



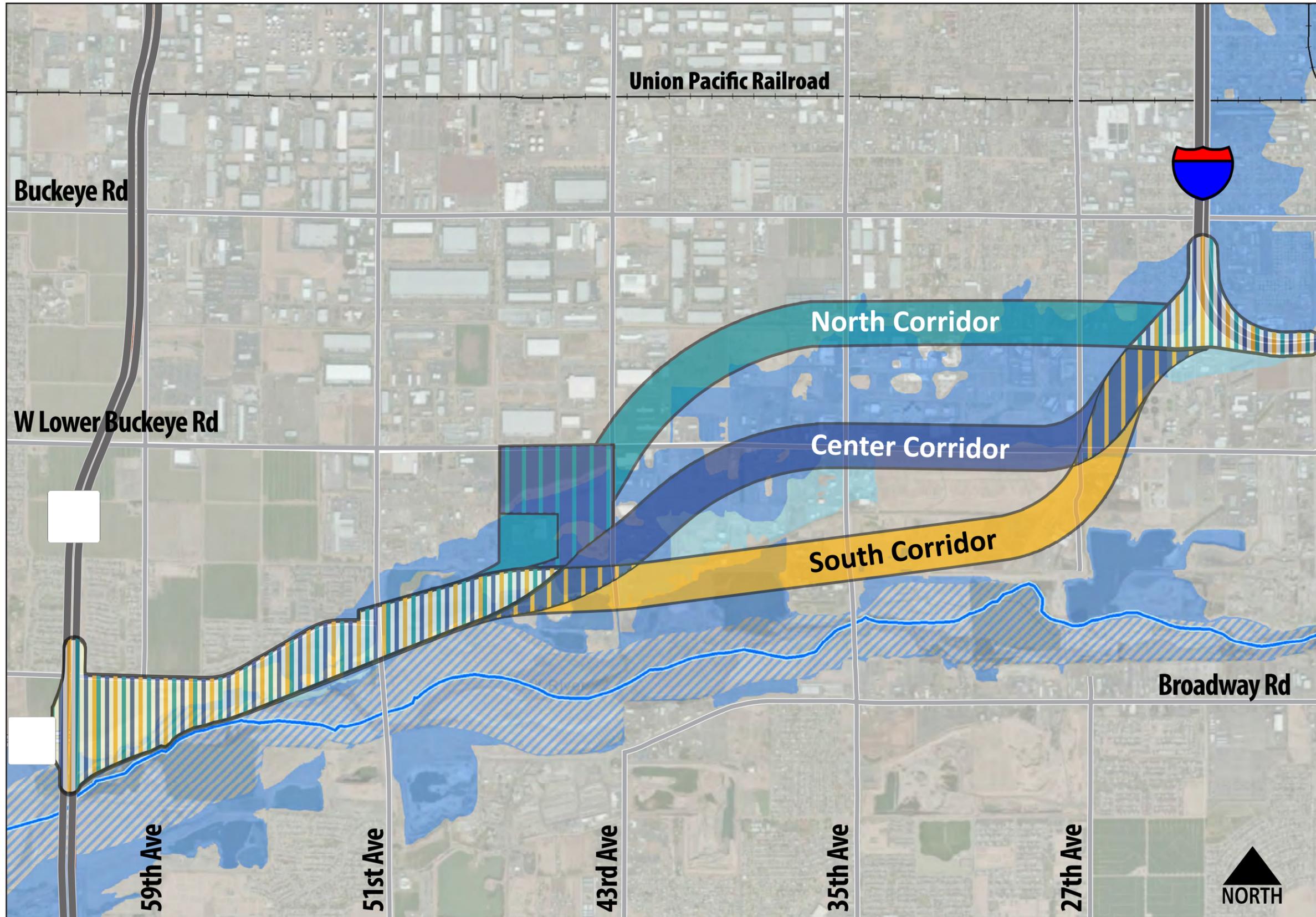
SR 30 (Durango Link): SR 202L to I-17 Corridor Screening Summary

The attached appendices contain the SR 30 Durango Link corridor map as well as the full corridor evaluation for SR 30 Durango Link. The virtual project presentation and project fact sheet on the website contain a summarized version of the corridor evaluation, which only focuses on the evaluation criteria that differentiates between the South, Center, and North corridors. During the development of the SR 30 Durango Link corridors, two corridor options were evaluated for each corridor to determine the extent of impacts with each option. The two options were an embankment option and a viaduct option. The embankment option uses traditional fill construction methods to construct SR 30 as an elevated freeway while the viaduct option uses bridges to span the floodplain limits to avoid affecting the floodplain within the study area.

Ultimately, the scope of this study is to evaluate the three SR 30 Durango Link corridors against not constructing SR 30 (no-build) and then recommend a corridor for a future engineering and environmental study. At that time, the future engineering and environmental study will evaluate the corridor options in future detail.

The information in these appendices will be documented for the future engineering and environmental study and will form the basis for that study.

