Meter Retrofit**

**8.0902**

<b>Total Project Cost</b>		<b>Category</b>	Wastewater	<b>Type</b>	Improvement
<b>Department</b>	8. Sewer Utility	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Various locations Citywide				
<b>Related Projects</b>	8.0303				
<b>Description</b>	Retrofit/upgrade plumbing at current wastewater liftstations to accommodate flow meters capable of providing accurate flow data.				
<b>Justification</b>	Accurate flow data is crucial for SCADA control and determining the capacity of City interceptors to assure adequate capacity for current customers and future growth.				
<b>Planning Context</b>	SCADA System Modeling Master Plan				

**Harvard Street Improvements**

**8.1100**

<b>Total Project Cost</b>	<b>\$343,085</b>	<b>Category</b>	Wastewater	<b>Type</b>	Improvement
<b>Department</b>	8. Sewer Utility	<b>Priority</b>	1 Critical		
<b>Location</b>	Harvard Street West of Kennedy Lane				
<b>Related Projects</b>					
<b>Description</b>	Design, construction and inspection of subdivision improvements on Harvard Street including, but not limited to, installation and connection of sanitary sewer mains and service lines and removal of existing septic tanks, replacement of water service lines, addition of curb and gutter and sidewalk/driveways and full-width reconstruction of the asphaltic pavement.				
<b>Justification</b>	<p>The subdivision developed in the 1970s, with individual septic tank/drainfield systems for sanitary waste treatment and disposal. Construction of sanitary sewer mains and service lines, along with the elimination of the existing individual disposal systems, would provide the property owners with enhanced and dependable waste disposal and would stop any potential sanitary waste contamination of the groundwater table from the subdivision.</p> <p style="text-align: right;">Harvard Street has only a rural-style paved roadway. Upgrading of the street would provide better pedestrian safety and reduce the dust generating potential of Harvard Street.</p>				
<b>Planning Context</b>					

**Storm Pump Station Telemetry**

**9.9305**

<b>Total Project Cost</b>		<b>Category</b>	Storm Sewer/Drainage	<b>Type</b>	Improvement
<b>Department</b>	9. Stormwater Control	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	At City Storm Pump Lift Stations.				
<b>Related Projects</b>					
<b>Description</b>	Telemetry for all storm water pump station locations, plus one fourth share of Public Works office control unit and management system expenses. Remote Terminal Unit's at \$10,000/ea.				
<b>Justification</b>	There is a need to monitor and control the condition of stormwater pump stations. This information will be integrated into the existing telemetry system for water and wastewater.				
<b>Planning Context</b>					

**The Manors Storm Sewer System**

**9.9400**

<b>Total Project Cost</b>		<b>Category</b>	Storm Sewer/Drainage	<b>Type</b>	Improvement
<b>Department</b>	9. Stormwater Control	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	Area bounded by James Dr. and Pacific Avenue, 24th Street and the alley North of 26th Place.				
<b>Related Projects</b>					
<b>Description</b>	Design, construct and inspect storm sewer to drain La Mesa Manor #1 and #2, Desert View, and La Mesa Park subdivisions. Will drain to YCFCD East Mesa Outfall - Phase V. Construction: \$762,000, and Inspection: \$20,000. Yuma County Flood Control District completed outfall line north of 26th Place in FY2004. City will construct east-west tie-ins to the outfall line, from adjacent subdivisions. Funding shown is to master plan the stormwater collection system for this specific drainage area.				
<b>Justification</b>	Conform to YCFCD East Mesa Storm Sewer Outfall plan and relief of overland flows to 26th Place, with resultant downstream flooding.				
<b>Planning Context</b>					

**Storm Water Drainage**

**9.0500**

<b>Total Project Cost</b>		<b>Category</b>	Storm Sewer/Drainage	<b>Type</b>	Improvement
<b>Department</b>	9. Stormwater Control	<b>Priority</b>	5 Future Consideration		
<b>Location</b>	15th St. and 44th Ave. Basin #113-47-087				
<b>Related Projects</b>					
<b>Description</b>	To provide Storm Water drainage evacuation from retention basin to the existing 16th Street gravity drainage line.				
<b>Justification</b>	At present, the Public Works Department (Streets) evacuates stormwater from this location by bringing pumps and stringing hoses. Installation of an automated lift station and forcemain will provide more effective removal of stormwater and will be less labor intensive.				
<b>Planning Context</b>					