

For information and discussion.

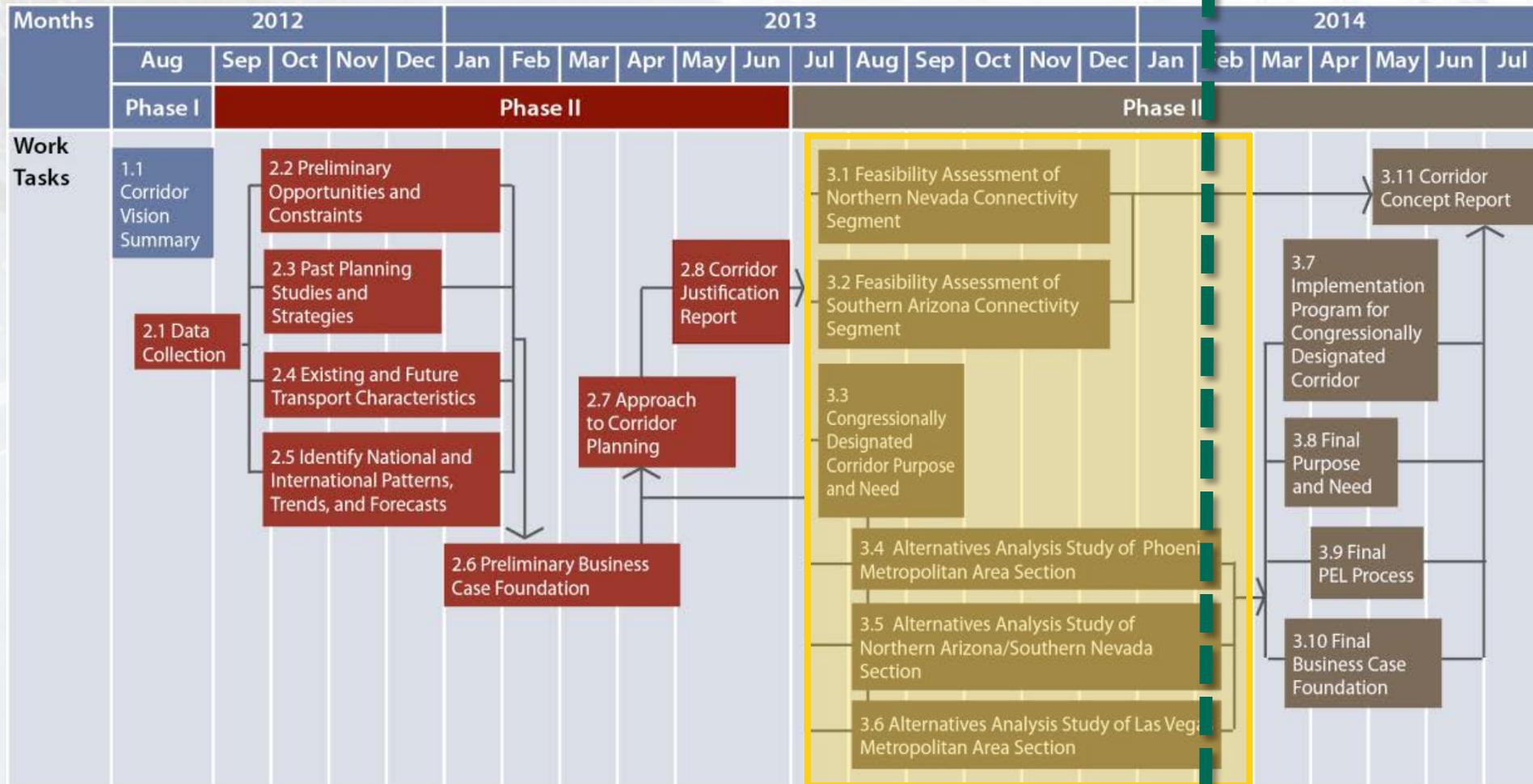
Interstate 11 and Intermountain West Corridor Study