APPENDIX A



**SR 30 (Durango Link)
SR 202L TO I-17**

- Flood Hazard Zone**
- Floodway
 - Floodplain (AE)
 - Floodplain (A)

- Potential Corridors**
- North
 - Center
 - South
 - North, center, and south
 - North and center
 - Center and south

Map area



Map last updated: 8/13/2020
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Disclaimer: Locations of improvements in this report are conceptual in nature and subject to additional study, review and approval by the Arizona Department of Transportation, Federal Highways Administration and appropriate municipal jurisdiction. Final project alignments and rights-of-way will be determined following completion of appropriate planning, environmental and design studies. 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.

APPENDIX B

SR 30 Durango Link Screening Results

INITIAL PROJECT PURPOSE AND NEED AND FATAL FLAW SCREENING							
CRITERIA	CORRIDOR						
	South		Center		North		
	(Embankment)	(Viaduct)	(Embankment)	(Viaduct)	(Embankment)	(Viaduct)	
Ability to meeting projected demand (Yes/No)	YES	YES	YES	YES	YES	YES	
Improved Travel Time Reliability (Yes/No)	YES	YES	YES	YES	YES	YES	
Reduce Duration of Congestion (Yes/No)	YES	YES	YES	YES	YES	YES	
Compatibility with Alternative Modes (Yes/No)	YES	YES	YES	YES	YES	YES	
Complements and Supports Land Use Plans (Yes/No)	YES	YES	YES	YES	YES	YES	
Practical (Yes/No)	YES	YES	YES	YES	YES	YES	
CORRIDOR EVALUATION SCREENING							
Engineering Considerations Total Length (miles)	Total Length (mi)	5.7	5.7	5.6	5.6	5.7	5.7
	New Right-of-Way (acres)	440	348	545	328	550	380
	Major Land Use Impacts	○	○	●	●	●	●
	Sand and Gravel Impacts	●	●	◐	○	◐	○
	Major Utilities and Railroad Impacts	○	○	●	●	◐	◐
	Onsite Drainage	○	●	◐	●	◐	●
	Offsite Drainage	◐	○	◐	○	◐	◐
	Maintainability	○	●	◐	●	◐	●
Environmental Considerations	Socioeconomic Considerations	○	○	◐	◐	●	●
	Title VI and Environmental Justice	○	○	○	○	●	●
	Air Quality	○	○	○	○	○	○
	Water Resources	○	○	●	◐	●	◐
	HazMat	◐	◐	◐	◐	○	○
	Land Use and Jurisdiction	○	○	○	○	●	●
	Cultural Resources	◐	◐	●	●	●	●
Performance Considerations	Accessibility and Connectivity	○	○	◐	◐	◐	◐
	Freight Accessibility and Connectivity	○	○	◐	◐	●	●
Implementation Considerations	Public Support	Provided by you during this comment period.					
	Cost Sharing Opportunities	●	●	○	●	○	◐
	Future High Capacity Transit Corridor	○	○	◐	◐	●	●
	Constructibility / Settlement	●	●	●	●	◐	◐
	Construction Costs	BASE	BASE + \$855 million	BASE + \$121 million	BASE + \$1,063 million	BASE + \$75 million	BASE + \$915 million

