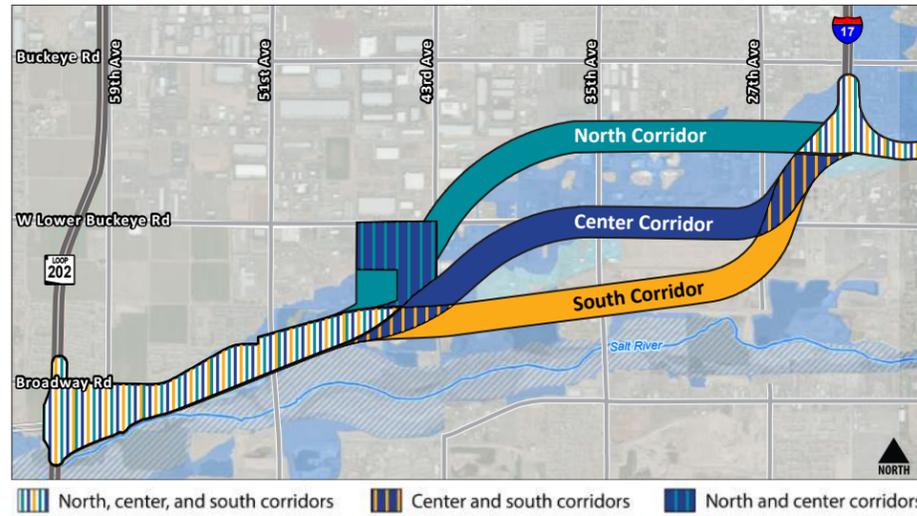


# STATE ROUTE 30 (SR 30) CORRIDOR STUDY NEAR THE INTERSTATE 17 (I-17) DURANGO CURVE IN PHOENIX

The Maricopa Association of Governments (MAG), in partnership with federal, state, and local agencies, has been studying corridors for the proposed SR 30 Durango Link segment that would connect Loop 202 (South Mountain Freeway) near Broadway Road to I-17 at the Durango Curve.

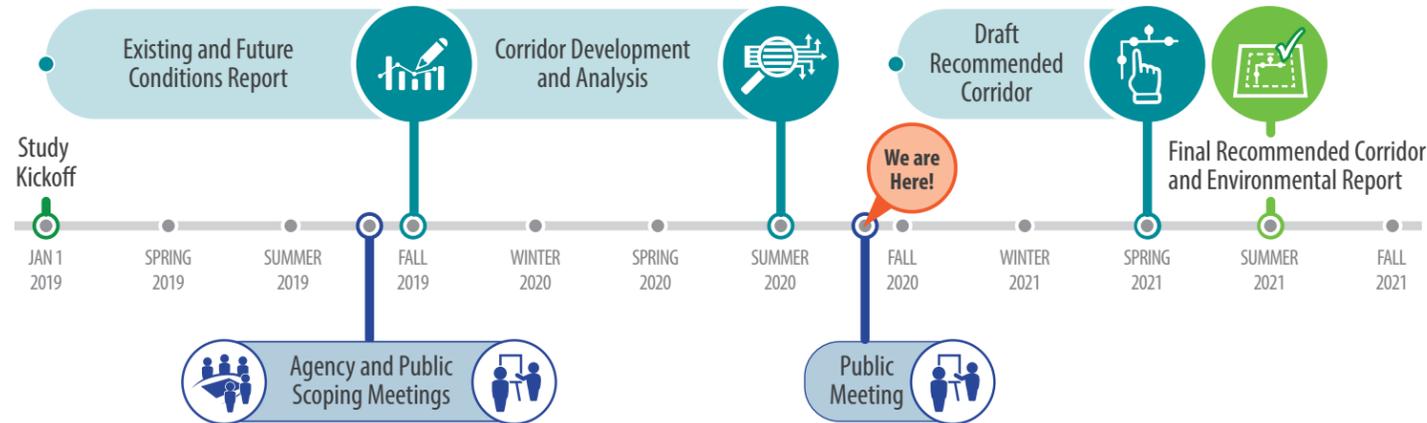
The SR 30 Durango Link Scoping and Environmental study has identified and evaluated three potential build corridors for this segment in addition to evaluating the option of not building the Durango Link segment of SR 30, known as the No-Build option.



## SCOPING AND ENVIRONMENTAL STUDY TIMELINE

MAG hosted a public scoping meeting in the fall of 2019, at the start of the study, to both present study related information and provide an opportunity for the public to comment on the study. During this meeting and throughout a 30-day comment period, information about the study area was gathered from stakeholders. The information and comments received were documented in the Existing and Future Conditions Report, which is published on the MAG website ([www.azmag.gov/SR30DurangoLink](http://www.azmag.gov/SR30DurangoLink)).