Transportation Policy Committee
February 19, 2014



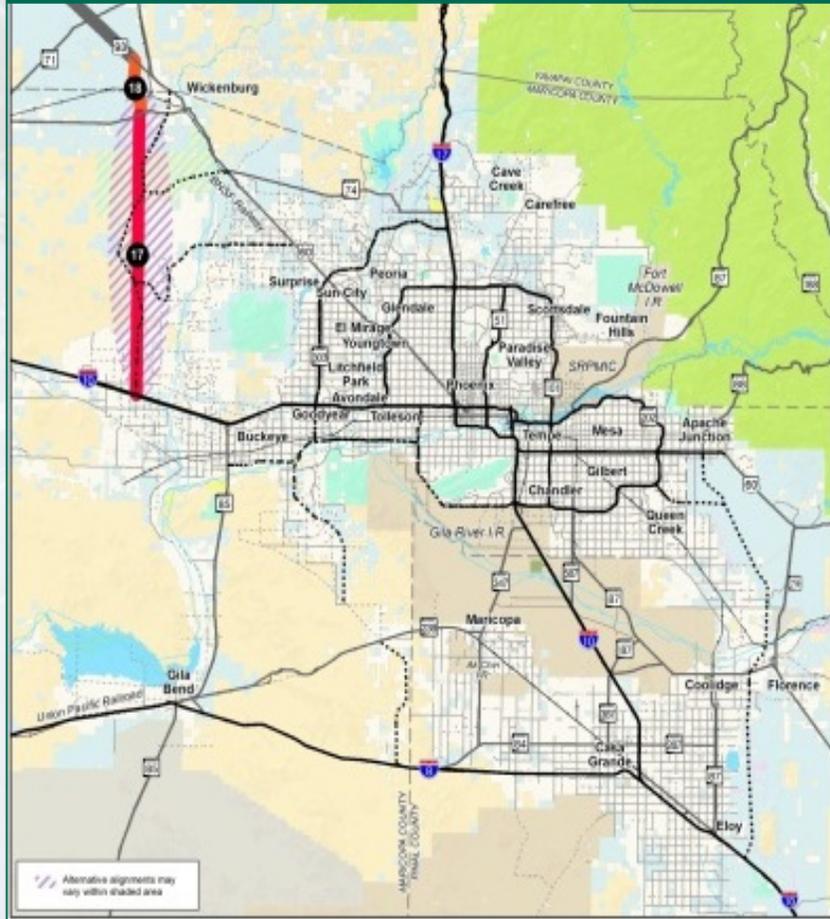
Schedule and Progress

We are here

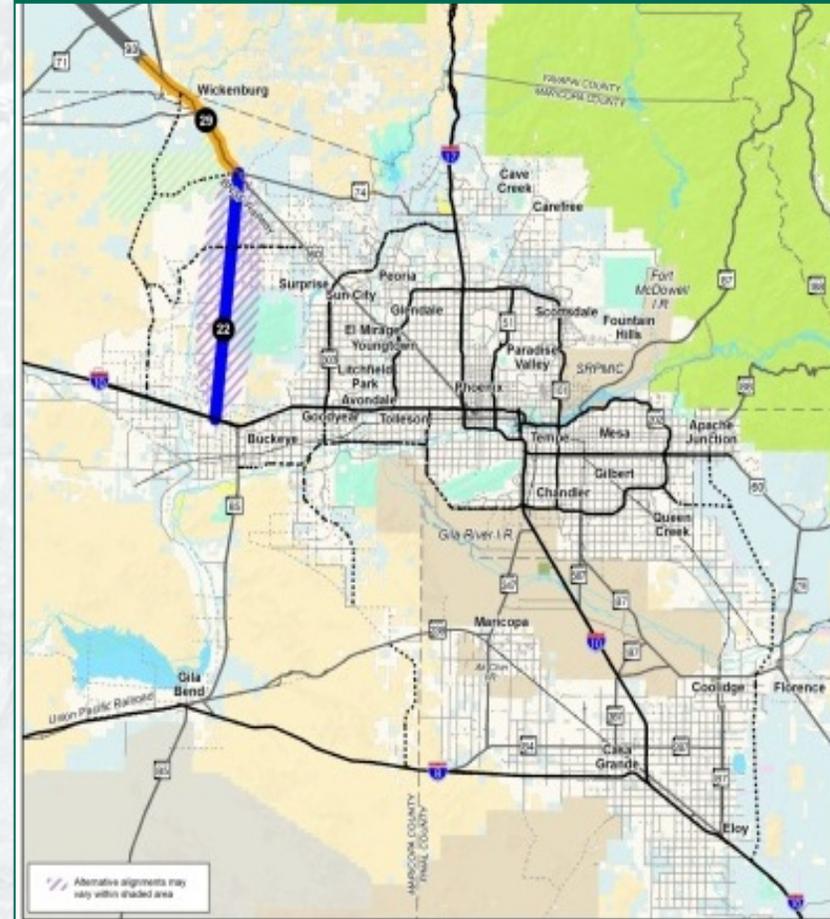


Level 2 Alternatives – North of Interstate 10