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

Corridor Evaluation Screening

Criteria	South Corridor (Embankment)					South Corridor (Viaduct)					Center Corridor (Embankment)					Center Corridor (Viaduct)					North Corridor (Embankment)					North Corridor (Viaduct)				
	Corridor	Type	#	Severity	Score	Corridor	Type	#	Severity	Score	Corridor	Type	#	Severity	Score	Corridor	Type	#	Severity	Score	Corridor	Type	#	Severity	Score	Corridor	Type	#	Severity	Score
Total Length (mi)	5.7					5.7					5.6					5.6					5.7					5.7				
New ROW (Acres)	440					348					545					328					550					380				
Major Land Use Impacts	<p>Common: Phx WWTP (A2) - Sliver of north end of facility ADOT District (B3) - Significant impacts to operations ADOT TOC (A3) - Significant impacts to operations. May be able to span</p> <p>Differentiators: Phx WWTP Future Maint Facility (B3) - significant impacts to parcel Phx 27th Ave Landfill (A1) - Sliver of southeast corner of landfill - possible mitigation with walls. Phx 27th Ave Transfer & Compost Facility (A3) - Significant impacts to operations. Total Take. 35th Ave Phx Driver Training Course (A3) - Significant impacts to operations. Total Take.</p> <p>Industrial Use (B3) - 1 significant impact</p> <p>Future S&G (B1) - Sliver. Attached to a current operation off 43rd Ave</p> <p>Current S&G (C3) - 3 operations. Significant impacts to all 3 Past S&G (C3) - 2 Parcels. Significant impacts to all 2 (1 parcel is the 27th Ave PHX transfer station - double count)</p>					<p>Common: Phx WWTP (A2) - Sliver of north end of facility ADOT District (B3) - Significant impacts to operations ADOT TOC (A3) - Significant impacts to operations. May be able to span</p> <p>Differentiators: Phx WWTP Future Maint Facility (B3) - significant impacts to parcel Phx 27th Ave Landfill (A1) - Sliver of southeast corner of landfill - possible mitigation with walls. Phx 27th Ave Transfer & Compost Facility (A3) - Significant impacts to operations 35th Ave Phx Driver Training Course (A3) - Significant impacts to operations. Total Take.</p> <p>Industrial Use (B3) - 1 significant impact</p> <p>Future S&G (B1) - Sliver. Attached to a current operation off 43rd Ave</p> <p>Current S&G (C3) - 3 operations. Significant impacts to all 3 Past S&G (C3) - 2 Parcels. 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Two of the operations have RR spur access Future S&G (B3) - Significant impact to 1 parcel Current S&G (C3) - Significant impacts to 2 operations Past S&G (C3) - Sliver impact to 1 parcel</p>					<p>Common: Phx WWTP (A2) - Sliver of north end of facility ADOT District (B3) - Significant impacts to operations ADOT TOC (A3) - Significant impacts to operations. May be able to span</p> <p>Differentiators: Phx WWTP Future Maint Facility (B3) - significant impacts to parcel Phx 27th Ave Landfill (A3) - Significant impact on landfill. Impacts a 280-ft swath of the entire northside (1 mi length) of the landfill. Due to length, landfill will account for 5 properties. Maricopa County Complex (B3) - 5 distinct operations. Impacts extend approximately a 200-ft depth along the entire south side. Significant impacts to County Jail</p> <p>Weinberger Waste & Transfer Station (B2) - Small corner of landfill impacted and moderate impacts to transfer station.</p> <p>Industrial/Commercial Use (B3) - Significant impacts to 16 distinct operations. Two of the operations have RR spur access Future S&G (B3) - Significant impact to 1 parcel Current S&G (C3) - Significant impacts to 2 operations Past S&G (C3) - Sliver impact to 1 parcel</p>					<p>Common: Phx WWTP (A2) - Sliver of north end of facility ADOT District (B3) - Significant impacts to operations ADOT TOC (A3) - Significant impacts to operations. May be able to span</p> <p>Differentiators: Maricopa County Complex (B2) - 7 distinct operations. Impacts 50-ft of frontage along Durango. Primarily impacts parking. Structures may be impacted Industrial/Commercial Use (B3) - Significant impacts to 29 operations. 9 of the operations appear to be large one of them has a RR spur.</p> <p>Title VI/EJ Neighborhoods(C3) - 3 groups of residences impacted. Impacts to neighborhood north of Durango. Most of the area fronting durango has been converted to commercial or industrial uses but there are scattered residences</p> <p>Future S&G (B3) - Significant impact to 1 parcel</p> <p>Current S&G (C3) - Significant impacts to 2 operations Past S&G (C1) - Sliver impact to 1 parcel</p>					<p>Common: Phx WWTP (A2) - Sliver of north end of facility ADOT District (B3) - Significant impacts to operations ADOT TOC (A3) - Significant impacts to operations. May be able to span</p> <p>Differentiators: Maricopa County Complex (B2) - 7 distinct operations. Impacts 50-ft of frontage along Durango. Primarily impacts parking. 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	Sand and Gravel Impacts (Acres)	Total: 296.3 Past: 108.0 Current: 185.0 Future: 3.3					Total: 244.8 Past: 89.0 Current: 152.5 Future: 3.3					Total: 193.5 Past: 3.0 Current: 151.0 Future: 39.5					Total: 142.2 Past: 1 Current: 130.7 Future: 10.5					Total: 194.5 Past: 0.0 Current: 133 Future: 61.5					Total: 157.5 Past: 0.0 Current: 123.5 Future: 34			