Figure 1. SR 30 Scoping and Environmental Study Timeline



## NO-BUILD VS BUILD OPTIONS

As part of the scoping and environmental study, a range of reasonable options as well as the No-Build option are considered. The No-Build option is the baseline condition carried forward and assumes all of the other funded transportation projects in and adjacent to the study area will be constructed (e.g., City street projects, county projects, and state projects), while SR 30 Durango Link will not be constructed. By looking at the No-Build option, the study team has a baseline against which social, environmental, and economic impacts are measured and the need of the project is weighed against those impacts.

Below are some of the adjacent projects considered as part of the No-Build option.

### ADOT planned projects:

- Interim auxiliary lanes on I-17
- I-10/I-17 Spine Corridor Master Plan recommendations
- SR 30, Loop 303 to Loop 202 (South Mountain Freeway)

### City of Phoenix planned projects:

- Addition of one lane in each direction to 59th Avenue
- Existing bus service improvements in the SR 30 study area



Figure 2. SR 30 No-Build Study Area Map

Prior to the inclusion of SR 30 Durango Link in the Regional Transportation Plan, Phoenix planned to connect SR 30 west of Loop 202 with Broadway Road/Avenida Rio Salado. This connection is represented by the dashed yellow line on the map; however, the Avenida Rio Salado direct connection with SR 30 is no longer part of Phoenix's transportation masterplan because the proposed SR 30 Durango Link accomplishes the same function.

### Maricopa County planned projects:

- Widening of Broadway Road between 75th Avenue and 51st Avenue

## SR 30 DURANGO LINK BENEFITS

- Provides an alternate east-west/west-east route for Interstate 10
- Improves travel time during the morning and afternoon rush hours
- Reduces the amount of time the freeway is congested each day

Figure 3. SR 30 Benefit Metrics

|   | WITHOUT Durango Link | WITH Durango Link | SAVINGS Durango Link |
|---|----------------------|-------------------|----------------------|
| <b>2040</b> Average Rush Hour Travel Time | 24 min               | 18 min            | 6 min (25%)          |
| Projected Hours of Congestion             | 8 hrs                | 4 hrs             | 4 hrs (50%)          |

The combined benefits of travel time and hours of congestion reduction results in a more reliable and efficient freeway and arterial network for this part of the valley. In addition SR 30 will support the existing and planned land

uses in and around the study area by providing better access and mobility to the residents and businesses in the southwest valley.

## YOUR INPUT IS IMPORTANT!

Comments are being accepted on the SR 30 Durango Link Corridor Evaluation from September 15 through October 15, 2020. You can comment in the following ways:

- Participate in the live, online/call-in public meetings
- Email: [kmyers@azmag.gov](mailto:kmyers@azmag.gov)
- Call: 602.254.6300 ext 5094
- Visit the project website: [www.azmag.gov/SR30DurangoLink](http://www.azmag.gov/SR30DurangoLink)
- USPS Mail to: Attn: SR30-Durango Link  
302 N. 1st Avenue, Ste. 200 | Phoenix, AZ 85003

### ONLINE/CALL-IN PUBLIC MEETING (ENGLISH) Wednesday, September 30, 2020 | 6:00 p.m.–7:30 p.m.

- Online, Webex: <https://tinyurl.com/MagSR30English>
- Meeting Number (Access Code): 146 682 6779
- Password: MAG2020
- Call-in: 602.666.0783
- Meeting Number (Access Code): 146 682 6779



### ONLINE/CALL-IN PUBLIC MEETING (SPANISH) Thursday, October 1, 2020 | 6:00 p.m.–7:30 p.m.

- Online, Webex: <https://tinyurl.com/MagSR30Spanish>
- Meeting Number (Access Code): 146 470 4034
- Password: MAG2020
- Call-in: 602.666.0783
- Meeting Number (Access Code): 146 470 4034



To request reasonable accommodation, or if you do not have access to the technology needed to attend the public meeting or attain the project information relevant to the meeting, please contact Kristin Myers at 602.254.6300 ext. 5094 or [kmyers@azmag.gov](mailto:kmyers@azmag.gov).

## SR 30 DURANGO LINK CORRIDOR DEVELOPMENT

After completing the Existing and Future Conditions Report, which is available on the study website ([www.azmag.gov/SR30DurangoLink](http://www.azmag.gov/SR30DurangoLink)), the information gathered was used to identify and develop corridor locations for the SR 30 Durango Link.

Three 1000-foot wide planning level corridors have been identified for potential State Route 30 routes. Future engineering studies will refine the footprint of State Route 30 to something less than 1,000-ft but that is beyond the scope of this study.