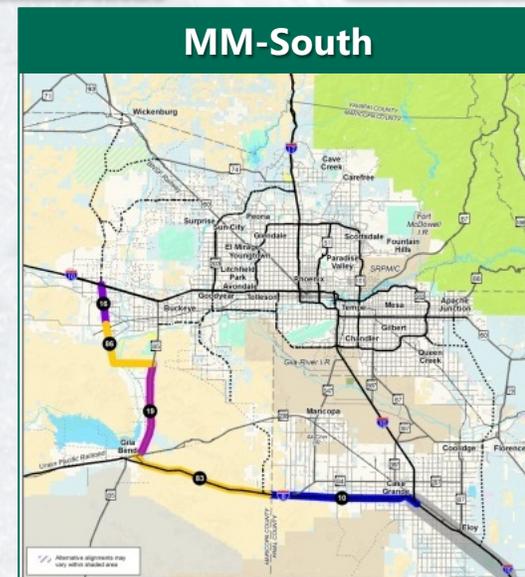
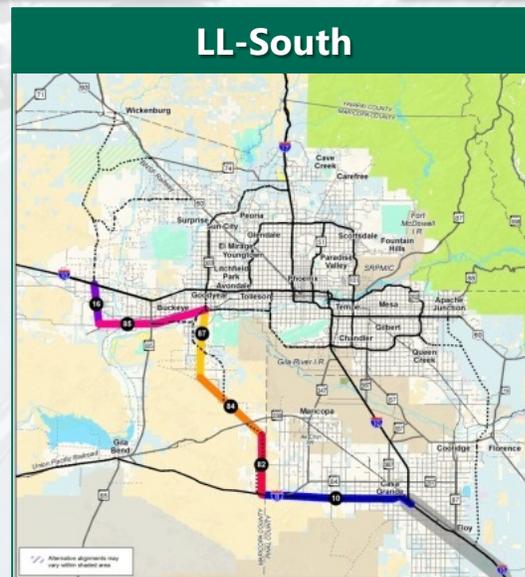
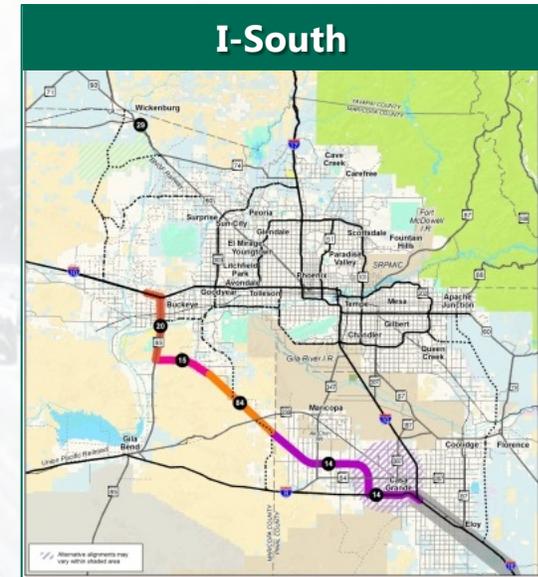
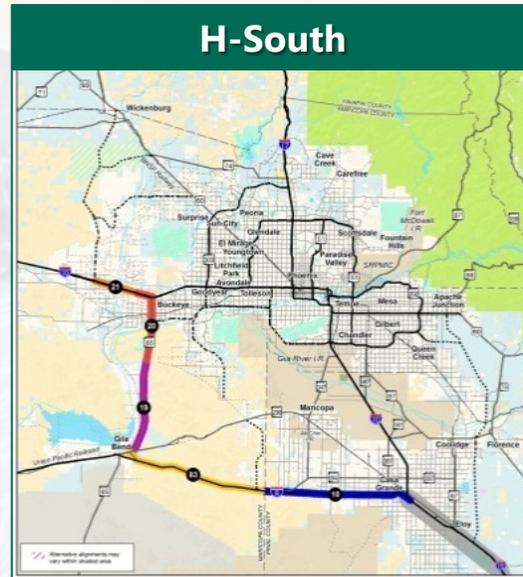
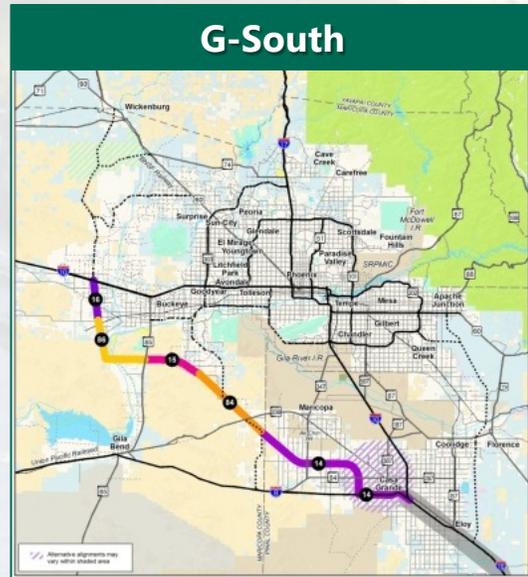
G/H/LL/MM - North