Major Utilities and Railroad Impacts	<p>Common: Power: APS 230kv - Crossing WAPA 115 kv - Crossing Gas: SWGAs 16" - Crossing Water: PHX 48" - Crossing Sewer: PHX 72" - Crossing PHX 36" - Crossing PHX 36" - Under I-17 System TI PHX 72" - Under I-17 System TI</p> <p>Differentiator: Sewer: PHX 84" - Crossing RID Canal - Crossing Railroad: 2 spur lines (end of line) 4 properties with spur lines</p>					<p>Common: Power: APS 230kv - Crossing WAPA 115 kv - Crossing Gas: SWGAs 16" - Crossing Water: PHX 48" - Crossing Sewer: PHX 72" - Crossing PHX 36" - Crossing PHX 36" - Under I-17 System TI PHX 72" - Under I-17 System TI</p> <p>Differentiator: Sewer: PHX 84" - Crossing RID Canal - Crossing Railroad: 2 spur lines (end of line) 4 properties with spur lines</p>					<p>Common: Power: APS 230kv - Crossing WAPA 115 kv - Crossing Gas: SWGAs 16" - Crossing Water: PHX 48" - Crossing Sewer: PHX 72" - Crossing PHX 36" - Crossing PHX 36" - Under I-17 System TI PHX 72" - Under I-17 System TI</p> <p>Differentiator: Sewer: PHX 81" - 1.5 miles relocation along Lower Buckeye Canal: RID Canal - 0.5 mi relocation at Lower Buckeye Railroad: 2 spur lines 4 properties with spur lines</p>					<p>Common: Power: APS 230kv - Crossing WAPA 115 kv - Crossing Gas: SWGAs 16" - Crossing Water: PHX 48" - Crossing Sewer: PHX 72" - Crossing PHX 36" - Crossing PHX 36" - Under I-17 System TI PHX 72" - Under I-17 System TI</p> <p>Differentiator: Sewer: PHX 81" - 1.5 miles relocation along Lower Buckeye Canal: RID Canal - 0.5 mi relocation at Lower Buckeye Railroad: 2 spur lines 4 properties with spur lines</p>					<p>Common: Power: APS 230kv - Crossing WAPA 115 kv - Crossing Gas: SWGAs 16" - Crossing Water: PHX 48" - Crossing Sewer: PHX 72" - Crossing PHX 36" - Crossing PHX 36" - Under I-17 System TI PHX 72" - Under I-17 System TI</p> <p>Differentiator: Sewer: PHX 81" - Crossing Canal: Relocation of Telecommunication Corridor for MCDOT TOC along Durango RID Canal - 0.5 mi relocation at Durango Railroad: 1 spur line (Large) 2 properties with spur lines (1 Large)</p>					<p>Common: Power: APS 230kv - Crossing WAPA 115 kv - Crossing Gas: SWGAs 16" - Crossing Water: PHX 48" - Crossing Sewer: PHX 72" - Crossing PHX 36" - Crossing PHX 36" - Under I-17 System TI PHX 72" - Under I-17 System TI</p> <p>Differentiator: Sewer: PHX 81" - Crossing Canal: Relocation of Telecommunication Corridor for MCDOT TOC along Durango RID Canal - 0.5 mi relocation at Durango Railroad: 1 spur line (Large) 2 properties with spur lines (1 Large)</p>				
Onsite Drainage	Standard ADOT onsite drainage configuration. May need to provide storage/basins for onsite water treatment.					Onsite drainage will be difficult to construct and maintain on the viaduct portion. Standard ADOT onsite drainage for embankment portion. May need to provide storage/basins for onsite water treatment before outfall to Salt River.					Standard ADOT onsite drainage for embankment section. Section on walls will require a more expensive on-site drainage solution. May need to provide storage/basins for onsite water treatment.					Onsite drainage will be difficult to construct and maintain on the viaduct which is the entire length of Alt. May need to provide storage/basins for onsite water treatment.					Standard ADOT onsite drainage for embankment section. Section on walls will require a more expensive on-site drainage solution. May need to provide storage/basins for onsite water treatment.					Onsite drainage will be difficult to construct and maintain on the viaduct portion. Standard ADOT onsite drainage for embankment portion. May need to provide storage/basins for onsite water treatment.				
Offsite Drainage	63 Acres - Floodplain may be altered.					4 - Floodplain remains unchanged.					176 acres - Floodplain may be altered.					0 acres - Floodplain remains unchanged.					193 acres - Floodplain may be altered.					31 acres - Floodplain remains unchanged.				
Maintainability	No viaduct. Embankment portion is constructed along the Salt River has a large drainage channel on the north side for the entire length for offsite and onsite drainage with three outfalls to the Salt River.No offsite detention basins required. Limited number of walls.					Viaduct between SR-202L and 35th Ave as well as 27th Ave and I-17 (approximately 3.5-mile in length). Embankment portion is constructed along the Salt River and has a large drainage channel on the north side for offsite and onsite drainage with one outfall to the Salt River. Limited number of walls.					No viaduct. Between 35th Ave and 27th Ave (1-mile) mainline requires retaining walls to reduce footprint between Maricopa County Complex and 27th Ave Landfill. Large drainage channel on the north side is required for the entire length of SR-30 for offsite and onsite drainage. 122 Acre-Ft basin required between 43rd and 47th Aves for metering flow into the 47th Ave Flood Control Channel.					Viaduct required for entire length of SR-30 (approximately 4.1-miles in length). Between 35th Ave and 27th Ave (a 1-mile section of viaduct), the frontage roads with access points are under the viaduct. No offsite detention basins required.					No viaduct. Between 35th Ave and 27th Ave (1-mile) mainline requires retaining walls to reduce footprint between Maricopa County Complex and two Title VI and EJ neighborhoods to the north. Large drainage channel on the north side is required for the entire length for offsite and onsite drainage. 180 acre-ft drainage basin required for metering flow to 47th Ave Flood Control Channel (Future).					Viaduct between SR-202 and 43rd Ave as well as 35th Ave and I-17 (approximately 3.5-miles in length). Between 35th Ave and 27th Ave (a 1-mile section of viaduct), the frontage roads with access points are under the viaduct. Embankment portion has a large drainage channel on the north side for offsite and onsite drainage. Drainage basin required for metering flow to 47th Ave Flood Control Channel (Future). Limited number of walls.				