It was assumed that State Route 30 would be elevated, in part, to minimize disruption of the existing roadway network and that the end points would be fixed at the Loop 202/SR 30 interchange and I-17 at the Durango Curve. It was also assumed that the State Route 30 Durango Link study would not attempt to reduce the floodplain acreage or solve the large existing floodplain issues present in the study area.

To minimize impacts to existing residences, businesses, and governmental facilities, the State Route 30 corridors were located on existing transportation corridors, which led to 3 corridors being created. From the Loop 202 to 47th Avenue, all three corridors have the same alignment due to the constraints of the Salt River in the south and the residential development in the north. East of 47th Avenue, the State Route 30 corridor splits into 3 separate corridors.

- The South Corridor follows the north bank of the Salt River.
- The Center Corridor follows the Lower Buckeye Road alignment
- The North Corridor follows the Durango Road alignment.

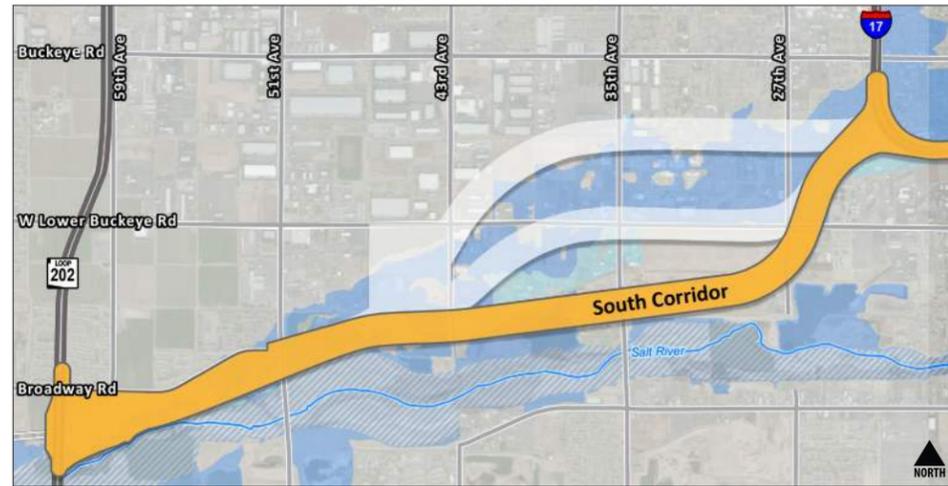


Figure 4. SR 30 South Corridor

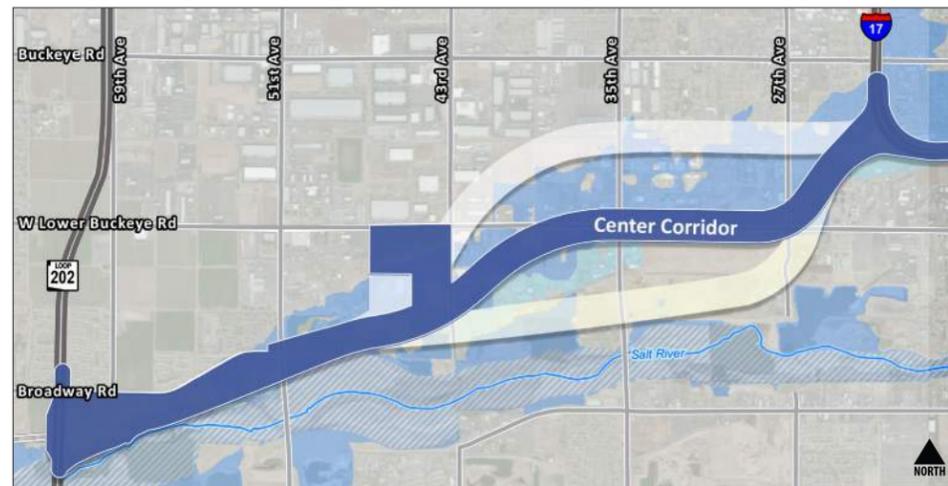


Figure 5. SR 30 Center Corridor

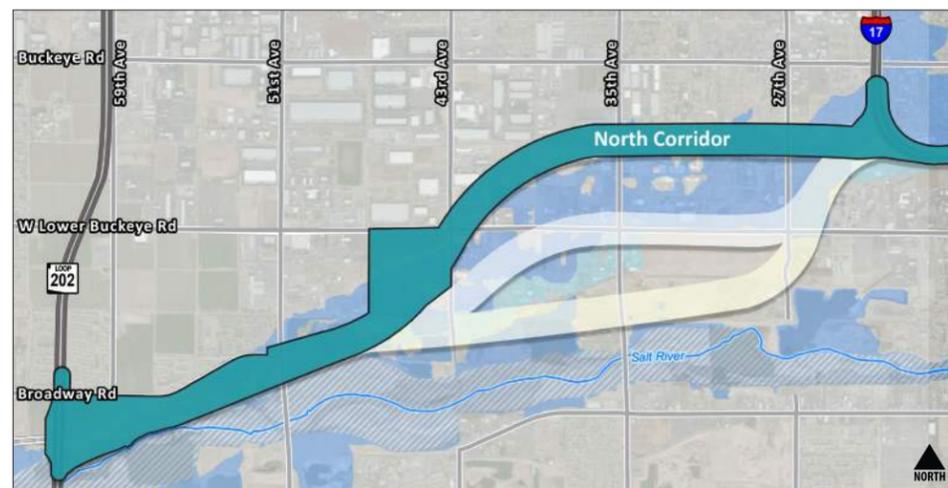


Figure 6. SR 30 North Corridor

Near 27th Avenue, all the alignments merge back together for the connection with I-17 at the Durango Curve.

## SR 30 DURANGO LINK CORRIDOR SCREENING

Each of the SR 30 Durango Link corridors were evaluated by criteria that fit into five different categories: Purpose and Need/Fatal Flaw, Engineering, Environmental, Performance, and Implementation. Initially the corridors went through a pass/fail evaluation to determine whether they addressed the purpose and need of the project or had any fatal flaws. It was determined that:

- Each corridor improves the study area and the regional transportation network.
- Each corridor compliments and supports the existing and future land uses of the study area.
- None of the corridors had any obvious reasons why it could not be built.

**ALL THREE PROPOSED SR 30 DURANGO LINK CORRIDORS PASSED THIS FIRST EVALUATION.**

The corridors then underwent a more rigorous screening with specific engineering, environmental, performance, and implementation criteria. The results of that screening are summarized in the following tables. The tables are set up to show the relative difference between the proposed corridors.

| CRITERIA                    |                                      | CORRIDOR       |                 |                |
|-----------------------------|--------------------------------------|----------------|-----------------|----------------|
|                             |                                      | South Corridor | Center Corridor | North Corridor |
| Purpose and Need/Fatal Flaw |                                      | PASS           | PASS            | PASS           |
| Engineering Analysis        | New Right-of-Way (acres)             | 440            | 545             | 550            |