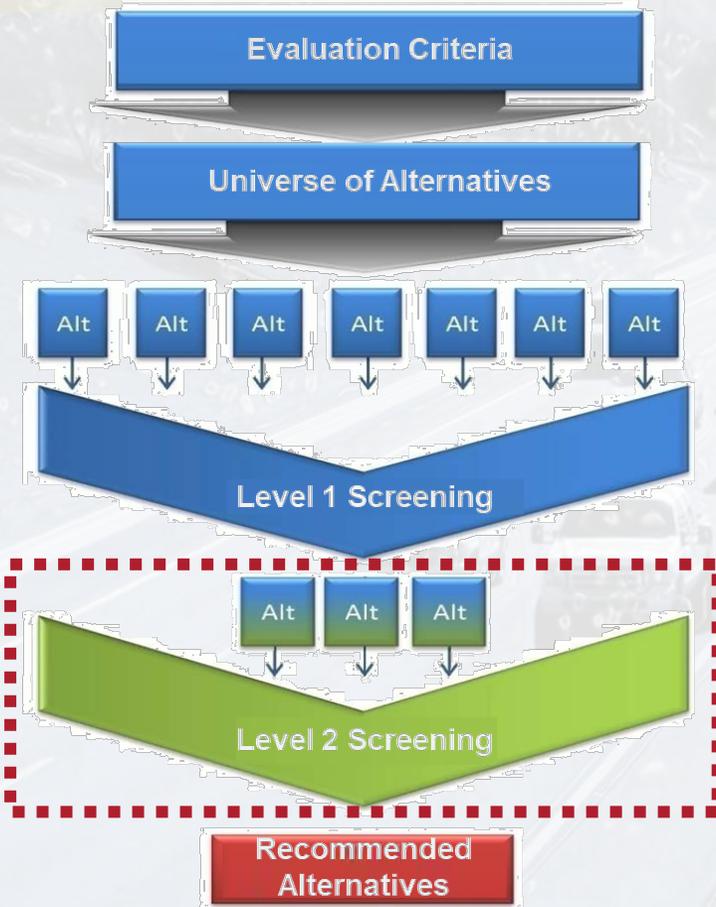
I-North



Level 2 Alternatives – South of Interstate 10



Alternatives Development Process and Level 2 Screening Criteria

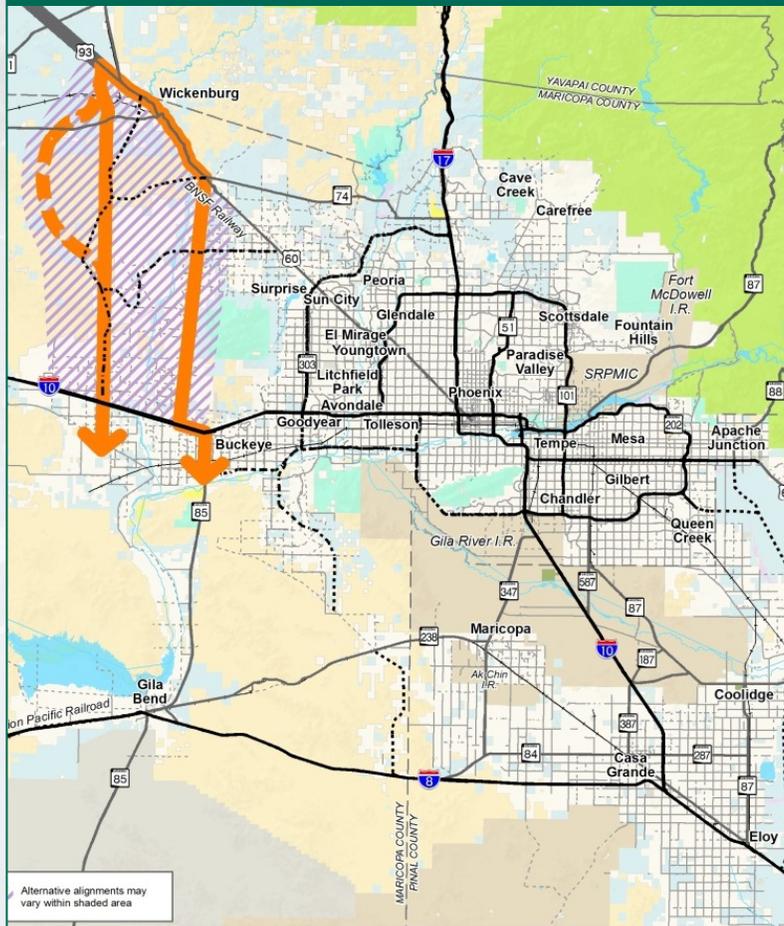


| Evaluation Category | Proposed Criteria | Proposed Approach |
|-----------------------------------|---|---|
| Modal Interrelationships | 1A How well does this corridor provide sufficient opportunity for a multi-use corridor? | <ol style="list-style-type: none"> Identify if multiple modes can be accommodated within current alignment alternative If not, identify alternate rail corridors that will meet the same need for future modal implementation Identify implications of each multimodal corridor option |
| | 2A What are the estimated travel time savings over No-Build (2035)? | Quantitative analysis: based on travel times for each corridor using regional models compared to No-Build |
| Capacity/ Congestion | 2B What are the total long distance vehicles miles traveled (VMT)? | Quantitative analysis: based on corridor VMT using statewide model for long distance trips (>50 miles) |
| | 2C What are the total vehicle hours of delay? | Quantitative analysis based on a comparison of corridor VHD between alternatives |
| | 2D What is the average travel speed on the corridor? | Quantitative analysis: based on estimated 2035 corridor average PM peak period peak direction travel speeds |
| Economic Vitality | 3A What are the expected short-term impacts to the regional economy, as measured by the number of jobs (direct, indirect and induced) and economic output from construction related activities? | Quantitative analysis: based on input from IMPLAN model |
| | 3B What is the cost of delay? | Quantitative analysis: based on delay from the regional model multiplied by accepted factor for cost of delay |
| Transportation Plans and Policies | 4A How well is this alternative consistent with short-term programmed transportation projects? | Qualitative analysis: based on how much of the alternative is documented in transportation plans |
| | 4B How well is this alternative consistent with long-term transportation visions and plans? | |