Engineering Considerations

Corridor Evaluation Screening

Criteria		South Corridor (Embankment)	South Corridor (Viaduct)	Center Corridor (Embankment)	Center Corridor (Viaduct)	North Corridor (Embankment)	North Corridor (Viaduct)
Environmental Considerations	Socioeconomic Considerations			SR-30 alignment would act to increase and improve local and regional access, traffic circulation, and mobility to businesses and communities in the SR 30 study area and to the south of the SR-30 study area. 26 businesses directly impacted; most full acquisitions 6 government facilities directly impacted (2 ADOT; 3 Maricopa County; 1 City of Phoenix No direct impact local to community facilities (schools, churches, or emergency services) 1 local neighborhood impacted (Meadow @ northern end of TI with I-17)	SR-30 alignment would act to increase and improve local and regional access, traffic circulation, and mobility to businesses and communities in the SR 30 study area and to the south of the SR-30 study area. 26 businesses directly impacted; most full acquisitions 6 government facilities directly impacted (2 ADOT; 3 Maricopa County; 1 City of Phoenix No direct impact local to community facilities (schools, churches, or emergency services) 1 local neighborhood impacted (Meadow @ northern end of TI with I-17)		
	Title VI and Environmental Justice	Meadow neighborhood likely to require EJ and Title VI evaluation. No known relocations required. Corridor would provide additional accessibility and connectivity to neighborhoods to the north and south of the Salt River	Meadow neighborhood likely to require EJ and Title VI evaluation. No known relocations required. Corridor would provide additional accessibility and connectivity to neighborhoods to the north and south of the Salt River	Meadow neighborhood likely to require EJ and Title VI evaluation. No known relocations required. Corridor would provide additional accessibility and connectivity to neighborhoods to the north and south of the Salt River	Meadow neighborhood likely to require EJ and Title VI evaluation. No known relocations required. Corridor would provide additional accessibility and connectivity to neighborhoods to the north and south of the Salt River		
	Air Quality						
	Water Resources			This alt Impacts floodplains the most of all alts Impacts 1 water-filled sand and gravel pit Directly impacts approximately .53 miles of the RIDC Impacts 19-23 groundwater wells depending on the actual alignment Negligible impacts to wetlands as most have been disturbed by sand and gravel operations and other development in and adjacent to the Salt River	Floodplain impacts are minimal as SR-30 is on viaduct. Impacts 1 water-filled sand and gravel pit Directly impacts approximately .53 miles of the RIDC Impacts 19-23 groundwater wells depending on the actual alignment Negligible impacts to wetlands as most have been disturbed by sand and gravel operations and other development in and adjacent to the Salt River	Secondmost impacts to floodplains Impacts 1 water-filled sand and gravel pit Impacts 14-17 groundwater wells Directly impacts approximately .42 miles of the RIDC Negligible impacts to wetlands as most have been disturbed by sand and gravel operations and other development in and adjacent to the Salt River	Floodplain impacts are minimal as SR-30 is on viaduct. Impacts 1 water-filled sand and gravel pit Impacts 14-17 groundwater wells Directly impacts approximately .42 miles of the RIDC Negligible impacts to wetlands as most have been disturbed by sand and gravel operations and other development in and adjacent to the Salt River
	HazMat	7 - Known Sites 3 - Leaking Underground Storage Tanks (LUST) 2 - Zip Acids List (ZAL) 1 - Facility & Manifest Data (FMD) West Van Buren Area (WVBA) WQRF (Water Quality Assistance Revolving Fund) Site	7 - Known Sites 3 - Leaking Underground Storage Tanks (LUST) 2 - Zip Acids List (ZAL) 1 - Facility & Manifest Data (FMD) West Van Buren Area (WVBA) WQRF (Water Quality Assistance Revolving Fund) Site	12 - Known Sites 4 - LUSTs 5 - ZAL 1 - FMD 1 - Emergency Response Notification System (ERNS) WVBA WQRF Site	12 - Known Sites 4 - LUSTs 5 - ZAL 1 - FMD 1 - Emergency Response Notification System (ERNS) WVBA WQRF Site	20 - Known Sites 9 - LUSTs 7 - ZAL 2 - FMD 1 - EARN WVBA WQRF Site	20 - Known Sites 9 - LUSTs 7 - ZAL 2 - FMD 1 - EARN WVBA WQRF Site
	Land Use and Jurisdiction						
	Cultural Resources	Directly affects a .11 mile section of the RIDC, which is determined as eligible for the National Register of Historic Places (NRHP) Affects 1 newly recorded site by the Arizona Museum Commission (ASM) with no available information at this time	Directly affects a .06 mile section of the RIDC, which is determined as eligible for the National Register of Historic Places (NRHP) Affects 1 newly recorded site by the Arizona Museum Commission (ASM) with no available information at this time				