|                             | Major Land Use Impacts               | ○              | ●               | ●              |
|                             | Sand and Gravel Impacts              | ●              | ○               | ○              |
|                             | Major Utilities and Railroad Impacts | ○              | ●               | ○              |

| CRITERIA               |                                    | CORRIDOR       |                 |                |
|------------------------|------------------------------------|----------------|-----------------|----------------|
|                        |                                    | South Corridor | Center Corridor | North Corridor |
| Environmental Analysis | Socioeconomic Considerations       | ○              | ○               | ●              |
|                        | Title VI and Environmental Justice | ○              | ○               | ●              |
|                        | Land Use and Jurisdiction          | ○              | ○               | ●              |

| CRITERIA       |  | CORRIDOR                                    |                      |                     |
|----------------|--|---|----------------------|---------------------|
|                |  | South Corridor                              | Center Corridor      | North Corridor      |
| Performance    | Accessibility and Connectivity         | ○   | ○                    | ○                   |
|                | Freight Accessibility and Connectivity | ○   | ○                    | ●                   |
| Implementation | Public Support                         | Provided by you during this comment period. |                      |                     |
|                | Future High Capacity Transit Corridor  | ○   | ○                    | ●                   |
|                | Constructibility / Settlement          | ●   | ●                    | ○                   |
|                | Construction Costs                     | BASE  | BASE + \$165 million | BASE + \$68 million |

○ = Most desirable or least impacts   ● = Average desirability or average impacts   ● = Least desirable or most impacts

For a full list of the SR 30 Durango Link corridor screening criteria, please visit the study website at [www.azmag.gov/SR30DurangoLink](http://www.azmag.gov/SR30DurangoLink).

## NEXT STEPS

Once the comment period closes on October 15, 2020, the comments provided will be evaluated and used in conjunction with the screening criteria to select a recommended corridor. The selection of the recommended corridor will be documented in the final Scoping and Environmental Report and used for programming in the Regional Transportation Plan. The final SR 30 DurangoLink Corridor Recommendation Summary and environmental documentation will be posted on the project website and used in future engineering and environmental studies.

Visit the study website at [www.azmag.gov/SR30DurangoLink](http://www.azmag.gov/SR30DurangoLink)