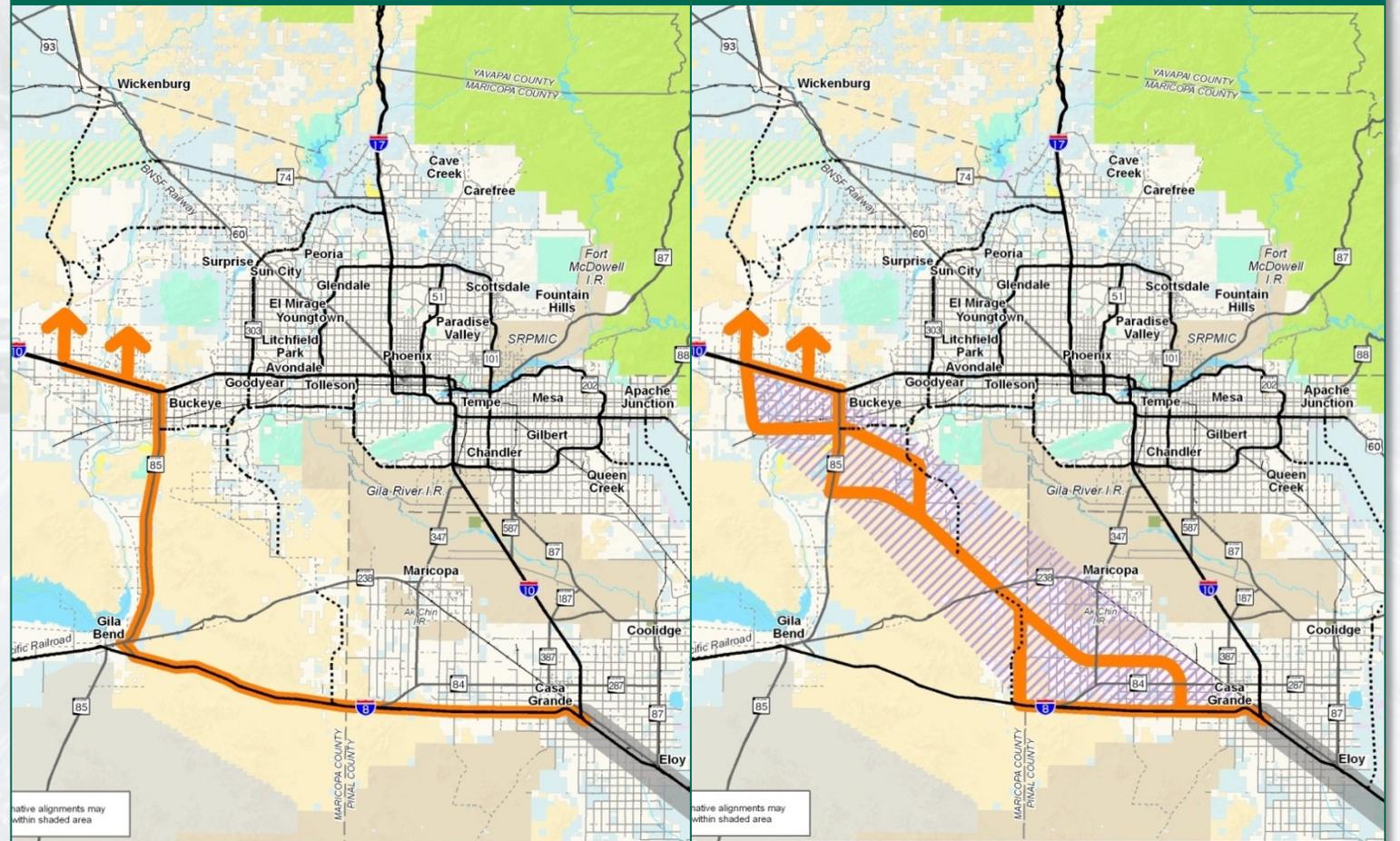
| Evaluation Category | Proposed Criteria | Proposed Approach |
|------------------------------|---|---|
| Environmental Sustainability | 5A What is the impact to wildlife corridors and/or habitat blocks? | Quantitative analysis: based on GIS data layers and environmental data availability |
| | 5B What is the impact to land managed for conservation or wildlife purposes? | |
| | 5C How many linear miles of undisturbed waterways/ floodplains are impacted? | |
| | 5D What is the general impact to air quality conditions with this alternative? | Qualitative analysis: high-level, based on quantitative factors such as vehicle miles traveled and congestion |
| | 5E What additional environmental concerns were identified by stakeholders? | Qualitative analysis: based on data or input received from resource agencies. |
| Land Use and Ownership | 6A How consistent is this alternative with regional and local land use plans (including tribal plans, if available)? | Qualitative analysis: based on consistency with land use and resource plans (high/medium/low) |
| | 6B How compatible is this alternative with major land ownership patterns and resource plans? | Qualitative analysis: based on compatibility with land ownership patterns using GIS data layers (high/medium/low) |
| Community Acceptance | 7A How well is this alternative accepted by the Core Agency Partners? | Qualitative analysis: based on review of comments received on the alternative corridors |
| | 7B How well is this alternative accepted by the Stakeholder Partners? | |
| | 7C How well is this alternative accepted by the general public? | |
| Cost | 8A What is the order of magnitude cost for this alternative, including construction, maintenance, operations, and right-of-way? | Quantitative analysis: based on ADOT/ NDOT cost estimating tools plus an order of magnitude cost for right-of-way and a factor for operations and maintenance |