Corridor Evaluation Screening

Criteria		South Corridor (Embankment)	South Corridor (Viaduct)	Center Corridor (Embankment)	Center Corridor (Viaduct)	North Corridor (Embankment)	North Corridor (Viaduct)
Performance Considerations	Accessibility and Connectivity			<p>Corridor 2 is located along the Lower Buckeye Road (LBR) corridor. The corridor provides direct access to the middle of the study area where there is medium density of commercial and industrial land uses and accessibility to the south side of the Maricopa County Complex. The corridor would provide regional access to the public within the study area; however, it would also result in a greater number of business relocations than Corridor 1.</p> <p>Corridor 2 is located on the LBR corridor and would affect local access on LBR and reduce vehicular capacity in the study area.</p> <p>Full service ITs are located at 35th Ave and 51st Ave with a half TI at 27th Ave. There is flexibility with the TI configuration. 35th and 51st Aves have grade seperated crossing at the Salt River.</p>	<p>Corridor 2 is located along the Lower Buckeye Road (LBR) corridor. The corridor provides direct access to the middle of the study area where there is medium density of commercial and industrial land uses and accessibility to the south side of the Maricopa County Complex. The corridor would provide regional access to the public within the study area; however, it would also result in a greater number of business relocations than Corridor 1.</p> <p>Corridor 2 is located on the LBR corridor and would affect local access on LBR and reduce vehicular capacity in the study area.</p> <p>Full service ITs are located at 35th Ave and 51st Ave with a half TI at 27th Ave. There is flexibility with the TI configuration. 35th and 51st Aves have grade seperated crossing at the Salt River.</p>	<p>Corridor 3 is located along the Durango Road corridor. The corridor provides direct access to the north side of the study area where there is a high density of commercial and industrial land uses. It also provides direct access to the north side of the Maricopa County Complex and the EJ and Title VI neighborhoods in the north of the study area. The corridor would provide regional access to the public within the study area; however, it would also result in a greatest number of business relocations. It also does not provide easy access to the neighborhoods south of the Salt River, which are currently served by ARS.</p> <p>Corridor 3 is located on the Durango Road corridor and while Durango Road would be replaced with frontage roads, this option would reduce local capacity and access within the study area.</p> <p>Full service ITs are located at 35th Ave and 51st Ave with a half TI at 27th Ave. There is flexibility with the TI configuration. 35th and 51st Aves have grade seperated crossing at the Salt River.</p>	<p>Corridor 3 is located along the Durango Road corridor. The corridor provides direct access to the north side of the study area where there is a high density of commercial and industrial land uses. It also provides direct access to the north side of the Maricopa County Complex and the EJ and Title VI neighborhoods in the north of the study area. The corridor would provide regional access to the public within the study area; however, it would also result in a greatest number of business relocations. It also does not provide easy access to the neighborhoods south of the Salt River, which are currently served by ARS.</p> <p>Corridor 3 is located on the Durango Road corridor and while Durango Road would be replaced with frontage roads, this option would reduce local capacity and access within the study area.</p> <p>Full service ITs are located at 35th Ave and 51st Ave with a half TI at 27th Ave. There is flexibility with the TI configuration. 35th and 51st Aves have grade seperated crossing at the Salt River.</p>
	Freight Accessibility and Connectivity					<p>Corridor 2 is located along the Lower Buckeye Road (LBR) corridor. The corridor would provide direct access to the middle of the study area where there is medium density of commercial and industrial land uses. LBR has been identified as being a trucking corridor in the study area. Corridor 2 is located on the LBR corridor and while LBR would be replaced with frontage roads, this option would reduce local capacity and access within the study area. The corridor would also result in a greater number of business relocations than Corridor 1 but less than Corridor 3.</p> <p>Full service ITs are located at 35th Ave and 51st Ave with a half TI at 27th Ave. There is flexibility with the TI configuration. 35th and 51st Aves have grade seperated crossing at the Salt River.</p>	<p>Corridor 2 is located along the Lower Buckeye Road (LBR) corridor. The corridor would provide direct access to the middle of the study area where there is medium density of commercial and industrial land uses. LBR has been identified as being a trucking corridor in the study area. Corridor 2 is located on the LBR corridor and while LBR would be replaced with frontage roads, this option would reduce local capacity and access within the study area. The corridor would also result in a greater number of business relocations than Corridor 1 but less than Corridor 3.</p> <p>Full service ITs are located at 35th Ave and 51st Ave with a half TI at 27th Ave. There is flexibility with the TI configuration. 35th and 51st Aves have grade seperated crossing at the Salt River.</p>
Public Support	Provided by you during this comment period.						
Cost Sharing Opportunities			Potential cost sharing opportunity between the 47th Ave FCD Channel, the Metro ADMP Improvements and SR-30.	Minimal cost sharing opportunity between the Metro ADMP Improvemense and SR-30.	Potential cost sharing opportunity between the 47th Ave FCD Channel, the Metro ADMP Improvements and SR-30.	Potential cost sharing opportunity between the 47th Ave FCD Channel, and SR-30.	
Future High Capacity Transit corridor					Accommodates a high capacity transit corridor to 27th Ave. However, between 35th Ave and 27th Ave, the HCT corridor will be on top of or adjacent to the 27th Ave Landfill. (Corridor pinch point between 27th Ave Land Fill and Maricopa County Complex). At 27th Ave , the HCT can then separate from the SR-30 corridor and continue to Central Ave.	Accommodates a high capacity transit corridor to 27th Ave. However, between 35th Ave and 27th Ave, the HCT corridor will be on top of or adjacent to the 27th Ave Landfill. (Corridor pinch point between 27th Ave Land Fill and Maricopa County Complex). At 27th Ave , the HCT can then separate from the SR-30 corridor and continue to Central Ave.	
Constructibility / Settlement							
Construction Costs (\$Millions)			BASE	BASE + \$855 million			BASE + \$121 million