Level 2 Recommendations

North of Interstate 10

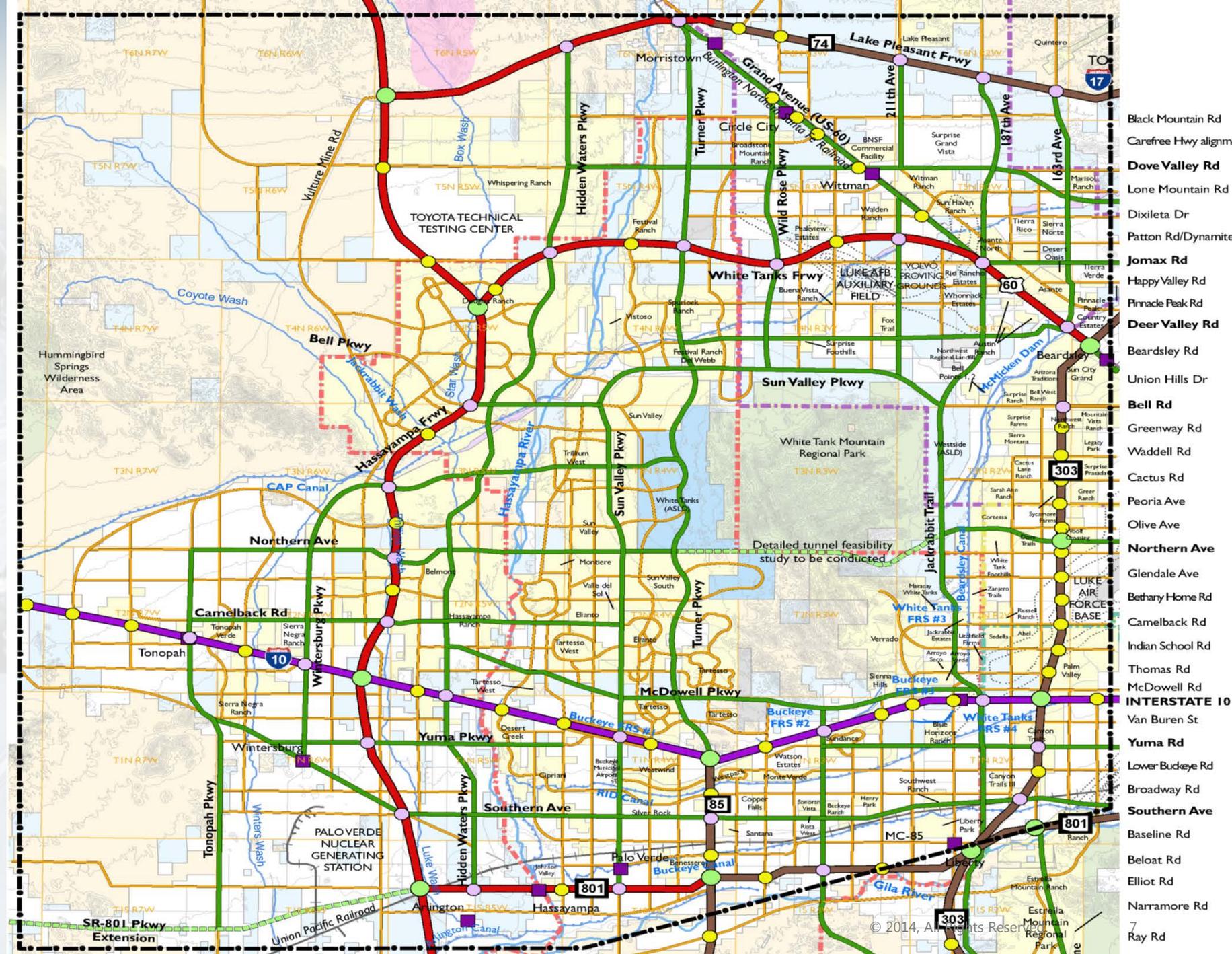


South of Interstate 10

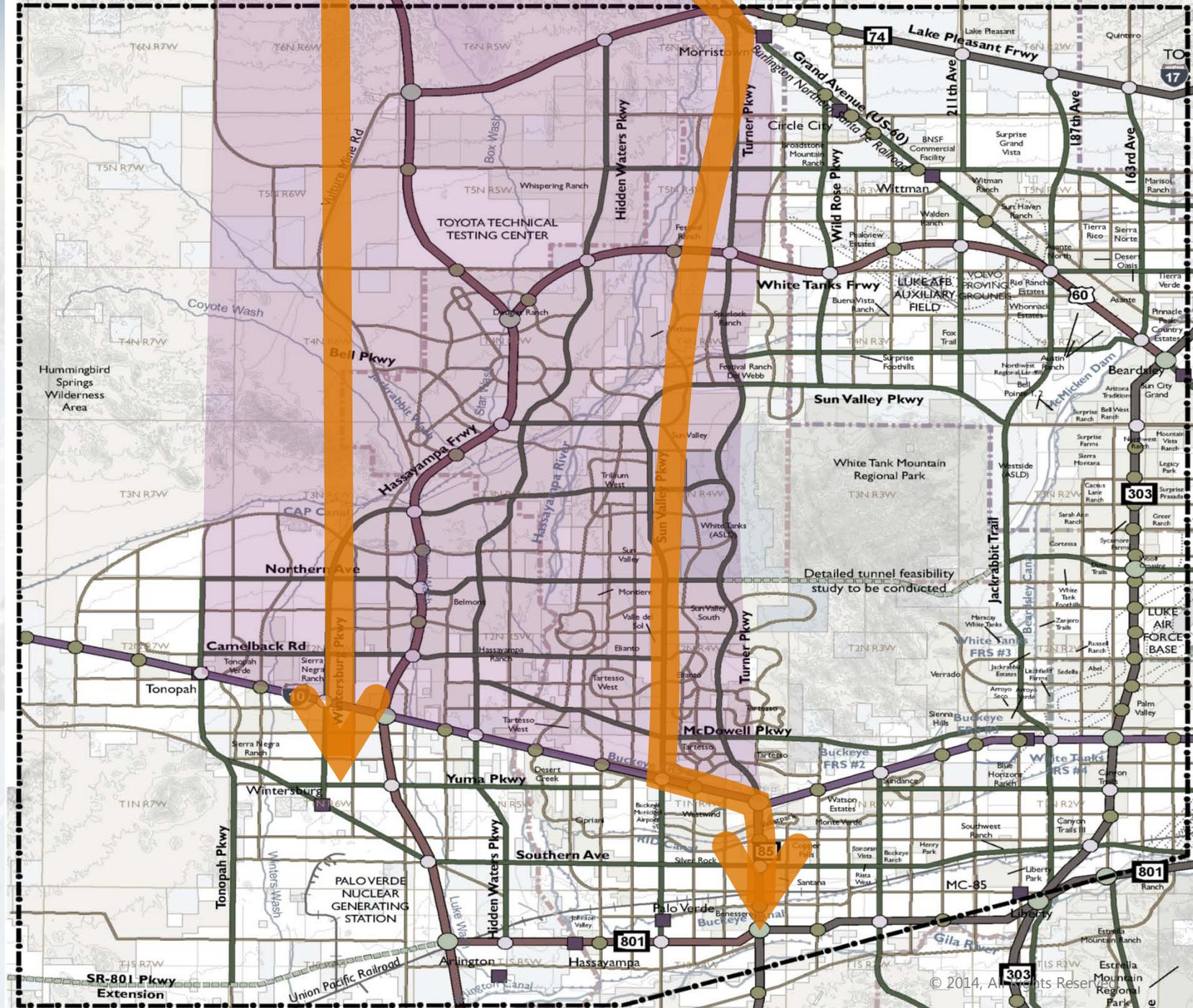


Interstate 10/ Hassayampa Valley Roadway Framework Study

February
2008



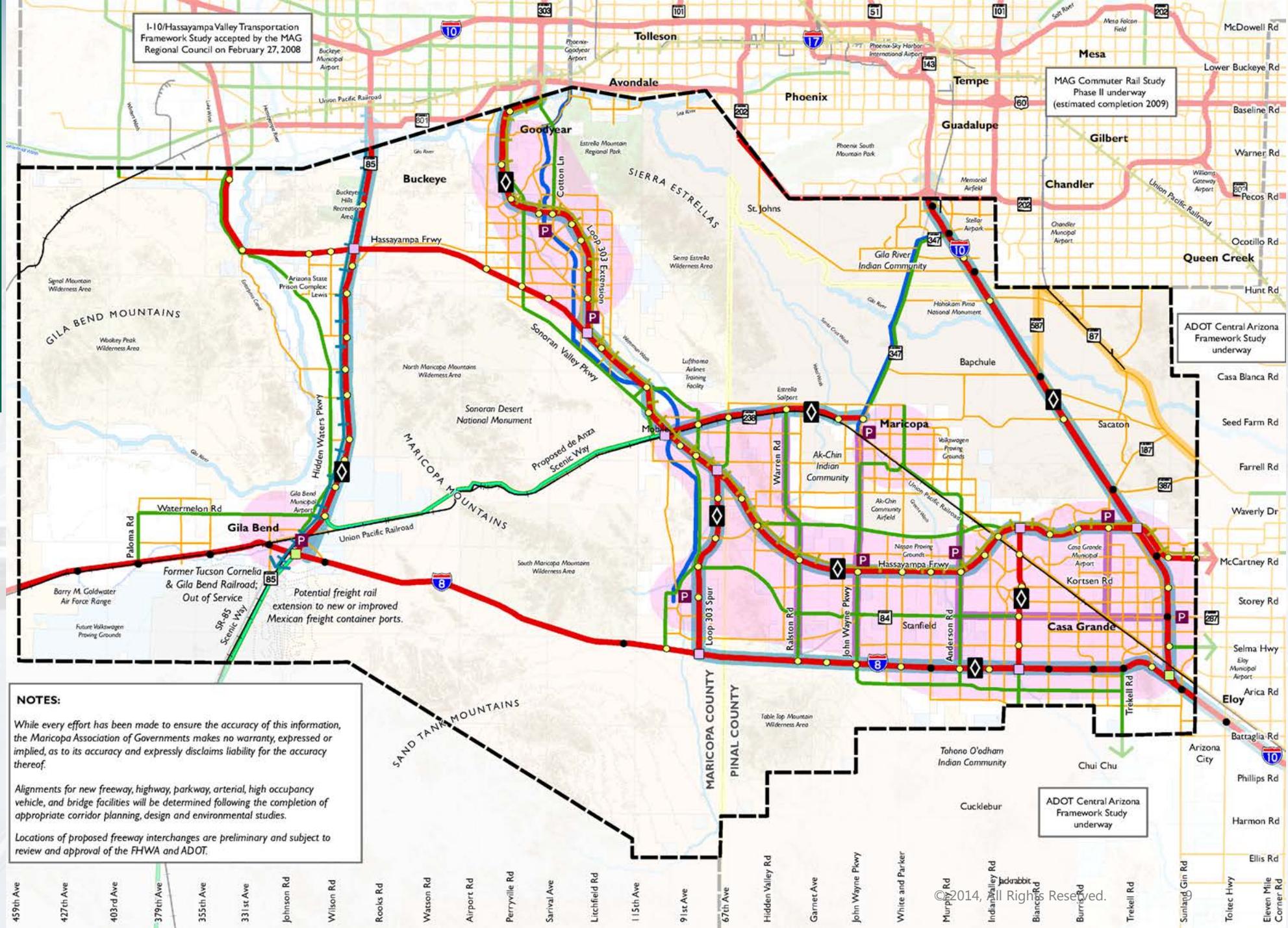
Level 2 Alternative Overlaid North of Interstate 10