SR 30 (Durango Link): SR-202L to I-17 Corridor Evaluation Criteria

Title	Description	Rating Criteria		
		Less Desirable	Average Desierability	More Desirable
Initial Project Purpose and Need and Fatal Flaw Screening				
Ability to meet projected demand (Y/N)	Does the corridor provide the ridership and roadway capacity to accommodate future demand? (Quantitative)	Is the v/c for the corridor and/or adjacent corridors including arterial corridors greater than or equal to the no build alternative	N/A	Is the v/c for the corridor and/or adjacent corridors including arterial corridors less when compared to no build alternative
Improve Travel Time Reliability (Y/N)	Travel time reliability evaluates the concept's overall affect on the corridor's ability to move vehicles between two designations without large variations in travel time on either the freeway or arterial corridors. (Quantitative)	Travel time is less reliable or equal to the no build alternative	N/A	Travel time becomes more reliability as compared to no build alternative
Reduce Duration of Congestion (Y/N)	Congestion Duration evaluates the concept's affect on the length of time congestion occurs in 2040 for both the freeway and arterial corridors. (Quantitative)	Duration of congestion increases or is equal to the no build alternative	N/A	Duration of congestion reduces as compared to the no build alternative
Compatibility with Alternative Modes (Y/N)	Multimodal opportunities evaluates how well the concept incorporates multimodal options and connectivity. (Qualitative)	Concept precludes or creates a significant hurdle for multimodal use and connectivity	N/A	Concept incorporates or is compatible with multimodal use and connectivity
Complements and Supports Land Use Plans (Y/N)	Land use plan compatibility evaluates whether the corridors support and are compatible with adopted future land use designations. (Qualitative)	Incompatible with land use plans	N/A	Compatible with land use plans.
Practical and Attainable (Y/N)	Are corridor elements reasonable, practical, and feasible? (Qualitative)	No	N/A	Yes

SR 30 (Durango Link): SR-202L to I-17 Corridor Evaluation Criteria

Title	Description	Rating Criteria		
		Less Desirable	Average Desirability	More Desirable
Corridor Evaluation Screening: Engineering Considerations				
Engineering: Total Length	Total length compares the total length of each of the corridors. (Quantitative)	N/A	Total length (ft)	N/A
Engineering: New ROW (Residential/ Commercial/ Other)	New ROW evaluates the acreage and type of ROW needed for each corridor. (Quantitative)	N/A	Total area of new ROW by type (acres)	N/A
Engineering: Major Land Uses	Major Land Use evaluates which major land uses within the corridor ROW footprint are being impacted and ranks the corridors qualitatively against each other based on those impacts. Major land uses within the SR-30 corridors are identified using the information gathered in the Existing and Future Conditions Report. Land uses are ranked in the following order from high to low: Major Public Infrastructure, Governmental Complexes, large industrial land uses, large commercial land uses, future sand and gravel, residential, and current/past sand and gravel. Impacts to the land uses are then rated for severity in each corridor. (Qualitative)	N/A	Property Class: A – Major public infrastructure (3 pts); B – governmental complexes, large industrial land uses, large commercial land uses, future sand and gravel (2 pts); C - residential and current/past sand and gravel (1 pt) Impact Severity: 1 – Low; 2 – Medium; 3 - High Score: Summation of (Property #)*(Property Class)*(Impact Severity)	N/A
Engineering: Sand and Gravel Impacts	Sand and Gravel Impacts evaluates corridor impacts to past, present, and future sand and gravel properties. (Quantitative)	N/A	Total area of sand and gravel impacts by type (acres)	N/A
Engineering: Major Utilities and Railroad	Major Utilities evaluates corridor impacts to major, existing utilities infrastructure such as overhead power transmission, fiber optics, gravity storm drain and sanitary sewer, sanitary sewer force mains, and large diameter water and natural gas. (Quantitative)	Relocations required for several major utilities	Minimal impacts to major utilities	No impacts to major utilities
Engineering: Onsite Drainage	Onsite Drainage evaluates the constructability and maintainability of corridor onsite drainage options such as collection systems, water treatment, and outfalls to the Salt River. (Qualitative)	Onsite drainage system is complex and difficult to construct <u>and</u> is not easily maintained	Onsite drainage system is complex and difficult to construct <u>or</u> is not easily maintained	Onsite drainage system is conventional and does not pose unusual construction challenges and is easily maintained
Engineering: Offsite Drainage	Offsite Drainage compares the size of drainage facilities (channel and basin) needed for offsite drainage. (Quantitative)	N/A	Total area needed for offsite drainage (acre)	N/A
Engineering: Maintainability	Qualitatively assesses the relative maintainability of the corridor. (Qualitative)	corridor has features that are unusually difficult to maintain	corridor has features that are slightly more complicated to maintain than average.	corridor's maintenance is conventional or simpler than average.

SR 30 (Durango Link): SR-202L to I-17 Corridor Evaluation Criteria

Title	Description	Rating Criteria		
		Less Desirable	Average Desirability	More Desirable
Corridor Evaluation Screening: Environmental Considerations				
Environmental: Socioeconomic Considerations	Socioeconomic Considerations will use a desktop evaluation to determine whether the corridor negatively impacts or enhances the community in terms of community cohesion, residential and business acquisitions, and providing access to neighborhoods and local business when compared to No-Build. (Qualitative)	Negatively impacts socioeconomic considerations in the study area when compared to No-Build	Same as No-Build	Enhances socioeconomic considerations in the study area when compared to No-Build
Environmental: Title VI and Environmental Justice	Title VI and Environmental Justice will use a desktop evaluation to determine whether the corridor negatively impacts or enhances Title VI and Environmental Justice communities when compared to No-Build. (Qualitative)	Negatively impacts Title VI communities in the study area when compared to No-Build	Same as No-Build	Enhances Title VI communities in the study area when compared to No-Build
Environmental: Air Quality	Air quality qualitatively evaluates whether the corridor negatively impacts or improves regional air quality when compared to No-Build. (Qualitative)	Negatively impacts regional air quality when compared to No-Build	Same as No-Build	Improves regional air quality when compared to No-Build
Environmental: Water Resources	Water Resources will use a desktop evaluation to determine whether the corridor negatively impacts or improves water resources features when compared to No-Build. (Qualitative)	Negatively impacts water resource features when compared to No-Build	Same as No-Build	Enhances or improves water resource features when compared to No-Build
Environmental: HazMat	HazMat will use a desktop evaluation to determine whether the corridor negatively impacts or improves hazardous material sites when compared to No-Build. The more sites that are impacted and are required to be mitigated the higher the rating. (Quantitative)	N/A	Number of Hazardous Material Sites Impacted	N/A
Environmental: Land Use and Jurisdiction	Land Use and Jurisdiction will use a desktop evaluation to determine whether the corridor negatively impacts or compliments planned land uses in the study area when compared to No-Build. (Qualitative)	Negatively impacts planned land use when compared to No-Build	Same as No-Build	Compliments planned land use when compared to No-Build
Environmental: Cultural Resources	Cultural Resources will use a desktop evaluation to determine whether the corridor negatively impacts or enhances cultural resource sites when compared to No-Build. (Qualitative)	Negatively impacts cultural resource sites when compared to No-Build	Same as No-Build	Improves or enhances cultural resource sites when compared to No-Build

SR 30 (Durango Link): SR-202L to I-17 Corridor Evaluation Criteria

Title	Description	Rating Criteria		
		Less Desirable	Average Desirability	More Desirable
Corridor Evaluation Screening: Performance Considerations				
Performance: Accessibility and Connectivity	Accessibility and Connectivity evaluates how accessible an corridor is to the local transportation network and community and how well the corridor connects regional transportation network. (Qualitative)	Local access connections do not prioritize continuous local arterials that serve major traffic generators. System connections do not prioritize heavy regional movements as defined by regional traffic models.	N/A	Local access connections prioritize major arterials that are continuous and serve major traffic generators. System connections prioritize heavy regional movements as defined by regional traffic models.
Performance: Freight Accessibility and Connectivity	Freight Accessibility and Connectivity evaluates how accessible an corridor is for commercial and industrial freight users within the study area and how well the corridor connects to regional freight transportation routes and destinations. (Qualitative)	Connections between the local transportation network and corridor are not easily accessible to freight users. Does not improve connectivity to regional freight transportation routes and destinations.	N/A	Connections between the local transportation network and corridor are easily accessible to freight users. Improves connectivity to regional freight transportation routes and destinations.
Corridor Evaluation Screening: Implementation Considerations				
Implementation: Agency Support	Agency support evaluates the agency support for the corridor. (Qualitative)	Has agency opposition	Has some agency support	Has strong agency support
Implementation: Public Support	Public support evaluates the anticipated public support for the corridor, based on feedback from the public scoping process. (Qualitative)	Anticipated to have public opposition	Anticipated to have some public support	Anticipated to have strong public support
Implementation: Cost Sharing Opportunities	Cost sharing opportunities evaluates whether there is an opportunity to share costs for flood control features. (Qualitative)	Minimal to no opportunity to share flood control feature costs	N/A	Opportunity to share flood control feature costs
Implementation: Future High Capacity Transit corridor	Ease of continuation of the High Capacity Transit corridor within the SR 30 corridor from the west. (Qualitative)	Corridor precludes or creates a significant hurdle for a high capacity transit route in the corridor	N/A	Corridor accommodates a high capacity transit route in the corridor
Implementation: Constructability/Settlement	Constructability/Settlement evaluates constructability issues as it relates to sand and gravel operations and landfills.	Corridor will require drilled shafts in old sand and gravel pits that have been backfilled with unknown material or in landfills	Corridor will place embankment over sand and gravel pits. Likelihood of settlement high. Portion of the landfill will need to be moved in order to place embankment.	Corridor has minimal or can avoid sand and gravel pit within its corridor and does not impact the landfill.
Implementation: Construction Costs	Construction cost compares the capital cost of each Corridor against each other. (Quantitative)	N/A	Construction Cost (\$)	N/A