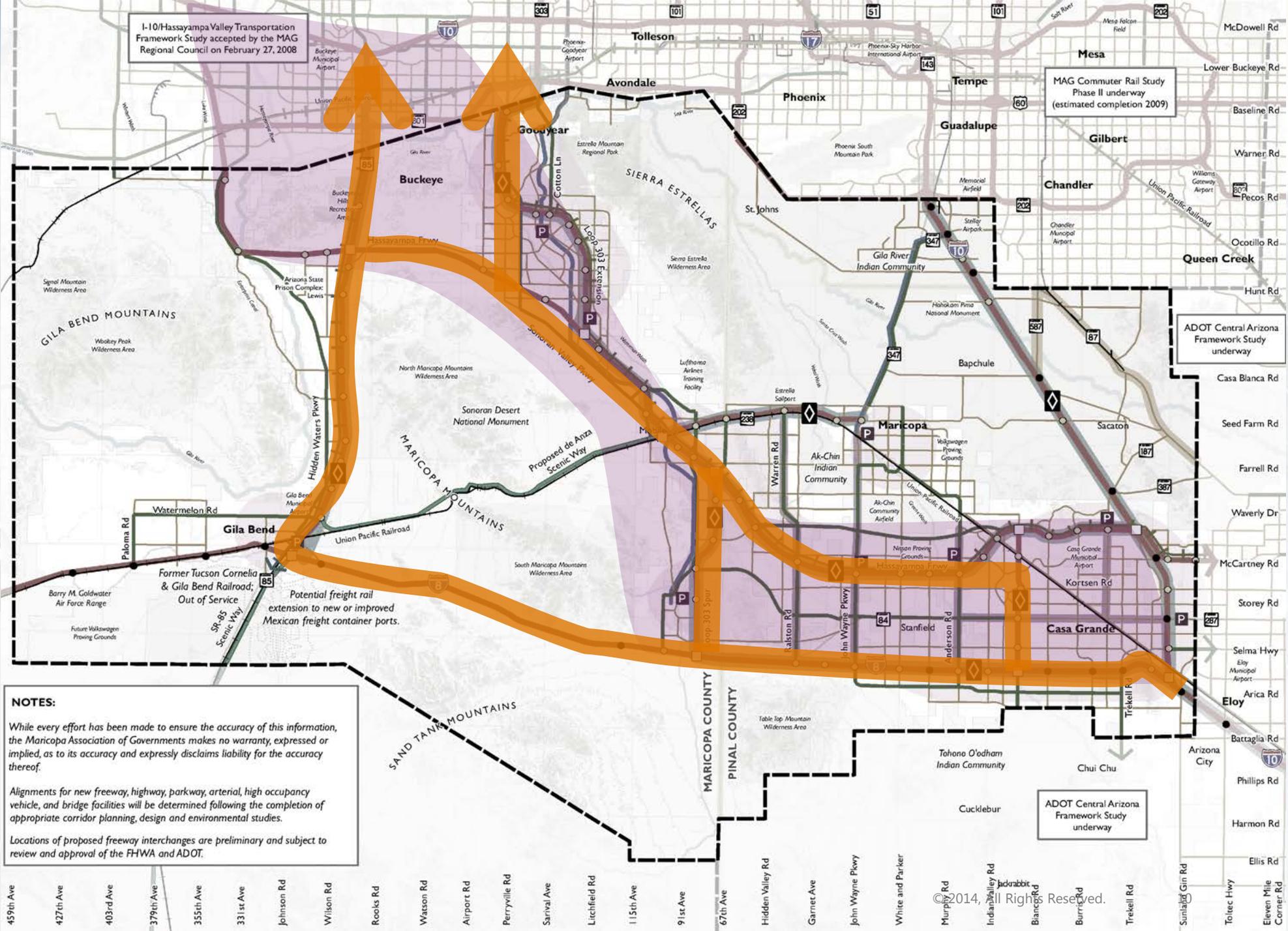
- Black Mountain Rd
- Carefree Hwy alignment
- Dove Valley Rd
- Lone Mountain Rd
- Dixileta Dr
- Patton Rd/Dynamite
- Jomax Rd
- Happy Valley Rd
- Pinnacle Peak Rd
- Deer Valley Rd
- Beardsley Rd
- Union Hills Dr
- Bell Rd
- Greenway Rd
- Waddell Rd
- Cactus Rd
- Peoria Ave
- Olive Ave
- Northern Ave
- Glendale Ave
- Bethany Home Rd
- Camelback Rd
- Indian School Rd
- Thomas Rd
- McDowell Rd
- INTERSTATE 10
- Van Buren St
- Yuma Rd
- Lower Buckeye Rd
- Broadway Rd
- Southern Ave
- Baseline Rd
- Beloat Rd
- Elliot Rd
- Narramore Rd
- 8 Ray Rd

Interstates 8 and 10/ Hidden Valley Transportation Framework Study

February 2009



Level 2 Alternatives Overlaid South of Interstate 10



NOTES:

While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

Alignments for new freeway, highway, parkway, arterial, high occupancy vehicle, and bridge facilities will be determined following the completion of appropriate corridor planning, design and environmental studies.

Locations of proposed freeway interchanges are preliminary and subject to review and approval of the FHWA and ADOT.

MAG Staff Overall Comments and Concerns

- **Support decision** for US-93 to be Interstate 11 from Wickenburg to Colorado River.
- Overall **study products and outcomes**. Emphasis on “business case” when the U.S. Congress has already made the case.
- Distractions for segments outside the **Phoenix to Las Vegas congressional designation**.
- Accurate **portrayal of the Regional Council adoption of the illustrative Hassayampa Freeway corridor** from the Framework Studies. Too many alternatives moving forward.
- Focus on **narrow** (e.g., Vulture Mine Joint Recreational Management Area) **versus broader goals for construction**.



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Hassayampa Valley Framework Study for the Wickenburg Area

November 2010

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